

The Seven Seas Tattler Issue 2.9 - February 2019



Welcome to the February edition of Tattler

Your comments and input are always welcome (jonathanagolding@gmail.com)

From the Chairman

A Prosperous 2019 to all our members. May it be a good year for all.

Due to staff being on leave, the next Happy Hour will be a double whammy, with a double 100 Club draw and 2 hours Happy Hour to make up for not having one in Jan 19. Please support it on the 12 Feb 19 from 17h00-19h00.

The SAN is currently preparing for AFD in Feb 19 in Cape Town. It might be worthwhile to make a turn at the Waterfront to have a look at the ships and submarines alongside, which will be open to visitors.

See you at the club.

Kevin

From the Treasurer

The month of December is traditionally a bad month in terms of profitability for the Club and as expected, a nasty deficit was reflected. We know that we will have much lower support in

December, with many members away for the festive season, but this December was particularly poor, with the lowest turnover recorded for quite a while.

We have a budget, which was approved by members at the last AGM, which predicts that the Club's financial year will end with a deficit of around 20K. After 10 months of the financial year, it now appears that this will become a reality. Although this is not a disaster, because the Club is still cash flush, nobody likes to see a deficit (loss). The only way we can improve this situation is by encouraging members' support, or by increasing bar prices and annual subscriptions. The latter two are not particularly popular, so we need much more support from you, our members.

An analysis of private functions and fundraising activities such as Happy Hour, rugby screening and dances etc., reveals that 25% of the Club's turnover is generated from these. We therefore need more support for these and more ideas from members for similar activities. Members are also reminded that the Club's premises and facilities are available for any private functions on request, for the meagre sum of R600.

Here's looking forward to a better 2019/2020.

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

Club Manager's Report

February 2019 Birthdays

We take this opportunity to wish the following the happiest of birthdays

01 February	Mr P. Berrange
02 February	Maj Gen P. Rast
03 February	Dr J.W.J. van Wyk
03 February	Mr W. Fourie
08 February	Mr D.S.T. Tunbridge
09 February	Lt Cdr K.W Baker (Ret)
09 February	Mr E.J.P. Fenech
13 February	Mr P. Dines
14 February	Mr E.J. Smith
15 February	Capt R.H.L. Harrison (Ret)
17 February	Mr T Van Zyl
18 February	Capt G Filmalter (Ret)
19 February	Capt G.G. Schlemmer (Ret)
20 February	R Adm (JG) E.T Beddy (Ret)
20 February	Mr C. Tosio
21 February	Mr D.J.M. Bruce
23 February	Lt Cdr L. Van Zyl
26 February	Capt W. Stassen
28 February	Capt D.P. De Wet

New Member

We welcome the following new member. May his association with our club be a long and happy one. Mr Bruce Gordon Altria is married to Kathleen and resides in Horatio Way Simon's Town. Bruce is the Managing Director of the Company Bottle Printers. The Club welcomes Bruce and Kathleen onboard and look forward to meeting them in the Club.

100 Club Winners (December 2018)

Cdr P Pysden (Ret) – R300

Mrs J. Le Roux – R300

Lt J. Payne (Ret) – R300

Maj Gen P. Rast (Ret) – R1 000

Happy Hour and 100 Club Draw

The next Happy Hour and 100 Club Draw will take place in the Club on Tuesday the 12th of February 2019. Because January Happy Hour fell during the Year end break and leave period, the Committee has decided to "double up" on the February function, therefore there will be:

- a. Six R300 draws
- b. Two R1 000 draws
- c. Four attendance prizes
- d. Happy hour will be from 17h00 until 19h00 i.e. two hours.

Boerewors rolls will be on sale at R30 each. This is going to be a great evening in the Club, hope to see you all there.

Yours aye,
Glen

Some international naval news

US Navy Could Award 2-Carrier Contract by End of January, With Expected \$4B in Savings

By: Megan Eckstein



A 2013 artist's concept of the future carrier Enterprise (CVN-80). DoD Image

The clock is now counting down for the Navy to award Newport News Shipbuilding a two-aircraft carrier contract, after the Pentagon formally notified Congress on Dec. 31 that it wanted to pursue the first dual-carrier contract since the late 1980s.

The Navy has been actively pursuing the contracting strategy for the past nine months, saying it had the potential to save as much as \$2.5 billion in the deal and more recently stating the deal would save even more than that. Newport News Shipbuilding too said it wanted the deal, but the Pentagon didn't sign off on it until the Dec. 31 letter to lawmakers.

On Monday the Pentagon sent a certification letter to Congress that outlines the contracting strategy and how much time and money it would allow the Navy to save on hulls CVN-80 and CVN-81. A congressional staffer told USNI News that the combined contracting could save the Navy about \$4 billion, well above the original estimates.

With that letter sent, the Navy could award the contract by the end of January.

A Navy spokesman told USNI News that “the Navy has reached a price agreement with Huntington Ingalls Industries’ Newport News Shipbuilding for a two-carrier buy of CVN-80 and 81. Further information will be available upon contract award.”

Under the National Defence Authorization Act of Fiscal Year 2019, lawmakers agreed the Navy may enter into a two-carrier contract for CVNs 80 and 81 as long as the secretary of defence certifies at least 30 days ahead of the award of the contract that “the use of such a contract will result in significant savings compared to the total anticipated costs of carrying out the program through annual contracts,” that funding will be available in the budget to allow for both hulls’ purchase, that the design is stable and there is no excessive technical risk, and that the contract will be a fixed-price contract.

Inside the Navy first reported on Dec. 31 that the letter had been sent from the Pentagon to Congress.

Huntington Ingalls Industries spokeswoman Beci Brenton told USNI News, “We are pleased to have come to an agreement with the Navy regarding a two-ship acquisition approach for CVN 80 and 81, a significant step toward building these ships more affordably. Although there is more work to be done, it is important to note that the multi-ship purchase of aircraft carriers helps stabilize the Newport News Shipbuilding workforce, enables the purchase of material in quantity, and permits a fragile supplier base of more than 2000 in 46 states to phase work more efficiently.”

Sen. Tim Kaine (D-Va.), a Senate Armed Services Committee member and a proponent of the two-carrier buy from the Virginia-based Newport News Shipbuilding yard, said in a Dec. 31 statement that “I’m thrilled the Navy has decided to pursue a block buy for aircraft carriers, something I’ve been advocating to save billions in taxpayer dollars and offer more certainty to the Hampton Roads defense community. This smart move will save taxpayer dollars and help ensure the shipyards can maintain a skilled workforce to get the job done. Newport News builds the finest carriers in the world, and I know they are ready to handle this increase in work as we make progress toward the Navy’s goal of a 355-ship fleet.”

Thailand welcomes South Korean-built frigate



The Royal Thai Navy welcomed its first South Korean-built frigate in a ceremony at the Sattahip Naval Base on January 7.

Named after the late King Bhumibol Adulyadej, the frigate was built by Daewoo Shipbuilding & Marine Engineering's (DSME's) under a US\$410 million contract from August 2013.

HTMS Bhumibol Adulyadej is the first of two ships to be built for Thailand. The second vessel in the class is to be built locally under a transfer of technology agreement.

The DW3000 multipurpose frigate was officially delivered to the Royal Thai Navy in a ceremony in December after being launched in January 2017.

Previously known as Tachin, Bhumibol Adulyadej is based on the South Korean KDX-1 destroyer design, measures 122.5 meters in length and has a crew of 136.

The frigate displaces 3,650 tons and is expected to be equipped with a 76mm gun, an 8-cell vertical launch system, Harpoon anti-ship missile launchers, a Phalanx close-in weapon system, and decoy launchers.



Photo: Royal Thai Navy

Relative military power. (This article was published some 9 months ago)

Military website Global Firepower has released its list of most powerful armies for 2018, showing how countries around the world stack-up when it comes to military firepower.

	Country	Active Frontline	Reserve	Combat tanks	Air Force	Naval Vessels
1	United States	1 281 900	801 200	5 884	13 362	415
2	Russia	1 013 628	2 572 500	20 300	3 914	352
3	China	2 183 000	510 000	7 716	3 035	714
4	India	1 362 500	2 844 750	4 426	2 185	295
5	France	205 000	183 635	406	1 262	118
6	United Kingdom	197 730	81 500	227	832	76
7	South Korea	625 000	5 202 500	2 654	1 560	166
8	Japan	247 157	63 300	679	1 508	131
9	Turkey	350 000	360 565	2 446	1 056	194
10	Germany	178 641	30 000	432	714	81

In 2018, South Africa was ranked 33rd, above notable European countries such as Switzerland, Norway and the Netherlands, but behind all other BRICS countries – including Brazil in 14th.

Nick Lee - Aircraft Carriers and those that land on them!

Greetings all, and a very Happy New Year to all my readers! From what I am about to write (following my previous article) you might get the impression that I have a fixation on Aircraft Carriers. Well, as a former fighter pilot, I may well have. However, it is a follow-on of my previous description of how HMS Hermes (1934-1942) came to a tragic end in the Indian Ocean, and the newcomer (below) is the next HMS Hermes (1959-1984).

H.M.S. Hermes (1959 – 1984)



As you will see, she is a very different kettle of fish than her immediate predecessor! However, she wasn't quite up to carrying Phantom F4 aircraft, which had been the original idea, and eventually carried 7 Buccaneers, 12 Sea Vixens, 5 Gannets and 6 Wessex Helicopters. My interest in this ship was the comparison between it and its predecessor on which my father had served, and I was delighted to see it arrive at Aden, together with HMS Ark Royal, and I hoped to be invited on board. That posed something of a problem, as when an Aircraft Carrier or any other RN ship came to Aden, there were parties galore and the air was full of the smell of alcohol which was duty free and which flowed freely whenever an on-board party was held. Two aircraft carriers arriving at the same time was bound to put a heavy strain on the livers of those who were invited aboard one of the ships for a party, followed by another party shortly afterwards on the other one!

H.M.S Ark Royal (1950-1979)



The first invitation came from H.M.S. Ark Royal, so one balmy Aden evening, my wife and I were ferried out to her and on our arrival on the quarterdeck discovered that the party was already in full swing. The two main drinks were Gin and Tonics (G&T) and Brandy and Ginger Ale (Horse's Neck) both of which were served from large jugs already mixed. The snacks were up to the usual excellent RN standard and everyone was having a ball. However, there was also something else going on, which most naval personnel will be familiar with, and this was to somehow divide wives from their husbands so that the flirting could move up several notches. It was skilfully done. One of the pilots and I had been chatting about flying and how it varied on aircraft carriers compared with fixed airfield flying, when he asked me whether I would like to come and see the aircraft on a lower deck. Of course, I jumped at the opportunity, leaving my dear wife at the mercies of the wolf pack. One of the ways in which a lady could be enticed elsewhere was to tell them about the golden rivet. The pitch was that all the ships of the Royal Navy were usually held together with rivets, and one of these was a golden rivet. Every ship only had one, and guess what? (Here comes the punchline) "You know, it's absolutely amazing, but on this ship, the golden rivet is actually in my cabin! Can you believe that? Er – I can take you down to my cabin and I can show it to you if you like!" Luckily, I had left my wife with some other wives, all of whom knew all about the golden rivet ploy and several others, so she was safe enough from golden rivets and all the other ingenious enticements.

Meanwhile, back in the aircraft hangar, I was learning about flying high performance aircraft at sea such as Phantoms and Buccaneers, and I am glad that I did, because several years later, I was posted as Senior Medical Officer at RAF Honington which, in those days, was where the RAF Buccaneers had their home, and my all too short time on the Ark Royal had already introduced me to them. The US Air Force always had a problem about the Buccaneer. They simply couldn't work out how an aircraft with such powerful engines remained subsonic. One of the reasons was that it was a heavy aircraft built to last while taking off from an aircraft carrier, and, even more significantly to land again on a pitching flight deck by day or night, and in all weathers. The usual technique for landing a high-performance aircraft on a land runway is to reduce your rate of descent before touching down. Not so with deck landings on an aircraft carrier where you come down the glidepath and literally fly the aircraft into the deck (which may be pitching up and down and rolling) without changing attitude, so you can guess the thump as you land on the deck. In fact, it's not so much a landing as a spectacular arrival. There are four wires across the deck, and the one to try and hook is the third one. The first is perilously close to the stern of the ship, and the fourth is the last one. If you happen to miss it, then you will have to fly off and try again. Just in case this happens, as you engage a wire, you open the throttles to full bore in case you have to overshoot. Once you are sure that you have arrived safely, you can throttle back to idling. All this happens in seconds.

Of all military equipment, aircraft carriers and their contents are probably the most expensive of all but in a hot war, they are worth their weight in gold. However, governments have the difficult task

of making sure that their country's money is being spent prudently both in peace and war which is no easy task. Where aircraft and aircraft carriers are concerned, they are priceless in a war, but not so much in peacetime, particularly as technology is constantly changing, so maintenance can also come at a high cost.

Now, I am going to finish with a statement. There has always been a friendly (sometimes not so friendly!) rivalry between RAF pilots and those Naval pilots who fly from aircraft carriers. As a former RAF pilot, I joined in the war of words like all the others, but I have now reached a time in life when I can write as I feel. Of all the difficult and dangerous activities in the art and science of war, there are few activities that can match the courage, skill and professionalism of those who fly from aircraft carriers and return safely. Gentlemen, it is my great pleasure to salute you, and to wish you well.

Dr. Nick Lee

Did you know - February 1865 is the only month in recorded history not to have a full moon! - Poor old werewolves!

This month in music history - let's have a look at what happened in February over the years

1904 Jazz musician and bandleader Jimmy Dorsey is born in Shenandoah, Pennsylvania, to a coal-mining family that includes older brother (and future bandleader) Tommy Dorsey. (Leap year boy!)

1926 Louis Armstrong records "Heebie Jeebies." Satchmo supposedly introduces scat singing after dropping his lyric sheet and improvising his vocals.

1940 Frances Langford records "When You Wish Upon A Star."

1949 RCA Victor introduces the 45 RPM record

1956 Elvis Presley's "Heartbreak Hotel" enters the charts.

1959 Ritchie Valens, The Big Bopper, and Buddy Holly are killed in an Iowa plane crash

1956 Elvis Presley records "Lawdy Miss Clawdy" and "Shake, Rattle And Roll"

1957 Elvis Presley records "Loving You."

1957 Buddy Holly records "That'll Be The Day" with his band The Crickets at Norman Petty's studio in Clovis, New Mexico. In September, it will hit #1 in the US.

1962 Decca Records turns down The Beatles.

1963 The Rolling Stones get their first steady gig at London's Station Hotel, performing on Sundays in the Crawdaddy room for a grand total of \$67 a week.

1964 Simon and Garfunkel record "The Sound Of Silence," which is later overdubbed with electric instruments by producer Tom Wilson. This version is released as a single and shoots to #1 in America, launching the career of the duo.

1964 The first Herb Alpert & the Tijuana Brass concert is held in Los Angeles.

1964 The Rolling Stones release their first single in America, a cover of the Buddy Holly song "Not Fade Away."

1965 The Supremes release "Stop In The Name Of Love."

1966 The Beach Boys' album **Summer Days** is certified gold.

1966 Cher records "Bang Bang."

1967 In New York City, Aretha Franklin records her famous cover of the Otis Redding song "Respect."

1969 Johnny Cash performs at San Quentin Prison, spawning the legendary *Live at San Quentin* album

1970 Led Zeppelin perform in Denmark as "The Nobs" after Eva von Zeppelin, a relative of the late airship designer Ferdinand von Zeppelin, threatens to sue.

1972 Led Zeppelin is forced to cancel a gig in Singapore when local officials, seeing their long hair, refuse to let them off the plane.

1972 Sammy Davis Jr. appears on the TV show *All In The Family* in an episode where he famously plants a kiss on the bigoted character Archie Bunker.

1976 The Four Seasons hit #1 in the UK with "December 1963 (Oh What a Night)." It's the only UK #1 for the group, who also topped the American charts with the song, where it was their fifth #1.

1979 Dire Straits release "Sultans Of Swing."

1979 The Clash open their first US tour at the Palladium in New York City.

1981 Pink Floyd's *Dark Side of the Moon* finishes 402 consecutive weeks (more than seven years) on the *Billboard* charts

1984 Michael Jackson wins eight Grammy Awards for his album *Thriller*

1985 Bruce Springsteen wins for Artist of the Year, Album of the Year, Songwriter of the Year and pretty much any award he was eligible for in the *Rolling Stone* reader's poll.

1987 Liberace dies of AIDS-related pneumonia at age 67.

1987 The Beatles (aka The White Album) becomes the first Beatles album to be released on CD.

1990 At the BRIT Awards in London, Queen collect the BPI award for Outstanding Contribution to British Music. It is Freddie Mercury's last public appearance with the band, as he dies the following year.

1993 Lynyrd Skynyrd releases *The Last Rebel*, the band's seventh album, on which Kurt Custer appears for his first time and guitarist Randall Hall for his last.

1993 Whitney Houston's "I Will Always Love You" from the soundtrack to *The Bodyguard* tops *Billboard's* Hot 100 singles chart for the 13th week.

1995 Madonna's "Take A Bow" hits #1 on the Hot 100 and stays for seven weeks. The song is produced by Babyface.

Top 20 movies from 50 years ago (in 1969)

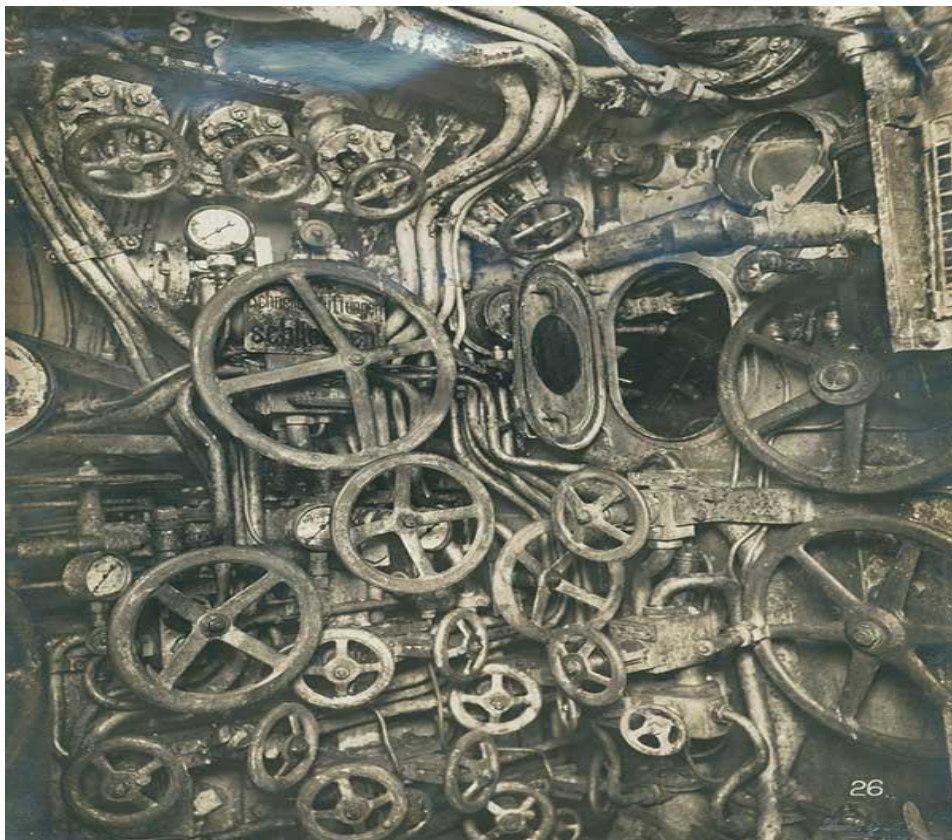
1.	<i>Butch Cassidy and the Sundance Kid</i>	20th Century Fox	\$102,308,889
2.	<i>Midnight Cowboy</i>	United Artists	\$44,785,053
3.	<i>Easy Rider</i>	Columbia	\$41,728,598
4.	<i>Hello, Dolly!</i>	20th Century Fox	\$33,208,099
5.	<i>Bob & Carol & Ted & Alice</i>	Columbia	\$31,897,253
6.	<i>Paint Your Wagon</i>	Paramount	\$31,678,778
7.	<i>True Grit</i>	Paramount	\$31,132,592
8.	<i>Cactus Flower</i>	Columbia	\$25,889,208
9.	<i>Goodbye, Columbus</i>	Paramount	\$22,939,805
10.	<i>On Her Majesty's Secret Service</i>	United Artists	\$22,774,493
11.	<i>I Am Curious (Yellow)</i>	Janus Films	\$20,238,100 ¹
12.	<i>Winning</i>	Universal	\$14,644,335
13.	<i>Z</i>	Cinema V	\$14,283,305
14.	<i>The Sterile Cuckoo</i>	Paramount	\$13,982,357
15.	<i>The Stewardesses</i>	Sherpix Inc.	\$13,500,000
16.	<i>Run, Angel, Run!</i>	Fanfare Films	\$13,000,000
17.	<i>They Shoot Horses, Don't They?</i>	Cinerama	\$12,600,000
18.	<i>A Boy Named Charlie Brown</i>	National General Pictures	\$12,000,000
19.	<i>The Wild Bunch</i>	Warner Bros.	\$10,500,000
20.	<i>Sweet Charity</i>	Universal	\$8,000,000

What a sight this must have been! South African submarines SAS Charlotte Maxeke (S102) and SAS Queen Modjadji (S103), accompanies Los Angeles-class submarine USS San Juan (SSN 751), into False Bay in Simon's Town, South Africa, Nov. 4, 2009



Control room of the UB-110 German submarine (1918).

What do our submariners have to say about this?



One for our Admirals

Three men are sitting stiffly side by side on a long commercial flight. After they're airborne and the plane has levelled off, the man in the window seat abruptly says, distinctly and confidently, in a low voice, Admiral, United States Navy, retired. Married, two sons, both surgeons.

After a few minutes the man in the aisle seat states through a tight-lipped smile, Admiral, United States Navy, retired. Married, two sons, both judges.

After some thought, the fellow in the centre seat decides to introduce himself. With a twinkle in his eye he proclaims,

Master Chief Petty Officer, United States Navy, retired. Never married, two sons, both Admirals.

Something from Aus

After every flight, Qantas pilots fill out a form, called a "gripe sheet," which tells mechanics about problems with the aircraft. The mechanics correct the problems, document their repairs on the form, and then pilots review the gripe sheets before the next flight.

Never let it be said that ground crews lack a sense of humor. Here are some actual maintenance complaints submitted by Qantas' pilots (marked with a P) and the solutions recorded (marked with an S) by maintenance engineers.

By the way, Qantas is the only major airline that has never had an accident. Enjoy!

P: Left inside main tire almost needs replacement.

S: Almost replaced left inside main tire.

P: Test flight OK, except auto-land very rough.

S: Auto-land not installed on this aircraft.

P: Something loose in cockpit.

S: Something tightened in cockpit.

P: Dead bugs on windshield.

S: Live bugs on back-order.

P: Autopilot in altitude-hold mode produces a 200 feet per minute descent.

S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.

S: Evidence removed.

P: DME volume unbelievably loud.

S: DME volume set to more believable level.

P: Suspected crack in windshield.

S: Suspect you're right.

P: Number 3 engine missing.

S: Engine found on right wing after brief search.

P: Aircraft handles funny.

S: Aircraft warned to straighten up, fly right, and be serious.

P: Target radar hums.

S: Reprogrammed target radar with lyrics.

P: Mouse in cockpit.

S: Cat installed.

And the best one for last.....

P: Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.

S: Took hammer away from midget.

To close, many may identify!

THINGS THAT ARE DIFFICULT TO SAY WHEN DRUNK:

1. Innovative
2. Preliminary
3. Proliferation
4. Cinnamon

THINGS THAT ARE VERY DIFFICULT TO SAY WHEN DRUNK:

1. Specificity
2. British Constitution
3. Passive- aggressive disorder

THINGS THAT ARE DOWNRIGHT IMPOSSIBLE TO SAY WHEN DRUNK:

1. Nope, no more beer for me.
2. Sorry, but you're not really my type.
3. Good evening, officer. Isn't it lovely out tonight?
4. Oh, I couldn't. No one wants to hear me sing.

Have a wonderful February!