

The Seven Seas Tattler Issue 2.7 - December 2018



Welcome to the December edition of Tattler.

As always, we hope that you find it of interest and request that any contributions or feedback be sent to me (jonathanagolding@gmail.com)

Your committee is a little alarmed at the significant decrease in the attendance of the two monthly happy hours. Support of those remaining this year and early next year will be monitored and a decision taken regarding the continuance of these events. So, please get yourselves down to the club on the second and fourth Tuesdays!

Club Manager's Report

November 100 Club Winners.

Mr B. Ireton – R300

Capt J. Jordaan – R300

Capt V. Neilson (Ret) – R300

Capt G.F. Harrison (Ret) – R1 000

Birthdays

We wish all of the following a really "Happy Birthday!"

6 December	Esn R. Botha
7 December	Esn. A.D. Basson
13 December	Capt V.R. Neilson (Ret)
18 December	Mr K.S. Collins
20 December	Mr J. Carne
21 December	Capt F.J. Van Der Merwe (Ret)
21 December	Mr D.G. Nelson
22 December	Mr D.C. Law-Brown
25 December	Lt C. Chiste (Ret)
25 December	Mr J.A.H. Golding
31 December	Lt Cdr F. Jordaan (Ret)

New Members.

We welcome the following new members and hope that they will be happy within our club.

Mr David Gary Nelson. David is married to Jennifer and they reside in Fish Hoek. David is self-employed at Fairwinds Developers CC. He is a Member/Past Member of the following Clubs: Kelvin Grove, W.P. Cricket Club, Fish Hoek Squash Club, and Fish Hoek Surf Lifesaving Club. David's interests are Naval ships, both Auxiliary and warships. He has undertaken in excess of 20 cruises on cruise ships.

Mr Jonathan Lewis Weir Sims. Jonathan is married to Jane and they reside in Seaforth, Simon's Town. Jonathan is self-employed. Jonathan is a Member of the Johannesburg Country Club.

Miss Elizabeth Uys. Liz is currently single (in a relationship) and resides in Moreletapark, Pretoria. Liz is currently an Assistant Director (De-militarized Lt Col) with the South African Military Health Services. Liz has extensive knowledge and service experience as a Military Budget Manager.

Ms Celestina da Conceicao Fourie. Celestina resides in Seaforth Simon's Town. She is currently employed as the Manager of the Cheriton Guest House in Seaforth Simon's Town.

December Happy Hour and 100 Club Draw.

The next Happy Hour and 100 Club Draw will take place in the Club on Tuesday the 11th of December 2018 from 17h00 until 18h00. Catering arrangements will be promulgated once finalized. Normal attendance prizes will be drawn. There will be no second Happy Hour due to this falling on Christmas Day

Seven Seas Club New Year's Eve Dance.

The Club will be hosting a New Year's Eve Dinner Dance. The function will be similar to last year's most successful party. Details of the function will be promulgated with an invitation to be distributed to Members asap.

From the Treasurer

As expected, October turned out to be a bumper month, with sales far exceeding Budget. Our 150-year anniversary celebration, held on Saturday October the 20th was largely responsible for this, including the good sales of our celebratory T/Shirts during the month.

Even after extensive expenditure on the function, mainly for the hire of the marquee tent and for the live music provided during the day and evening, we ended the month with a tiny deficit. So, our celebrations basically cost us nothing. In fact, we still have some donated wine in stock, as well as a donated gas burner, which is due to be raffled. This will boost our returns in November.

Eight months into our financial year, our sales and surplus are ahead of budget and our cash situation is healthy, which is very pleasing. We still however, have December coming up, which is traditionally a bad month. We will wait and see, but this can easily be rectified by continued support and by attendance at the great functions which are planned for the month.

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

News

Navy frigate scrambled to shadow Russian warship in English Channel

HMS St Albans - a Type 23 frigate - has been tasked with keeping track of Russian Slava-class cruiser Marshall Ustinov.

23:59, UK, Friday 16 November 2018



Image: The Royal Navy keeps track of Russian Slava-class cruiser Marshal Ustinov. Pics: Royal Navy

By Lucia Binding, news reporter

A Royal Navy frigate has been shadowing and monitoring a Russian warship travelling through the English Channel, in an attempt to protect UK waters.

Portsmouth-based HMS St Albans is the Royal Navy's very high readiness ship and has been tasked to keep watch on Russian Slava-class cruiser Marshall Ustinov.

A navy spokesman said: "The Russian unit - accompanied by an auxiliary ship and tug - recently left the Mediterranean and was tracked by allied French naval warships through the Bay of Biscay."

He added that St Albans was "prepared to monitor the Russians as they entered the Channel, taking over the watch from the French warships".



Image: Russian warship Marshal Ustinov travels through the English Channel

Commander John Cromie, the commanding officer of HMS St Albans, said: "In this instance the interaction between St Albans and Marshal Ustinov has proven both cordial and professional, reflecting the mutual understanding of customs that exist between professional mariners.

"My crew are however trained to the very highest standard and are prepared to respond to any eventuality."

The Type 23 frigate - a class of warship built for the UK's Royal Navy - has deployed its Merlin helicopter to observe the movements of the task group.

26 Oct 2018

Military.com | By Matthew Cox

U.S. sailors aboard the Arleigh Burke-class destroyer John Finn destroyed a target Friday with the latest version of the Standard Missile-3 interceptor during a flight test off the coast of Hawaii.

The ship launched the SM-3 Block IIA guided missile, which then successfully intercepted a medium-range ballistic missile target deployed from the Pacific Missile Range Facility at Kauai, Hawaii, according to a U.S. Missile Defense Agency press release.

Mark Wright, a spokesman for MDA, confirmed that the SM-3 Block IIA impacted with the target.

"It's a kinetic kill vehicle, meaning it has to slam into the target, not just explode near it," he told Military.com.

Built by Raytheon, the Block IIA can be deployed on land as well as at sea. It features larger rocket motors that will allow it to defend broader areas from ballistic missile threats and a larger kinetic warhead, according to the company's website.

"This was a superb accomplishment and key milestone for the SM-3 Block IIA return to flight," said MDA Director Lt. Gen. Sam Greaves. "My congratulations to the entire team, including our sailors, industry partners, and allies who helped achieve this milestone."

In late January, the Block IIA missed its target when it was fired from an Aegis Ashore test site in Hawaii, USNI.org reported.

The SM-3 Block IIA, a joint development effort between the U.S. and Japan, operates as part of the AEGIS Ballistic Missile defence system -- the naval component of the U.S. Ballistic Missile defence System.

It's also part of the European Phased Adaptive Approach, which is designed to protect U.S. deployed forces and NATO allies in Europe from ballistic missile attacks. Phase 3 of the EPAA is scheduled to deploy Block IIAs to a new Aegis Ashore site in Poland by the end of 2018, according to MDA fiscal 2018 budget documents.



The USS John Finn launches an SM-3 Block IIA guided missile which intercepts a target missile launched from the Pacific Missile Range Facility at Kauai, October 26, 2018. (Mark Wright/ Missile Defence Agency)

DES MOINES, Iowa — The U.S. Navy says it has commissioned the littoral combat ship *Sioux City* into service.

The Navy said in a news release that the warship was placed into active service on Saturday at the United States Naval Academy in Annapolis, Maryland.

It's the nation's sixth Freedom-class littoral combat ship. The vessel has an aluminium skin, high-tech computer capabilities and can reach a speed of 40 knots.

The Navy says the ship's name was chosen to honour the residents of Sioux City, Iowa.

Plans for the *Sioux City* were announced in 2012. It was built at a shipyard in Marinette, Wisconsin.



The future littoral combat ship USS Sioux City (LCS 11) transits the Thames River on Nov. 9, 2018, as it arrives at Naval Submarine Base New London in Groton, Conn. (MC1 Steven Hoskins/Navy)



The Lower North Battery and Marine Life

(Information provided courtesy of Lt Cdr P. Nel in conjunction with Public Relations Office)

Lower North Battery is a functional naval firing range authorized by Government Gazette. The lower North Battery (then called Zoutman Battery) was designed by Thibault in 1793 and is the oldest fortification in South Africa that is still armed!

Here, the Fleet conducts training in the use of various calibre weapons throughout the year excluding the peak whale mating period, which is mid-August to mid-November.



Only white smoke and a loud bang

The coastal road between Muizenberg and Simon's Town provides excellent viewing sites however several members of the public have voiced concern about the impact of firing on the marine life.

The impact of live-firing on marine life

Live firing from Lower north entails a projectile or shell which is released due to the conversion of chemical energy into kinetic energy. The by-products of this conversion of energy (and the rapid movement of the projectile) are sound and smoke. So, how does this impact on the marine environment? Sound generated by the weapon as it fires the projectile travels very well through the air, and depending on the calibre of weapon as well as the atmospheric conditions, can be heard several kilometres away. Sound generated by the weapons does not however transfer into the water as sound waves do not cross between the two mediums (air/water) well. Just imagine how difficult it is to hear someone talking to you when you are at the bottom of a swimming pool and they are standing outside. The minimal amount of sound that does penetrate is drowned out by the underwater noise generated by waves breaking on the shore and other marine sources of noise. The smoke generated from the firing is negligible and disperses quickly with no measurable effect on the environment, marine or otherwise.

Projectiles that hit the water lose their kinetic energy very quickly and these rounds tend to break up within 15 centimetres of the surface. These projectiles mostly consist of copper or steel and do not impact the environment other than providing new areas for marine life to anchor themselves. During live firing events at Lower North Battery, other measures are also put in place to ensure that marine life is not endangered. No firing is conducted if whales are spotted in the range area or near its outer limits. If any whales are spotted, their movement is monitored and firing will only continue once they have moved clear of the range boundaries. Sentries are used to monitor the range with cameras from high vantage points.

Ceremonial Gun Salutes for visiting ships are also conducted from Lower North Battery, however these "salutes" contain no projectile, only white smoke and a loud bang. As such they have no impact on the marine environment.

Featured Naval Officer - Neil Armstrong



Neil Alden Armstrong was an American astronaut and the first person to walk on the Moon. He was also an aerospace engineer, naval aviator, test pilot, and university professor. Before becoming an astronaut, Armstrong was an officer in the U.S. Navy and served in the Korean War. After the war, he earned his bachelor's degree at Purdue University and served as a test pilot at the National Advisory Committee for Aeronautics High-Speed Flight Station, now known as the Dryden Flight Research Center, where he logged over 900 flights. He later completed graduate studies at the University of Southern California.

Armstrong's call-up from the Navy arrived on January 26, 1949, requiring him to report to Naval Air Station Pensacola in Florida for flight training with class 5-49. After passing the medical examinations, he became a midshipman on February 24, 1949. Flight training was conducted in a North American SNJ trainer, in which he soloed on September 9, 1949. On March 2, 1950, he made his first aircraft carrier landing on the USS *Cabot*, an achievement he considered comparable to his first solo flight. He was then sent to Naval Air Station Corpus Christi in Texas for training on the Grumman F8F Bearcat, culminating in a carrier landing on the USS *Wright*. On August 16, 1950, Armstrong was informed by letter that he was a fully qualified naval aviator. His mother and sister attended his graduation ceremony on August 23, 1950.

Armstrong's assignment was to Fleet Aircraft Service Squadron 7 (FASRON 7) at NAS San Diego (now known as NAS North Island). On November 27, 1950, he was assigned to VF-51, an all-jet squadron, becoming its youngest officer, and made his first flight in a jet, a Grumman F9F Panther, on January 5, 1951. He was promoted to ensign on June 5, 1951, and made his first jet carrier landing on USS *Essex* two days later. On June 28, 1951, *Essex* had set sail for Korea, with VF-51 aboard to act as ground-attack aircraft. VF-51 flew ahead to Naval Air Station Barbers Point in Hawaii, where it conducted fighter-bomber training before re-joining the ship at the end of July.

On August 29, 1951, Armstrong saw action in the Korean War as an escort for a photo reconnaissance plane over Songjin. Five days later, on September 3, he flew armed reconnaissance over the primary transportation and storage facilities south of the village of Majon-ni, west of Wonsan. Making a low bombing run at 350 mph (560 km/h), Armstrong's F9F Panther was hit by anti-aircraft fire. While trying to regain control, he collided with a pole at a height of 20 feet (6 m), which sliced off 3 feet (1 m) of the Panther's right wing.

F9F-2 Panthers over Korea, with Armstrong piloting S-116 (left)

Armstrong flew the plane back to friendly territory, but due to the loss of the aileron, ejection was his only safe option. He intended to eject over water and await rescue by Navy helicopters, but his parachute was blown back over land. A jeep driven by a roommate from flight school picked him up; it is unknown what happened to the wreckage of his aircraft, F9F-2 BuNo 125122.

In all, Armstrong flew 78 missions over Korea for a total of 121 hours in the air, a third of them in January 1952, with the final mission on March 5, 1952. Of 492 U.S. Navy personnel killed in the Korean War, 27 of them were from the *Essex* on this war cruise. Armstrong received the Air Medal for 20 combat missions, two gold stars for the next 40, the Korean Service Medal and Engagement Star the National defence Service Medal and the United Nations Korea Medal. His regular commission was terminated on February 25, 1952, and he became an ensign in the United States

Navy Reserve. On completion of his combat tour with *Essex*, he was assigned to a transport squadron, VR-32, in May 1952. He was released from active duty on August 23, 1952, but remained in the reserves, and was promoted to lieutenant (junior grade) on May 9, 1953. As a reservist, he continued to fly, with VF-724 at Naval Air Station Glenview in Illinois, and then, after moving to California, with VF-773 at Naval Air Station Los Alamitos. He remained in the reserve for eight years, before resigning his commission on October 21, 1960.



F9F-2 Panthers over Korea, with Armstrong piloting S-116 (left)

Featured Ship - HMS Thames/ SATS General Botha

(Ed - As you enter our club, she is featured on the wall.)

HMS *Thames* was a *Mersey*-class protected cruiser built for the Royal Navy (RN) in the 1880s. The ship was placed in reserve upon her completion in 1888 and was converted into a submarine depot ship in 1903. She was sold out of the navy in 1920 and was purchased by a South African businessman to serve as a training ship for naval cadets under the name *SATS General Botha*. The ship arrived in South Africa in 1921 and began training her first class of cadets in Simon's Town the following year. *General Botha* continued to train cadets for the first several years of World War II, but the RN took over the ship in 1942 for use as an accommodation ship under her original name. She was scuttled by gunfire in 1947 and is now a diveable wreck.

Design and description

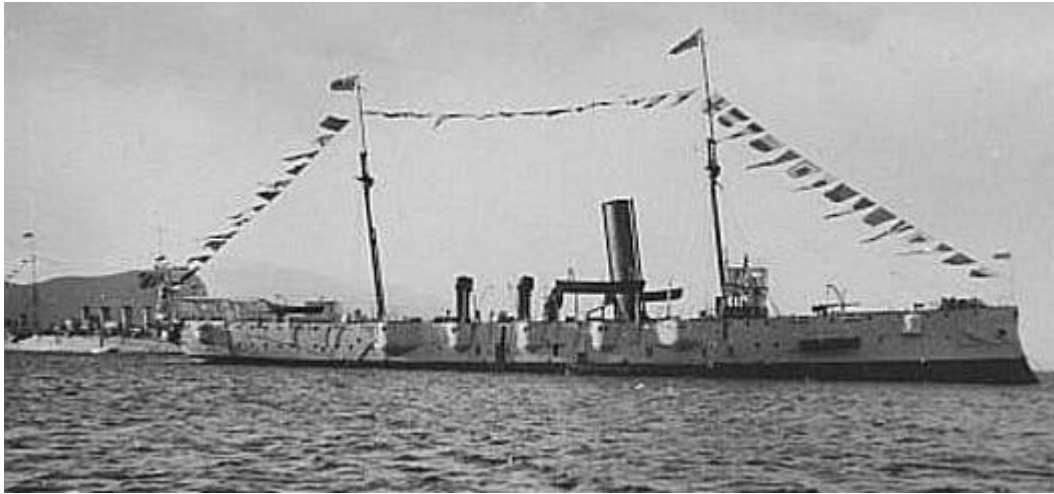
The *Mersey*-class cruisers were improved versions of the *Leander* class with more armour and no sailing rig on a smaller displacement. Like their predecessors, they were intended to protect British shipping. The cruisers had a length between perpendiculars of 300 feet (91.4 m), a beam of 46 feet (14.0 m) and a draught of 20 feet 2 inches (6.1 m). They displaced 4,050 long tons (4,110 t). The ships were powered by a pair of two-cylinder horizontal, direct-acting, compound-expansion steam engines, each driving one shaft, which were designed to produce a total of 6,000 indicated horsepower (4,500 kW) and a maximum speed of 18 knots (33 km/h; 21 mph) using steam provided by a dozen cylindrical boilers with forced draught. The *Mersey* class carried enough coal to give them a range of 8,750 nautical miles (16,200 km; 10,070 mi) at a speed of 10 knots (19 km/h; 12 mph). The ships' complement was 300 to 350 officers and ratings.

Their main armament consisted of two breech-loading (BL) 8-inch (203 mm) guns, one each fore and aft on pivot mounts. Their secondary armament was ten BL 6-inch (152 mm) guns, five on each broadside in sponsons. Protection against torpedo boats was provided by three quick-firing (QF) 6-pounder Hotchkiss guns and three QF 3-pounder Hotchkiss guns. The ship was also armed with a pair of submerged 14-inch (356 mm) torpedo tubes and carried a pair of 14-inch torpedo carriages. The *Mersey*-class ships were protected by a lower armoured deck that was 2 inches (51 mm) on the flat and 3 inches (76 mm) on the slope. It sloped down at the bow to reinforce the ram. The armoured sides of the conning tower were 9 inches (229 mm) thick.

Construction and career

Thames was the sixth ship of her name to serve in the Royal Navy. She was laid down on 14 April 1884 by Pembroke Dockyard in No. 4 slipway. The ship was launched on 3 December 1885 by the Hon. Mrs. Algernon Littleton and completed in July 1889 at a cost of £204,952. The ship went straight into reserve at Devonport after completion. On 21 March 1902 she was temporarily commissioned by Captain H. L. Fleet, with crewmen from the battleship HMS *Empress of India*, to serve as a port guard ship at Queenstown, while the latter ship was undergoing alterations. In 1903, the ship was converted to a submarine tender and served at Sheerness from 1907 to 1917 and then briefly at Portsmouth and Campbeltown, Scotland, before being paid off in 1919 at Chatham Dockyard.

South Africa



General Botha in 1925

She was sold for £8,000 in November 1920 to the Jersey-born South African entrepreneur T. B. Davis as a memory to his son who died during World War I. Later that month, the ship steamed to West India Dock, Tilbury, for a brief refit and *Thames* was renamed Training Ship (TS) *General Botha*, after Louis Botha, the first Prime Minister of the Union of South Africa. Before departing for Plymouth for extra crewmen on 6 January 1921, the ship was visited by Sir Reginald Blanckenberg, High Commissioner for South Africa, and his wife. She set sail from Plymouth on 18 January and ran into a heavy storm in the English Channel that smashed in the inadequately boarded-up sponsons and forced the ship to turn about for Plymouth for repairs where *General Botha* arrived two days later. The ship departed on 8 February and arrived in Cape Town on 26 March where she was greeted by the Minister of Defence, Colonel Hendrik Mentz and other notables.

Davis donated it to a trust on 9 May, with the stipulation that it be used exclusively for the nautical training of British and South African boys, so that they could subsequently serve in ships of the British Empire. The Admiralty agreed to cover the cost to convert *General Botha* into a training ship at Simon's Town Naval Dockyard and to tow her there from Cape Town in early September. It also agreed to grant the ship a mooring in Simon's Town. The first class of 75 boys reported aboard on 15 March 1922 on a two-year programme and the ship was formally christened as South African Training Ship (SATS) *General Botha* on 1 April by the wife of the Prime Minister, Jan Smuts. On 15 December, King George V agreed to become the ship's patron and sponsored an annual gold medal for the best cadet aboard. On 2 May 1925, Edward, Prince of Wales, inspected the boys and the ship. About a month later, she was docked to have her engines and funnel removed and her interior remodelled to create new messdecks, galleys and recreation spaces, returning to her moorings in August. In March 1935, Davis offered to sponsor a rowing competition between the cadets of *General Botha* and the British training ships, HMS *Worcester*, and HMS *Conway* in Britain and paid for their expenses to and from South Africa. King George V received the cadets in Buckingham Palace on 29 June shortly before the race during which they beat the cadets from *Conway*, but lost to *Worcester*. By the late 1930s, *General Botha's* guns and boilers had been removed and the former engine and boiler rooms converted into a gymnasium.

Memorial in Cape Town for SATS *General Botha* graduates who died during World War II

The trust's Board of Control offered the ship to the RN with 30 days' notice on 7 September 1939, the day after South Africa declared war on Germany, but the offer was declined. Nevertheless, they decided to build accommodations for the cadets ashore if the RN did decide to take them up on their offer. The RN did so in July 1942 and the boys and staff went ashore on the 28th and the ship resumed her former name shortly afterwards. She served as an accommodation ship and was used as a prison ship for at least part of her time in RN service. By the time that the RN returned her to the Board of Control, the ship was deemed uneconomical to repair and she was scuttled by gunfire from one of the local coast defence battery on 13 May 1947 in False Bay at coordinates 34°13'48"S 18°37'48"E. [[]

There exists an alumni association for those who served aboard *General Botha*, which has the Duke of Edinburgh as her patron. The South African Naval Museum in Simon's Town has an exhibit dedicated to the ship.

Christmas Truce

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WORLD WAR I

WRITTEN BY:

Michael Ray

Christmas Truce, (December 24–25, 1914), unofficial and impromptu cease-fire that occurred along the Western Front during World War I. The pause in fighting was not universally observed, nor had it been sanctioned by commanders on either side, but, along some two-thirds of the 30-mile (48-km) front controlled by the British Expeditionary Force, the guns fell silent for a short time.

The countries of Europe went to war in the summer of 1914 with enthusiasm and the belief that the conflict would be over by Christmas (December 25) of that year. Within only a few months, however, hundreds of thousands of soldiers had been killed in heavy fighting. The German advance had been checked at the Marne, and the "Race to the Sea" between Germany and the Allies had played out at Ypres. The result was a bloody stalemate, with a front that stretched from the Swiss border to the North Sea.

By December 1914 the reality of trench warfare had settled in, and weeks of heavy rain had turned both the trenches and the No Man's Land that separated them into a cold, muddy morass. For those on the Western Front, daily life was miserable, but it was a misery that was shared by enemies who were, in some places, separated by 50 yards (46 metres) or less. The Second Battle of Ypres and its clouds of asphyxiating gas were still months away, and the mindless slaughter of Passchendaele was years in the future. The men in the trenches had seen battle, but they were as yet untouched by the worst horrors that World War I would produce.

In early December an attempt was made to secure an official truce for the holidays. Pope Benedict XV had ascended to the papacy just a month after the outbreak of war, and on December 7 he issued an appeal to the leaders of Europe "that the guns may fall silent at least upon the night the angels sang." Benedict's hope was that a truce would allow the warring powers to negotiate a fair and lasting peace, but there was little interest from leaders on either side. This did not stop soldiers at the front from seizing the initiative, however, when outside events seemed to provide a path to the truce that their leaders had rejected. As December 25 approached, the constant soaking rain gave way to frost, and the battlefields of Flanders were blanketed with a light dusting of snow.

German emperor William II contributed to the holiday atmosphere when he sent *Tannenbäume* (Christmas trees) to the front in an effort to bolster morale. On December 23 German soldiers began placing the trees outside their trenches. They sang hymns such as “Stille Nacht” (“Silent Night”), and voices from the Allied lines responded with Christmas carols of their own.



World War I; Christmas Truce German soldiers celebrating Christmas in a trench during World War I. *Encyclopædia Britannica, Inc.*

While there were relatively few British troops who spoke German, many Germans had worked in Britain before the war, and this experience facilitated communication between the two groups. Saxon troops, in particular, were credited with initiating a dialogue with the British. Soldiers on both sides regarded the Saxons as amiable and trustworthy, and the Christmas Truce had the most success in areas where British troops faced Saxon regiments. The truce was not widely adopted in French-controlled areas of the front; German soldiers had spent 1914 overrunning a huge swath of French territory, and animus toward the occupiers was too strong. There was also no equivalent truce on the Eastern Front, as Russia was still operating under the Julian calendar, and so the Russian Orthodox Christmas would not be observed until early January.

By Christmas Eve, some lower-ranking British officers had begun ordering their men not to fire unless fired upon. This policy came to be known as “live and let live,” and it would be adopted on an ad hoc basis throughout the war, particularly in less active sectors. Like all implementations of “live and let live,” the officers’ decisions were made without any authorization from above, and the tenuous truce slowly started to take hold. As morning broke on Christmas Day, German soldiers emerged from their trenches, waving their arms to demonstrate that they had no ill intent. When it

became clear that they were not carrying weapons, British soldiers soon joined them, meeting in No Man's Land to socialize and exchange gifts.

Censorship had not yet been imposed on letters home, and British soldiers wrote of playing football (soccer) and sharing food and drink with men who had been, just a day earlier, their mortal enemies. These accounts stress that the men themselves could scarcely believe the remarkable events that were transpiring around them and that they recognized, even in the moment, their unique and historic significance. All was not frivolity, however, as some of the most common activities in areas observing the Christmas Truce were joint services to bury the dead. Perhaps recognizing that the peace surely could not last, both sides also used the cessation of hostilities to improve and reinforce their trenches.

There were some casualties as a result of the non-universal implementation of the truce, and, even among the units which observed the cease-fire, not all men approved of the decision. Adolf Hitler, who, as a dispatch runner for regimental headquarters, rarely went as far as the forward trenches, sharply criticized the behaviour of men in his regiment who had opted to join the British in No Man's Land. "Such a thing should not happen in wartime," he is reported to have said. "Have you no German sense of honour?"

In the days following Christmas, violence returned to the Western Front, although the truce persisted until after New Year's Day in some areas. While the truce could not have succeeded without the endorsement of junior officers on both sides, British and German generals quickly took steps to prevent any further episodes of fraternization between their men. Still, there were no courts-martial or punishments linked to the events of the Christmas Truce; senior commanders likely recognized the disastrous effect that such a move would have on morale in the trenches. Attempts to revive the truce on Christmas Day 1915 were quashed, and there were no subsequent widespread cease-fires on the Western Front until the armistice of November 1918.

Lawyer: "Doctor, before you performed the autopsy, did you check for a pulse?"

◦Witness: "No."

◦Lawyer: "Did you check for blood pressure?"

◦Witness: "No."

◦Lawyer: "Did you check for breathing?"

◦Witness: "No."

◦Lawyer: "So, then it is possible that the patient was alive when you began the autopsy?"

◦Witness: "No."

◦Lawyer: "How can you be so sure, Doctor?"

◦Witness: "Because his brain was sitting on my desk in a jar."

◦Lawyer: "But could the patient have still been alive nevertheless?"

◦Witness: "Yes, it is possible that he could have been alive and practicing law somewhere."

"R2,467!" cried the teacher, "What in the world were you selling?"

"Toothbrushes," said Little Johnny.

"Toothbrushes!" echoed the teacher, "How could you possibly sell enough tooth brushes to make that much money?"

"I found the busiest corner in town," said Little Johnny, "I set up a Dip & Chip stand and gave everybody who walked by a free sample."

They all said the same thing, "Hey, this tastes like dog poop!"

Then I would say, "It is dog poop. Wanna buy a toothbrush?"

"I used the government's strategy of giving you something shitty for free, and then making you pay to get that taste out of your mouth."

That's all folks

For those celebrating it, have a very Merry Christmas. To all members - have a great holiday season and be safe.