

The Seven Seas Tattler Issue 2.6 - November 2018



Welcome to the November edition of Tattler

The undoubted highlight and large event of the month and year was the 150th birthday celebration held at the club on Saturday the 20th October. There were many that contributed, from sponsors to club management and committee. Tattler will cover the proceedings in a special edition to be published shortly.

From the Chairman

The club has had a very successful 150yrs celebration. More info and photographs will be captured in a separate edition of the Tattler.

On the SA Navy front, Ex ATLASUR and Ex IBSAMAR has been completed and all the foreign ships have returned to their respective countries. The Naval Harbour Master has handled close on to 300 000 tons of shipping for the months of September and October. The SAN is now concentrating in getting their ships ready for Armed Forces Week in Cape Town from mid-February 2019. More details on the event will be promulgated once known.

From the Treasurer

October figures are not yet available, but I can report that September ended with good sales for the month, with a small surplus at the bottom line. Some advance expenditure in the month, for the October 150yr celebrations, reduced the returns which would otherwise have been pretty good.

At this stage, it looks like we are heading for a bumper October, certainly as far as sales are concerned. The generous donations by Zevenwacht, towards bar stocks, for our 150yr anniversary celebrations have added immensely to our coffers. Overall costs have still to be tallied though, so at this point I cannot say what the bottom line will look like, but I am confident that these costs have been recovered by the excellent sales.

After 7 months of our financial year sales are marginally below budget, but we are catching up fast. Fortunately, owing predominantly to low maintenance cost so far, we have a good surplus. This is a significant improvement against our budget for the 7 months, so all is good.

That's all for now.... see you at the Club!

Club Manager's Report

We wish the following a very happy Birthday and hope that their year is showered with great health and much happiness

2 nd November	Lt G.M. Munro
8 th November	Mr P.G. Holwill
10 th November	Mr A.J. Ritchie
13 th November	Cdr M.G. Jardine
17 th November	Lt Col E.E. Earp
18 th November	Mr D.C. Le Roux
21 st November	Lt R.C. Maydon
23 rd November	Capt R.G.W. Thomson
23 rd November	Mr W. Eiserman
29 th November	R Adm (JG) A.A. Cole
29 th November	Mr S. Bothma

October 2018 100 Club Winners

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J.S. Meyer – R300
G. Patterson – R300
D.C. Le Roux – R300
T. Wise – R1 000

New Member

Reginald Garnet Marshall married to Roberta Patricia Marshall and lives in Fish Hoek. Garnet is a retired Director of Marshall and Associates. He is a Member/Past Member of the following Clubs:
Wanderers Sports Club, Jhb
Johannesburg Sportsmans Club
Past Master Lodge Nigel SC 847

Past Master Kosmos Lodge EC 2780, Jhb
Past Master Phoenix Lodge EC 1860 Simon's Town
Garnet is interested in Naval and maritime history which was one of the main reasons he and Roberta migrated from Gauteng to the Cape.

November 2018 Happy Hour and 100 Club Draw

November Happy Hour and 100 Club Draw takes place in the Club on the 13th from 17h00 to 18h00. Boerewors Rolls will be on sale at R30 each and the customary attendance prizes will be up for grabs.

The other happy hour will be on the 27th

Seven Seas Club Movie Night

The next movie night will take place on Wednesday the 21st of November 2018. Details to follow.

Navy gains double benefits from Exercise IBSAMAR

Written by Dean Wingrin, Monday, 08 October 2018



The South African Navy (SA Navy) and its sea-going personnel are reaping double benefits as Exercise IBSAMAR VI 2018, the trilateral naval exercise between Brazil, India and South Africa, concludes its first sea phase.

Following hot on the heels of Exercise ATLASUR XI the biennial maritime exercise between South Africa, Brazil and Uruguay, IBSAMAR commenced on 1 October, with the first sea phase taking place between 4 and 6 October in the False Bay area.

The first sea phase is an integration phase, when the three navies familiarise themselves with each other. The second sea phase, from 9-11 October, increases the scale and level of complexity.

Brazilian naval Captain Sergio Ozorio, Combined Task Force Commander, notes that “the exercise is a very good experience for the three navies to exchange the skills, procedures and the interoperability of the three navies.”

This is echoed by Captain (SAN) Jasper van der Westhuizen, the South African Joint Task Group Commander, who explains that exercises with the much larger Brazilian and Indian navies is “fantastic” and “an excellent opportunity to work with navies of this stature.”

Commander Task Group India, Captain Ajay Theophilus, was equally supportive of the exercise, saying that “India finds South Africa and Brazil as very good friends and to prove this, we have come through really rough seas to be here. I’m sure each of us is going to learn from each other and we’re going to improve so that tomorrow, when the enemy is at our doorstep, we’re hand-in-hand and together against it.”

Hosted by South Africa, but with Brazil acting as lead nation, the exercise is best summarised by Commander Abdul Sayed, Executive Officer of SAS Amatola, as “enhancing our inter-cooperability

with one another as southern Indian Ocean and Atlantic Ocean region counterparts. The purpose of Exercise IBSAMAR is to hone on our Standard Operating Procedures (SOPs) as well as multinational cooperating procedures in which we focus this year primarily on the combating of piracy as well as three-dimensional warfare.”

As such, the exercises lined up until IBSAMAR concludes on 12 October includes force protection, anti-piracy, anti-air warfare, anti-submarine and anti-surface warfare exercises, surface firing, search and rescue and tactical procedures.

The very first exercise of Sea Phase 1, experienced by this defenceWeb writer whilst aboard SAS AMATOLA, occurred within minutes of departing the safety of Simon’s Town Naval Base, when the warship was attacked by two Namacura Harbour Patrol Boats mimicking Fast Incoming Attack Craft (FIAC), simulating an asymmetric threat when a departing vessel is at its most vulnerable. The warship mobilised its gun crews and weapons teams in order to deter, warn (and if required) neutralise the threat.

Given the SA Navy’s ever-shrinking budget, keeping South Africa’s warships operational and giving her crews enough sea days to train, qualify and gain experience is an ever-increasing challenge. Thus, the SA Navy has welcomed the two maritime exercises and is using the opportunity to train new combat, navigator and engineering personnel to expand on the capacity within the South African Navy.

A case in point is that aboard submarine SAS Manthatisi is a new submarine Commanding Officer in training.

“You cannot have a better situation than this to really test him. One of the things for him is to operate under air threat, so we’re going to use the aircraft for that as well,” says van der Westhuizen.

Officer Commanding of SAS Amatola, Captain (SAN) Cebo Gwala, continued that the exercise presents “a very valuable opportunity for the training of the Officer Commanding, where he is going to have to fare against a real threat that is not familiar to him.

“But also for all the (surface ship) Watch Keepers, safety when operating near a submarine becomes paramount and the opportunity to exercise with one in close proximity and still stick to the basics of safety as laid down internationally and domestically is going to be a bonus compared to paper and/or simulators,” he explains.

Exercise IBSAMAR also allows for the customary cross pollination of crew, in which senior personnel from each of the three services act as observers aboard the vessels of the other navies.

“The purpose of that, besides a show of goodwill and good faith,” explained Sayed, “is also to assist when there may be a potential communication breakdown. That there is someone from that particular organisation on board that is able to decipher what the potential communication problem is and rectify it.”

Indeed, language issues have been identified as one of the key risks during the exercise. English is used as the communication medium, which can be challenging for countries which are not English-speaking.

Another challenge, which all three navies are quick to acknowledge, is that of budget, or lack of it.

Van der Westhuizen told defenceWeb that the budget for Exercise IBSAMAR “is actually much less than what one would expect.” Although still a lot of money, “if you look at naval budgets and what defence exercises cost, then we've really done it on a shoestring budget, we're getting a lot of bang for our buck!”

The South African Navy (SAN), as the host country, is providing most of the participating assets. This includes the frigate SAS Amatola, hydrographic survey vessel SAS Protea which variously acts as support vessel and enemy, submarine SAS Manthatisi and the Maritime Reaction Squadron (boats, reaction force, divers and boarding party).

The Indian Navy will be represented by the Kolkata class INS Kolkata stealthy guided missile destroyer with a Westland Sea King Mk.42B multirole helicopter and INS Tarkash, a Talwar-class frigate embarking a Ka-31 Helix B airborne early warning helicopter and a Marine force. Sadly, a P-8I long-range, multi-mission maritime patrol aircraft which was scheduled to take part was withdrawn shortly before the commencement of the exercise.

Brazil is represented by the frigate BNS Barroso (with an AS350BA Ecureuil helicopter onboard) and 1 Platoon Special Forces.

The South African Air Force (SAAF) will be providing a Super Lynx maritime helicopter, an Oryx transport helicopter, two Gripen fighters for anti-ship/anti-air warfare drills and a C-130BZ Hercules for maritime surveillance duties. The South African Military Health Service (SAMS) is represented by 1 Medical Task Group.

Back in port for a few days after the conclusion of the first sea phase, the three navies are happy with the outcome.

“The atmosphere is very serious and respectful between the navies,” says Ozorio, whilst Sayed says that “thus far it's been (going) very well” and that the Brazilians, Indians and South Africans are “able to communicate effectively and we are able to concentrate on the task at hand.”

The SA Navy is certainly getting full benefit from Exercise IBSAMAR, because as van der Westhuizen articulated, “we only have this one opportunity to do as much as you can.”

Footnote - ed

On Saturday morning the 7th October the Chairman's wife and daughter, Jen and I had the great pleasure of being aboard one of the tugs that berthed ships after the exercise. What a fascinating experience!

Let's start with the tug. The bridge of this vessel appeared to this layman more like a gaming console than what I would have anticipated. Steering wheel? No - little "joysticks" are what controls this beast. The tug itself is in immaculate condition, and the skipper and crew were clearly competent and experienced. We set off promptly at 08h00 and headed out to "fetch" our first job of the day, the Indian destroyer, Kolkata. Together with a similar tug we headed out to line up on her port side. The pilot tug, with our intrepid chairman on board headed for her starboard side.

The entire process of bringing the destroyer alongside seemed flawless and uncomplicated. I have no doubt that the process was far more complex than what it seemed, but the skills of all parties involved ensured the completion of the job without any obvious problem.

Having got her squared away, off we went to fetch the Indian frigate. I have not mentioned that the south-easter was certainly doing its thing that morning. Strong wind certainly does not make the life of those accountable for ensuring the safe and secure docking of the vessels any easier. Observing the skipper at work, the subtle movements of his hands on the joysticks, the clear instructions Captain Wise barked over the airways and the teamwork of those on deck was a revelation.

In all, 5 ships were safely docked that morning including a Brazilian vessel and two of our own. Just another day in the life of the Port Captain and the tug crews?

We left, a little damp from a bit of sea spray, but cheered by an awesome experience

Thanks to Tracy-Lee for pictures





SA Shipyards contracts Unique Group for hydrographic newbuild components

Southern African Shipyards has awarded subsea and offshore solution specialist Unique Group a contract to deliver dynamic positioning systems and navigational equipment for its hydrographic newbuilds.

Through its Marine & Subsea division, Unique Group will be delivering the equipment for multiple – main and support vessels.

Among the vessels to be fitted with the systems is the South African Navy's VARD-designed Project Hotel hydrographic survey vessel.

As part of the contract, Unique Group will also provide complete integration of the hydrographic equipment package, which will include centralized operations between the main vessel and smaller support vessels.

The hydrographic office set up onshore will also be updated with new computer hardware and the latest processing software for chart production, data collection, processing, reporting and backup solutions.

Unique Group will provide a full package including technical support and relevant operational and maintenance training for the staff.

“Unique Group has always been at the forefront of innovation and customer satisfaction. Our team specializes in working with partners to deliver projects on time and with the best available solution,” Harry Gandhi, Unique Group CEO commented. “We are pleased to have been chosen for a significant project to provide complete vessel integration for a reputed client like Southern African Shipyards.”

The South African Navy’s Project Hotel hydrographic vessel is being built to replace the SAS Protea which has been in service since 1972.

According to Vard, the PC7 ice-strengthened vessel will measure 95 meters in length and have approximately 7800kW propulsion power, a shafted controllable pitch propeller, and a maximum speed of 18 knots. The vessel has a 10,000nm range with 44 days endurance; and will be manned by a crew of 120 comprising ships’ crew and scientists.

Featured Battle - The Battle of Muizenberg, 7 August 1795



Although there were not many casualties (two or three on the British side) and the ‘battle’ did not last very long, this action was one of the pivotal points in the history of this country. From 1652 until then, the Dutch had ruled the Cape and protected the very important sea-route to the East which gave the Dutch East India Company (VOC) access to the spices and riches of the East.

As a background to this ‘battle’ one has to look at what was happening in Europe at that time. France was at war with England and Holland. The French had successfully invaded Holland in 1794 and the Prince of Orange had fled to his allies in England. The other major factor to be remembered as background to this situation was the remoteness of the outpost at the Cape and the lack of

communication with Europe. The only communication was by sea and that was seldom and not on a regular basis. At the Cape, the person in charge of the VOC's affairs was Commissioner-General Abraham Sluysken. Besides not being informed of the situation in Europe, his task of controlling matters at the Cape was made more difficult because the VOC was beginning to falter and there was dissension and division in the ranks of the burghers at the Cape. In April 1795, the Dutch frigate, the Medemblik, brought some news about the French advances for those at the Cape. Unfortunately, this ship had sailed from Holland before the collapse of the monarchy there, so Sluysken was still under the impression that the British were allies and the French were enemies of the Dutch.

Given the turmoil in Europe and the importance of the Cape sea-route to India the British Government sent a fleet of seven Royal Navy ships under the command of Vice – Admiral Elphinstone to secure the Cape as a refreshment station and as their gateway to the East. That fleet arrived off Simon's Town in early June, 1795. The Dutch troops in Simon's Town pulled back to their fort in Muizenberg while the British sent a delegation through to the Castle in Cape Town, who suggested to Sluysken that the Dutch should hand over the Cape to the British. This was rejected and the British delegation returned to Simon's Town. The site of the Dutch fort at Muizenberg is the land immediately adjacent to where Sir Abe Bailey's home, Rust en Vrede, was later built.

This was a very clever selection for the siting of the fort as it is in a situation where any persons passing from North to South would have to go just below the fort. The mountain in this area comes down fairly steeply to the sea and it would have been difficult to pass on the mountain side of the fort. The one disadvantage was that it was in range from the sea. On the 7 August the British made their move. They began marching with infantrymen and sailors from Simon's Town towards Fish Hoek and Kalk Bay, with the aim of attacking the fort in Muizenberg. At the same time four of the Royal Navy ships set sail from Simon's Town and anchored parallel to the coast, more or less opposite where Bailey's cottage stands to-day. At about 2pm they released a bombardment of cannon balls at the Dutch fort.

It is believed that the bombardment lasted about 30 minutes and, in that time, they released many cannon balls. It didn't take much for the Dutch to realise that they were outclassed and they hastily abandoned the fort and retreated towards Zandvlei and the Retreat area. (Hence the name 'Retreat'). A number of cannon balls have been recovered over the years. One is on display at the entrance of the Shoprite store in Muizenberg.

It was found when the foundations of that building were dug. The latest cannon ball to be found was when they recently resurfaced the Main Road just in front of the Posthuys building. Reinforcements were sent from the Castle but the fight had gone out of the Dutch and they moved back and encamped in the vicinity of Wynberg Hill. Odd engagements continued for about six weeks until eventually a stalemate was reached. In September the Dutch again tried to recapture the fort at Muizenberg but were repelled. In the meantime, the main British fleet with reinforcements had

arrived in Simon's Town and a new advance on Cape Town started on 14 September with the Dutch capitulated on the 16th.

This resulted in the British taking control of the Cape for seven years. The Dutch came back and ruled at the Cape in 1804 and 1805 and were then again defeated by the British at the Battle of Blaauwberg. After this the British ruled the Cape Colony and South Africa until 1961 when the Republic of South Africa was born. The remnants of the fort of Battle of Muizenberg are on that strategic site overlooking False Bay. Maps and an explanation of these happenings can be seen at the Posthuys museum. Where they also have a good collection of cannon balls used in this encounter. The remains of this fort and the site of the Battle of Muizenberg are cared for by the Muizenberg Historical Conservation Society. One of the mysteries of the 21st Century has surfaced early – how did we ever lose the Muizenberg Battlements? Because lost is what they have been, for about 150 years.

Known to very few, these fascinating ruins have been slumbering quietly beneath ever-growing bush like a lost Inca temple in the jungle. The extensive fortifications mark the seminal moment in South African history and a crucial point in world history, and we know almost nothing about them. The year is 1795, the month is May. Autumn in the Cape, lovely still, warm days, sometimes rain showers, the wind usually a gentle north-easterly. The VOC governor in Cape Town is apprehensive. A British fleet has arrived in Simon's Town, and he does not know their intentions. Trouble is afoot in Europe, Napoleon is rampant, the Governor's information from the Netherlands is old and out of date.

He does not trust the British, even though they are nominally his friends and allies of the Dutch. The Governor puts his False Bay batteries on alert and sends reinforcements to block the road. Under Captain Louis Thibault the engineers decide that the best place to block the British will be on the coastal road half a kilometre up from the Posthuys at Muizenberg. Here the mountain side is steep, the view is clear, there is no easy way around behind the position. The troops are put to work hurriedly erecting defensive positions. They build three lines of rocks at different heights for the troops to lie behind with their muskets and fire on the approaching British, assuming they approach. Cannons and field-guns are brought up but are not fully equipped, and crucially two of the 24-pounders lack wooden decks for the guns to rest on. Instead the gun carriages rest on the sand.

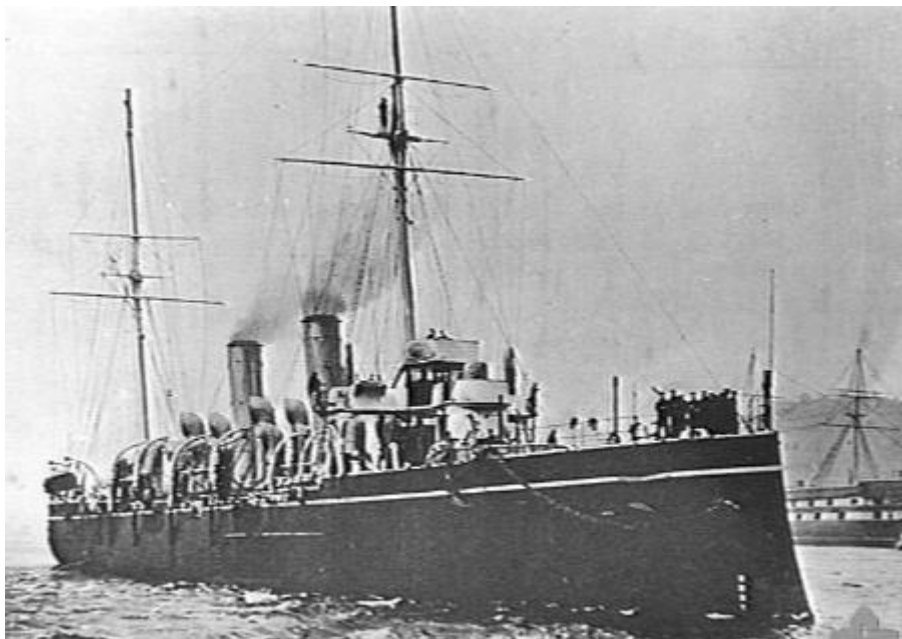
The Pandouren are deployed across the position, from sea to mountain-top. Interestingly, this fight is the first to involve the three major cultural groups of the Cape – the Dutch, the Coloureds and the British. It is the start of a complex and tense set of relationships. On 7th August 1795 the British march. 1600 men form a column, marines, army and sailors, and come along the coastal track from Simon's Town. There is a Dutch picquet at Kalk Bay, a few men with a cannon. Sensibly they abandon their position and scurry back to the fort at Muizenberg. Here the Dutch, about 800 strong, can see the British coming, indeed, they have been watching all day. Apart from the troop column, they also

see with some concern that four British warships, two big ones each carrying 64 guns and two small ships of 16 guns have sailed from Simon's Town in support of the troops.

At two o'clock the fleet eases into position opposite the Muizenberg battlements, and from a range of 300 yards they open fire with broadsides. 80 cannon simultaneously! The noise is terrifying! The ships disappear in clouds of blue smoke. Cannon balls and rock splinters fly around in an unholy hail. The Dutch defenders valiantly man their guns, they dig them out of the sand after each shot, they score a hit on HMS America and kill two seamen, but they cannot cope with both the soldiers and the ships, and within an hour they abandon their position and retreat to Muizenberg. The fight continues, a running skirmish, for several weeks, and ends when the British take possession of Cape Town on 16 September 1795. The consequences? This was the 1st British Occupation, followed a few years later by the 2nd, permanent occupation. 7th August 1795 is a defining moment in our history, the day when control of the Cape passed from the VOC to the British. It marks the end of the Vereenigde Ost-Indische Compagnie in South Africa. It marks the start of English as an official language of the country. It marks the beginning of English colonisation of Africa, with all the benefits and ills that argument rages about to this day. It marks British control of the Cape sea-passage, with the impact that had on world history. A big day, all told. The Muizenberg fortifications slipped into disuse after this, but they were not forgotten. A British military map dated 1844 shows the old Dutch defensive lines still in place.

Featured Ships (Two with a "Simon's Town connection")

WW1 - HMS Pegasus



H.M.S. Pegasus was one of eleven Pelorus Class cruisers built for the Royal Navy in the late 19th century. After an uneventful career in the Mediterranean and Australia, the ship was recommissioned in 1913 for the Cape Squadron at Simonstown, South Africa. The squadron commanded by Rear-Admiral King-Hall consisted of three elderly cruisers, H.M.S. Astraea, Hyacinth and Pegasus. At the outbreak of the First World War, Astraea and Pegasus were based at Zanzibar and patrolled the coast until the former was called away for escort duty.

Continuous steaming for weeks on end searching for the Königsberg had reduced Pegasus' performance and she required maintenance at Zanzibar on 19 September. In the meantime, Königsberg was less than two hundred miles away in the Rufiji Delta having taken on seven hundred tons of coal. Looff received news of Pegasus' whereabouts and arrived off Zanzibar at sunrise the following morning and opened fire. Outgunned and outranged Pegasus was disabled within eight minutes, and the ship reduced to a shamble with thirty-eight killed and fifty-five wounded.

Commander Ingles ordered the striking of the colours and the raising of a white flag. Looff ceased fire and departed having fired over two hundred and fifty shells.

Attempts to beach the ship with a tug failed and she sank that afternoon in thirty feet leaving the masts above the surface. Ingles organized the recovery of six of the 4-inch guns, which were fitted with carriages in the railway workshops and tested in the grounds of the Marahubi Palace ruins. Two guns were mounted on the Zanzibar seafront as part of the town's defences, while two others were used in the land campaign against von Lettow-Vorbeck. Of the remaining two, one was mounted on the lake steamer Winifred and the other used for the defence of Mombasa. By 1916 the German threat of attack was over and the land campaign guns and Winifred gun were returned to Simonstown and scrapped. After the war the two Zanzibar guns were kept on the sea front as a memorial, but have since disappeared, while the Mombasa gun is preserved outside Fort Jesus, where it can be seen today.

HMS Goliath



HMS *Goliath* was a pre-dreadnought battleship of the British Royal Navy and a member of the *Canopus* class. Intended for service in Asia, *Goliath* and her sister ships were smaller and faster than the preceding *Majestic*-class battleships, but retained the same battery of four 12-inch (305 mm) guns. She also carried thinner armor, but incorporated new Krupp steel, which was more effective than the Harvey armor used in the *Majestics*. *Goliath* was laid down in January 1897, launched in March 1898, and commissioned into the fleet in March 1900.

The ship was deployed to the China Station from her commissioning until 1903, when she returned to Britain; she was sent back to East Asian waters, but while en route was reassigned to the

Mediterranean Fleet. In early 1906, she was transferred to the Channel Fleet, followed by a stint in the Home Fleet starting in early 1907. She was sent to the Mediterranean a second time in 1908, and later returned to the Home Fleet in 1909, before being decommissioned in 1913. With the outbreak of the First World War in August 1914, *Goliath* was mobilized into the 8th Battle Squadron. She initially served as a guard ship in Loch Ewe, one of the harbors used by the Grand Fleet, before escorting the crossing of British troops to Belgium in late August.

In November 1914, *Goliath* attempted to get close enough to neutralise *Königsberg*, but the water was too shallow to permit her to get within range of the cruiser. As a result, she left to bombard Dar es Salaam on 28 November and 30 November. In the former attack, Commander Henry Ritchie, *Goliath*'s executive officer, won the Victoria Cross.^[7] *Goliath* and the protected cruiser *Fox* destroyed the colonial governor's residence; the second bombardment proved to be less effective. *Goliath* underwent a refit at Simonstown, South Africa, from December 1914 to February 1915. She then returned to the Rufiji delta on 25 February. *Goliath* then took part in operations against German East Africa, participating in the blockade of the German light cruiser SMS *Königsberg* in the Rufiji River. From March 1915, she was part of the Dardanelles Campaign, and remained in support of the landings at Gallipoli in April. On 13 May 1915 *Goliath* was sunk in Morto Bay off Cape Helles by three torpedoes from the Ottoman destroyer *Muâvenet-i Millîye*. Out of her crew of 750, 570 were killed in the sinking.

Featured Naval Officer - Prince Philip, Duke of Edinburgh

Naval and wartime service

In 1939, Philip joined the Royal Navy, graduating the next year from the Royal Naval College, Dartmouth, as the best cadet in his course. During the Second World War, he continued to serve in the British forces, while two of his brothers-in-law, Prince Christoph of Hesse and Berthold, Margrave of Baden, fought on the opposing German side. Philip was appointed as a midshipman in January 1940. He spent four months on the battleship HMS *Ramillies*, protecting convoys of the Australian Expeditionary Force in the Indian Ocean, followed by shorter postings on HMS *Kent*, on HMS *Shropshire* and in Ceylon (now Sri Lanka). After the invasion of Greece by Italy in October 1940, he was transferred from the Indian Ocean to the battleship HMS *Valiant* in the Mediterranean Fleet. Philip served aboard HMS *Valiant* in the Battle of the Mediterranean.

On 1 February 1941, he was commissioned as a sub-lieutenant after a series of courses at Portsmouth, in which he gained the top grade in four out of five sections of the qualifying examination. Among other engagements, he was involved in the Battle of Crete, and was mentioned in dispatches for his service during the Battle of Cape Matapan, in which he controlled the battleship's searchlights. He was also awarded the Greek War Cross of Valour. Duties of lesser glory included stoking the boilers of the troop transport ship RMS *Empress of Russia*. In June 1942, he was

appointed to the V and W-class destroyer and flotilla leader HMS *Wallace*, which was involved in convoy escort tasks on the east coast of Britain, as well as the Allied invasion of Sicily.

Promotion to lieutenant followed on 16 July 1942. In October of the same year, he became first lieutenant of HMS *Wallace*, at 21 years old one of the youngest first lieutenants in the Royal Navy. During the invasion of Sicily, in July 1943, as second in command of HMS *Wallace*, he saved his ship from a night bomber attack. He devised a plan to launch a raft with smoke floats that successfully distracted the bombers, allowing the ship to slip away unnoticed. In 1944, he moved on to the new destroyer, HMS *Whelp*, where he saw service with the British Pacific Fleet in the 27th Destroyer Flotilla. He was present in Tokyo Bay when the instrument of Japanese surrender was signed. In January 1946, Philip returned to the United Kingdom on the *Whelp*, and was posted as an instructor at HMS *Royal Arthur*, the Petty Officers' School in Corsham, Wiltshire.

Honours and honorary military appointments

Upon his wife's accession to the throne in 1952, the Duke was appointed Admiral of the Sea Cadet Corps, Colonel-in-Chief of the British Army Cadet Force, and Air Commodore-in-Chief of the Air Training Corps. The following year, he was appointed to the equivalent positions in Canada, and made Admiral of the Fleet, Captain General Royal Marines, Field Marshal, and Marshal of the Royal Air Force in the United Kingdom. Subsequent military appointments were made in New Zealand and Australia. In 1975, he was appointed Colonel of the Grenadier Guards, a position he handed over to his son Andrew in 2017. On 16 December 2015, his role as Honorary Air Commodore-in-Chief was handed over to the Duchess of Cambridge.

To celebrate his 90th birthday, the Queen appointed him Lord High Admiral of the Royal Navy (the highest title in the organisation) and Canada appointed him to the highest ranks available in all three branches of the Canadian Armed Forces.

On their 70th wedding anniversary, 20 November 2017, the Queen appointed him Knight Grand Cross (GCVO) of the Royal Victorian Order, making him the first British national since his late uncle, the first Earl Mountbatten of Burma, to be entitled to wear the breast stars of four orders of chivalry in the United Kingdom

We thank Alan Collinridge for his submission of the following from an overseas trip:

Unexpected highlights from my visit to France & UK – 1 PORTSMOUTH HISTORIC DOCKYARD

I recently returned from a visit to family and old friends in France and UK which resulted in some unexpected and interesting highlights which included the Portsmouth Historic Dockyard and the Pegasus Bridge, museum in Normandy.

Portsmouth Historic Dockyard

My father Henry Collingridge served in the RAF Marine Branch (Air Sea Rescue) during WWII at various bases in Scotland, Isle of Man & Pembroke Dock, Wales. That is about all I really know about his service as he died a couple of years after the war when I was a teenager.

So, I finally decided to do some research on his wartime service and started it while I was in Normandy. After visiting the PHD website, I discovered that they had a restored RAF HSL 102 which was the class of high-speed launches used by the RAF Air Sea Rescue service and it was on a mooring at the PHD Boathouse 4 there.

I immediately contacted PHD mentioned that I was from Simon's Town and was keen to do some research on my Dad's RAF ASR service and I soon received a reply from Richard Hellyer who asked me if I knew his brother-in-law Jack London - my reply was that I was chatting to him over a beer at the Seven Seas Club just before I left for France! What a coincidence.

It turned out that Richard served in the SAN during the sixties before moving to UK with Safmarine. He was keen that we should meet and he would make arrangements for me to go aboard HSL 102 which is not usually open to the public.

I arrived at Portsmouth harbour on the overnight Brittany ferry from Caen where I was met by Richard who took me to the Ship Leopard Hotel close to the PHD, for a full English breakfast.

From there we entered the PHD and made our way to Boathouse 4 where Richard introduced me to Diggory Rose the Director of Marine Operations, who had allowed Richard take me aboard HSL 102 and show me the launch in detail which I found extremely interesting. The restoration was 100% and could not be faulted.



Thanks to Richard, who took me on a guided tour of HSL 102 moored at Portsmouth Historical Dockyard

History of HSL 102



HSL 102 was built in 1936 by the British Powerboat Company of Hythe and probably one of the first fast offshore rescue boats in service with the RAF ASR in 1937. Her hull was made from African mahogany of double-diagonal construction and powered by three Sea Napier petrol engines which gave her a speed of 38knots. During her restoration these were replaced by three six-cylinder 420bhp Cummins diesels. She is the only 100 HSL to survive.

In two months during in 1941, she rescued 38 aircrew from the North Sea including crews from two German bombers. In 1943 she was attacked by a Messerschmitt 109 when one of her crew was killed. In 1943 she was transferred to the Royal Navy until 1946. A total of 69 HSLs were built during 1940-1942 together with HSL 102 they rescued more than 13000 airmen from the sea. Some later versions were equipped with 20mm Oerlikon cannon on a specially strengthened rear deck in addition to the .303 Vickers or Lewis machine guns.



After service with the Royal Navy she became a houseboat in Dartmouth and was in a sad state of repair when acquired for restoration. This extensive work was carried out by Powerboat Restorations at Fawley during 1993 – 1996. HSL 102 was relaunched there by Queen Elizabeth then based at Lymington and in 2009, she was acquired by the Portsmouth Naval Base Property Trust. My sincere thanks go to Richard Hellyer seen here at the controls of HSL 102 - an excellent host who

made my visit to the launch and in fact the tour of Boathouse 4 Workshop plus the Portsmouth Historical Dockyard - a very interesting and informative one where other exhibits included HMS Victory, HMS Warrior, Britain's first iron clad battleship launched in 1839, and HMS m.33 the only Royal Navy ship left from WWI built specially for the disastrous Gallipoli/Dardanelles Campaign when Winston Churchill was First Lord of the Admiralty.

My personalised guided tour of HSL 102 gave me some idea of what it must have been like for the RAF crew like my father. So, it was a very special and unexpected visit indeed and I intend to follow up on leads that I have acquired to trace his service in the RAF ASR during 1940-1945.

Boathouse 4

It was constructed in the rearmament period before WWII and has since been restored and converted into a Boatbuilding Skills Training Centre housing an exhibition of boatbuilding and restoration where students from the International Boatbuilding Colleges at Portsmouth and Highbury. They work on and get up close to UK's largest collection of small Royal Navy craft.



Within this magnificent historic building, is a new exciting exhibition "The Forgotten Craft" which tells the heroic stories of the small boats which were the backbone on the Royal Navy from the wooden cutters that ferried Lord Nelson to and from his flagship, to the Cockleshell Heroes in their canoes and the powerful motorboats that helped to win the Second World War. The exhibition certainly features a range of innovative vessels which bring these small craft to life.

For the brightest of my elderly friends.....and those who are approaching that stage in life.

New Senior's Exam, you only need 4 correct out of 10 questions to pass.

- 1) How long did the Hundred Years' War last?
- 2) Which country makes Panama hats?
- 3) From which animal do we get cat gut?
- 4) In which month do Russians celebrate the October Revolution?
- 5) What is a camel's hair brush made of?
- 6) The Canary Islands in the Atlantic are named after what animal?
- 7) What was King George VI's first name?
- 8) What colour is a purple finch?
- 9) Where are Chinese gooseberries from?
- 10) What is the colour of the black box in a commercial airplane?

Remember, you need only 4 correct answers to pass.

Check your answers below

ANSWERS TO THE QUIZ

- 1) How long did the Hundred Years War last? 116 years
- 2) Which country makes Panama hats? Ecuador
- 3) From which animal do we get cat gut? Sheep and Horses
- 4) In which month do Russians celebrate the October Revolution? November
- 5) What is a camel's hair brush made of? Squirrel fur
- 6) The Canary Islands in the Atlantic are named after what animal? Dogs
- 7) What was King George VI's first name? Albert
- 8) What colour is a purple finch? Crimson
- 9) Where are Chinese gooseberries from? New Zealand
- 10) What is the colour of the black box in a commercial airplane?
Orange (of course)

What do you mean, you failed?

Me, too!

(And if you try to tell me you passed, you LIED!)

Diamond D's brothel began construction on an expansion of their building to increase their ever-growing business. In response, the local Baptist Church started a campaign to block the business from expanding -- with morning, afternoon, and evening prayer sessions at their church. Work on Diamond D's progressed right up until the week before the grand reopening when lightning struck the brothel and burned it to the ground!

After the "cat-house" was burned to the ground by the lightning strike, the church folks were rather smug in their outlook, assigning this to "the power of prayer."

But late last week 'Big Jugs' Jill Diamond, the owner/madam, sued the church, the preacher and the entire congregation on the grounds that the church ... "was ultimately responsible for the demise of her building and her business, either through direct or indirect divine actions or means."

In its reply to the court, the church vehemently and voraciously denied any and all responsibility or any connection to the building's demise. The crusty old judge read through the plaintiff's complaint and the defendant's reply, and at the opening hearing he commented: "I don't know how the hell I'm going to decide this case, but it appears from the paperwork that we now have a brothel owner who staunchly believes in the power of prayer, and an entire church congregation that thinks it's bullshit"

The Ship's Captain

It was a dark, stormy, night. PJ was on his first ever task, and it was guard duty.

Captain Murdoch strolled by taking his dog for a walk. The nervous young able seaman snapped to attention, made a perfect salute, and snapped out, 'Good Evening, Sir.'

Captain Murdoch, out for some relaxation, returned the salute and said, 'Good evening seaman, nice night, isn't it?' Well it wasn't a nice night, but PJ wasn't going to disagree with the Captain, so the he saluted again and replied, 'Yes Sir.'

Captain Murdoch continued, 'You know there's something about a stormy night that I find soothing, it's really relaxing. Don't you agree?'

Naturally, the seaman didn't agree, but then PJ was just a seaman, and responded, 'Yes Sir.'

Then, Captain Murdoch, pointing at the dog said, 'This is a Golden Retriever, the best type of dog to train.'

PJ glanced at the dog, saluted yet again and said, 'Yes Sir.'

The Captain continued, 'I got this dog for my wife.'

PJ, with a glint in his eye responded simply, 'Good trade, Sir.'



