

The Seven Seas Tattler Issue 3.7 - December 2019



Good Day Members of the Seven Seas club,

December 2019 - We are about to enter a new "version" of the twenties, a very interesting period a hundred years back. Tattler has been focusing on the history of 50 years ago, and in this edition, we continue to do so.

December 1969 was a big year for your editor. From February to November he spent 9 "informative" months in what was then the infantry camp, 1SAI, Oudtshoorn, the ostrich capital of the world, practicing leopard-crawl through the beautiful thorn bushes of this lovely town. But in December, an IT career began.....

Life as an assembler-level programmer was both exciting and fearsome. It was the early days of computing where corporates such as Old Mutual deployed massive (physical size-wise) mainframe computers to process their clients and policies. As big as they were the amount of space available to run a computer program was miniscule. We had 32k! Our programs needed to be kept as small and efficient as possible to fit. Performing a task in 100 instructions was vastly superior to using 120. This was "first-generation" programming where one program instruction mapped into a single "machine" instruction. No "Englishified" commands in those days - all coded. In later years the move to newer computers and the Cobol programming language took all the fun and art out of programming so I moved on to systems analysis. But I will never forget those early years!

As always your feedback, criticism, ideas and submissions are welcome (jonathanagolding@gmail.com) Please do NOT omit the 3rd "a"!

Friday Night Draw - new approach

On any Friday night when the value of the “pot” in the members draw equals or exceeds R2000, should this draw not produce a winner, a second draw for the entire “pot” will take place an hour after the first draw with the timing of this second draw being determined by the Chairman. As for the first draw, a member must be present in the Club at the time of the 2nd draw in order to stand a chance to win. Should neither draw produce a winner, the “pot” will be carried over to the following Friday when it will be increased by R200. For those who may have forgotten, the Friday night draw takes place at any time between 17h30 and 18h30 with the exact timing of the draw determined by the Chairman. Members must be present in the Club at the time of the draw in order to stand a chance to win.

From the Chairman

The Club is having a bumper month in November mainly due to numerous private functions being held. Hope it continues.

The Committee has decided not to organize a New Year’s Eve function themselves, but that does not stop any members who wish to put something together to do so. Please approach any Committee member or Club Manager in this regard.

See you at the Club.

Editor- As at the end of November the navy will need to do without the services of a rather special gentleman, our Club Chairman, (now) Mr Kevin Wise! I am sure you all join me in wishing the Captain and Tracy-Lee a fabulous retirement.

As an aside this does highlight the change in the nature of our club membership in that we now have a committee without any serving naval officers.

From the Treasurer

A great month October turned out to be with bar sales exceeding expectation and costs way down. Excellent support for the two RWC games screened on consecutive Sundays got our till singing but, unfortunately, a significant portion of sales also arose from a wake held for one of our stalwart members, who passed away after a short illness.

November is going to be a bumper month, with every Saturday tied up with functions. We have already hosted a dance/singalong and our Chairman’s 60th birthday/retirement party and we look forward to the wedding reception of committee member, Jonathan Golding, as well as the reunion of the Strike Craft flotilla. A very busy month indeed.

December is traditionally a slow month and we don’t anticipate great results, but we are pretty confident that we will see our financial year end nicely in the black.

That’s it for now.....see you at the Club!

Club Manager's Report

Birthdays December 2019

Capt V.R Neilson	13 December
Mr K.S Collins	18 December
Mr J. Carne	20 December
Dr P.B. Leggatt	21 December
Capt F.J. Van der Merwe	21 December
Mr D.G. Nelson	21 December
Mr D.C. Law-Brown	22 December
R Adm (JG) T. Honiball (Ret)	25 December
Mr J.A.H Golding	25 December
Lt C. Chiste (Ret)	25 December
Cdr F. Jordaan (Ret)	31 December

100 Club Winners November 2019

Mr N. Holman – R300
Cdr A Ridgeway – R300
Mr R. De Wet – R300
Mrs S. Belshaw – R1000

Those winners who have not yet received their winnings are requested to contact the Club Manager to arrange collection.

New Seven Seas Club Members November 2019

We welcome the following members:

R Adm (JG) Theo Honiball (Ret) and spouse **Carol Stephenson** are retired and currently resident in Wale Street, Cape Town CBD. Theo served in the SAN Permanent Force for many years during which time he held the following appointments: Commissioning Officer Commanding of the Submarine SAS JOHANNA VAN DER MERWE (later renamed SAS ASSEGAAI). He was the Naval Attaché to France and served as the Officer Commanding Submarine Flotilla. Later, as Flag Officer the then Commodore (there after R Adm (JG) Honiball was appointed to Naval HQ in Pretoria where he served as Chief of Naval Staff Planning. He is a Member of the Knysna Yacht Club and Chairman of the U3A: University of the 3rd Age.

Mr Rodney Firth married to **Sandra** and resident of Runciman Drive, Simon's Town. Rodney, who is a Member of the Rudyard Kipling Society (UK) is self-employed and is a Managing Director of a Company. Rodney's interests in Naval History, Naval Memorabilia Collecting and expertise in model ship building will present much to the Club.

Mr Richard Firth (son of Rodney Firth) and spouse **Candice van Litzendorgh** reside in Leisure Bay, Lagoon Beach Drive Milnerton. Richard is a Member of the Equity Union (UK) and a Trustee of the Leisure Bay Body Corporate. His extensive acting and voice-over experience indicate a man of significant self-discipline. Richard brings a vast experience in documentary voice overs along with an engaging personality to the Club

Editorial - The Internet

The ubiquitous internet is a complex facility that is a part of all of our everyday lives

Wiki tells us "The history of the Internet has its origin in the efforts of wide area networking that originated in several computer science laboratories in the United States, United Kingdom, and France". "The U.S. Department of Defence awarded contracts as early as the 1960s, including for the development of the ARPANET project, directed by Robert Taylor and managed by Lawrence Roberts. The first message was sent over the ARPANET in 1969 from computer science Professor Leonard Kleinrock's laboratory at University of California, Los Angeles (UCLA) to the second network node at Stanford Research Institute (SRI). "

Wow, 50 years ago!

"The Advanced Research Projects Agency Network (ARPANET) was an early packet-switching network and the first network to implement the TCP/IP protocol suite. Both technologies became the technical foundation of the Internet" - Wikipaedia

Encyclopaedia Britannica - "At the height of the Cold War, military commanders were seeking a computer communications system without a central core, with no headquarters or base of operations that could be attacked and destroyed by enemies thus blacking out the entire network in one fell swoop. ARPANET's purpose was always more academic than military, but, as more academic facilities connected to it, the network did take on the tentacle-like structure military officials had envisioned. The Internet essentially retains that form, although on a much larger scale."

So, there you go! Something that most would consider a fairly recent "invention" has been around for about fifty years.

Sir William Robert Patrick Knox-Johnston CBE RD

On Wednesday 15th November, our Hon President, André Rudman, hosted Sir Robin Knox-Johnston as a guest at the Seven Seas Club. They first met in 1965 in Portsmouth, where they were both under training; Robin as a RNVR officer, and André attending the RN Long TAS course. In 1966 they met again in Durban, where Robin stopped in his yacht Suhaili during her delivery voyage from India. In 1967 he sailed on to the UK, and in 1968 entered the Sunday Times Golden Globe race, the first solo non-stop circumnavigation of the world. There were nine entrants, and Robin was the only one to complete the race, thus becoming the first person to perform a single-handed non-stop circumnavigation of the globe. He was created a knight bachelor in 1995.

In 1995, he conceived the Clipper Round the World Yacht Race, and has been chairman of the company Clipper Ventures since 1996. At the age of 68, he completed his second solo circumnavigation of the world in the Velux 5 Oceans Race.

The Clipper race is run every two years, and he was in Cape Town to oversee the end of leg two and start of leg three of the 2019 race.

Despite the fame following his amazing achievements, Sir Robin remains a modest man, a real “salt-of-the-sea” seafarer, with a keen understanding of matters maritime and naval. He was most impressed with our Seven Seas club, and looking at all the photos, pointed out some of the ships he had served in.

In the photograph Sir Robin Knox-Johnson is in the centre, with our Hon President on the left, and R Adm (JG) Theo Honiball as co-host on the right.



Featured Officer - Chester W. Nimitz



The surrender of Japan, Tokyo Bay, Sept. 2, 1945. Fleet Adm. Chester W. Nimitz signs the Instrument of Surrender as United States representative aboard USS Missouri (BB-63). Standing directly behind him are, left to right: Gen. Douglas MacArthur; Adm. William F. Halsey and Rear Adm. Forrest Sherman. (Navy)

The last of the men to wear the rank of fleet admiral, Chester Nimitz was once court-martialled for dereliction of duty when he ran the USS Decatur aground. However, he would go on to be the reason the war in the Pacific was successful. He was honoured by the naming of the Nimitz class supercarrier.

Chester William Nimitz, Sr. (/ˈnɪmɪts/; February 24, 1885 – February 20, 1966) was a fleet admiral of the United States Navy. He played a major role in the naval history of World War II as Commander in Chief, U.S. Pacific Fleet and Commander in Chief, Pacific Ocean Areas, commanding Allied air, land, and sea forces during World War II.

Nimitz was the leading US Navy authority on submarines. Qualified in submarines during his early years, he later oversaw the conversion of these vessels' propulsion from gasoline to diesel, and then

later was key in acquiring approval to build the world's first nuclear-powered submarine, USS *Nautilus*, whose propulsion system later completely superseded diesel-powered submarines in the US. He also, beginning in 1917, was the Navy's leading developer of underway replenishment techniques, the tool which during the Pacific war would allow the US fleet to operate away from port almost indefinitely. The chief of the Navy's Bureau of Navigation in 1939, Nimitz served as Chief of Naval Operations from 1945 until 1947. He was the United States' last surviving officer who served in the rank of fleet admiral.

Decorations and awards

United States awards

- Submarine Warfare insignia
- Navy Distinguished Service Medal with three gold stars
- Army Distinguished Service Medal
- Silver Lifesaving Medal
- World War I Victory Medal with Secretary of the Navy Commendation Star
- American Defense Service Medal
- Asiatic-Pacific Campaign Medal
- World War II Victory Medal
- National Defense Service Medal with service star

Foreign awards

Orders

- United Kingdom – Knight Grand Cross of the Order of the Bath
- France – Grand Officer of the Legion of Honour (French: *Grand-Officier de la Légion d'honneur*)
- Netherlands – Knight Grand Cross of the Order of Orange-Nassau with Swords (Dutch: *Ridder Grootkruis in de Orde van Oranje Nassau*)
- Greece – Grand Cross of the Order of George I
- China – Grand Cordon of Pao Ting (Tripod) Special Class
- Guatemala – Cross of Military Merit First Class (Spanish: *La Cruz del Merito Militar de Primera Clase*)
- Cuba – Grand Cross of the Order of Carlos Manuel de Cespedes
- Argentina – Order of the Liberator General San Martín (Spanish: *Orden del Libertador San Martin*)
- Ecuador – Order of Abdon Calderon (1st Class)
- Belgium – Grand Cross of the Order of the Crown with Palm (French: *Grand Croix de l'ordre de la Couronne avec palme*)
- Italy – Knight of the Grand Cross of the Military Order of Italy (Italian: *Cavaliere di Gran Croce*)
- Brazil – Order of Naval Merit (Portuguese: *Ordem do Mérito Naval*)

Decorations

- Philippines – Philippine Medal of Valor
- Belgium – War Cross with Palm (French: *Croix de Guerre Avec Palme*)

Service medals

- United Kingdom – Pacific Star
- Philippines – Liberation Medal with one bronze service star

Featured Naval Weapon - The "R2-D2" or "sea - wiz"



The **Phalanx CIWS** (pronounced "sea-wiz") is a close-in weapon system for defence against airborne threats such as anti-ship missiles and helicopters. It was designed and manufactured by the General Dynamics Corporation, Pomona Division (now a part of Raytheon). Consisting of a radar-guided 20 mm Vulcan cannon mounted on a swivelling base, the Phalanx has been used by multiple navies around the world, notably the U.S. Navy, which deploys it on every class of surface combat ship except the *Zumwalt*-class destroyer and *San Antonio*-class amphibious transport dock, by the Royal Canadian Navy, the British Royal Navy, and by the U.S. Coast Guard aboard its *Hamilton*- and *Legend*-class cutters. The Phalanx is used by 15 other allied nations.

A land variant, known as the LPWS (Land Phalanx Weapon System), part of the C-RAM system, has recently been deployed in a short range missile defence role, to counter incoming rockets, artillery and mortar fire. The U.S. Navy also fields the SeaRAM system, which pairs the RIM-116 Rolling Airframe Missile with sensors based on the Phalanx.

Because of their distinctive barrel-shaped radome and their automated nature of operation, Phalanx CIWS units are sometimes nicknamed "R2-D2" after the famous droid character from the *Star Wars* films.

The Block 0 CIWS mounts (hydraulic driven) fired at a rate of 3,000 rounds per minute and held 989 rounds in the magazine drum. The Block 1 CIWS mounts (hydraulic) also fired at 3,000 rounds per

minute with an extended magazine drum holding 1,550 rounds. The Block 1A and newer (pneumatic driven) CIWS mounts fire at a rate of 4,500 rounds per minute with a 1,550-round magazine. The velocity of the rounds fired is about 3,600 feet per second (1,100 m/s). The rounds are armour-piercing tungsten penetrator rounds or depleted uranium with discardable sabots. The Phalanx CIWS 20 mm rounds are designed to destroy a missile's airframe and make it unaerodynamic, thus keeping shrapnel from the exploding projectile to a minimum, effectively keeping secondary damage to a minimum. The ammunition handling system has two conveyor belt systems. The first takes the rounds out of the magazine drum to the gun; the second takes empty shells or nonfired rounds to the opposite end of the drum.

The 20 mm APDS rounds consist of a 15 mm penetrator encased in a plastic sabot and a lightweight metal pusher. Shells fired by the Phalanx cost around \$30 each and the gun typically fires 100 or more when engaging a target.

4500 rounds a minute! Let that sink in. Every second it fires 75 rounds - scary!

Check it in action at this link: https://youtu.be/VQ6YChXRn_A

Operation Noa

The Cherbourg Project (or Boats of Cherbourg) was an Israeli military operation that took place on 24 December 1969 and involved the escape of five remaining armed Sa'ar 3 class boats from the French port of Cherbourg. The boats had been paid for by the Israeli government but had not been delivered due to the French arms embargo in 1969. The whole operation was planned by the Israeli Navy, and was codenamed Operation Noa, after the daughter of Captain Binyamin "Bini" Telem.

The plan to take the boats was formulated by retired Rear Admiral Mordechai "Mokka" Limon, formerly the Israeli Navy's commander in chief, who was the head of the Israel Defence Forces mission in Paris. Limon's affiliation with the Rothschild family provided him with important connections in France with the French government, and more widely in Europe as well.

The boats were to escape on Christmas Eve. On the eve of the escape, the skeleton crews continued to maintain the boats, while the 80 crews who came to reinforce them hid belowdecks. The Israelis feared that the boats could sink while sailing through the Bay of Biscay in severe winter conditions. The group had a meteorologist assigned to them, who monitored all British, French and Spanish weather forecasts. Despite a forecast predicting rain from the south-west, the crews were ordered to sail out at 20:30. By 19:30, all crews were aboard. There was a force 9 storm on the night of the escape, and after the weather worsened, the departure time was extended to 22:30, but the escape was again delayed by worsening weather. Captain Hadar Kimhi received urgent coded messages from Israel ordering him to set sail despite the weather, but he decided to wait. At midnight, the meteorologist picked up a BBC report indicating that the storm would die down in two hours. At 02:30, the boats left Cherbourg and headed slowly out to sea

The French were initially unaware that the Israeli boats had left port, and their absence was noticed by a reporter who visited the port and saw that all the boats were missing. He immediately reported it to the BBC almost 12 hours after the escape, and so the French authorities learned of the boats'

disappearance from the BBC. The empty berths and an absence of any announcement of the embargo's termination caused speculation that Israel had taken the boats. A television news team flew out over the North Sea to see if the boats were heading towards Norway, to where they had ostensibly been sold, while other news crews headed out over the Mediterranean. The boats crossed the Bay of Biscay before turning south and crossing into the Mediterranean, meeting Israeli support ships along the way. During fuelling by MV *Lea* at Gibraltar, one of the Israeli navy crew members mistakenly allowed water into the fuel tanks of INS *Hetz* (Arrow). It was not initially known whether the water was seawater; if it was, it could not be drained and may damage the engines. Commander Rinat asked the crew to taste the fuel and to indicate if it was salty or not. Having determined that it was not seawater, the tanks were drained.

As the boats passed Gibraltar into the Mediterranean, the British monitoring station flashed a signal, asking the boats to identify themselves. The boats gave no reply, and a Lloyd's helicopter circling over them detected no flags or identity numbers. The British personnel, who had heard the media reports of the disappearance of the Israeli boats from Cherbourg, correctly guessed the boat's nationalities and true destination, then flashed the signal "bon voyage". The Israelis took it as a signal that the British understood who they were. The boats were finally spotted by television crews in the Mediterranean as they travelled fast towards Israel, hugging the coast of North Africa. Near Crete, Israeli Air Force F-4 Phantom fighters met up with the boats and flew low overhead in escort.

French Defence Minister Michel Debré ordered an air strike to sink the boats. The French Chief of Staff refused to obey and replied he would resign rather than obey the order. The order was countermanded by Prime Minister Jacques Chaban-Delmas, who prevented any further escalation. Although the French government was furious, it realized that there was little that could be done, since the boats were already on the high seas when the ruse was uncovered. French Foreign Minister Maurice Schumann warned that if the boats appeared in Israel, "the consequences will be very grave indeed".

The Navy's commander in chief during the operation was Rear-Admiral Avraham Botzer (Cheetah). The commanding officer of the operation was Captain Hadar Kimhi (later Commodore commander of Haifa Navy-Base and Naval Attaché in Britain during the 1973 Yom Kippur War), with Commander Ezra Kedm Krishinski, nicknamed *Karish* (Shark) as his deputy (later on Commodore and commander of the Red Sea theatre). The boats were:

- INS *Sufa* (Storm), skipper Lt. Ronna Arie
- INS *Ga'ash* (Volcano), skipper Lt. Gil Koren
- INS *Herev* (Sword), skipper Lt. Commander Gadi Ben Zeev
- INS *Hanit* (Spear), skipper Lt. Commander Haim Shaked
- INS *Hetz* (Arrow), skipper Commander Moshe Tabak

Two young officers in the operation, Tal and Michael — Ram, went on to become commanders in chief of the navy.

December 1969 in History

Historical events

1st December - Vietnam War: The first draft lottery in the United States is held since World War II.

1st December - LAPD Police Chief Edward Davis announces warrants for the arrest of the Manson cult for murder

2nd December - The Boeing 747 jumbo jet made its first passenger flight. It carried 191 people, 110 of them reporters and photographers, from Seattle, to New York City.

3rd December - Air France Flight 212 crashed into the Caribbean Sea shortly after takeoff from the Caracas airport in Venezuela toward Pointe-à-Pitre on the island of Guadeloupe, killing all 62 people on board. A later investigation would conclude that a dynamite bomb had been placed within one of the wheel wells

8th December - An Olympic Airways Douglas DC-6 Olympic Airways Flight 954 called strikes a mountain outside of Keratea, Greece, killing 90—the worst crash of a DC-6.

15th December - The Shell Oil tanker *Marpessa* became "the biggest ship ever to sink", three days after an explosion ripped the 207,000 pounds (94,000 kg) vessel open while it was traveling from Rotterdam to the Persian Gulf.

18th December - House of Lords votes to abolish the death penalty in England, Wales and Scotland (Northern Ireland 25 July 1973)

22nd December - Eleven sailors at the Miramar Naval Air Station in San Diego died, and seven were seriously injured, after a disabled U.S. Navy F-8 Crusader jet plunged into the aircraft hangar where the group had been gathered. Moments earlier, the F-8 pilot had reported a malfunction and ejected safely from the aircraft.

26th December - Twenty-six merchant marines were killed in the destruction of the American freighter *SS Badger State*, formerly the U.S. Navy transport ship *USS Starlight*, the *SS Badger State* was transporting ordnance for the U.S. Air Force, including bombs and rockets to be used in the Vietnam War.

31st December - Congo-Brazzaville becomes People's republic, under major Ngouabi

Music

1st December - The *Concerto for Group and Orchestra* is released. A concerto composed by Jon Lord, with lyrics written by Ian Gillan. It was first performed by Deep Purple and The Royal Philharmonic Orchestra conducted by Malcolm Arnold on 24 September 1969 and released on vinyl in December 1969.

5th December - *Let It Bleed*, the eighth British and tenth American studio album by English rock band the Rolling Stones, released

6th December - The Altamont Free Concert was held at the Altamont Speedway near Tracy, California and drew 300,000 people Hosted by The Rolling Stones, it was an attempt at a "Woodstock West" and was better known for the four deaths that happened during the day, including the beating and stabbing to death of one of the spectators, Meredith Hunter, by the Hells Angels motorcycle group hired as security guards.

13th December - Arlo Guthrie releases "Alice's Restaurant"

15th December - Plastic Ono Band, play their only concert at London's Lyceum Ballroom

18th December - The debut studio album from Gary, Indiana-based soul family band the Jackson 5, released on the Motown label .

19th December - Beatle's 7th Christmas album is released

Movies

4th December - *A Boy Named Charlie Brown* is released. A 1969 American animated comedy-drama film, produced by Cinema Center Films, distributed by National General Pictures, and directed by Bill Melendez, it is the first feature film based on the *Peanuts* comic strip

10th December - *They Shoot Horses, Don't They?* is released A 1969 American drama film directed by Sydney Pollack,

16th December - *Cactus Flower* is released. A 1969 American comedy film directed by Gene Saks and starring Walter Matthau, Ingrid Bergman, and Goldie Hawn, who won an Oscar for her performance.

16th December - *Hello, Dolly!* is released. A 1969 American romantic comedy musical film based on the Broadway production of the same name

18th December - "On Her Majesty's Secret Service", 6th James Bond Film starring George Lazenby and Diana Rigg, premieres in London

18th December - *Tell Them Willie Boy Is Here* is released. A 1969 Technicolor Western film based on the true story of a Chemehuevi-Paiute Indian named Willie Boy and his run-in with the law in 1909

Sport

6th December - Springboks lose to Scotland at Murrayfield 3 - 6

14th December - Bishen Bedi takes 7-98 (career-best) v Australia at Calcutta

20th December - Springboks lose to England at Twickenham 3 - 8

23rd December - Ballon d'Or: Milan midfielder Gianni Rivera wins award for best European football player ahead of Cagliari forward Luigi Riva and Bayern Munich striker Gerd Müller

25th December - India all out for 163 at Madras v Aust, Ashley Mallett 5-91

The Royal Navy posted on the official Twitter page for the HMS Queen Elizabeth on November 8, 2019 some photos of the night qualification currently going on aboard the ship. The particular light conditions during which the training took place resulted in some really stunning photos.



A British F-35B prepares to launch from the HMS Queen Elizabeth aircraft carrier. (Photo: Crown Copyright)



An F-35B lands on the HMS Queen Elizabeth at twilight silhouetted against the sky. (Photo: Crown Copyright)

Did you know?

In ancient Greece, tossing an apple to a girl was a traditional proposal of marriage. Catching it meant she accepted.

More from "File"

For those who missed the last edition of Tattler, we introduced content from a File called "File" supplied by our friend Planks van Aswegen. Here we use a few more extracts.

"Swing the lead"

"File" tells us - To take things easy (yeh, we all know this!) But maybe we don't all know - "In the days when depths were sounded by means of a deadline, a lazy man would call out depths without actually sounding. The more changes he called out the longer he could stand easy, as the officer of the watch would assume, he was in difficult water, the lead-slinger would be left at his own post and not be detailed for other work about the vessel during his watch on deck."

Grog

Here is one that Tattler will bet everybody has used the word, but most will have no clue about its origin! "File" explains that it is rum diluted with water. First introduced as a Royal Navy ration in 1740 and named after Admiral Sir Edward Vernon who was nick-named "old grog" because he habitually wore a cloak made of grogram, a type of course cloth.

A one-gun salute

Now we have all heard of a 21-gun salute, but this? It means to be court martialled. It was the custom to fire one gun at colours to inform that a court martial was to be held onboard the firing vessel.

A woman driving along at speed passed over a bridge only to find a cop with a radar gun on the other side lying in wait. The cop pulled her over, walked up to the car, with that classic patronizing smirk & asked, 'What's your hurry?'

She replied, 'I'm late for work.'

'Oh yeah,' said the cop, 'what do you do?'

'I'm a Rectum Stretcher,' she responded.

The cop stammered, 'A what?.....'

'A Rectum Stretcher!'

'And just what does a rectum stretcher do?'

'Well,' she said, 'I start by inserting one finger in the rectum, then work my way up to two fingers, then three, then four, then with my whole hand in I work from side to side until I can get both hands in, and then I slowly but surely stretch it, until it's about 6 feet'

'And just what the hell do you do with a 6 foot arsehole?' he asked

'You give him a radar gun & park him behind a bridge...'

A guys' side of the story.

(I insert this at my own peril!)

We always hear " the rules" from the female side....

Now here are the rules from the male side.

Men are NOT mind readers.

Learn to work the toilet seat. You're a big girl. If it's up, put it down. We need it up, you need it down. You don't hear us complaining about you leaving it down.

Crying is blackmail.

Ask for what you want. Subtle hints do not work! Strong hints do not work! Obvious hints do not work! Just say it!

Yes and No are perfectly acceptable answers to almost every question.

Come to us with a problem only if you want help solving it. That's what we do. Sympathy is what your girlfriends are for.

Anything we said 6 months ago is inadmissible in an argument. In fact, all comments become null and void after 7 days.

If you think you look fat in an outfit, you probably do. Don't ask us.

If something we said can be interpreted two ways and one of the ways makes you sad or angry, we meant the other one

You can either ask us to do something or tell us how you want it done. Not both. If you already know best how to do it, just do it yourself.

Whenever possible, please say whatever you have to say during commercials.

Jan van Riebeeck did NOT need directions and neither do we.

However, if you must, then it is either left or right. "Up" is not a direction unless you are in an airplane

ALL men see in only 16 colours, like Windows default settings. Peach, for example, is a fruit, not A colour. We have no idea what mauve is.

If it itches, it will be scratched. We do that.

If we ask what is wrong and you say "nothing," we will act like nothing's wrong.

If you ask a question you don't want an answer to, expect an answer you don't want to hear.

When we have to go somewhere, absolutely anything you wear is fine... Really.

Don't ask us what we're thinking about unless you are prepared to discuss such topics as Rugby or Cricket or Motorsports.

You have enough clothes.

You have too many shoes.

I am in shape. Round IS a shape!

(Author anonymous or dead or both)
