

## The Seven Seas Tattler Issue 3.8 - January 2020



2020 is here

Welcome to the year of perfect vision. Welcome to a year when we can finally refer to the period sensibly - i.e. The twenties! We all talk about "going to school in the fifties" or "playing cricket in the seventies" and similar, but somehow "the noughties" never quite took off and nobody even bothered with the tennies! "

Is it the last year of a decade or the first year of a new decade? Many will remember the arguments about the "new millennium", some believing it was ushered in a year too early! Same situation here. Tattler trusts that all members have a great holiday period and that 2020 will bring great health, happiness and good fortune to all of us. This rag has always steered well clear of politics and that will not be changing (although we certainly hope that we will see some positive changes!) Let me say "Happy New Year"



*Or even a different year!*

We have never been over-successful in garnering contributions from members. It would be great if this year we see a change. Please feel free to make submissions to [jonathanagolding@gmail.com](mailto:jonathanagolding@gmail.com)

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### **Manager's Report**

Best wishes to all of the following with birthdays in January. May the year ahead be good to you and yours!

- Capt J.F Lamont (Ret) – *1 January*
- Mr R.J.W. Firth – *01 January*
- Capt S.W. Slogrove (Ret) – *2 January*
- R Adm P. Schoultz (Ret) – *3 January*
- Adv E.N. Keeton – *8 January*
- Mr B.G. Altria – *9 January*
- Mr R.F. De Wet – *10 January*
- S Lt R.L. Hirschhorn – *11 January*
- Mr C.RH. Hartley – *12 January*
- Mr N. Holman – *15 January*
- Mr H. Romer Heitman – *20 January*
- Cdr P. Pysden (Ret) – *21 January*
- Capt K.S. Wise – *23 January*
- Mr D. Ocker – *23 January*
- Mr B.P. Coetzee – *24 January*
- Mr J.E. Miles – *24 January*
- Capt (DS) S.T Opperman – *25 January*
- Mr C.D. Ryan – *25 January*
- Capt C.R Sharwood (Ret) – *28 January*

Mr A.M. Carson – 29 January  
Mr B. Linde – 29 January  
Mr A. Wolmarans – 30 January  
Mr L.G. Volkwyn – 30 January  
Mr T.B.O Roos – 31 January

## **New Year and ship's logs**

U.S. Navy vessels record events like inspections, speed changes, and their location in a chronological manner in official deck logs. Logs are sent to the Naval Historical Centre in Washington, D.C. and stored for thirty years before being transferred to the National Archives and Records Administration. Deck logs are usually written in a matter-of-fact style with one exception, the first deck log entry of the New Year.

On most ships, the midnight log entry is traditionally written as a poem. On January 1, 1937 the aircraft carrier USS *Ranger* (CV 4) entered what Robert Cressman, head of the Naval History and Heritage Centre's Ship's History Branch in Washington, recalls as possibly the Navy's earliest New Year's deck log poem.

Many of the poems are written in the style of "A Visit from St. Nicholas," more commonly known as "The Night Before Christmas" or "'Twas the Night Before Christmas." Quartermasters Petty Officer 2nd Class Wesley Russell and Seaman Nikolas Appel stylized their January 1, 2004 deck log entry for the USS *Cole* (DDG 67) the same way.

*The year of '03 has come to an end  
Sit back and listen to a story, my friend.  
The story of Mighty Warship COLE,  
And her survival of the "Big Black Hole."  
So here we are in the Ionian Sea,  
Destroyer 67, as bad as can be.  
DESRON 18, a part we are,  
Sailing the seas, near and far.  
Our course 045T, Speed 7 knots,  
Our plant full steam, our guns ready with shots.  
One last comment, to the terrorists, before I leave,  
The message we send should be clear to see.  
In honor of our shipmates lost in the blast,  
Remember our motto "17 Reasons To Kick Your Ass."*

## **Navy news - 80-year-old photograph unearthed!**

This dramatic photo of the fiery death of a German warship during the Second World War can today be revealed for the first time in 80 years.

The image has been unearthed by former News defence correspondent, Tim King, and show the final moments of the German pocket battleship admiral Graf Spee after the Battle of the River Plate in December 1939.



*The inferno raging on the deck of the Admiral Graf Spee 'Picture courtesy of Tim King*

Tim discovered the photos by chance in his late father's sea chest. He said: 'He was serving as a warrant officer in HMS Ark Royal at the time and, although the carrier had been despatched as part of the squadron to close the trap on the Germans, to my knowledge Ark Royal only got as far as Rio de Janeiro to refuel, but was recalled to Freetown when news of Graf Spee's fate arrived.

'The photos were taken by a member of the Naval Attaché's staff at Buenos Aires on December 19, the morning after the scuttling, and show the fires still raging below decks, but I have no idea how my father got hold of them.'

They record the fateful aftermath of the battle that began as dawn broke 80 years ago on December 13, when lookouts spotted smoke on the horizon and quickly identified it was coming from the quarry that had eluded them since the outbreak of the Second World War three months earlier.

The Royal Navy's 'Force G' comprising the cruisers HMS Ajax, HMS Exeter and the Royal New Zealand Navy's Achilles closed with the Graf Spee off Uruguay's River Plate estuary and opened fire at 6.14am at a range of nine-and-a-half miles.

They had cornered the 10,000-ton raider that had caused havoc in the South Atlantic and Indian Ocean, sinking thousands of tons of British merchant shipping.

The biggest sea battle of the war so far was fierce and Exeter with 8in, Ajax and Achilles with 6in turrets as main armament were outgunned by Graf Spee's six 11in and eight 5.9in guns.

Exeter took heavy punishment, but carried on fighting with one turret and a 7-degree list; Ajax was also badly damaged and Achilles hit.

But it was far from one-sided. Squadron commander Commodore Henry Harwood's strategy was to spread the cruisers to split the Germans' main guns and, despite the crippling bombardment, Exeter dealt the decisive blow when one of her 8in shells pierced two decks before exploding in Graf Spee's funnel area, destroying her fuel purification system and leaving her only 16 hours' power supply.

The battle, which cost 76 British and 36 German lives, then turned into a pursuit with Ajax and Achilles shadowing Graf Spee into the neutral port of Montevideo for repairs.

Ammunition was running low, too, so any attempt to escape home was now futile. She was trapped. While diplomatic arguments raged between the embassies ashore as to how long Graf Spee could remain, the Royal Navy had despatched a powerful squadron comprising the carrier HMS Ark Royal, battleship HMS Renown and cruisers Shropshire, Dorsetshire and Neptune. Although they would have intercepted Graf Spee had she been forced to make a break to the north or north east, the reinforcements were still days away from Montevideo, but British naval intelligence managed to convince Graf Spee's Captain Hans Langsdorff the Royal Navy was waiting for him in force just outside territorial waters.

When the Uruguayans called 'time' after 72 hours, Langsdorff, believing the odds against his escape were overwhelming, ordered Graf Spee to be scuttled after moving her into the harbour roads. Huge crowds that had assembled looking for a grandstand view of the battle they were certain was imminent were denied it as explosions ripped into the 14,890-ton German warship's hull, jetting vast columns of smoke and flames into the sky as she settled on the sea bed.

Langsdorff and the 40 crew who stayed on board to lay the charges had been taken off by an Argentinian tug and interned.

Two days later, on December 20, Hans Langsdorff lay down in full dress uniform on the ship's battle ensign and shot himself in a Buenos Aires hotel.

The victory was a major boost to British morale in the early war years and removed a major threat to merchant supply ships in the southern oceans.

## **Featured Weapon - The Rail Gun**

In technical terms, a rail gun is for intents-and-purposes an electromagnetic projectile launcher which is powered by electricity. The weapon in question generally has of a pair of parallel conductive rails and a sliding armature. Now, when current is passed through the system, the armature is accelerated by the resultant electromagnetic effect, which finally aids in discharging the projectile. So, in other words, the EM rail gun avoids the need for a explosion-oriented setup. Anyhow, for long, the conceptual and practical mechanisms of a rail gun have met with many limitations. But in the contemporary state of affairs, BAE has successfully designed their own version of working prototype that has an impressive muzzle velocity of Mach 7.5 (5,700 mph or 9,200 km/h), and a range of over 200 km (124 miles).

Consequently, being directly funded by Office of Naval Research (ONR), this future military technology can make its debut on boards of the future Zumwalt class of destroyers. BAE engineers are also planning to craft more effective yet smaller versions of the rail guns that can be installed on large tanks. Strictly speaking, this scaled down versions are envisaged to be used atop US Army's next generation Future Fighting Vehicles (FFV).



Experimental EM Rail Gun from BAE

## Featured Ship - The USS Zumwalt

USS *Zumwalt* (DDG-1000) is a guided missile destroyer of the United States Navy. She is the lead ship of the *Zumwalt* class and the first ship to be named after Admiral Elmo Zumwalt. *Zumwalt* has stealth capabilities, having a radar cross-section similar to a fishing boat despite her large size. On 7 December 2015, *Zumwalt* began her sea trial preparatory to joining the Pacific Fleet. The ship was commissioned in Baltimore on 15 October 2016. Her home port is San Diego, California.



The *Zumwalt* class was designed with multi-mission capability. Unlike previous destroyer classes, designed primarily for deep-water combat, the *Zumwalt* class was primarily designed to support

ground forces in land attacks, in addition to the usual destroyer missions of anti-air, anti-surface, and antisubmarine warfare.

*Zumwalt* is equipped with two Advanced Gun Systems (AGS), which are designed to fire the Long Range Land Attack Projectile (LRLAP). LRLAP was to be one of a range of land attack and ballistic projectiles for the AGS, but was the only munition the AGS could use as of 2018. LRLAP had a range of up to 100 nautical miles (190 km; 120 mi) fired from the AGS. It was to be a key component for ground forces support, but LRLAP procurement was cancelled in 2016 and the Navy has no immediate plan to replace it. The Navy has re-purposed the *Zumwalt* class to surface warfare

In January 2014, *Zumwalt* began to prepare for heavy weather trials, to see how the ship and her instrumentation react to high winds, stormy seas, and adverse weather conditions. The ship's new wave-piercing inverted bow and tumblehome hull configuration reduce her radar cross-section. Tests involved lateral and vertical accelerations and pitch and roll. Later tests included fuel on-loading, data center tests, propulsion events, X-band radar evaluations, and mission systems activation to finalize integration of electronics. These all culminated in builders' trials and acceptance trials, with delivery for US Navy tests in late 2014, and with initial operating capability (IOC) to be reached by 2016.

*Zumwalt*'s first commanding officer was Captain James A. Kirk. Kirk attracted some media attention when he was first named the captain, due to the similarity of his name to that of the *Star Trek* television character Captain James T. Kirk, played by William Shatner. Shatner wrote a letter of support to *Zumwalt*'s crew in April 2014. On 7 December 2015, the ship departed Bath Iron Works for sea trials to allow the Navy and contractors to operate the vessel under rigorous conditions to determine whether *Zumwalt* is ready to join the fleet as an actively commissioned warship.

On 12 December 2015, during sea trials, *Zumwalt* responded to a US Coast Guard call for assistance for a fishing boat captain who was experiencing a medical emergency 40 nautical miles (74 km) from Portland, Maine. Due to deck conditions, the Coast Guard helicopter was unable to hoist the patient from the fishing boat, so *Zumwalt*'s crew used their 11-meter rigid-hulled inflatable boat (RHIB) to transfer him to the destroyer, from which he was transported to shore by the Coast Guard helicopter and then to a hospital. The US Navy accepted delivery of *Zumwalt* on 20 May 2016. In September 2016, it was reported that the vessel needed repairs after the detection of a seawater leak in the ship's auxiliary motor drive oil system. The US Navy commissioned *Zumwalt* on 15 October 2016, in Baltimore during Fleet Week.

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## "The father of the US Navy" - Sounds simple?

*Not so! There would appear to be several men who have such an epithet;*

1. Rear Admiral John Paul Jones (born John Paul; July 6, 1747 – July 18, 1792) was the United States' first well-known naval commander in the American Revolutionary War. He made many friends and enemies—who accused him of piracy—among America's political elites, and his actions in British waters during the Revolution earned him an international reputation which persists to this day.
2. John Barry (March 25, 1745 – September 13, 1803) was an officer in the Continental Navy during the American Revolutionary War and later in the United States Navy. He came to be widely credited as "The Father of the American Navy"

3. John Adams (October 30, 1735 – July 4, 1826) is known as the father of the Navy. - He was involved in a Naval force long before he became President. - At the beginning of the Revolutionary War he was part of the Continental Congress.
  
4. John Manley (c.1733–1793) was an officer in the Continental Navy and the United States Navy. Manley was appointed commodore of "George Washington's fleet."

So, who has the right to the moniker?

Clearly making such a call is way beyond Tattler's ken. I am sure that officers of the US Navy have fascinating debates in their wardrooms, but have yet to find a way of ensuring that a simple google search of "father of the US Navy" renders a single result! We did find this bit of writing.....

### **The Father of the American Navy**

By Lieutenant Commander F. E. Cross, U.S.N.R.

December 1927

Students frequently discover that historians sometimes arrive at the establishment of facts with great uncertainty of proof. Nevertheless, the opinions of narrators become, as years pass on, records of history, and as such are handed down to posterity. From time immemorial, political, factional, or religious influences have distorted the accuracies of important national events. Posterity, however, always eager for the truth, seeks full knowledge of the records of a historic past, and to it is justly entitled.

The question as to whom among the nation's early naval commanders or statesmen, if any, is due the honour of being called the father, or founder, of the American Navy, is a topic of interest to all of us, whether naval men or civilians. The opinions of naval historians on the subject, where expressed, are distinctly out of unison. We find that four, at least, of the Revolutionary patriots have had this honorary title conferred upon them, three of the number being naval officers and one a civilian. Certainly, the title is one of very great distinction; and should it be a correct appellation to affix to the name of any deemed worthy of the honour, then custom would dictate that one person, or one body of persons, and not four individuals, should be so honoured.

The most illustrious of our Revolutionary naval officers, Captain John Paul Jones, doubtless has been more popularly accorded the title than any other man. If we but recall Jones's brilliant services in behalf of the Naval Committee of the Continental Congress during the period of the Navy's inception in the autumn of 1775, then the reason for bestowal of great popular favour upon him is plainly disclosed. Jones's relation with the Naval Committee was that of an adviser, in which capacity he made his influence appreciably felt. History records that he took a leading part in the reconditioning of merchant ships for naval service and in the organization of the first American naval fleet which later, in January, 1776, put to sea under command of Commodore Hopkins. While engaged with these tasks Jones found the time, at the request of the Naval Committee, to submit two manuscripts for the enlightenment of that body; the one being on naval personnel, the other on naval material. These papers, as all naval officers know, were highly regarded for the mature thought and wise counsel that they contained, and even today are, in many respects, quite as applicable to the needs of the naval service as they were one hundred fifty years ago. Further, they definitely proved the author's long experience and wide knowledge in the profession of the sea, and thus served to establish for him a well merited prestige, which increased with his brilliant successes in the course of the Revolutionary years that followed.

Thus, it was that John Paul Jones became known as the father, or founder, of the American Navy. And it is pertinent to add that the great honour was bestowed upon him, not so much for his



remarkable sea exploits, although they were the most brilliant of the Revolutionary War, but rather because of his invaluable services to the Naval Committee of 1775, when that body was engaged in the administrative task of laying the foundations of the American Navy.

Shortly after General Washington took command of the Army outside of Boston in July, 1775, he ordered, with the consent of Congress, several small vessels to be armed and manned. These vessels were known as Washington's fleet and had orders to cruise between Cape Ann and Cape Cod for the purpose of intercepting or capturing enemy transports and store ships. By far the most successful among this small fleet was the Lee, a schooner of seventy-two tons, under command of Captain John Manley, a shipmaster of English birth. The Lee had effected several important captures and in January, 1776, her commander, who had been highly commended by Washington for his distinguished services, was made commodore of the fleet and transferred to the schooner Hancock. Later, Manley was appointed one of the first commissioned captains of the Navy. He continued to serve throughout the Revolution with great distinction and, while not always successful, yet rounded out an enviable record which placed him in the first rank of early American naval commanders.

The historian, Willis J. Abbot, in his well-known work, *The Naval History of the United States*, makes the following reference to Captain Manley:

In October, 1775, Congress fitted out and ordered to sea, a number of small vessels. Of these the first to sail was the Lee under command of Captain John Manley, whose honourable name, won in the opening years of the Revolution, fairly entitled him to the station of the father of the American Navy.

In the centre of Independence Square, Philadelphia, within a stone's throw of Independence Hall, stands a noble statue of Captain John Barry, one of the most distinguished of the Revolutionary naval commanders. Many are those who claim for Barry the title of father of the American Navy; and one sees inscribed upon a bronze tablet at the base of the statue the following:

*Commodore John Barry, U.S.N.*

*Father of the Navy of the United States Born in Wexford, Ireland '74S*

*Died in Philadelphia 1803 Presented to the City of Philadelphia by the Friendly Sons of St. Patrick*

The services of Barry, like those of Manley, were highly meritorious and praiseworthy to the end of his naval career. History discloses to us that in the early days of the Revolution there was serious opposition to a Federal Navy. This opposition existed among the citizens, as well as among members of the Continental Congress. Yet the necessity for a united naval policy had its staunch supporters and, of these, Mr. John Adams took the lead. He debated long and convincingly in the Congress, not only for a Navy as security against the depredations that were being committed along the undefended coast, but also for the purpose of harassing the enemy on the high seas and in his home waters. Adams later became chairman of the Naval Committee from October, 1775, to January, 1776, and while so serving was largely instrumental in the founding and early administration of the Revolutionary Navy.

In an old publication, entitled *American Naval Baltics*, by Horace Kimball, the author expresses his views in the preface of his work, as follows:

To no individual is the nation more indebted than to Mr. John Adams; and posterity will hail him as the father of the American Navy.

Thus, do we find that a most honoured title is bequeathed by historians and others to at least four of the Revolutionary patriots. Most naval historians, however, wisely disregard the choice of a favourite for this distinction, for the very good reason, doubtless, that no person, whatever his fame, can truly merit the honour.

The founding of the Navy, like the founding of the Army, was of indubitable need to the Revolutionary patriots in their struggle for liberty. The one supplemented the other and each was used as an indispensable means to the attainment of the peoples' rights for self-government.

Dr. C. O. Paullin, whose thorough and extensive researches in connection with the early history of the Navy have resulted in several notable publications under his able authorship, will bear quoting. In the Navy of the American Revolution, he states:

It scarcely needs to be said that the Naval Committee's claim to distinction rests not upon its military achievements, but upon its work of a civil character, whereby it laid the foundations of the Revolutionary Navy. It acquired the first American fleet, selected its officers and fitted it for sea. It drafted the first penal code of the Navy and prepared not a little fundamental naval legislation.

The honorary title then, of father, or founder, of the American Navy, because it is not truly merited, at least, by any single person, becomes incongruous. Also, it is an appellation which is extremely misleading, particularly to those of our citizens, and others, who may be unacquainted with the essential facts pertaining to American naval history. Therefore, the title might well be revoked, and without loss of prestige to any of the great patriots to whose names it injudiciously has been affixed.

Well, if committed naval historians are inconclusive on this then who are we to even express an opinion!

*Tattler thanks retired Rear Admiral (Junior Grade) Digby Thomson for the idea of digging into this bit of folklore.*

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## January 1970 in history

### General

**12 January** - A group of 380 people (361 passengers and 19 crew) became the first to travel a commercial flight on the new Boeing 747, making a chartered Pan American World Airways flight from New York to London in what was described as "a dress rehearsal for regular service."

**15 January** - At the Dodan Barracks in Lagos, the Nigerian Civil War formally came to an end as the remaining commander of the Biafran rebels, Major-General Philip Effiong, appeared before Nigerian President Yakubu Gowon and declared on behalf of the breakaway government "That we affirm that we are loyal Nigerian citizens and accept the authority of the Federal Military Government of Nigeria. That we accept the existing administrative and political structure of the Federation of Nigeria. That any future constitutional arrangement will be worked out by representatives of the people of Nigeria. That the Republic of Biafra hereby ceases to exist." Later in the day, President Gowon went on the radio and told listeners, "We guarantee the personal safety of everyone who submits to the federal authority," and provided for the government's National Rehabilitation Commission to provide relief for the victims of the war. During more than three and a half years of war, an estimated 45,000 Biafran rebel soldiers and 30,000 civilians were killed in battle (along with 45,000 Nigerian government troops), and 500,000 civilians in the Biafra territory died of starvation

**16 January** - Colonel Muammar Gaddafi, the 27-year old officer who had led the revolution that established the Libyan Arab Republic the previous September 1, named himself as the new Prime Minister of Libya, forcing out civilian lawyer Mahmud Suleiman Maghribi. Gaddafi was already the nation's head of state as chairman of the Revolutionary Council.

**20 January** - *The Super Fight*, a simulated boxing bout between Muhammad Ali and the late Rocky Marciano, was shown on pay-per-view in 1,000 movie theatres in North America and around the world. The likely result, of the hypothetical fight between the two former world heavyweight boxing champions, was determined by data inputted to a computer, and enhanced by clips of possible outcomes that the two boxers had filmed during the summer before Marciano's 1969 death in a plane crash. Marciano and Ali (still referred to by the press as Cassius Clay) were, at the time, the only two title holders who had never been defeated. People who paid five dollars apiece, for a ticket to the film, saw an ending where Marciano "floored Clay for the third time with a solid left hook" and in which "the taller, younger Clay was counted out at 57 of the 13th round."

**January 30** - Three days after his political party lost its majority in parliamentary election, the Prime Minister of the southern African kingdom of Lesotho, Leabua Jonathan, was scheduled to submit his resignation to King Moshoeshoe II. Chief Leabua called a meeting of his cabinet of ministers, and announced his intention to turn over power to Ntsu Mokhehle. The ministers and four members of the nation's police forces urged Leabua to void the election results and take power by force, and he declared a state of emergency, suspended the national constitution, and began one-man rule. Jonathan allowed the King to continue as Lesotho's head of state, but only with nominal power. After three and a half years of one-man rule and the deaths of 250 people during uprisings, Jonathan would finally end the state of emergency on July 24, 1973

## Music

### *Albums Released*

<b>ALBUM</b>	<b>ARTIST</b>
Big Band Sound	Jo Stafford
On the Boards	Taste
Stone the Crows	Stone the Crows
The Madcap Laughs	Syd Barrett
Wings Upon Your Horns	Loretta Lynn
Tony Sings the Great Hits of Today	Tony Bennett
That's the Way Love is	Marvin Gaye
Magic Christmas Music	Badfinger
Back in the USA	MC5
A Brand New Me	Dusty Springfield
This Girls in Love with you	Aretha Franklin
John B. Sebastian	John Sebastian
A Song for Me	Family
John Phillips (John, the Wolf King of L.A.)	John Phillips
Bridge Over Troubled Water	Simon and Garfunkel
Chicago	Chicago
Moondance	Van Morrison
American Woman	The Guess Who
Argent	Argent
Barbra Streisands Greatest Hits	Barbra Streisand
Hello, Im Johnny Cash	Johnny Cash
One Day at a Time	Joan Baez
Try a Little Kindness	Glen Campbell

## Movies

### *Movies released in January 1970*

January 1st	M*A*S*H
	Patton
	Waterloo
	The Molly McGuires
January 3rd	Elvis '68 Comeback Special
January 7th	Baal
January 12th	La Residencia
January 14th	The Dunwich Horror
January 21st	Change of Habit
	The Only Game in Town
January 26th	La Voie Lactee
	The Gamblers

## Sport

**6 January** – Australia cricket team commences a tour of South Africa. Some of SA cricket's finest players and performances were recorded. More on this in future Tattlers!

**10 January** - France beat Scotland at Murrayfield 11 - 9

**24 January** - France beat Ireland at Stade Olympique Yves-du-Manoir, Colombes 8 - 0

**31 January** - The 1970 24 Hours of Daytona was an endurance race at the 3.8 mile road circuit at the Daytona International Speedway, Daytona Beach, Florida, USA that took place on January 31 and February 1, 1970. It was the first race of the 1970 World Sportscar Championship season. This was the first race for the iconic Porsche 917K and Ferrari 512S cars. On the awesome 31-degree high bankings of the Daytona Speedway, ex-Aston Martin race team manager John Wyer's Gulf-sponsored team finished 1-2 in the race and broke the distance record by 190 miles; with the #28 works Ferrari finishing 3rd. It was the first race in which the iconic Porsche 917K appeared, and this event effectively began the 917's domination of the WSC for the next 2 seasons



*And 100 years ago, this month. Tattler's opinion is that the following was the biggest item : Jan 17 First day of prohibition of alcohol comes into effect in the US as a result of the 18th Amendment to the Constitution! However, other major historical events were:*

11 January - French passenger ship Afrique sinks near La Rochelle; 553 die

16 January - The League of Nations holds its first council meeting in Paris

21 January - 14th Davis Cup: Australasia beats Great Britain in Sydney (4-1)

## **Did you know?**

### "The Lime Light"

Thomas Drummond in 1816 devised a lighting source for theatres. It was a cylinder of lime heated by an incandescence flame and placed behind a lens or in front of a reflector. These "lime lights" were very bright. Thus, the star performer was very visible as long as he stood in it. Soon, actors were competing to be in the easily seen limelight. And so, any location where many can see you today is called being in the limelight.

### "Getting Your Goat "

This apparently refers to an old English belief that keeping a goat in the barn would help calm the cows which would allow them to produce more milk. When one wanted to antagonize someone, you would steal their goat which would make their cows less productive.

### "Dead As A Doornail "

This expression can be traced back to 1350, but could be even older. In the days before screws were commonly used in carpentry, nails secured one piece of wood to another. Unlike screws however,

nails could often loosen over a period of time. To prevent this, it became common practice, particularly on large medieval doors, that when a nail was hammered through the wood it would be flattened or clinched on the inside. The process of flattening the nail would mean that the nail would be 'dead' as it couldn't be used again.

Look away some of you older members!

## WHEN MEN OVER 30 WITH A BEER BELLY WEAR SKINNY JEANS TO LOOK YOUNGER



*And to close...*

Ryanair pilot Paddy is flying into Manchester.

The plane is in trouble, so he calls the tower and says, "HELP! HELP! Easter, News Year's Eve, Bank holiday Monday, Pancake Tuesday, Halloween, Bonfire night!"

A voice comes back and says, "For fuck's sake, Paddy, it's Mayday."