

## The Seven Seas Tattler Issue 2.8 - January 2019



Happy New Year and a warm welcome to 2019 and to the first Tattler of this new year.

Looking back, it seems incredible that it is now over 50 years since Kubrick's epic and "futuristic" movie "2001 A space odyssey" hit the screens and almost 70 years since Orwell's dystopian novel, 1984 was published. I am not old enough to have been around when the novel was first seen, but can vividly remember lengthy discussions about the movie. I became a bit of a fan of Arthur C Clarke thereafter.

These memories reinforce the notions about who got their predictions right or wrong and some years from now (hopefully) we will all be reflecting on the 2018 views as "history"

We trust you will find some interest in this edition and as always, we are happy to receive any comments/criticisms/feedback - [jonathanagolding@gmail.com](mailto:jonathanagolding@gmail.com)

HAPPY NEW YEAR Seven Seas!

## Navy News

De Mist recovered

*Written by defenceWeb, Friday, 07 December 2018*



Ingenuity, tenacity and the sweat equity in the form of hard work were major contributing factors in bringing the Tug de Mist to the surface this week just on four weeks after she sank in the Still Water Basin of Simon's town harbour.

The SA Navy decided to utilise own resources to bring the out of service tug to surface without employing extras or special equipment. It also provided invaluable practical salvage experience for Navy divers Commander Greyling van den Berg said.

Following a comprehensive assessment by the Naval Engineering department and the Navy divers, operations commenced to bring De Mist out of the water using a limited array of lifting bags and submersible pumps. The salvage entailed raising the tug off the seabed and towing her to the synchrolift facility about 50m away," he said adding "shallow water salvages are known to be difficult because of the lack of air expansion and buoyancy at this depth".

"The main challenge experienced was making the 39-year old tug airtight - and buoyant. Divers used underwater welding equipment to seal off holes to pump her full of air, but as soon as leaks were sealed other leaks appeared. Armscor Dockyard personnel were constantly on hand providing bungs and other mechanisms for leak stopping and shoring.

"Wednesday, November 28 saw Navy divers concentrate all lifting efforts to the aft of the tug, managing to raise her and bring her 2m from the quay, with her keel resting on the bedrock. The same was achieved on the forward side.

"The mooring lighter, built by dockyard apprentices more than 100 years ago, was used to create further lift. Because of her age, the mooring lighter does not have a generator and cannot operate her capstan. To mitigate the winch of Tug Umalusi was used to create lift through the mooring lighter's fair leads. The docking plate under the tug kept getting stuck in the sand during the lifting process, adding complications. Throughout the lifting process, divers continued sealing off leaks and filling fuel, freshwater and ballast tanks with air.

"Monday, December 3, saw Navy riggers in conjunction with the Navy Harbour Master, devise a way of using 'snatch blocks' to create further buoyancy. The aim was to raise the tug high enough to clear the synchrolift platform. This was achieved on Wednesday but prevailing airlocks in the tug created balance issues, finally overcome around midnight.

"Floating, but still listing slightly, she was finally pulled to the synchrolift," Van den Berg said.

The salvage operation and obstacles overcome is seen by the maritime service of the national defence force as an “amazing display of teamwork and resourcefulness by a dedicated team of professionals who worked tirelessly to solve numerous mathematical, physical and engineering problems”.

A floating barrier was put in place to contain the oil spill in the still water basin, with a second barrier between the still water basin and outer basin to further prevent the possibility of pollution.

#### Recent sinking of a Norwegian frigate - by Sam Bateman

In an incident that has attracted relatively little media attention the modern 5,300-ton Norwegian frigate KNM *Helge Ingstad* sank in a Norwegian fjord after a collision with the large Maltese-registered oil tanker *Sola TS*.

It's now clear what happened. In the early hours of 8 November, the *Ingstad* was proceeding at 17 knots along the Hjeltefjorden near the Sture oil terminal. The *Sola TS* had just left the terminal fully laden and was proceeding at 7 knots. The watch on the *Ingstad*, which had just changed, thought that the deck lights of the tanker were part of the well-lit terminal.

The *Sola TS* became concerned about the situation. However, because the *Ingstad* wasn't showing automatic identification system (AIS) data, initially neither the *Sola TS* nor the traffic station on shore could identify the frigate to warn it of the imminent danger. Repeated warnings to the *Ingstad* after it had been identified failed to get it to alter course until just seconds before the collision. The heavily laden tanker couldn't manoeuvre out of the way.

The *Ingstad* suffered extensive hull damage along the starboard side, lost propulsion and steering control, and experienced flooding in three compartments, before running aground and later sinking. Eight crew members were injured.

Commissioned in 2009 and built by the Spanish shipbuilder Navantia, the *Helge Ingstad* was the fourth of the Fridtjof Nansen class of frigates in the Royal Norwegian Navy. Australia's Hobart-class air warfare destroyers are of a broadly similar Navantia design.

Navantia has produced several designs similar to the Nansen class, including under the trilateral frigate agreement set up by the Netherlands, Germany and Spain. Through this agreement, the F100 class of frigates is being built in Spain by Navantia, and the Dutch De Zeven Provinciën class and the German F124 Sachsen class are being built by other companies.

A preliminary investigation by Norwegian authorities found that confusion on the *Ingstad's* bridge was the immediate cause of the collision, but that the ship sank because of progressive flooding. After the collision, water quickly moved through several watertight compartments, apparently via the ship's propeller shafts, which pass through the bulkheads between the compartments through theoretically watertight openings (known as stuffing tubes or stuffing boxes) that should prevent progressive flooding.

Based on crew interviews, authorities determined that the stuffing boxes weren't working properly, jeopardising the watertightness of the ship. The investigation report warned that the faults that sunk the *Ingstad* could also be in other Navantia ships, raising questions about a possible problem with the design.

The *Ingstad* accident has eerie similarities to the serious collisions suffered by US Navy destroyers during a horror year in 2017. The *Ingstad* was proceeding at excessive speed in a busy shipping area and wasn't showing AIS information, and the team on her bridge clearly lost situational awareness and failed to appreciate the serious situation that was developing.

There are lessons here for navies around the world. First, for questionable operational security reasons, warships often don't show AIS data, even though it's a vital collision-avoidance mechanism that's used extensively by the commercial shipping sector. Not using AIS may be acceptable on the open ocean, but it's poor practice in busy shipping lanes.

After the US Navy accidents, the chief of naval operations instructed his ships to show AIS when they're in heavy shipping traffic. This was apparently a message that had not got through to the Royal Norwegian Navy, although it's been reported that an American naval exchange officer was onboard the *Ingstad* at the time of the collision.

Second, the high-tech bridge of a modern warship isn't amenable to using the most basic sensory mechanism of all—what is often referred to as either the 'seaman's eye' or the 'Mark One eyeball'. The many screens and electronic data systems on a bridge can preoccupy the bridge team and distract them from what is happening around them.

An accident such as that suffered by the *Ingstad* can have many causes, the sum of which leads to the collision. In addition to the ones already mentioned, two other factors contributed to the incident. First, the collision occurred soon after the watch had changed on the bridge, and the incoming watch may not have gained a proper perspective of the situation that was emerging.

Second, the tanker was extensively lit up by deck lights that may have obscured the navigational lights, leading the incoming watch to believe that the *Sola TS's* lights were part of the terminal. A fully professional bridge team, however, should have observed that the tanker was both underway at seven knots and showing AIS.

The incident raises questions about the survivability of modern warships with their lightweight construction and a design emphasis on their weapons and sensors rather than on ship integrity and damage control. It also raises questions about the basic training and seamanship skills of bridge watchkeepers. The high-tech bridges of modern warships can be congested with both people and equipment. This environment is not conducive to the exercise of basic safe seafaring practices, such as the use of the 'seaman's eye'. Modern navies must ensure that their bridge personnel are safe seafarers, as well as skilled equipment operators.



*Pictured: Ingstad*

## **A new columnist!**

Exciting news is that as from this edition, we at the Tattler welcome Doctor Nick Lee, our new correspondent, who is well known as a former General Medical Practitioner in Simon's Town and Fish Hoek. What we didn't know until now is that he is also a former RAF Fighter Pilot, Qualified Flying Instructor and Instrument Rating Examiner who left the RAF General Duties list and went away to medical school before coming back to the RAF as a Flight Medical Officer. He retired from the RAF in 1974, and came to live in South Africa. He is also an Ancient Mariner in the Seven Seas Club. Nick has the kind of background about which people such as myself can only marvel. He is a most interesting gentleman! Welcome to the Tattler Nick and we look forward to some interesting articles.

### **Who is Nick Lee? - by Nick Lee**

I think that my first offering to the "Tattler" should be to convince our loyal readers that I actually do know something about the Navy and what it does, even though my service was in the Royal Air Force which I joined when I left school. In those days, national service was still compulsory, and to wait for the buff envelope fluttering to the floor calling me to arms would mean that I would have been yanked into the Army for two years. I therefore forestalled it by getting accepted for the RAF as a student pilot. My Headmaster (ex RN) wasn't pleased. "If you're going to join one of Her Majesty's Services, you might at least have selected a decent one!" he boomed. My reply was that I would feel considerably more confident if I knew that the airfield from which I took off would still be there when (and if) I got back, unlike flying for the Navy which meant that at the end of your sortie, you would have to start looking for 'Mother' all over the oggin. Don't forget, we didn't have all the electronic homing gizmos that we have today.

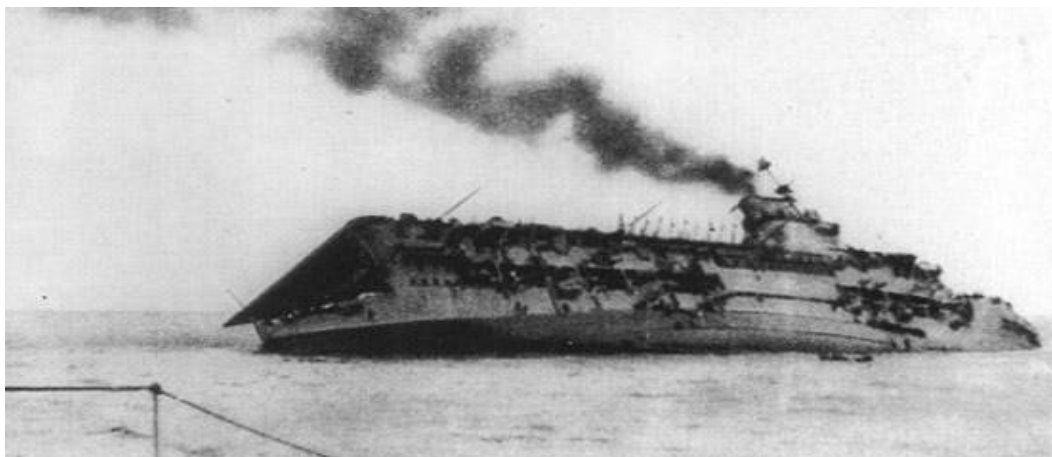
However, my connection with the Navy had started much earlier. I'm not sure if I had been allowed to have any say in the Heavenly decision, but I was born in Plymouth, which, as you will doubtless know is one of the main centres of the RN along the South Coast of England. It was a splendid place to be born – I was actually born in the Alexandra Nursing Home in Stoke which had a view over Devonport Dockyard. When I went back many years later, I found that the building was still there but was now a Home for the Elderly. I toyed with the idea of putting my name on the waiting list, but didn't get around to it. Pity really. It would have been a nice tidy end to go out in the same place as I came in.

My father was in the RN, which is why we were in Plymouth. He had been born in South Wales and left school during the great post-war depression in the nineteen twenties. Work was very hard to get in those days, so he decided to join the Navy. He described how he had to undergo an aptitude test for which he was given two lead pipes, some solder, a blowlamp and a cloth, the task being to join the two pipes. Apparently, he made a good job of it because the assessor wrote on his report "Joint well done". "So" said my father, "they sent me to the Catering School!"

Growing up in Plymouth meant that by the time you got to adolescence, there wasn't much that you didn't know about the Royal Navy and ships. When I went to school in Plymouth Central, we had quite a long lunch break, so we would rush up to Plymouth Hoe to see what was happening out at sea. On the horizon, and on a clear day, we could see the Eddystone Lighthouse, and if you could see it clearly, it usually meant rain later.

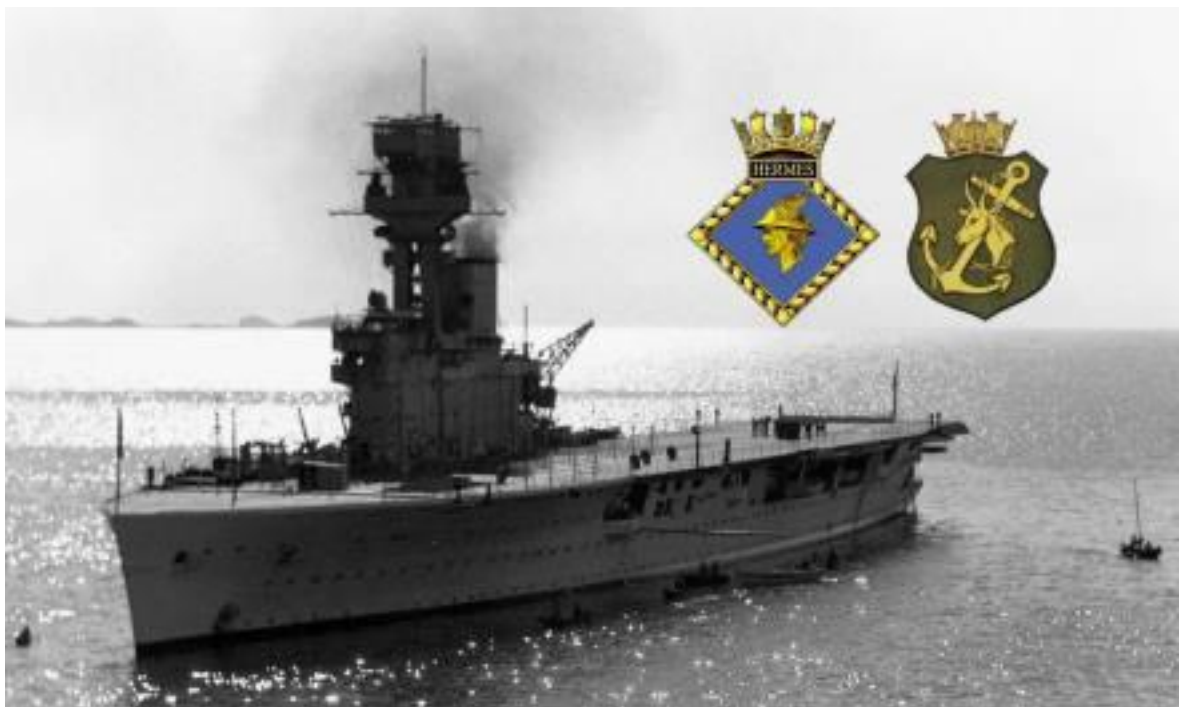
Closer in, we could see which ships were coming and going, and they weren't all naval ships. In those days, Millbay Dock was the jumping off point for passenger ships to the USA and elsewhere. Eventually, the transatlantic passenger ships moved to Southampton, although more recently, Millbay dock again became a major jumping off point for France, Spain and the Mediterranean countries.

My most vivid memory while looking out to sea from Plymouth Hoe was to see HMS Courageous leaving Plymouth. She had a very distinctive fore-aft silhouette, and I can even now see her in my mind's eye. Not long later, she was sunk by a German U-boat off the Irish coast on 17 September 1939 – just two weeks after the outbreak of World War 2. Whenever a Plymouth based ship was sunk or damaged, the news was all around Plymouth in no time at all, even before it got to the Admiralty in London.



*HMS Courageous sinking*

Another aircraft carrier that I had closer contact with was HMS Hermes. My father was one of the ship's company, and showed me around the ship on an open day in Devonport dockyard. In fact, in a way, it was HMS Hermes that was indirectly what made me eventually move to South Africa and in particular, Simon's Town. My father was on board the Hermes when she sailed from Freetown in Sierra Leone to Simon's Town in 1941. Unfortunately, she was in collision with another ship which smashed her bows, and she had to be taken to the dry dock in Simon's Town to repair the extensive damage. When she arrived in Simon's Town, my father was more dead than alive, as he had contracted malaria in Freetown, so he had to be admitted to the RN Hospital for treatment. He was still not well enough to return on board when the Hermes sailed for Ceylon in February 1942, so he stayed in the hospital for a slow convalescence. When he had completely recovered, he was drafted to Admiralty House as its chef. He loved his time in South Africa, and Simon's Town particularly. He even knew Just Nuisance!



*HMS Hermes*

When she left Simon's Town, the Hermes went to Ceylon, and was in Trincomalee harbour when news came on 8 April 1942 about a possible Japanese air raid. She took to sea, and was attacked by Japanese dive bombers which resulted in her sinking. Most of the crew were rescued by a hospital ship, although 307 died.

When my father heard the news, he was shattered, but at the same time was very grateful to divine providence that he had been spared by his illness. He always had the feeling that somehow Simon's Town had saved his life, so I just had to come and live here, didn't I?

\*\*\*\*\*

*Our beautiful Simon's Town. A picture that (great photographer) Fred Pohl captured and put on Facebook some years ago*



*77 years ago - Remembering Pearl Harbour*



*Everett Hyland, who survived the attack on Pearl Harbor, salutes along with his granddaughter Navy Cmdr. Anna-Marie Fine on Dec. 7, 2018 in Pearl Harbor, Hawaii during a ceremony marking the 77th anniversary of the Japanese attack. (AP Photo/Audrey McAvoy)*



## **Featured Navy Officer - Douglas Elton Fairbanks Jr., KBE, DSC (December 9, 1909 – May 7, 2000)**

Although celebrated as an actor, Fairbanks was commissioned as a reserve officer in the United States Navy when the United States entered World War II and was assigned to Lord Mountbatten's Commando staff in the United Kingdom.

In 1941, President Franklin D. Roosevelt appointed him special envoy to South America. Fairbanks served on the cruiser USS *Wichita* during the disastrous Convoy PQ17 operation.

Having witnessed (and participated in) British training and cross-Channel harassment operations emphasizing the military art of deception, Fairbanks attained a depth of understanding and appreciation of military deception then unheard of in the United States Navy. Lieutenant Fairbanks was subsequently transferred to Virginia Beach where he came under the command of Admiral H. Kent Hewitt, who was preparing U.S. naval forces for the invasion of North Africa.

Fairbanks convinced Hewitt of the advantages of a military deception unit, then repeated the proposal at Hewitt's behest to Admiral Ernest King, Chief of Naval Operations. King thereupon issued a secret letter on March 5, 1943 charging the Vice Chief of Naval Operations with the recruitment of 180 officers and 300 enlisted men for the Beach Jumper program.

The Beach Jumpers' mission would simulate amphibious landings with a very limited force. Operating dozens of kilometres from the actual landing beaches and utilizing their deception equipment, the Beach Jumpers would lure the enemy into believing that theirs was the principal landing.

United States Navy Beach Jumpers saw their initial action in Operation Husky, the invasion of Sicily. Throughout the remainder of the war, the Beach Jumpers conducted their hazardous, shallow-water operations throughout the Mediterranean.

For his planning the diversion-deception operations and his part in the amphibious assault on Southern France, Lieutenant Commander Fairbanks was awarded the United States Navy's Legion of Merit with bronze V (for valour), the Italian War Cross for Military Valour, the French *Légion d'honneur* and the *Croix de guerre* with Palm, and the British Distinguished Service Cross.

Fairbanks was also awarded the Silver Star for valour displayed while serving on PT boats and in 1942 made an Officer the National Order of the Southern Cross, conferred by the Brazilian government.

Among his other exploits was the sinking of the corvette UJ-6083 (formerly the Regia Marina *Gabbiano*-class *Capriolo*) while in command of a mixed division of American PT Boats and British *Insect*-class gunboats plus assorted other small craft. Fairbanks commanded from HMS *Aphis*.

Fairbanks stayed in the US Naval Reserve after the war and ultimately retired as a captain in 1954.

### ***The "Fast Battleships"***

After the 1930s "builders' holiday," the USN commissioned ten battleships of an entirely new style, the so-called fast battleship. These ships began with BB-55 *North Carolina* and the last ship laid down was BB-66 *Kentucky* (the last completed ship was BB-64 *Wisconsin*). These ships were a nearly clean break from previous American design practices. All ten ships were built to a Panamax design (technically post-Panamax, as they exceeded normal Panamax beam by two feet, but they were still able to transit the canal). They were fast battleships, and could travel with the aircraft carriers at cruising speed (their speed was not intended for that role, but rather so they could run down and destroy enemy battlecruisers). They possessed almost completely homogeneous main armament (nine 16" guns in each ship, the sole difference being an increase in length from 45 to 50 calibres with the *Iowa*-class vessels), very high-speed relative to other American designs (28 knots in the *North Carolina* and *South Dakota* classes, 33 in the *Iowa*-class), and moderate armour. The *North Carolina*-class was of particular concern, as their protection was rated as only "adequate" against the 16" superheavy weapon. They had been designed with, and armoured against, a battery of three quadruple 14" guns, then changed to triple 16" guns after the escalator clause in the Second London Naval Treaty had been triggered. Secondary in these ships was almost homogeneous as well: Except for *South Dakota*, configured as a flagship, the other nine ships of this group sported a uniform 20-gun 5" secondary battery (South Dakota deleted two 5" mounts to make room for flag facilities). Visually, the World War II ships are distinguished by their triple-turret arrangement and the massive columnar mast that dominates their superstructure. The last ship, *Wisconsin* (BB-64), commissioned in 1944 (*Wisconsin* was approved last; however, *Missouri* (BB-63) was commissioned 3 months later, due to delays from additional aircraft carrier construction). *Missouri* (BB-63), famous for being the ship on which the Japanese instrument of surrender was signed, was the last battleship in the world to be decommissioned on 31 March 1992. Seven of these ten ships are still in existence. *South Dakota*, *Washington* and *Indiana* were scrapped, but the remainder are now museum ships. There was intended to be another class of five of these ships, the *Montana*-class (BB-67 *Montana* through BB-71 *Louisiana*), but they were cancelled before being laid down in favour of a greater number of aircraft carriers. The *Montana*-class ships would have been built to a 60,000-ton post-Panamax design, and carried a greater number of guns (12x 16") and heavier armour than the other ships; otherwise they would have been homogeneous with the rest of the World War II battleships.



## 1969 - 50 years ago!

Looking back half a century, the year '69 was quite special. (Ed - I spent 9 months of it in the great metropolis of Oudshoorn in a military overall but that is another story). These are just some of the events.

The Beatles' last public performance, on the roof of Apple Records, First Concorde test flight is conducted In France, Boeing 747 jumbo jet makes its debut, Pontiac Firebird Trans Am the epitome of the American muscle car is introduced, Woodstock attracts more than 350,000 rock-n-roll fans, Members of a cult led by Charles Manson murder five people, Chappaquiddick Affair Senator Edward Kennedy, PBS Established, The first man is landed on the moon on the Apollo 11 mission by the United States and Neil Armstrong and Edwin 'Buzz' Aldrin became the first humans to set foot on the Moon.

Let's just focus on one, Woodstock - The Woodstock Music & Art Fair was a music festival held on a 600-acre (2.4 km<sup>2</sup>; 240 ha, 0.94 mi<sup>2</sup>) dairy farm in the rural town of Bethel, New York from August 15 to August 18, 1969. Thirty-two acts performed during the sometimes-rainy weekend in front of nearly half a million concertgoers. It is widely regarded as one of the greatest moments in popular music history and was listed on *Rolling Stone's* "50 Moments That Changed the History of Rock and Roll".



## **Woodstock 1969 Line-up**

### ***Day One: Friday, August 15 1969***

Richie Havens  
Sweetwater  
Bert Sommer  
Tim Hardin  
Ravi Shankar  
Melanie  
Arlo Guthrie  
Joan Baez

### ***Day Two: Saturday, August 16 1969***

Quill  
Country Joe McDonald  
John B. Sebastian  
Keef Hartley Band  
Santana  
Incredible String Band  
Canned Heat  
Grateful Dead  
Leslie West & Mountain  
Creedence Clearwater Revival  
Janis Joplin  
Sly & The Family Stone  
The Who  
Jefferson Airplane

### ***Day Three: Sunday, August 17 1969***

Joe Cocker  
Country Joe & The Fish  
Ten Years After  
The Band  
Johnny Winter  
Blood Sweat and Tears  
Crosby, Stills, Nash & Young

### ***Day Four: Monday, August 18 1969***

Paul Butterfield Blues Band  
Sha Na Na  
Jimi Hendrix  
Could such an event be put together in our current time?

***And 100 years ago?***

\*Dial telephones are introduced by the American Telephone and Telegraph Company.

\*Albert Einstein's theory of general relativity is confirmed when the Royal Astronomical Society sees the predicted effect during a solar eclipse.

\*Jan Smuts signs the Treaty of Versailles

**Jan Christian Smuts**



Jan Christian Smuts (1870-1950) holds the unique distinction of being the only individual to sign both peace settlements reached after the First and Second World Wars. Of Afrikaner roots (Smuts was born on 24 May 1870 in Malmesbury, Cape Colony), Smuts fought in the Second Boer War of 1899-1902 against the British.

\*\*\*\*\*

***A Message by George Carlin***

The paradox of our time in history is that we have taller buildings but shorter tempers, wider Freeways, but narrower viewpoints. We spend more, but have less, we buy more, but enjoy less. We have bigger houses and smaller families, more conveniences, but less time. We have more degrees but less sense, more knowledge, but less judgment, more experts, yet more problems, more medicine, but less wellness.

We have multiplied our possessions, but reduced our values. We talk too much, love too seldom, and hate too often.

We've learned how to make a living, but not a life. We've added years to life not life to years. We've been all the way to the moon and back, but have trouble crossing the street to meet a new neighbour. We conquered outer space but not inner space. We've done larger things, but not better things.

We've cleaned up the air, but polluted the soul. We've conquered the atom, but not our prejudice. We write more, but learn less. We plan more, but accomplish less. We've learned to rush, but not to wait. We build more computers to hold more information, to produce more copies than ever, but we communicate less and less.

Remember; spend some time with your loved ones, because they are not going to be around forever.

Remember, say a kind word to someone who looks up to you in awe, because that little person soon will grow up and leave your side.

Remember, to give a warm hug to the one next to you, because that is the only treasure you can give with your heart and it doesn't cost a cent.

Remember, to say, 'I love you' to your partner and your loved ones, but most of all mean it. A kiss and an embrace will mend hurt when it comes from deep inside of you.

Remember to hold hands and cherish the moment for someday that person will not be there again.

Give time to love, give time to speak! And give time to share the precious thoughts in your mind.

AND ALWAYS REMEMBER:

Life is not measured by the number of breaths we take, but by the moments that take our breath away.

*George Carlin*

\*\*\*

The neighbours thought it was odd, but 93-year-old Morton was dating again. One Monday morning Morton woke up with a funny feeling that something important happened last night. It was during breakfast, that Morton finally remembered what it was. He had proposed to his date Greta. But what she answered he just couldn't seem to remember. Morton picked up the phone and dialled. "Hi Greta", said Morton, "I have a funny question for you, do you remember last night when I proposed?" "Oh my gosh" gushed Greta, "I'm so glad you called, I knew I said yes to somebody but I just couldn't recall who it was!"

\*\*\*

*Simple logic*

*While I was working as a store Santa, a boy asked me for an electric train set. "If you get your train," I told him, "your dad is going to want to play with it too. Is that all right?"*

*The boy became very quiet.*

*So, moving the conversation along, I asked, "What else would you like Santa to bring you?"*

*He promptly replied, "Another train."*

Three men died on Christmas Eve and were met by Saint Peter at the pearly gates.

'In honour of this holy season' Saint Peter said, 'You must each possess something that symbolises Christmas to get into heaven.'

The Englishman fumbled through his pockets and pulled out a lighter. He flicked it on. 'It's a candle', he said.

'You may pass through the pearly gates' Saint Peter said.

The Scotsman reached into his pocket and pulled out a set of keys. He shook them and said, 'They're bells.'

Saint Peter said 'You may pass through the pearly gates'.

The Irishman started searching desperately through his pockets and finally pulled out a pair of women's panties.

St. Peter looked at the man with a raised eyebrow and asked, 'And just what do those symbolise?'

The Irishman replied, 'These are Carols.'

**With Christmas behind us, I thought I would end with some children's answers to a biblical quiz. CAN YOU IMAGINE THE NUN SITTING AT HER DESK GRADING THESE PAPERS, ALL THE WHILE TRYING TO KEEP A STRAIGHT FACE AND MAINTAIN HER COMPOSURE!**

KIDS WERE ASKED QUESTIONS ABOUT THE OLD AND NEW TESTAMENTS. THE FOLLOWING STATEMENTS ABOUT THE BIBLE WERE WRITTEN BY CHILDREN.

THEY HAVE NOT BEEN RETOUCHEDED OR CORRECTED. INCORRECT SPELLING HAS BEEN LEFT IN.

- \*In the first book of the bible, Guinnessis. God got tired of creating the world so he took the Sabbath off.
- \*Lots wife was a pillar of salt during the day, but a ball of fire during the night.
- \*The Jews were a proud people and throughout history they had trouble with unsympathetic genitals.
- \*Moses led the Jews to the red sea where they made unleavened bread, which is bread without any ingredients.
- \*The seventh commandment is Thou shalt not admit adultery.
- \*Solomon, one of David's sons, had 300 wives and 700 porcupines.
- \*The people who followed the Lord were called the 12 decibels.
- \*St. Paul cavorted to Christianity, he preached holy acrimony, which is another name for marriage.
- \*Jesus was born because Mary had an immaculate contraption.

*And, my personal favourite*

- \*Christians have only one spouse, this is called monotony.
- 

***To close some quotes and a story or two....***

How you elect to spend New Year's Eve depends on your:

1. age
  2. remaining levels of optimism
  3. threshold of pain
- *Joseph Connolly*

Every New Year's I have the same question: "How did I get home?"

- *Melanie White*

An optimist stays up until midnight to see the new year in. A pessimist stays up to make sure the old year leaves.

- *Bill Vaughan*

On New Year's, just remember: if your cup runneth over, you've probably reached your limit.

- *Melanie White*

My new year's resolution is to get better at pretending to know the words to Auld Lang Syne.

- *waitwait @waitwait*

New Year's Eve, when auld acquaintances be forgot. Unless, of course, those tests come back positive.

- *Jay Leno*

### **A New Year Prayer for the Elderly**

God, grant me the senility to forget the people I never liked anyway, the good fortune to run into the ones that I do, And the eyesight to tell the difference.

And one for our club...

### **A New Year's Wish**

On New Year's Eve, somebody stood up in the club pub and said that it was time to get ready. At the stroke of midnight, they wanted every husband to be standing next to the one person who made his life worth living. Well, it was kind of embarrassing. As the clock struck - the bartender was almost crushed to death.

\*\*\*\*\*