

The Seven Seas Tattler Issue 2.12 - May 2019



Good Day to all Members of the Seven Seas Club.

Welcome to the May Tattler. Feedback is always welcome, as is constructive criticism, suggestions and even compliments. These can be sent to jonathanagolding@gmail.com and will be appreciated.

I received the following from Nigel Holman: "as always a great read, thoroughly enjoyed yet another winning edition of the Tattler. Thanks very much...Cheers.... Nigel"

Thank you, Nigel!

Quiz

The first of our new quizzes went off very well. We hope to build on the success. Our aim is to host an evening of fun whilst allowing you to show off your knowledge for "bragging rights". Our next quiz will be held on the 22nd May and we hope to welcome many teams. Teams comprise up to four players. You are encouraged to bring family and friends. We will be making some adjustments based on the lessons learned. The questions will be slightly easier and there will be 10 per round. The theme is 1970s and 1980s and the categories will include general knowledge, food and drink, sport, music and movies. Come around and have some fun whilst impressing your friends.....(or not!)

Manager's Report

Birthdays

We wish the following a fantastic birthday celebration

Mr K.C. Welthagen – 01 May
Mr I. Wright – 02 May
Mr R.G. Marshall – 03 May
Prof G.J. Kruger – 10 May
Mr A. Colingridge – 15 May
R Adm (JG) A. Soderlund (Ret) – 17 May
Mr D.E. Mac Kenzie – 21 May
Mr M. Salda – 23 May
Mr M. Steytler – 24 May
Mr G.R. Glen – 29 May
Capt B.R. Carter – 30 May

Congratulations!

March 2019 100 Club Winners.

Mrs A. Manning – R300
Mrs M. Dilley – R300
Mrs M. Dilley (again) – R300
Lt E. Noble (Ret) – R1000

We welcome the following new members

Mr Kenneth Charles Welthagen recently retired and returned from Gauteng to the Cape where Ken now resides in Kommetjie. Ken was previously a Member of the Club but resigned when he relocated to Gauteng. He has now rejoined and it is good to have him back in the Club.

Mr Allan Matthew Carson married to Heather and resides in Ranger Road Fish Hoek. Allan is a Founding Director of the Company Bag Dispensing Systems. He is an ex Member of the Wanders Club Johannesburg, Donalson Dam & Magalies Gliding Club and the Morning Star Aero Club. He is currently a member of Kelvin Grove and various Vintage Motor Car & Motor Cycle Clubs.

Mr Edward Maarten Van Der Niet married to Wendy and resides in Sun Valley Fish Hoek. Edward and Wendy are now enjoying their pension after a lengthy career in the Corporate World.

Dr Peter Bethone Leggatt married to Gail and resides in Fish Hoek. Peter is now retired. He was conscripted to the S.A. Navy circa 1961, but Peter has little recollection of the details. Peter is a Member of the European Association of Geoscientists and Engineers (EAGF), the Society of Exploration Geoscientists (SEG) and the International Police Association (IPA). He is also a past Member of the Oranjemund Yacht Club. He was a Diver for MDC and De Beers Marine.

Mr James Hedley Hart married to Glynis and resides in Simon's Town. James is the Chairman of the following entities: The Triumph Sports Car Club Cape Town, The Institute of Refractory Engineers, and The Institute of Metals – Materials. He is a Director of the Hermanus Public Protection and the past Chairman of the Whale Coast Conservation (2011 – 2018). James holds a Coastal Skippers Ticket and has applied to join the False Bay Yacht Club. He is a previous Member of Gordon's Bay Yacht Club.

From the Treasurer

The month of March, being the first month of our new financial year, has not started well. Sales were just short of R10 000 lower than budget and even lower than for March of the previous year. Fortunately, costs were curtailed, which reduced the impact of the lower sales. The month ended with a deficit of R3 952 against a budgeted deficit of R4 034. The Club has a tough year ahead, to get rid of the nasty deficit predicted and your committee will go all out to instil some enthusiasm in members to attend functions, or to just come around for no reason at all. Two functions already held e.g. the talk and slide evening about diving in Palau Micronesia and the quiz evening, were well attended and thoroughly enjoyed, which is very encouraging. Let's hope this continues.

Members may have noticed (or maybe not), that bar prices have gone up. Cost increases from our suppliers have been coming through thick and fast and we have managed to carry these increases for a month. Where it seems that some bar prices have gone up unreasonably, this is because there is no structure to the cost increases, they are all over the place. We have simply passed these increases on and rounded up to the nearest Rand. So please don't shoot the messenger.

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

US Pulls Forces from Libya as Fighting Approaches Capital



A U.S. amphibious hovercraft departs with evacuees from Janzur, west of Tripoli, Libya, Sunday, April 7, 2019. The United States says it has temporarily withdrawn some of its forces from Libya due to deteriorating security conditions. The pull-out comes as a Libyan commander's forces advanced toward the capital of Tripoli and clashed with rival militias. A small

contingent of American troops has been in Libya in recent years helping local forces combat Islamic State and al-Qaida militants and protecting diplomatic facilities. (Mohammed Omar Aburas/AP Photo))

7 Apr 2019

The Associated Press | By, Rami Musa and Samy Magdy

BENGHAZI, Libya (AP) — The United States has temporarily withdrawn some of its forces from Libya due to "security conditions on the ground," a top military official said Sunday as a Libyan commander's forces advanced toward the capital of Tripoli and clashed with rival militias.

A small contingent of American troops has been in Libya in recent years, helping local forces combat Islamic State and al-Qaida militants, as well as protecting diplomatic facilities.

"The security realities on the ground in Libya are growing increasingly complex and unpredictable," said Marine Corps Gen. Thomas Waldhauser, the head of U.S. Africa Command. "Even with an adjustment of the force, we will continue to remain agile in support of existing U.S. strategy." He did not provide details on the number of U.S. troops that have been withdrawn or how many remain in the country.

By WYATT OLSON | STARS AND STRIPES Published: April 2, 2019

JOINT BASE PEARL HARBOR-HICKAM, Hawaii — The first of the Navy's newest generation of guided-missile destroyers — and its most controversial — arrived Tuesday in Hawaii for a series of tests in surrounding waters.

The USS Zumwalt looks like no other ship in the fleet, with a sleek design made to fool enemy radar. The sides of its "tumblehome" hull slope inward above the waterline, while below water the hull expands outward.

"Zumwalt possesses stealth, size, power and computing capacity that provides the Navy multiple-mission ships capable of meeting today's maritime missions, as well as the ability to incorporate new technologies to counter emerging threats tomorrow," Capt. Andrew Carlson, the ship's commander, told reporters dockside shortly after the its morning arrival.

Homeported in San Diego, the Zumwalt recently made stops in Canada and Alaska. Hawaii is a "critical training and testing area for the Navy" where the Zumwalt would "conduct important at-sea evolutions that enhance our crew's warfighting skills," Carlson said

For the sake of "operational unpredictability," Carlson said he was not at liberty to say how long the ship would be in Hawaii nor where it would be headed next.

"I can say that we'll be in the Hawaiian area for a little while, and then just working around the Pacific," he said. "Part of what we need to do is just be present in the Pacific and let folks know that the Zumwalt and the capabilities she brings are available as we get through the testing and delivery phases that we need for the ship."

The Navy itself, however, has had a hard time deciding how this new generation of destroyer should be equipped and used — or even how many it wants. As the price tag per ship grew since 2005, the Navy's original plan to buy 32 Zumwalt-class destroyers dwindled to just three. The USS Michael Monsoor was commissioned in January, while the third, the USS Lyndon B. Johnson, was launched in December in Maine.

The Project on Government Oversight, a nonpartisan, independent watchdog group based in Washington, D.C., published a blistering analysis in January on the history of the Zumwalt-class destroyers.



The guided-missile destroyer USS Zumwalt moored at Joint Base Pearl Harbor-Hickam, Hawaii, where it arrived April 2, 2019, for testing in nearby waters.

“The ships represent an object lesson in the risk of trying to cram nearly a dozen new technologies into a warship, most of which failed to get out of port,” wrote Mark Thomson, POGO’s national security analyst. “The bottom line: American taxpayers have bought a fleet of three warships — at a cost of \$8 billion each! — that are still looking for a mission.”

Congress, unsatisfied with the progress of new destroyers, recently ordered the Navy to strike the Zumwalt and Michael Monsoor from its roster of combat-ready vessels.

Among the weapons built into the Zumwalt-class ships is the Advanced Gun System, which fires precision-guided, 155-mm projectiles. But by early last year the cost of those projectiles was approaching \$1 million each — almost as much as one of each ship’s Tomahawk missiles.

The Navy announced that the Advanced Gun System would remain on the ships but in “inactive status” until a cheaper projectile could be developed.

“Bottom line: The Navy is buying guns and \$8 billion holsters to hold them but has decided not to buy any bullets for them,” Thomson wrote.

Carlson, however, was nothing but enthusiastic about the USS Zumwalt.

The ship is capable of a host of missions — anti-air warfare, anti-submarine warfare, surface warfare, land attack, strike warfare, he said.

“Any of those missions are part and parcel of what Zumwalt does,” he said. “The difference is the capacity and capability and some of the automation we have just means we do it in a little bit different manner.”

Petty Officer 1st Class Tim Luckritz, in charge of the ship's weapons systems, is among the longest serving of the 150 crew members. "I've been here for the construction of the ship, commissioning of the ship, all our certifications," he said.

"The Zumwalt represents such a significant step forward," he said. "I would compare it to the transition from sail to steam, in terms of the automation, the technology involved and all the new technology we've got on board the ship."

The ship's stealthy design would help it ease into deadly close range of a target.

"We weigh 60,000 tons, but we look like a small fishing boat on the radar," said Lt. j.g. Dmitriy Voznyak, who led reporters on a tour of the ship, where photos were not allowed.

The 610-foot-long Zumwalt has a helicopter landing pad in the rear, with a hangar big enough for two of them. It uses a Peripheral Vertical Launch System around its gunwale for its missile launch rather than using centralized magazines.

Officially, the Zumwalt is still in its test-and-evaluation phase and not operationally deployed, Carlson said.

But there are sailors on board, he quickly added, "so we're operating."

Military History: May 1939 - The Pact of Steel (80 years ago)

The Pact of Steel (German: *Stahlpakt*; Italian: *Patto d'Acciaio*), known formally as the Pact of Friendship and Alliance between Germany and Italy, was originally intended to be a *tripartite military alliance* between Japan, Italy, and Germany. However, Japan wanted the focus of the pact to be aimed at the potential adversary Russia, while Italy and Germany wanted it aimed at Britain and France. Due to this disagreement, the pact was signed without Japan and became an agreement between Fascist Italy and Nazi Germany signed on May 22, 1939, by the foreign ministers of each country and witnessed by Count Galeazzo Ciano for Italy and Joachim von Ribbentrop for Germany. The Pact consisted of two parts: the first section was an open declaration of continuing trust and cooperation between Germany and Italy while the second, a "Secret Supplementary Protocol" encouraged a union of policies concerning the military and economy. However, certain members of the Italian government, including the signatory Ciano, were opposed to the Pact. It was Italian leader Benito Mussolini who dubbed the agreement "the Pact of Steel", after being told that its original name, "the Pact of Blood", would likely be received poorly in Italy.

GPS - Think this is something relatively new?

May 2nd, 1969 the world's newest ocean liner, *Queen Elizabeth 2* of the Cunard Line, set off from Southampton on its maiden voyage¹ with 1,000 passengers and 400 crew. The \$72,000,000 ship made the first private use of a satellite Global Positioning System, relying on "four U.S. Navy satellites to pinpoint her position within 100 feet" for navigation. An Associated Press reporter commented days later, "it means the days of dead reckoning and sextant are over." The "*QE2*", commanded by Captain William Warwick, arrived at New York City on May 7 and docked at the West 52nd Street pier.

And, 74 years ago this month.....

World War II Timeline: May 3, 1945-May 7, 1945



Nazi Germany's World War II campaign officially came to an end on May 7, 1945, when German general Alfred Jodl signed the formal surrender documents in Reims, France. The World War II timeline below summarizes important events that occurred during the war from May 3, 1945, to May 7, 1945.

World War II Timeline: May 3-May 7

May 3: British Royal Air Force (RAF) planes attack and sink three German ships -- the *Cap Arcona*, *Thielbek*, and *Deutschland*. Unknown to the RAF, these ships -- under the direction of the Red Cross - are carrying rescued prisoners (mostly Jews) from German concentration camps. Some 8,000 lose their lives.

May 4: German troops surrender en masse throughout northern Germany and the Netherlands.

May 5: German and Allied officials meet in Reims, France, to reach agreement on the terms of Germany's capitulation.

The German army lays down its weapons throughout Bavaria.

American troops performing mop-up operations near Berchtesgaden capture Hans Frank, occupied Poland's Nazi governor general, who had established his headquarters in the city of Kraków.

U.S. forces liberate French and Austrian officials -- including premiers Reynaud, Daladier, Blum, and Schuschnigg -- from captivity in Austria.

Czech partisans rise up against the German occupation force in Prague.

A Japanese balloon bomb kills a woman and five children in Oregon, becoming the only such bomb of the war to induce casualties.

May 6: Admiral Lord Louis Mountbatten, supreme Allied commander of the Southeast Asia theater, announces that the Allied campaign in Burma has come to an end.

May 7: German general Alfred Jodl signs the formal surrender documents in Reims, France, as Nazi Germany surrenders unconditionally to the Allies.

The Red Army captures Breslau, Germany, after laying siege to the German garrison for 82 days.

U-2336 sinks two merchant ships in the North Atlantic -- the last U-boat "kills" of the war.

Featured Ship - HMS Diadem

This month I have decided to adopt some "editorial licence" and feature a ship that was served on by my partner Jen's late dad, Ben Wyatt.



HMS *Diadem* was a *Dido*-class light cruiser of the *Bellona* subgroup of the Royal Navy. She was a modified *Dido* design with only four turrets but improved anti-aircraft armament – also known as *Dido* Group 2. She was built by R. and W. Hawthorn, Leslie and Company, Limited (Hebburn-on-Tyne), UK), with the keel being laid down on 15 December 1939. She was launched on 21 August 1942, and commissioned 6 January 1944.

Diadem served on the Arctic convoys and covered carrier raids against the German battleship *Tirpitz* in the early months of 1944, then became part of Force G off Juno Beach during the invasion of Normandy in June. After the landings she carried out offensive patrols against German shipping around the Brittany coast, sinking, with destroyers, *Sperrbrecher 7* off La Rochelle on 12 August. She returned to northern waters in September, where she covered Russian convoys and carrier raids against German shipping routes along the Norwegian coast, as well as making offensive sweeps herself. In the course of one such sweep, accompanied by HMS *Mauritius* on 28 January 1945, the cruiser engaged three German destroyers, damaging *Z31*. *Diadem* remained with the 10th Cruiser Squadron until after the war, and served in the Home Fleet until 1950. She was placed in reserve between 1950 to 1956.

She was sold to the Pakistan Navy (announced) 29 February 1956 and refitted at Portsmouth Dockyard before being handed over to the Pakistan Navy as *Babur* on 5 July 1957.

Winston

This month Nick Lee has submitted a most interesting piece on Mr Churchill and the HMS Carlisle - great reading!

The Saviour of the Nation – or was He?

Winston Spencer Churchill – now there's a name. The man who saved Britain from the Germans in World War 2. The man who made all those inspiring speeches. The man who was a legend in the Anglo-Boer war. The man who wrote all those books – particularly the multi-volumed "The Second World War" which told you all you needed to know about World War 2 from start to finish. This was surely a man who knew what he was doing, and did not rest until it had been done. How could there ever been a whisper of criticism against him? Well. I am afraid there has been – a great deal in fact, but very little spoken of, mainly because he usually got in first, and after that, no one else dared to oppose him.

Before I go any further, and although many of my readers may already know what I am about to write, it never hurts to be informed about some of the things that may not be widely known.

The first is that until World War 2, the Royal Navy was the indisputable senior service, and in many ways still is, although since the transition of the British Empire to the British Commonwealth its duties have changed somewhat. However, it is still a force to be reckoned with. At the top of the Navy's power centre was, and is the Admiralty, which consists of two main power centres, political and operational, and there are two main posts where much of the action is, and it is essential to know who does what – something that is often confused, even to the incumbent. The operational and professional head of the RN is the First Sea Lord. The other one is the First Lord of the Admiralty, who is a politician, and it was to this post that Winston Churchill was appointed after being the Second Lord under Admiral Bridgeman who was the First Lord previously. A very important second Sea Lord due to move into first place was Admiral Prince Louis Mountbatten who was originally a German Prince, when the surname was Battenberg, which made him a problem to

those who thought that having a German Prince as First Sea Lord was not desirable, even though he had renounced his German citizenship and had taken on British citizenship.

As First Lord, Churchill threw himself into reorganising the Navy. However, he made several grave mistakes by exceeding his brief by interfering with territory which had traditionally been that of the professional officers of the RN. For instance, he interfered with the Naval manoeuvres by giving instructions from Whitehall directly to the Commanders in Chief, and personally debriefed them regarding their activities, and lectured the flag officers on what they should have done, even before the Umpire's report was still being compiled. Needless to say, this made him as popular as the traditional falling lead balloon and played havoc with discipline. Perhaps his worst faux pas was when he visited a ship, and asked an officer what was the name of a rating. "Jones Sir" was the prompt answer. Churchill then turned to the rating "What is your name?" he asked. "Jones sir" said the rating. "Hmmm" said Churchill. "Is your name really Jones? Or are you just saying that to back your officer?" Well, I think that any Naval Officer would be well aware of what that sort of conversation would have on discipline. There was an even worse episode on HMS Hermes when the captain had had a minor disagreement with a lieutenant. Churchill listened to both, and then called the Captain into his presence, and told him that the lieutenant's story was the right one and must be complied with. This really put the cat among the pigeons, and the Captain made an official complaint to the Admiralty Board. They were so angry that the second, third and fourth sea lords said that they were all prepared to resign. This was where Admiral Prince Louis Battenberg stepped in and stroked the ruffled feathers until they returned to normal.

Marshal of the Royal Air Force Sir John Slessor who was the RAF's Chief of the Air Staff and who had worked a great deal with Churchill had this to say of him. "it is a mistake to believe that because Winston is such a great figure, nothing must ever be said against him. It would be incredible if he was always right, or if he always behaved well. I don't think it diminishes his ultimate stature or his position to point out that he was human and that he sometimes did improper things"



HMS Carlisle

So, let us now move through time and space to the Mediterranean Sea in 1941 where one of the RN ships there was a C class light cruiser, HMS Carlisle, and one of its crew was my father, who used quite a few expletives about the management (or lack of) when talking of the Mediterranean campaign in 1941. The Mediterranean Sea is one of the most important stretches of water in the world through which many ships pass. It is, for instance, the only way out for the Russian Navy based in Sebastopol (Crimea). Once out, it has two opportunities to get into the main oceans either go West and then out of the Mediterranean into the Atlantic via the Straits of Gibraltar, or turn left and go down the Suez Canal into the Red Sea. In any wartime situation, the Mediterranean immediately becomes of paramount importance.

In Churchill's Book "The Second World War (Vol.3)", he repeatedly stressed how absolutely vital it was to hold the Mediterranean islands, particularly Crete. However, he and the other planners had not quite realised just how determined the Germans helped by the Italians (sort of) were aiming at invading Crete using Air Power, particularly the apple of Goering's eye – the German Air Corps (paratroopers) not to mention the swarm of Junkers 87s better known as Stukas. When the Germans eventually landed them on Crete, they were refuelled and rearmed in an unbelievably short space of time before taking off again to find some ships to sink. They found my father's ship, which was bombed heavily, killing the Captain and many others, but left it alone when it looked as though it was on fire. Actually, it wasn't. One of the bombs had gone off on the smoke floats and set fire to them so the ship was trailing a huge black cloud. She actually made it to Alexandria in one piece.

Those who want to know more should read Churchill's book, chapters XV and XVI to fill in the gaps. To my mind, there are two main lessons to be learned. First, don't have too many chiefs and not enough Injuns, and second, don't try anything military unless you have air superiority, or preferably air supremacy.

Music related news 50 years back (May 1969)

May 3

Sly & the Family Stone release their breakthrough album, *Stand!*, which became one of the top-selling albums of the decade and made the band one of the most popular acts in rock and soul music.

Jimi Hendrix is arrested by Canadian Mounties at Toronto's International Airport for possession of narcotics (heroin). Hendrix is released on \$10,000 bail.

May 6

In London, representatives of Warner Brothers-Seven Arts discuss the purchase of fifteen percent of The Beatles' Northern Songs.

May 10

The Turtles perform at the White House. Singer Mark Volman falls off the stage five times.

May 16

HPSCHD, an event conceived by John Cage and Lejaren Hiller as a highly immersive multimedia experience, received its premiere performance before an audience of 6000 at the Assembly Hall of the Urbana Campus, University of Illinois at Urbana-Champaign.

May 23

The Who release their rock opera Tommy.

Movies in May 1969

May 7: *Sinful Davey; Where It's At*

May 10: *McKenna's Gold*

May 14: *Nightmare in Wax*

May 15: *Midas Run*

May 22: *Frankenstein Must Be Destroyed* (U.K.); *Winning*

May 25: *Midnight Cowboy*

May 27: *Popi*

May 28: *The April Fools*

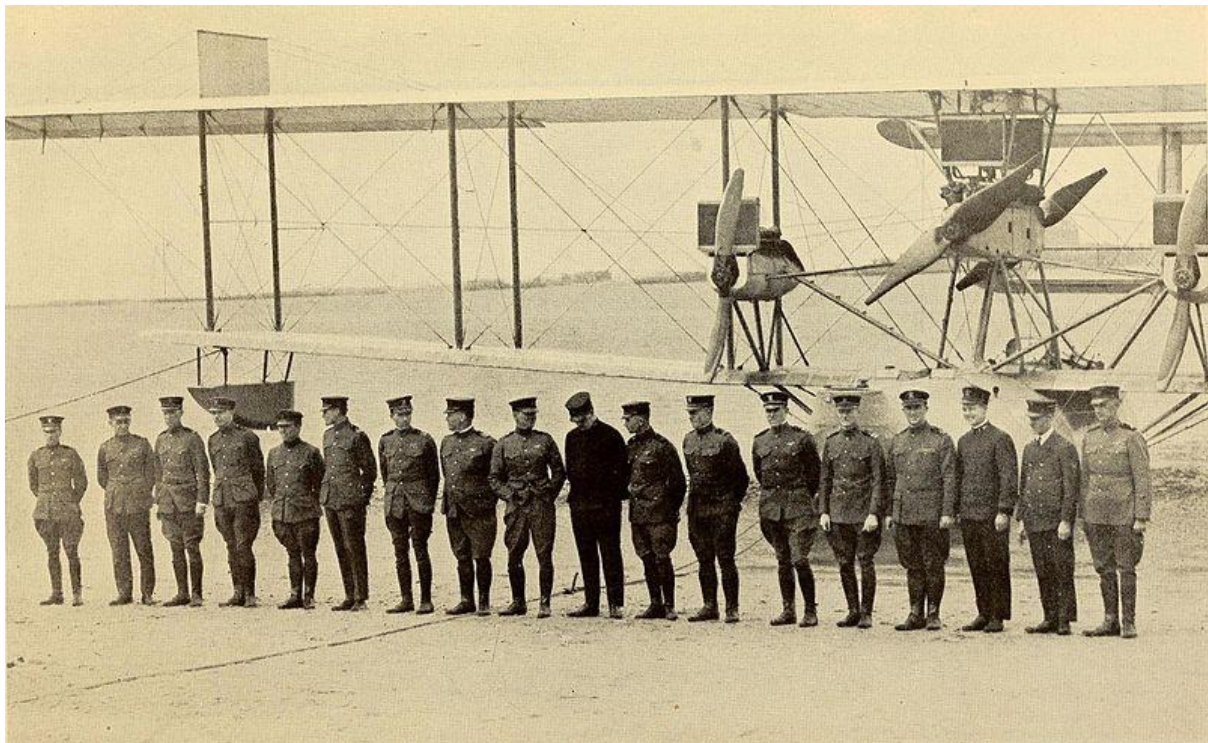
May 29: *Che!*

100 years ago, this month.....

Curtiss NC-4

The NC-4 was a Curtiss NC flying boat that was the first aircraft to fly across the Atlantic Ocean, albeit not non-stop. The NC designation was derived from the collaborative efforts of the Navy (N) and Curtiss (C). The NC series flying boats were designed to meet wartime needs, and after the end of World War I they were sent overseas to validate the design concept.

The transatlantic flight



Crews of the NC-4, NC-3 and NC-1 immediately before the departure of the first transatlantic flight

The U.S. Navy's transatlantic flight expedition began on 8 May 1919. The NC-4 started out in the company of two other Curtiss NCs, the NC-1 and the NC-3 (with the NC-2 having been cannibalized for spare parts to repair the NC-1 before this group of planes had even left New York City). The three

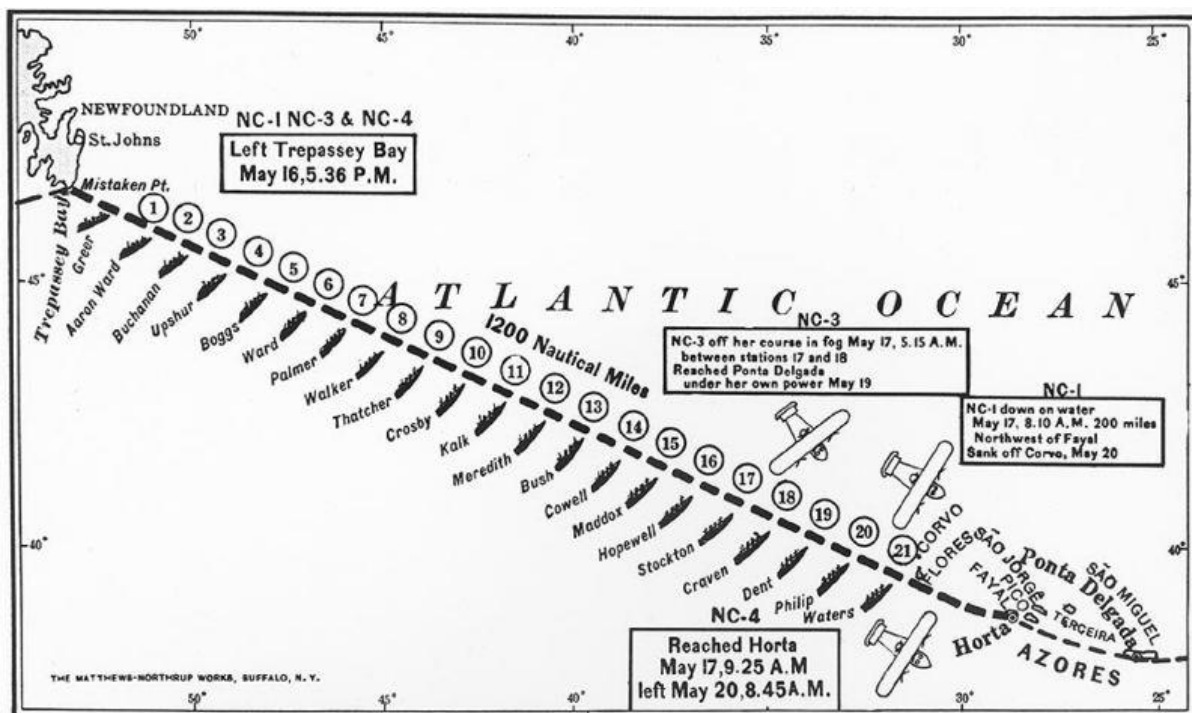
aircraft left from Naval Air Station Rockaway, with intermediate stops at the Chatham Naval Air Station, Massachusetts, and Halifax, Nova Scotia, before flying on to Trepassey, Newfoundland, on 15 May. Eight U.S. Navy warships were stationed along the northern East Coast of the United States and Atlantic Canada to help the Curtiss NCs in navigation and to rescue their crewmen in case of any emergency.

The "base ship", or the flagship for all of the Navy ships that had been assigned to support the flight of the Curtiss NCs, was the former minelayer USS *Aroostook*, which the Navy had converted into a seaplane tender just before the flight of the Curtiss NCs. With a displacement of just over 3,000 tons, *Aroostook* was larger than the Navy's destroyers that had been assigned to support the transatlantic flight in 1919. Before the Curtiss NCs took off from New York City, *Aroostook* had been sent to Trepassey, Newfoundland, to await their arrival there, and then provide refuelling, relubrication, and maintenance work on the NC-1, NC-3 and NC-4. Next, she steamed across the Atlantic meet the group when they arrived in England.

On 16 May, the three Curtiss NCs departed on the longest leg of their journey, from Newfoundland to the Azores Islands in the mid-Atlantic. Twenty-two more Navy ships, mostly destroyers, were stationed at about 50-mile (80 km) spacings along this route.^[4] These "station ships" were brightly illuminated during the night time. Their sailors blazed their searchlights into the sky, and they also fired bright star shells into the sky to help the aviators to stay on their planned flight path.

After flying all through the night and most of the next day, the NC-4 reached the town of Horta on Faial Island in the Azores on the following afternoon, having flown about 1,200 miles (1,900 km). It had taken the crewmen 15 hours, 18 minutes, to fly this leg. The NCs encountered thick fog banks along the route. Both the NC-1 and the NC-3 were forced to land on the open Atlantic Ocean because the poor visibility and loss of a visual horizon made flying extremely dangerous. NC-1 was damaged landing in the rough seas and could not become airborne again. NC-3 had mechanical problems.

The crewmen of the NC-1, including future Admiral Marc Mitscher, were rescued by the Greek cargo ship *SS Ionia*. This ship took the NC-1 in tow, but it sank three days later and was lost in deep water. The pilots of the NC-3, including future Admiral Jack Towers, taxied their floatplane some 200 nautical miles (370 km; 230 mi) to reach the Azores, where it was taken in tow by a U.S. Navy ship.



US Navy warships "strung out like a string of pearls" along the NC's flightpath (3rd leg)

Three days after arriving in the Azores, on 20 May, the NC-4 took off again bound for Lisbon, but it suffered mechanical problems, and its pilots had to land again at Ponta Delgada, São Miguel Island, Azores, having flown only about 150 miles (240 km). After several days of delays for spare parts and repairs, the NC-4 took off again on 27 May. Once again there were station ships of the Navy to help with navigation, especially at night. There were 13 warships arranged along the route between the Azores and Lisbon. The NC-4 had no more serious problems, and it landed in Lisbon harbour after a flight of nine hours, 43 minutes. Thus, the NC-4 became the first aircraft of any kind to fly across the Atlantic Ocean – or any of the other oceans. By flying from Massachusetts and Halifax to Lisbon, the NC-4 also flew from mainland-to-mainland of North America and Europe. Note: the seaplanes were hauled ashore for maintenance work on their engines.

The part of this flight just from Newfoundland to Lisbon had taken a total time 10 days and 22 hours, but with the actual flight time totalling just 26 hours and 46 minutes.

The "NC-4" later flew on to England, arriving in Plymouth on 31 May to great fanfare, having taken 23 days for the flight from Newfoundland to Great Britain. For the final flight legs – from Lisbon to Ferrol, Spain, and then from Ferrol to Plymouth – 10 more U.S. Navy warships were stationed along the route. A total of 53 U.S. Navy ships had been stationed along the route from New York City to Plymouth.

Most of the flight route taken by the NC-4 was indicated on the map of the North Atlantic published by *Flight* magazine on 29 May 1919, while the NC-4 was still on the mainland of Portugal.

The feat of making the first transatlantic flight was somewhat eclipsed shortly afterward by the first *nonstop* transatlantic flight of some kind by John Alcock and Arthur Whitten Brown in a Vickers Vimy biplane, when they flew from Newfoundland to Ireland nonstop on 14–15 June 1919, in 16 hours and 27 minutes. Consequently, Alcock and Brown won a prize of £10,000 offered by the newspaper, *Daily Mail*, which had been first announced in 1913, and then renewed in 1918, to "the aviator who shall first cross the Atlantic in an aeroplane in flight from any point in the United States, Canada, or Newfoundland to any point in Great Britain or Ireland, in 72 consecutive hours." The conditions also stipulated that "only one aircraft may be used for each attempt." Hence, there was no possibility of changing to a fresh aircraft in Iceland, Greenland, the Azores, and beyond.

Alcock and Brown also made their flight nonstop, even though this was not specified in the rules given by the *Daily Mail*. Conceivably, any aviators could have made stops on Iceland, Greenland, or the Azores along the way for refuelling, as long as they completed the entire flight within 72 hours. The rule that "only one aircraft may be used" eliminated the possibility of having fresh aircraft, with their fuel tanks already topped off, and new oil in their crankcase(s), waiting for the pilot or pilots to change from one exhausted airplane to a fresh one.

The Curtiss NCs were never entered into the above competition – because the U.S. Navy never planned for their flight to be completed in fewer than 72 hours.

Remembering "The Rocket"

So, who is the "GOAT" (Greatest of all time) in men's tennis?

I am still a Rod Laver voter, despite recognising the brilliance of quite a few subsequent to him. Ponder the following:

In 1969, Laver won all four Grand Slam tournaments in the same calendar year for the second time, sealing the achievement with a four-set win over Roche in the US Open final. He won 18 of the 32 singles tournaments he entered (still the Open Era titles record) and compiled a 106–16 win-loss record. In beating Newcombe in four sets in the Wimbledon final, he captured the title at the All England Club for the fourth consecutive time that he had entered the tournament (and reached the final for the sixth consecutive time as he had been runner-up in 1959 and 1960). He set a record of 31 consecutive match victories at Wimbledon between 1961 and 1970, which lasted until 1980 when it was eclipsed by Björn Borg. Unlike his first Grand Slam year in 1962, Laver in 1969 played in events open to all the best professional and amateur players of the world. In the year's Grand Slam tournaments, Laver had five five-set-matches, twice coming back from two sets down in early rounds. In the four finals, however, he lost a total of only two sets.

In 1969, Laver was awarded the ABC Sportsman of the Year Award. Laver was inducted into the International Tennis Hall of Fame in 1981. He was inducted into the Sport Australia Hall of Fame in 1985 and upgraded to a Legend of Australian Sport in 2002. He is also an Australian Living Treasure. In 2000, Centre Court at the National Tennis Centre in Melbourne was renamed Rod Laver Arena. In 2009 Laver was inducted into the Queensland Sport Hall of Fame.

In 2009 as part of the Q150 celebrations, Rod Laver was announced as one of the Q150 Icons of Queensland for his role as a "sports legends".

(Ed - AND, us short guys gotta stick together, hey!)

So - you reckon you can "hold your beer". How about this?

Dublin stonemasons given 14 pints of ale a day in 1565.

Beer was ranked alongside bread as the most important dietary staple in early modern Ireland, and some workers were granted a daily allowance of 14 pints of ale, a study has found.

Dr Susan Flavin, Lecturer in Early Modern History at Anglia Ruskin University, examined evidence from household accounts, soldiers' rations and port books from 16th Century Ireland. She found that ale and beer were viewed as a vital source of calories and nutrition, and were consumed in incredible quantities.

Records from January 1565 show that stonemasons working at a quarry in Clontarf, Dublin, were provided with an allowance of 14 pints of ale per day by the proctor of Christ Church Cathedral in Dublin.

Documents from Dublin Castle showed that the household staff consumed 264,000 pints of beer in 1590, which averaged up to eight pints each per day - a similar amount to what was typically consumed in England in this period.

"People mistakenly think that 'household' beer in this period was a weak drink," said Dr Flavin. "It has been estimated, however, that most beer at this time would have had an alcohol strength of between 7% and 10%, if they used similar quantities of yeast as they do today."

"At Dublin Castle there are even records of 'drinkings' which took place in the main entertaining area of the castle and were ladies-only events."

Dr Flavin will present her findings at the Institute of Historical Research's latest Food Research Seminar at the School of Advanced Study, University of London.

And, if you have had too much:

A man woke up in the morning with a headache and saw a rose, an Aspirin, water and a note on the bed side table written on it: "Breakfast is on the table I am off to the store".

When he went down stairs he saw his son and asked him what happened last night.

His son said "Well you came home drunk and when mom tried to kiss you, you yelled "Get off me lady I am married!"

Getting drunk: R165

Calling a cab when you're too drunk: R221.50.

Saying the right things at the right time: Priceless

To close, one for those old enough to remember old-fashioned cinemas

An old man lay sprawled across three entire seats in the movie theater.

When the usher came by and noticed this, he whispered to the old man, "Sorry sir, but you're only allowed one seat."

The old man just groaned but didn't budge.

The usher became more impatient. "Sir, if you don't get up from there, I'm going to have to call the manager."

Once again, the old man just groaned.

The usher marched briskly back up the aisle, and in a moment, he returned with the manager.

Together the two of them tried repeatedly to move the old dishevelled man, but with no success.
Finally they summoned the police.

The officer surveyed the situation briefly then asked, "All right buddy what's your name?"

"Fred," the old man moaned.

"Where ya from, Fred?" asked the police officer.

With terrible pain in his voice, and without moving a muscle, Fred replied...."The Balcony"

Change is not a four-letter word... but often your reaction to it is! ***Jeffrey Gitomer***

Cheers for now