

The Seven Seas Tattler Issue 3.3 - August 2019



Greetings fellow members. Welcome to the August Tattler

We hope you will find the content interesting. As always, comments, suggestions and criticisms are welcome (jonathanagolding@gmail.com)

From the Chairman

The Club in the last month has had a reasonable trading month, mainly due to functions held at the club.

Members are encouraged to use the club for private functions for yourself, family and friends. Please contact the Manager Capt. Glen Marlow for further details.

From the Treasurer

We had a pretty good month in June, financially speaking, with private functions again contributing significantly and expenditure way down. Things are looking up and hopefully we can get out of the loss situation we are in after the 4 months to-date.

With some more private functions scheduled for July and the Friday attendance prize now growing to a very attractive level, we look forward to good bar turnover with a healthy bottom line for the month.

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

Club Manager's Report

Birthdays August 2019

The club wishes all of the following a fantastic birthday. May the year ahead be full of joy and great health

Capt M.J. Geddes (Ret) – 01 August
Capt P.R. Le Roux (Ret) – 03 August
Ms E. Uys – 06 August
Mr S.J. Mc Donnell – 06 August
Mr B. Duncan – 07 August
Mr R. Schwendinger – 07 August
Dr H. Van Rensberg – 8 August
Mr S.F. Haselum – 08 August
Capt B.L. Morris (Ret) – 12 August
Capt K.E. Packer – 13 August
Lt Cdr H. Farrow (Ret) – 26 August
Mr E.W. Sedgwick – 26 August
Mr J. Winter – 27 August
Mr M. Bagley – 28 August

(We apologise to any members having August birthdays who have been omitted - this indicates that we do not have your birthday on file)

100 Club Winners July 2019

R Adm (JG) A. Soderlund – R300
Capt B. Wallace-Bradley (Ret) – R300
Mrs A. Stannard – R300
Capt V. Neilson – R1000

New Seven Seas Club Members

The club extends a hearty welcome to the following:

Mr Sean George Drayton married to Karen and resides in Simon's Town. Sean is currently a business owner in Simon's Town. He served in the SA Navy previously where he was a Petty Officer onboard the SAS Jim Fouche in the capacity of Electronic Warfare Supervisor. Sean is a past member of the following Clubs: The Fish Hoek Athletics and Soccer Clubs, the Defence Rugby Club as well as the Red Barn MOTHS Schell Hole. He is an active Member of the local Simon's Town Business Community.

Lorraine Mona Engelbrecht resides in Palace Hill Road Simon's Town Lorraine was previously involved in the Interior Decorating and Design environment and is currently retired. She enjoys viewing the SAN ships and submarines in the bay and enjoys Naval History. She looks forward to making good friendships in the Club.

S Lt Richard Louis Hirschhorn previously from George but currently serving in the SAN permanent force. Richard is currently the Navigation Officer onboard the SAS DRAKENSBERG. Richard is a single young Officer who looks forward to making many new acquaintances and friends in the Club.

Credit/Debit Card Facility

The Club now has a facility where Members and their guests may pay for their purchases by either debit or credit card. Please feel free to use this facility. A minimum purchase of R50 is strongly encouraged.

Quiz Evening

Members are reminded that the next Quiz Evening will take place in the Club on Wednesday the 31st of July at 18h00. Hope to see you all there.

The Waratah



History, investigations, theories and Intrigue!

The Tattler is very pleased to have attended a presentation at the Club in which Admiral Rudman greatly entertained a large group (approximately 50 members and guests) on the mystery of the ship that disappeared on the east coast of South Africa over a century ago. No ship nor wreckage has ever been found! Thank you, sir, for a most enjoyable evening!

Navy News

Almost half of UK's frigates and destroyers out of action, Royal Navy confirms

The Royal Navy is roughly half the size it was at the start of the 1990s - and nearly half its remaining frigates and destroyers are currently in for maintenance and upgrades

By Martin Freeman

15:35, 24 JUL 2019



HMS Montrose (Image: Royal Navy)

Almost half of the UK's frigates and destroyers are out of action because of maintenance and upgrades, the Royal Navy has confirmed.

Six of the 13 Type 23 frigates are undergoing scheduled upkeep while three of the six Type 45 destroyers cannot be deployed at present due to refit and deep maintenance, the Ministry of Defence says.

The Navy is roughly half the size it was at the start of the 1990s, and the seizure of a British-flagged tanker in the Gulf last week has led to concerns that the Senior Service is not up to the job of protecting the nation's interests.

Increasing demands on an ageing fleet would make the over-stretch worse in coming years because the first of the next generation of frigates would not come into service until 2027, a defence analyst said.

"The oldest Type 23s will be 30/35 years old when the Type 26s come in," said Iain Ballantyne, the Plymouth-based editor of Warships magazine.

That is ancient in warship terms. Old ships cost more to keep running and they break down more often. With the rise of Russia and China, instability in the Gulf and the demands of the Falklands and the other British Overseas Territories, and the Navy half the size it was in 1991, it's a perfect storm." Plymouth MP Luke Pollard called for a strategic defence review to assess the current and forecast need and to plan for an expanded Navy.

"We need more frigates and destroyers," said the Labour member for Sutton and Devonport.

"The Conservatives cut the number of Type 26s that the last Labour government planned from 13 to eight. We are to get five low-cost Type 31 frigates but I call those corvettes because they do not have the same capability.

Royal Navy 'fends off Iranian seizure of British oil tanker in Persian Gulf'

By Chris Graham

11 July 2019 • 1:28am

The Royal Navy has reportedly fended off the attempted seizure of a British oil tanker by Iranian Revolutionary Guards in the Persian Gulf, in an apparent tit-for-tit response to the arrest of one of Iran's own vessels.

The British Heritage, owned by BP Shipping and registered to the Isle of Man, was crossing into the Strait of Hormuz area when it was approached by five armed Iranian Islamic Revolutionary Guard Corps boats, US media reported.

The Iranians ordered the vessel to stop in nearby Iranian territorial waters, CNN reported, citing two US officials with direct knowledge of the incident. A US aircraft flying overhead filmed the incident, the broadcaster said.

The Guards boats withdrew after HMS Montrose, a Royal Navy frigate which had been escorting the tanker, aimed its guns on the Iranians and warned them to move away, according to CNN.

It was reported earlier that HMS Montrose, a Type-23 frigate, was in the region to safeguard another British oil tanker in the region, the Pacific Voyager.

Over 200 tons of water leaked onto HMS Queen Elizabeth, 3 sailors nearly drowned – report

10 Jul, 2019 20:53

An internal leak has forced aircraft carrier HMS Queen Elizabeth to return to port earlier than expected. While the Royal Navy admitted she took “a small amount of water,” media reports suggested the whole accident was way bigger.

The aircraft carrier was forced to abandon sea trials and return to Portsmouth on Tuesday, a few days ahead of schedule. The return was described by the Navy as a “*precautionary measure*,” as it tried to downplay the whole issue.

“Following a minor issue with an internal system, the ship’s company were required to remove a small volume of water from the ship. An investigation into the cause is underway,” a Navy spokesperson stated.

The leak might have actually not been that “*small*,” a report by the Forces News suggested. The aircraft carrier actually took over 200 tons of salt water after a high-pressure pipe bust, a source told the outlet. The leak caused flooding on several decks and put three sailors at risk of drowning. The mass of water has damaged a stairwell, bent several bulkheads and even split some deck-plates. To be fair, some 200 tons of water might indeed not be that big of a deal for a two 280-meter, 65,000-ton behemoth of a vessel. Still, the salt water is quite corrosive and Big Lizzy might have sustained more long-term damage.

Featured Officer - Malcolm Wanklyn. (Especially for the submariners)

Lieutenant Commander Malcolm David Wanklyn VC, DSO & Two Bars (28 June 1911 – missing in action 14 April 1942) was a Second World War British Royal Navy submarine ace and one of the most successful submariners in the Western Allied navies. Wanklyn and his crew sank 16 enemy vessels.

Born in 1911 to an affluent family in Kolkata, British India, Wanklyn was influenced into a military career at a young age. His father was a successful businessman and engineer who served in the

British Army in the First World War and his uncle was a destroyer commander who had a successful war fighting German U-boats in the First Battle of the Atlantic.

He developed a seafaring interest at the age of five and applied to join the Royal Navy aged 14. Despite some physical ailments, he was able to pass the selection boards. He progressed as commissioned officer fairly quickly and by 1931 had been promoted to sub-lieutenant and lieutenant two years later in 1933. After serving on a variety of surface ships, he joined the submarine service.

After the outbreak of the Second World War, he was given command of HMS *H31* which he commanded from February until August 1940. Wanklyn sailed on patrol in the North Sea, during which he sank one vessel. In August 1940 he was given command of newly commissioned HMS *Upholder*. In December 1940 the submarine was reassigned to the Mediterranean Sea. Wanklyn began the first of his patrols in January 1941 and remained on operations in the Battle of the Mediterranean for the remainder of his career.

During 15 months of operations, Wanklyn led *Upholder* on 27 patrols and sank 11 Axis merchant and troopships while damaging four more. During his combat career he fought many actions with *Regia Marina* (Italian Navy) warships. He sank one destroyer and one minesweeper, and damaged a light cruiser. In a rare achievement, he also sank two Italian submarines. It amounted to 93,031 tons of enemy shipping sunk and 33,644 tons damaged. For the sinking of the heavily defended enemy transport SS *Conte Rosso* without working Asdic, he received the Victoria Cross, the highest and most prestigious award for gallantry in the face of the enemy that can be bestowed upon personnel in the British and Commonwealth forces.

On 14 April 1942, while on his 28th patrol, Wanklyn and his crew disappeared. He was posted missing in action. His exact fate remains unknown. Research suggests *Upholder* was sunk by a combination of an Italian warship and German aircraft. In 1986 the Royal Navy launched another submarine of the same name. The *Upholder/Victoria*-class submarine HMS *Upholder* served until 1994 when it was transferred to the Royal Canadian Navy as HMCS *Chicoutimi*. It remains operational.

Malcolm David Wanklyn



Wanklyn (left) with his [first lieutenant](#) and senior engineer J. R. D Drummond (right), 13 January 1942

Birth name	Malcolm
Nickname(s)	<i>Wanks</i>

Born	28 June 1911 Kolkata, British India
Died	14 April 1942 (aged 30) Mediterranean Sea
Allegiance	United Kingdom
Service/branch	Royal Navy
Years of service	1925–42
Rank	Lieutenant commander
Unit	Royal Navy Submarine Service
Commands held	HMS <i>H31</i> HMS <i>Upholder</i>
Battles/wars	Second World War <ul style="list-style-type: none"> · Mediterranean † · Siege of Malta · Operation Excess · Operation Substance · Duisburg Convoy
Awards	Victoria Cross Distinguished Service Order & Two Bars

Largest Warships

Tattler found the following article written by "Jeff " in 2014

It is a natural human desire to build things bigger, faster and stronger than what came before. In the military world, this adage has held true over the centuries as various nations and states sought to build the biggest militaries with the strongest weaponry. Perhaps nowhere is this competitive nature more evident than in the navies of the various countries. Having a numerically large navy is a symbol of wealth and power. It also reflects that nation's ability to influence the rest of the world or impose its will on others. With the introduction of airpower, nuclear weapons and space technology throughout the 20th Century, the role of the navy changed somewhat. That said, a capable navy remains an important tool to move your forces around the world, control an area of water or send a political message to another state.

Within the navies of the world, an assortment of ships makes up the fleet. From tankers and supply ships to cruisers and aircraft carriers, navies are composed of a lot of different kinds of vessels. Unsurprisingly, it's the big ships that tend to get all the attention. After all, it is the big ships which tend to have the biggest guns, the most missiles and the most aircraft. Outside of nuclear weapons, large naval vessels are the ultimate expression of a country's power and ability. The country with the newest and biggest ship usually leaves the competition scrambling to catch up. A little over 100 years ago, the British demonstrated this when they built the HMS *Dreadnaught*, the first 'modern' battleship of massive size, speed and armament. It set off an arms race as every other power desperately moved to build their own fleet of *Dreadnaught* style ships. To this day, the powers of the world have continued to compete to see who could build the biggest, best armed, most capable and modern warships.

The ships of today dwarf most of the biggest warships built during the Second World War. In terms of tonnage, even the 72,000-ton *Yamato* class battleship of the Imperial Japanese Navy – the largest warship of World War 2 – falls well short of the 100,000-ton aircraft carriers which have become the norm in the US Navy. The following list is not about tonnage but, instead, gives the largest current classes of warships based on length because in this world, size does matter. (Tattler - in the interests of space, we include only the top two)

ADMIRAL KUZNETSOV CLASS (RUSSIA) – 1001 FEET



Unlike American aircraft carriers, Soviet-Russian aircraft carriers were often equipped with heavy offensive-defensive weaponry. This weaponry includes heavy long-range anti-ship missiles, dozens (if not hundreds) of SAMs and some form of anti-submarine weaponry – all in addition to the aircraft they carried. The *Admiral Kuznetsov* class fit this formula well and is considered to actually be a Heavy-Aircraft-Carrying-Cruiser. The *Admiral Kuznetsov* is the only remaining ship of this class – the other being sold to China. This carrier was commissioned into service in 1990 and remains Russia's only true aircraft carrier. In terms of aircraft, the *Admiral Kuznetsov* can operate over 30 fixed wing aircraft and a dozen helicopters.

NIMITZ CLASS (USA) – 1092 FEET



The aircraft carriers of the *Nimitz* Class are the largest warships currently in service in the world. At around \$4.5 billion each, these carriers are the most expensive ship on this list. The ten ships of this class help the United States flex its military muscle around the world. Aside from military matters, these 100,000-ton super-carriers have also provided humanitarian relief from the Indonesian tsunami in 2004 to the 2010 earthquake in Haiti.

Nimitz carriers can operate 85 to 90 aircraft, substantially more than any other carrier in the world. They also have the usual array of missiles and guns meant to protect against enemy missiles and aircraft. It is expected that each carrier from this class will serve for 50 years before being decommissioned. In the meantime, the US Navy has already begun the building the *Gerald R. Ford* class, an even bigger aircraft carrier with a price tag estimated to be between \$9-12 billion.

“the Scharnhorst doesn’t look so Gneisenau” - A very entertaining piece by Nick Lee:

The Royal Navy and the North Sea

If you look at a map of the British Isles, you will see that it is separated from the European continent by the English Channel which starts at Landsend, and ends at the Straits of Dover as it joins the North Sea. However, judging by underwater exploration, it has not always been there. It would appear that on one catastrophic day at the end of the most recent ice age, the billions of tons of melting ice in what is now the North Sea broke through a ridge of land at the eastern end of what is now the English Channel, and totally changed the geography of what are now the British Isles as the North Sea water rapidly inundated the large area of land that joined it to the Continent. That must have been quite a day! One major change was that the Atlantic Ocean was now joined with the North Sea, and what had been small towns in southern England now became ports. This was a major factor in the future of England which now became a major sea-going country. Along the southern boundary of England, three ports sprang up which became major naval centres. They were (and still are) Plymouth (or more accurately, Devonport) Portsmouth and Chatham. They were the harbours from which, the old sailing ships sailed to win first the war against Spain, and then the Napoleonic wars. However, the main task in World War 1 was to ensure that in the event of war, the North Sea would be the focal point of naval activity. The war plan was to base the first fleet in Scapa Flow in the Shetland Islands, but the question was when? To do so too early might cause the war to be triggered off before all other possibilities had been considered. It is to the credit of Lord Louis Mountbatten to make all the arrangements for the first fleet to move to the north at night under strict secrecy so that when war was declared, the fleet was in place and ready.

Let us now take a leap forward to World War 2 when the North Sea became an even more crucial maritime battle ground than in the First World War. Not only did the British realise the importance of the North Sea, but the Germans were also fully aware of just how crucial it was to ensure that they would take control of it. To do this, they made sure that some of their most powerful battleships patrolled it, including the Scharnhorst, the Gneisenau and the Tirpitz. They also tried to make sure that the Scandinavian countries didn’t get in the way of their aspirations. Denmark capitulated without even trying to resist the Wehrmacht because they wouldn’t stand a chance, and simply did not have an army that could have obstructed the might of the German armed forces.

Norway was the next in line, but it was not as easy a target as Denmark, and put up a strong resistance. Norway is not a nice, convenient little flat country like Denmark. It is full of rugged mountains and many fjords, which make moving an army very difficult. Sweden was a different kettle of fish altogether, and declared itself as neutral. This did not go down at all well with Denmark and Norway. However, I remember having a conversation with a Swedish gentleman in Stockholm about Sweden's position in World War 2. His explanation was that Sweden did not have a chance of holding off Germany on its own, and that remaining neutral had been their only option. Sweden manufactured the best ball bearings in the world (Svenska Kullagerfabriken or SKF) which were essential in constructing aero engines, and which they continued to sell to all comers, including England and Germany. Getting the ball-bearings to England was something of a problem which was solved by sending DeHavilland Mosquitoes across the North Sea at maximum speed at wave height to pick up the latest load, and return to England again.

In 1943, the battle of the North Cape took place when German ships tried to attack vessels taking supplies to the Russians from England to Murmansk, and in the North Cape battle, the Scharnhorst was sunk. The Navy's comment was "the Scharnhorst doesn't look so Gneisenau" - a play on words not appreciated by the German Navy. The Gneisenau had already been sunk in 1942 by the RAF, so the only large battleship that was left was the Tirpitz.



Tirpitz 1941

The Tirpitz arrived in the North Sea on January 1942. She was immediately classed as a dangerous increase in German warships and plans were made by the RN to sink her while she was at her base in Faettenfjord using ten X-craft miniature submarines, two of which inflicted major damage. However, the damage was repaired, and she was ready to resume patrols when the RN sent a further raid

from RN aircraft, but again, she was still repairable. The task was then given to 617 Squadron of the RAF which specialised in dropping heavy bombs very accurately, and on 12 November she was attacked by RAF Lancasters which dropped 29 Tallboy bombs, scoring two direct hits and one near miss. That did the trick. The Tirpitz was now far too damaged to be repaired, and her hulk was left in Faettenfjord until as late as 1957.

Looking at the number of tallboys dropped, and only two of them doing the damage, it seems somewhat haphazard. Anyone who thinks that should go and fly through Faettenfjord and then think again!

One very special pigeon

On October 3, 1918, Major Charles White Whittlesey and more than 550 men were trapped in a small depression on the side of the hill behind enemy lines without food or ammunition. They were also beginning to receive friendly fire from allied troops who did not know their location. Surrounded by the Germans, many were killed and wounded and only 194 men were still alive and not captured or wounded by the end of the engagement. Because his runners were consistently intercepted or killed by the Germans, Whittlesey began dispatching messages by pigeon¹ The pigeon carrying the first message, "Many wounded. We cannot evacuate." was shot down. A second bird was sent with the message, "Men are suffering. Can support be sent?" That pigeon also was shot down. The artillery batteries supporting Whittlesey's men attempted to provide a "barrage of protection" for Whittlesey's men on the Northern slope of the Charlevaux Ravine, but believed Whittlesey was on the Southern slope of the ravine, resulting in a barrage inadvertently targeting the battalion, "Cher Ami" was dispatched with a note, written on onion paper, in a canister on her left leg,

We are along the road parallel to 276.4. Our own artillery is dropping a barrage directly on us. For heaven's sake stop it.

As Cher Ami tried to fly back home, the Germans saw her rising out of the brush and opened fire. After several seconds, she was shot down but managed to take flight again. She arrived back at her loft at division headquarters 25 miles (40 km) to the rear in just 25 minutes, helping to save the lives of the 194 survivors. She had been shot through the breast, blinded in one eye, and had a leg hanging only by a tendon.

Cher Ami became the hero of the 77th Infantry Division. Army medics worked to save her life. They were unable to save her leg, so they carved a small wooden one for her. When she recovered enough to travel, the now one-legged bird was put on a boat to the United States, with General John J. Pershing seeing her off.

The pigeon was awarded the Croix de Guerre Medal with a palm Oak Leaf Cluster for her heroic service in delivering 12 important messages in Verdun. She died at Fort Monmouth, New Jersey, on June 13, 1919 from the wounds she received in battle and was later inducted into the Racing Pigeon Hall of Fame in 1931. She also received a gold medal from the Organized Bodies of American Racing

Pigeon Fanciers in recognition of her service during World War I. The man responsible for training and caring for the pigeon in the signal corps, Enoch Clifford Swain, was given an award for his service.



FYI - The French Navy

The French Navy consists of the 86 vessel strong Force d'action navale and the 9 submarines of the Forces sous-marines (Submarine force). Primary assets include 1 Nuclear aircraft carrier, 3 amphibious assault ships, 3 air-defence destroyers, 8 anti-submarine destroyers, 5 general-purpose frigates, and 6 surveillance frigates. The submarine force consists of 5 nuclear attack submarines and 4 nuclear ballistic missile submarines. To support the Force d'Action Navale at sea, the French Navy uses 3 replenishment oilers, 17 mine countermeasure vessels and 8 support ships. In addition to the above units, it operates 17 patrol ships, 5 survey vessels, 4 experimentation ships, 4 ocean tugboats and 14 training vessels.

The French Navy does not use the term "destroyer" in vessel names. Instead, surface combatants of the first rank (such as the Aquitaine class) are named "frigates", though they are registered as destroyers (with hull numbers "Dxxx").

Historical Events in August

August 2, 1934 - Adolf Hitler becomes Germany's Fuhrer

August 2, 1939 - Albert Einstein wrote a letter to President Franklin D. Roosevelt concerning the possibility of atomic weapons. "A single bomb of this type carried by boat and exploded in a port, might very well destroy the whole port together with some of the surrounding territory." Six years later, on August 6, 1945, the first Atomic Bomb, developed by the U.S., was dropped on the Japanese port of Hiroshima.

August 8, 1963 - "The Great Train Robbery" UK

August 18 1931 - Yangtze River Floods causing the death of 3.7 million people directly and indirectly

August 20, 1940 - Winston Churchill makes speech "Never in the field of human conflict was so much owed by so many to so few."

August 21, 1911 - The Mona Lisa Stolen in France

28 August, 1963- Martin Luther King, Jr. Gives "I Have A Dream Speech"

30 August, 1997- Princess Diana and Dodi Fayed are killed in a car crash in Paris

-This month, 50 years ago-

Music - Albums released in August 1969

Album	Artist
Stand Up	Jethro Tull
Tadpoles	Bonzo Dog Doo-Dah Band
Green River	Creedence Clearwater Revival
The Stooges	The Stooges
Barabajagal	Donovan
The Brothers: Isley	The Isley Brothers
Mourning in the Morning	Otis Rush
My Cherie Amour	Stevie Wonder
Songs for a Tailor	Jack Bruce
Ahead Rings Out	Blodwyn Pig
As Safe as Yesterday Is	Humble Pie
The Association	The Association
Blind Faith	Blind Faith
Boz Scaggs	Boz Scaggs
Fathers and Sons	Muddy Waters
Four Sail	Love
Give It Away	The Chi-Lites
Harry	Harry Nilsson
It's a Mother	James Brown
Monster Movie	Can
On Time	Grand Funk Railroad
The Popcorn	James Brown
Santana	Santana
Ssssh	Ten Years After
The Head Shop	The Head Shop

Movies August 1969

August 18th Take the Money and Run

August 20th Alice's Restaurant

August 27th De Sade

August 28th Doppelganger

Sport August 1969

August 2 Springboks beat Wallabies 30-11 in Johannesburg

August 16 Springboks beat Wallabies 16 - 9 in Durban

August 17 PGA Championship, NCR CC: Ray Floyd wins first of his 4 major titles by 1 stroke from South African Gary Player

August 26 England defeat New Zealand at The Oval in the Third Test Match to win the series 2-0

General history August 1969

August 4th – Vietnam War: At the apartment of French intermediary Jean Sainteny in Paris, U.S. representative Henry Kissinger and North Vietnamese representative Xuan Thuy begin secret peace negotiations. They eventually fail since both sides cannot agree to any terms.

August 5th – Mariner program: Mariner 7 makes its closest fly-by of Mars (3,524 kilometres).

August 8th- The Beatles at 11:30 have photographer Iain Macmillan take their photo on a zebra crossing on Abbey Road.

August 9th - Members of the Manson Family invade the home of actress Sharon Tate and her husband Roman Polanski in Los Angeles. The followers killed Tate (who was 8.5 months pregnant), and her friends: Folgers coffee heiress Abigail Folger, Wojciech Frykowski, and Hollywood hairstylist Jay Sebring. Also killed is Steven Parent, leaving from a visit to the Polanski's' caretaker. More than 100 stab wounds are found on the victims, except for Parent, who had been shot almost as soon as the Manson Family entered the property.

August 15th–18th – The Woodstock Festival is held near White Lake, New York, featuring some of the top rock musicians of the era.

August 29th – A Trans World Airlines flight from Rome to Tel Aviv is hijacked and diverted to Syria.

Did you know?

Navy Blue - Blue has not always been "navy blue." In fact, it wasn't until 1745 that the expression navy blue meant anything at all.

In that year several British officers petitioned the Admiralty for adaption of new uniforms for its officers. The first lord requested several officers to model various uniforms under consideration so he could select the best. He then selected several uniforms of various styles and colours to present

to George II for the final decision.

King George, unable to decide on either style or colour, finally chose a blue and white uniform because they were the favourite colour combinations of the first lord's wife, Duchess of Bedford.

Show a Leg - Many of our Navy's colourful expressions originated as practical means of communicating vital information. One such expression is "show a leg."

In the British Navy of King George III and earlier, many sailors' wives accompanied them on long voyages. This practice caused a multitude of problems but some ingenious bosun solved one that tended to make reveille a hazardous event: that of distinguishing which bunks held males and which held females.

To avoid dragging the wrong "mates" out of the rack, the bosun asked all to "show a leg." If the leg shown was adorned with silk, the owner was allowed to continue sleeping. If the leg was hairy and tattooed, the owner was forced to "tum-to."

In today's Navy showing a leg is a signal to the reveille petty officer that you have heard his call and are awake.

Portholes - Sometimes, novice seamen will ask "how comes holes on the starboard side are called portholes instead of starboardholes?" Many old salts are ready with explanations, but actually the name "porthole" has nothing to do with its location. The word originated during the reign of Henry VI of England (1485). It seems the good king insisted on mounting guns too large for his ships and therefore the conventional methods of securing the weapons on the forecastle and aftcastle could not be used.

A French shipbuilder named James Baker was commissioned to solve the problem. And solve it he did by piercing the ship's sides so the cannon could be mounted inside the fore and after castles. Covers, gun ports, were fitted for heavy weather and when the cannon were not in use.

The French word "porte" meaning door, was used to designate the revolutionary invention. "Porte" was Anglicized to "Port" and later corrupted to porthole. Eventually, it came to mean any opening in a ship's side whether for cannon or not.

Beijing Hotel Brochure - Translated as only they can

A friend went to Beijing recently and was given this brochure by the Hotel. It is precious. She is keeping it and reading it whenever she feels depressed.

Obviously, it has been translated directly, word for word from Mandarin to English....

Getting There:

Our representative will make you wait at the airport. The bus to the hotel runs along the lake shore.

Soon you will feel pleasure in passing water. You will know that you are getting near the hotel, because you will go round the bend. The manager will await you in the entrance hall. He always tries to have intercourse with all new guests.

The hotel:

This is a family hotel, so children are very welcome. We of course are always pleased to accept adultery.

Highly skilled nurses are available in the evenings to put down your children. Guests are invited to conjugate in the bar and expose themselves to others. But please note that ladies are not allowed to have babies in the bar.

We organize social games, so no guest is ever left alone to play with them self.

The Restaurant:

Our menus have been carefully chosen to be ordinary and unexciting. At dinner, our quartet will circulate from table to table, and fiddle with you.

Your Room:

Every room has excellent facilities for your private parts. In winter, every room is on heat. Each room has a balcony offering views of outstanding obscenity! You will not be disturbed by traffic noise, since the road between the hotel and the lake is used only by pederasts.

Bed:

Your bed has been made in accordance with local tradition. If you have any other ideas please ring for the chambermaid. Please take advantage of her. She will be very pleased to squash your shirts, blouses and underwear. If asked, she will also squeeze your trousers.

Above all:

When you leave us at the end of your holiday, you will have no hope. You will struggle to forget it."

Thinking you, Your Management

YEP - and here at the Seven Seas - just ask Glen!

SOME SHORT FUNNIES

I bought my friend an elephant for his room.

He said "Thanks"

I said "Don't mention it"

So, what if I don't know what Armageddon means? It's not the end of the world.

Wife says to her programmer husband, "Go to the store and buy a loaf of bread. If they have eggs, buy a dozen."

Husband returns with 12 loaves of bread

I've been told I'm condescending.

(that means I talk down to people)

And to end, a bizarre but TRUE story!

John Bradford, a Dublin University student, was on the side of the road hitchhiking on a very dark night and in the midst of a big storm.

The night was rolling on and no car went by. The storm was so strong he could hardly see a few feet ahead of him.

Suddenly, he saw a car slowly coming towards him and stopped.

John, desperate for shelter and without thinking about it, got into the car and closed the door.... Only to realize there was nobody behind the wheel and the engine wasn't on. The car started moving slowly. John looked at the road ahead and saw a curve approaching. Scared, he started to pray, begging for his life. Then, just before the car hit the curve, a hand appeared out of nowhere through the window, and turned the wheel. John, paralyzed with terror, watched as the hand came through the window, but never touched or harmed him.

Shortly thereafter, John saw the lights of a pub appear down the road, so, gathering strength; he jumped out of the car and ran to it. Wet and out of breath, he rushed inside and started telling everybody about the horrible experience he had just had.

A silence enveloped the pub when everybody realized he was crying... And wasn't drunk. Suddenly, the door opened, and two other people walked in from the dark and stormy night. They, like John, were also soaked and out of breath. Looking around, and seeing John Bradford sobbing at the bar, one said to the other....

Look Paddy....there's that fooking idiot that got in the car while we were pushing it!!!!'

Cheers for now - keep dry and warm