

## The Seven Seas Tattler Issue 3.11 - April 2020



Welcome to the April edition of Tattler. As always, we invite contributions, comments and constructive criticism. Please send these to [jonathanagolding@gmail.com](mailto:jonathanagolding@gmail.com)

We are currently all living in a nightmare. Tattler hopes that you all remain safe and healthy during this time and that we will emerge relatively unscathed in the not too distant future. Keep yourself safe please.

### Feedback from March edition

#### Captain John Lamont (Ret)

Most interesting and enjoyable. Just one comment: the French submarine Euridice was lost after a collision with a Turkish merchant vessel. Euridice was at periscope depth thus being responsible for the collision. Well documented in a book I have about French submarine accidents post WW2. I was also part of the second group of crew for the SAN submarine Emily HOBHOUSE who arrived in Toulon about one month after this tragic accident and were very aware of the findings.

#### Capt W.H. Rice (Ret)

I do not claim to be an expert but offer the following :

Diesel engines have an even number of cylinders, commonly 8, 12 or 16. It is possible that a propeller with an even number of blades could resonate with engine vibrations causing excessive noise or even localised damage.

The more blades a prop has the less is the thrust per blade so presumably a five or seven blade prop could be run more slowly than a three or four blade prop to transmit the same power and so would be much quieter.

*Tattler thanks Bill and John for their comments!*

#### **From the Chairman**

The current Coronavirus has imposed severe restrictions on the hospitality/entertainment industry. The Club has not escaped the impact and, per Government legislation, we have had to close the Club.

The Club will take a R23 000-00 loss for any 4 week period without trade

We are taking measures to reduce any costs possible, but, other than saving on electricity and water, there is not much we can do I am afraid. We will conduct regular inspections to ensure there are no additional issues to concern us and hope that it will not be too long before we can reopen.

Until then, please look after yourselves

#### **From the Treasurer**

Against all predictions, February turned out to be a pretty good month with bar sales virtually matching budget, other income higher than budget and expenses way down. This the final month of our financial year ensured a surplus for the 12 month period ending on the 29<sup>th</sup> February 2020.

Our original budget for the year indicated that a large deficit of R63 000 was on the cards. A deficit of this magnitude was not really acceptable and some serious planning was required to get it reduced. I am pleased to say that all committee efforts to increase Club turnover through planned functions and fund raising activities, throughout the year, really paid off. Members came to the party in a big way and a small surplus of R4 000 was secured for the Club.....an incredible turnaround of R67 000 from budget.

What's going to happen in 2020/2021? That is anyone's guess. We have set a budget for the new year based on the performance of this past year, but not taking account of the potential havoc that Covid19 could wreak on the Club's finances going forward. The budget indicates that we will end 2020/2021 with a deficit of around R27 000, after being very conservative with the number of functions we can arrange.....but, we will see.

With the current Club shutdown, the only income we can look forward to is the rental from our tenants downstairs and from members who still haven't paid their subscriptions. Let's hope we can rely on them to do the right thing. Naturally, costs have to be trimmed and we have taken steps to reduce them where we can but, unfortunately, there are fixed overheads which we cannot shed. We do, however, have some emergency funds which should carry us for a few months.

Hopefully we can get back to normal soon.

Keep safe.

## **Club Manager's Report**

### Birthdays April 2020

We wish the following a really happy birthday

Cdr R.D. Stone (Ret) – 01 April

Capt G.B. Kretschmer (Ret) – 04 April

Mr S.D. Neville – 06 April

Mr R. Farmer – 12 April

Capt R.L.N. Erleigh (Ret) – 17 April

Capt A.J. Forrest (Ret) – 22 April

Mr R. Wilson – 22 April

(If April is your birthday month and you are not on the list it means that we do not have your birthday on file. Please let us know)

### 100 Club Winners March 2020

Capt J.F. Lamont (Ret) – R300

R Adm (JG) A.E. Rudman (Ret) – R300

Capt B. Wallace-Bradley (Ret) – R300

Mr J.A.H. Golding – R1000

### New Member

Welcome to new member. - **Mr Seamus Mc Guigan** married to Lisa and resides at Goede Gift, Simon's Town. Seamus, who is retired, served with the Irish Naval Service from 1981 until 1986. Seamus and Lisa have recently relocated from Gauteng where Seamus was a Social Member of the Henley on Klip Bowls Club.

## **Important Notice from the Club Secretary**

### The 2020 AGM and the impact of Covid-19

Our nation's President announced sweeping new measures to limit the spread of the covid-19 virus and putting into effect a national lock down. Prior to this announcement your committee had already recognised and assessed both;

- a. the growing move towards the formal restriction of social gatherings with an expectation that more rigorous restrictions would be forthcoming and
- b. the growing trend of our members to practise their own self distancing and self-isolation.

Given the above, the inadvisability of trying to hold a normal AGM was apparent. Accordingly, on the 18<sup>th</sup> March, the members were advised of the option to hold a virtual AGM and surveyed on their support for this proposal. By the closing date for responses, an overwhelming majority (97% of the 89 responses received) had "voted" in support of the holding of a virtual AGM. Your committee has continued to work on the basis of this "mandate".

In holding a virtual AGM, it is recognised that we must adhere to the requirements of our constitution to the extent possible so this approach must start with a consideration of what the constitution requires us to do.

### Constitutional Requirements

1. The AGM must be held within 2 months of the end of the financial year and notice of such meeting is to be issued/posted 28 days before the meeting (Rule 23.1)
2. The purpose of the meeting (Rule 23.2) is to conduct the business reflected on the agenda which must specifically include
  - a. Presentation of the committees report on the affairs of the Club in the form of the Chairman's report and the Treasurer's report
  - b. Election of incoming Committee members
  - c. Appointment of the auditor for the forthcoming year
  - d. Confirmation/appointment of the Trustees
3. A quorum is required consisting of at least 21 members to be present. If such a quorum is not obtained the meeting is to be adjourned for seven days and is then to proceed with those present (Rule 23.3)

### Other requirements

We also need to strive to meet member's expectations that exist as a result of what has become our "normal" modus operandi. At the AGM, each item of business (the agenda) is presented either in the form of a report (Chairman's Report/Treasurers Report) or by reference to documentation distributed 28 days earlier along with the notice of meeting and the members are asked to formally "accept" the information presented/provided. Most agenda items are accepted unanimously with no further discussion.

### What cannot be met with a "virtual" meeting

The only requirement that cannot be met fully is that of Rule 23.3 requiring a quorum to be "present". Based on the interpretation that we have been given a mandate by our members to treat responses from eligible "virtual" attendees as being the input from a members who is "present", the meeting will be valid provided we receive enough responses (more than 21) to constitute a quorum.

The only other "weakness" is the constraint on being able to discuss issues in the forum of the meeting. The best we can do is to provide a mechanism for the members to provide textual responses over and above their identification of their support or opposition to each agenda item submission. We trust that, given the exceptional nature of the circumstances we all find ourselves in and your committees efforts to make the supporting documentation to be distributed to the meeting as comprehensive and as clear as we can, that you will accept this weakness and be prepared to address any perceived shortcomings once we have return to some form of normality.

All other requirements, be they constitutional or based on member's expectations arising from our normal modus operandi, can be met.

## Navy News

Royal Navy's HMS Sutherland is now heading for high-readiness tasking with NATO

### **March News 2020 Navy Naval Maritime Defense Industry**

POSTED ON FRIDAY, 20 MARCH 2020 09:35

HMS Sutherland ended up Arctic work ahead of NATO task. Indeed, the Royal Navy's ship has completed her intense winter training in the Arctic Circle and is now heading for high-readiness tasking with NATO.

The Devonport-based Type 23 Frigate completed her participation in Norwegian-led Exercise Cold Response, during which the 'Fighting Clan' provided defence against submarines to the multinational task group but also conducted air defence and boarding training.

After a rare pause in Portsmouth, Sutherland is now heading to work with NATO's Standing NATO Maritime Group One (SNMG1) – a task group made up of typically frigates and destroyers which patrols northern European waters to provide a reassuring presence.

Sutherland worked closely with allies from Norway and the Netherlands during Cold Response, providing vital protection to amphibious forces landing on Norway's rugged coastline.

The Type 23 spent the majority of the exercises in a heightened state of readiness (State 2) and focused on her main specialism as an anti-submarine warfare ship.

There was also air defence exercises, during which Sutherland worked closely with HNoMS Thor Heyerdahl, a Fridtjof Nansen-class frigate of the Royal Norwegian Navy.

The embarked boarding team were tested, too. They were deployed on a mission to the KV Jarl, a Norwegian supply ship, where they proved their ability to board and search a vessel of interest.

Sutherland then sailed south to join the NATO task group, where she will remain on high-readiness to respond to crises in the region.



HMS Sutherland completes Cold Response training before heading to join NATO task group (Picture source: Royal Navy)

## Department of Defence Tests Hypersonic Glide Body

Story Number: NNS200320-03Release Date: 3/20/2020 10:04:00 AM

From Department of Defence Public Affairs

PENTAGON, Virginia (NNS) -- The Department of Defence successfully tested a hypersonic glide body in a flight experiment conducted from the Pacific Missile Range Facility, Kauai, Hawaii, March 19 at approximately 10:30 p.m. local time (HST).

The U.S. Navy and U.S. Army jointly executed the launch of a common hypersonic glide body (C-HGB), which flew at hypersonic speed to a designated impact point.

Concurrently, the Missile Defence Agency (MDA) monitored and gathered tracking data from the flight experiment that will inform its ongoing development of systems designed to defend against adversary hypersonic weapons.

Information gathered from this and future experiments will further inform DOD's hypersonic technology development, and this event is a major milestone towards the department's goal of fielding hypersonic warfighting capabilities in the early- to mid-2020s.

"This test builds on the success we had with Flight Experiment 1 in October 2017, in which our C-HGB achieved sustained hypersonic glide at our target distances," said Vice Adm. Johnny R. Wolfe, Director, Navy's Strategic Systems Programs, which is the lead designer for the C-HGB. "In this test we put additional stresses on the system and it was able to handle them all, due to the phenomenal expertise of our top notch team of individuals from across government, industry and academia. Today we validated our design and are now ready to move to the next phase towards fielding a hypersonic strike capability."

Hypersonic weapons, capable of flying at speeds greater than five times the speed of sound (Mach 5), are highly manoeuvrable and operate at varying altitudes. This provides the war fighter with an ability to strike targets hundreds and even thousands of miles away, in a matter of minutes, to defeat a wide range of high-value targets. Delivering hypersonic weapons is one of the department's highest technical research and engineering priorities.

"This test was a critical step in rapidly delivering operational hypersonic capabilities to our war fighters in support of the National Defence Strategy," said U.S. Army LTG L. Neil Thurgood, Director of Hypersonics, Directed Energy, Space and Rapid Acquisition, whose office is leading the Army's Long Range Hypersonic Weapon program and joint C-HGB production. "We successfully executed a mission consistent with how we can apply this capability in the future. The joint team did a tremendous job in executing this test, and we will continue to move aggressively to get prototypes to the field."

The C-HGB – when fully fielded – will comprise the weapon's conventional warhead, guidance system, cabling, and thermal protection shield. The Navy and Army are working closely with industry to develop the C-HGB with Navy as the lead designer, and Army as the lead for production. Each service will use the C-HGB, while developing individual weapon systems and launchers tailored for launch from sea or land.

The similarities in hypersonic weapon design for sea and land variants provide economies of scale for future production as we build the U.S. hypersonics industrial base.

"Hypersonic systems deliver transformational warfighting capability," said Mr. Mike White, Assistant Director, Hypersonics, OUSD Research and Engineering (Modernization). "The glide body tested today is now ready for transition to Army and Navy weapon system development efforts and is one of several applications of hypersonic technology underway across the Department. These capabilities help ensure that our war fighters will maintain the battlefield dominance necessary to deter, and if necessary, defeat any future adversary."

Additionally, MDA is working closely with Army and Navy in sharing data that will inform their development of enhanced capabilities for a layered hypersonic defence to support war fighter need and outpace the adversary threat.



200319-N-NO101-0001 KAUAI, Hawaii (March 19, 2020) A common hypersonic glide body (C-HGB) launches from Pacific Missile Range Facility, Kauai, Hawaii, at approximately 10:30 p.m. local time, March 19, 2020, during a Department of Defence flight experiment. The U.S. Navy and U.S. Army jointly executed the launch of the C-HGB, which flew at hypersonic speed to a designated impact point. Concurrently, the Missile Defence Agency (MDA) monitored and gathered tracking data from the flight experiment that will inform its ongoing development of systems designed to defend against adversary hypersonic weapons. Information gathered from this and future experiments will further inform DOD's hypersonic technology development. The department is working in collaboration with industry and academia to field hypersonic warfighting capabilities in the early- to mid-2020s. (U.S. Navy photo/Released)

### **Featured Officer - Howard Walter Gilmore**

("Take her down" is a famous quote attributed to this naval hero)



Howard Walter Gilmore (September 29, 1902 – February 7, 1943) was a submarine commander in the United States Navy who received the Medal of Honour posthumously for his heroic self-sacrifice during World War II.

He was born in Selma, Alabama, September 29, 1902 and enlisted in the Navy November 15, 1920. In 1922 he was appointed to the United States Naval Academy by competitive examination. Standing 34 in a class of 436, Gilmore was commissioned in 1926 and reported to the battleship USS *Mississippi* (BB-41). Gilmore underwent submarine training in 1930 and in the years that followed served in various submarines and at stations ashore.

Gilmore served as the executive officer of USS *Shark* (SS-174), and in a near-fatal incident during *Shark*'s shakedown cruise, narrowly survived an assault by a group of thugs in Panama, who cut his throat during an excursion ashore. He had to deal with several other instances of tragedy in his life, including the death of his first wife from disease, and at the time of his Medal of Honour action his second wife was still in a coma from a fall she had taken down a flight of stairs. In 1941, he assumed his first command, USS *Shark* (SS-174), only to be transferred the day following the attack on Pearl Harbour to take command of the still-unfinished SS *Growler* (SS-215)

Gilmore commanded his submarine skilfully during four Pacific War patrols. During his first, on 5 July 1942 *Growler* attacked three enemy destroyers off Kiska, sinking one and severely damaging the other two, while narrowly avoiding two torpedoes fired in return, for which Gilmore received the Navy Cross.

On his second patrol, *Growler* sank four merchant ships totalling 15,000 tons in the East China Sea near Taiwan. Gilmore received a gold star in lieu of a second Navy Cross.

In October 1942, *Growler* patrolled off of Truk in the Caroline Islands in a repositioning of submarine assets on the way to Brisbane, Australia. No significant action occurred.

The submarine continued to take a heavy toll on shipping on her fourth war patrol, and on the night of 6–7 February 1943, she approached a convoy stealthily for a surface attack. Suddenly a convoy escort named *Hayasaki* closed and prepared to ram. As the small ship charged out of the darkness, Gilmore sounded the collision alarm and shouted, "Left full rudder!" — to no avail. Perhaps inadvertently, *Growler* hit the Japanese adversary amidships at 17 knots (31 km/h), heeling the submarine 50 degrees, bending 18 feet of her bow sideways to port, and disabling the forward torpedo tubes.

Simultaneously, the Japanese crew unleashed a burst of machine gun fire at *Growler*'s bridge, killing the junior officer of the deck and a lookout,<sup>[4]</sup> while wounding Gilmore himself and two other men. "Clear the bridge!" Gilmore ordered as he struggled to hang on to a frame. As the rest of the bridge party dropped down the hatch into the conning tower, the executive officer, Lieutenant Commander Arnold Schade — shaken by the impact and dazed by his own fall into the control room — waited expectantly for his captain to appear. Instead from above came the shouted command, "Take her down!" Realizing that he could not get below in time if the ship were to escape, Gilmore chose to make the supreme sacrifice for his shipmates. Schade hesitated briefly — then followed his captain's last order and submerged the crippled ship.

Surfacing some time later in hope of reattacking the *Hayasaki*, Schade found the seas empty. The Japanese ship had, in fact, survived the encounter, but there was no sign of Gilmore, who apparently had drifted away in the night. Schade and *Growler*'s crew managed to control the ship's flooding and limped back to Brisbane on February 17.

For sacrificing himself to save his ship, Commander Howard Gilmore was posthumously awarded the Medal of Honour, "the second man of the submarine force to be so decorated.





USS *Growler* (SS-215) at Brisbane, Australia, for repairs to her bow, after she rammed a Japanese patrol vessel in the Bismarck Islands on 7 February 1943

### Featured Ship - HMS *Albury*

*This minesweeper made no less than six evacuation trips during the Dunkirk evacuation and participated in the invasion of Normandy (Overlord)*



HMS *Albury* was built by the Ailsa Shipbuilding Company at their shipyard in Troon, Ayrshire. She was launched on 21 November 1918, and commissioned on 17 February 1919. On 21 November 1919, *Albury* was laid up in reserve at the Nore.

*Albury* served in the 1st Minesweeping Flotilla in Home waters from 1927 to 1935. In 1939 *Albury* was in reserve at Malta, part of the 3rd Minesweeper Flotilla. On 3 March 1940, *Albury* was one of five minesweepers ordered back to British waters from the Mediterranean, joining the 5th Minesweeping Flotilla at Harwich on 2 April 1940. She took part in the Dunkirk evacuation, Operation Dynamo, from 28 May–4 June 1940, carrying out six evacuation trips and landing 1851 evacuees back in Britain. By June 1941, *Albury* was part of the 4th Minesweeping Flotilla. On 7 November that year, she was attacked by German bombers off the East coast of Scotland. She was near missed by German bombs, which caused minor machinery damage, which took five weeks to repair.

On 19 January 1942 *Albury* was involved in a collision with HMS *Sutton*, another Hunt-class minesweeper, and took serious damage. On 6 June 1944, *Albury*, still part of the 4th Minesweeping Flotilla, took part in Operation Overlord, the Allied invasion of Normandy.

From January 1945, *Albury* was laid up as part of the Reserve Fleet at Falmouth, and on 13 March 1947 was sold to Dohman & Habets of Liège, Belgium for Mercantile conversion.

### **An interesting thing happened during WWII...**

(This was submitted by Captain Bill Rice (Ret))

It's always been a puzzle why the German Luftwaffe kept on using 87 Octane Aviation Gasoline while the Americans and British used 100 Octane Gasoline in their Spitfire Fighters and Americans used 130 Octane in our P-51 and other fighters. This morning I discovered the reason! This is a declassified article by the British Society of Chemists (Declassified in 2014)

It seems that the German and British aircraft both used 87 Octane Gasoline in the first two years of the war. While that was fairly satisfactory in the German Daimler-Benz V-12 engine, It was marginal in the British Rolls-Royce Merlin XX engine in British aircraft. It fouled the spark-plugs, caused valves to stick, and made frequent engine repair problems.

Then came lend-lease and American aircraft began to enter British service in great numbers. If British engines hated 87 Octane gasoline, American, General Motors Built, Allison 1710 engines loathed and despised it. Something had to be done!

Along came an American named Tim Palucka, a chemist for Sun Oil in their South East Texas Refinery. Never heard of him? Small wonder, very few people have. He took a French formula for enhancing the octane of Gasoline, and invented the "Cracking Tower" and produced 100 octane aviation Gasoline. This discovery led to great joy among our English Cousins and great distress among the Germans.

A Spitfire fueled with 100 Octane gasoline was 34 miles per hour faster at 10,000 feet. The need to replace engines went from every 500 hours of operation to every 1,000 hours. Which reduced the cost of British aircraft by 300 Pounds Sterling. Even more, when used in 4 engine bombers. The Germans couldn't believe it when Spitfires that couldn't catch them a year ago started shooting their ME-109 E and G models right out of the sky.

Of course, the matter had to be kept secret. If the Germans found out that it was a French Invention, They'd simply copy the original French patents. If any of you have ever wondered what they were

doing in that 3 story white brick building in front of the Sun Oil Refinery on Old Highway 90, that was it. They were re-inventing gasoline.

The American Allison engines improved remarkably with 100 Octane gasoline, but did much better when 130 octane gasoline came along in 1944. The 130 Octane also improved the Radial Engine Bombers we produced.

The Germans and Japanese never snapped to the fact that we had re-invented gasoline. Neither did our "Friends" the Russians. 100,000 Americans died in the skies over Europe. Lord only knows what that number would have been without "Super-Gasoline". And it all was invented just a few miles west of Beaumont, Texas and we never knew a thing about it.

*Tattler - thanks Bill, very interesting!*

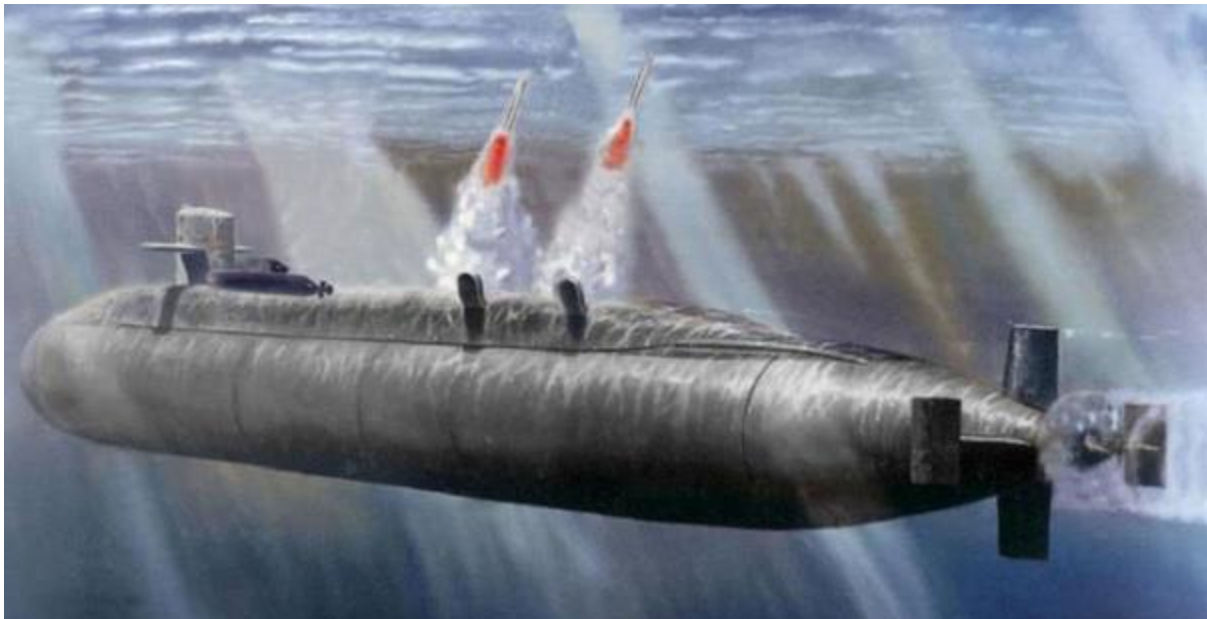
### **Submersible Aircraft Carriers**

Submersible Aircraft Carriers???? (Thinking about a subject a little differently!)

The US already has submersible aircraft carriers. Four of them.

- Each carry 154 aircraft, twice as many as a surface aircraft carrier.
- Each aircraft can be launched while the carrier is underwater.
- The aircraft are unmanned drones, but have amazing capabilities.
  - They can fly hundreds of miles to the target area.
  - Loiter in the area, sending back battlefield info to the carrier or other control centre.
  - Identify new targets.
  - Go into "Kamikaze" mode and crash into targets if desired.
  - Carry nuclear warheads capable of destroying cities.

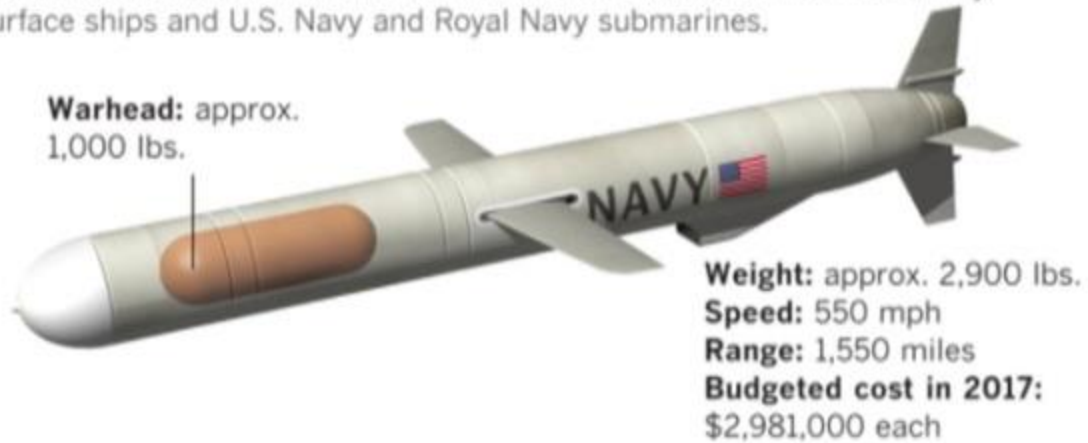
In case you have not guessed, these aircraft carriers are designated SSGN submarines.



The aircraft they carry are called Tomahawk cruise missiles. They might be called missiles but in reality, they are rocket launched aircraft, with wings and a jet engine.

## Tomahawk cruise missile

The Tomahawk Land Attack Missile is an all-weather, long-range, subsonic cruise missile used for land attack warfare. It is launched from U.S. Navy surface ships and U.S. Navy and Royal Navy submarines.



\*\*\*\*\*

## Fifty years ago. Historical items from April 1970

### General History

Apr 13 Apollo 13 announces "Okay, Houston, we've had a problem here", as Beech-built oxygen tank explodes en route to Moon

Tattler - And so was born an overused phrase which actually misquotes the actual communication! "Houston, we have a problem" is a popular but erroneous quotation from the radio communications between the Apollo 13 astronaut John ("Jack") Swigert and the NASA Mission Control Centre ("Houston") during the Apollo 13 spaceflight, as the astronauts communicated their discovery of the explosion that crippled their spacecraft.

The words actually spoken, initially by Jack Swigert, were "Okay, Houston, *we've had* a problem *here*" (emphasis added). After being prompted to repeat the transmission by CAPCOM Jack R. Lousma, Jim Lovell responded, "Uh, Houston, we've had a problem."

Since then, the phrase has become popular, being used to account, informally, the emergence of an unforeseen problem. In the motion picture of 1995, *Apollo 13*, the actual quote was shortened to "Houston, we have a problem" because some of the actual words spoken were unnecessary.

Movie viewers knew what had happened, while Mission Control did not at the time.

Screenwriter William Broyles Jr. made the change, stating that the verb tense actually used "wasn't as dramatic". Broyles and American University linguist Naomi S. Baron said the actual line spoken would not work well in a suspense movie. The movie quote ranked #50 on AFI's 100 Greatest Movie Quotes.

## Movies

2 April - Patton

8 April - Colossus: The Forbin Project; The Cockeyed Cowboys of Calico County

9 April – Halls of Anger

27 April – Zig Zag

28 April – A Man Called Horse

## Music

ALBUM	ARTIST
Remedies	Dr. John
Elton John	Elton John
Farewell	Dianna Ross and the Supremes
Brinsley Schwarz	Brinsley Schwarz
Cricklewood Green	Ten Years After
McCartney	Paul McCartney
Benefit	Jethro Tull
Live	Iron Butterfly
Mona Bone Jakon	Cat Stevens
Right On	The Supremes
What Love Has...Joined Together	Smokey Robinson and the Miracles
12 Songs	Randy Newman
Burrito Deluxe	The Flying Burrito Brothers
Candles in the Rain	Melanie
Cucumber Castle	Bee Gees
Eric Burdon Declares "War"	Eric Burdon & War
Getting to This	Blodwyn Pig
The Grass is Greener	Colosseum
I Looked Up	Incredible String Band
Live Cream	Cream
McLemore Avenue	Booker T. & the M.G.s
My Kind of Jazz	Ray Charles
Oh Happy Day	Glen Campbell
Open	Blues Image



Portrait	The 5 <sup>th</sup> Dimension
Sit Down Young Stranger	Gordon Lightfoot
Soul on Top	James Brown
Zero She Flies	Al Stewart

## Notable Sporting Events

### *Spanish Grand Prix*

Pos	No	Driver	Constructor	Laps	Time/Retired	Grid	Points
1	1	 <a href="#">Jackie Stewart</a>	<a href="#">March-Ford</a>	90	2:10:58.2	3	<b>9</b>
2	11	 <a href="#">Bruce McLaren</a>	<a href="#">McLaren-Ford</a>	89	+ 1 Lap	11	<b>6</b>
3	18	 <a href="#">Mario Andretti</a>	<a href="#">March-Ford</a>	89	+ 1 Lap	16	<b>4</b>
4	6	 <a href="#">Graham Hill</a>	<a href="#">Lotus-Ford</a>	89	+ 1 Lap	15	<b>3</b>
5	16	 <a href="#">Johnny Servoz-Gavin</a>	<a href="#">March-Ford</a>	88	+ 2 Laps	14	<b>2</b>
Ret	8	 <a href="#">John Surtees</a>	<a href="#">McLaren-Ford</a>	76	Gearbox	12	
Ret	7	 <a href="#">Jack Brabham</a>	<a href="#">Brabham-Ford</a>	61	Engine	1	
Ret	24	 <a href="#">Rolf Stommelen</a>	<a href="#">Brabham-Ford</a>	43	Engine	17	
Ret	22	 <a href="#">Henri Pescarolo</a>	<a href="#">Matra</a>	33	Engine	9	
Ret	4	 <a href="#">Jean-Pierre Beltoise</a>	<a href="#">Matra</a>	31	Engine	4	
Ret	5	 <a href="#">Denny Hulme</a>	<a href="#">McLaren-Ford</a>	10	Ignition	2	
Ret	9	 <a href="#">Chris Amon</a>	<a href="#">March-Ford</a>	10	Engine	6	
Ret	3	 <a href="#">Jochen Rindt</a>	<a href="#">Lotus-Ford</a>	9	Ignition	8	
WD	10	 <a href="#">Pedro Rodríguez</a>	<a href="#">BRM</a>	4	Withdrew	5	
Ret	2	 <a href="#">Jacky Ickx</a>	<a href="#">Ferrari</a>	0	Accident	7	
Ret	15	 <a href="#">Jackie Oliver</a>	<a href="#">BRM</a>	0	Accident	10	
DNS	12	 <a href="#">Piers Courage</a>	<a href="#">De Tomaso-Ford</a>	0	Practice Accident	13	
DNQ	20	 <a href="#">Andrea de Adamich</a>	<a href="#">McLaren-Alfa Romeo</a>				
DNQ	19	 <a href="#">John Miles</a>	<a href="#">Lotus-Ford</a>				
DNQ	14	 <a href="#">Jo Siffert</a>	<a href="#">March-Ford</a>				
DNQ	21	 <a href="#">George Eaton</a>	<a href="#">BRM</a>				
DNQ	23	 <a href="#">Alex Soler-Roig</a>	<a href="#">Lotus-Ford</a>				

## Rugby - Five Nations

<b>France</b> 	<b>35-13</b>	 <b>England</b>
<b>Tries:</b> <a href="#">Berot</a> <a href="#">Bonal</a> <a href="#">Bourgarel</a> <a href="#">Dauga</a> <a href="#">Lux</a> <a href="#">Trillo</a>		<b>Tries:</b> <a href="#">Spencer</a> <a href="#">Taylor</a>
<b>Con.:</b> <a href="#">Villepreux</a> (4)		<b>Con.:</b> <a href="#">Jorden</a> (2)
<b>Pen.:</b> <a href="#">Villepreux</a>		<b>Pen.:</b> <a href="#">Jorden</a>
<b>Drops:</b> <a href="#">Berot</a> <a href="#">Villepreux</a>		

[Stade Olympique Yves-du-Manoir, Colombes](#)

Attendance: 34,079

Referee: W. K. M. Jones  
(Wales)

## Golf

April 13 34th US Masters Tournament, Augusta National GC: Billy Casper defeats Gene Littler, 69 to 74 in a Monday 18-hole playoff to win his 3rd major title; last 18-hole playoff at the Masters.

\*\*\*\*\*

## Swiss Navy

Yes, pull the other one I hear many of you thinking. But the Swiss do have one!

Even though landlocked, Switzerland does have a small navy . Lakes Konstanz and Lemman (Geneva) form international frontiers, and their navies consist of a few patrol craft. Switzerland also has a major Rhine commercial fleet, which military patrol craft in time of war. Both the navy and air force are branches of the army (like the infantry and artillery). Switzerland has its navy sailing on the various lakes like Constance (Bodensee), Lemman (or Geneva but people outside of Geneva dislike this spelling), Brienz, Thun, 4 Cantons (Vierwaldstaettersee), Zug, Neuchatel, Biel/Bienne or Morat (Murten) to name a few. The Swiss "navy" consists of ten patrol boats on two lakes that form international borders (Constance and Lemman). Lake Maggiore and Lake Lugano form international borders with Italy. The shipping company for Lake Maggiore is Italian and they seem to fly only the Italian flag. The shipping company for Lake Lugano is located in Switzerland and the square flag is flown there.







And on a lighter note:



*That's all for now, stay safe.*