

The Seven Seas Tattler Issue 3.12 – May 2020



Good Day to all members and welcome to the May edition of Tattler.

Please feel free to make submissions to jonathanagolding@gmail.com - all constructive criticism, feedback on previous articles and new material will be gratefully received.

This is a difficult time for everybody. So much has been written that this editor is neither qualified nor in possession of any new facts to comment on the virus. We do however, wish that all of our members remain safe and healthy and that it will not be too long before we can drink a "your health" toast down at the club. In the meantime I suggest that we do it in a virtual sense!

I want to point out that we have now been up and running for three years. In the course of producing 36 editions, the lack of any form of structured database and virtually non-existent record keeping will probably lead to the inevitable "repeat"! I apologise in advance if a subject from some time back reappears!

Feedback from previous Tattler

R Adm (jg) Vic Holderness sent us the following:

The French Navy lost two of the modern DAPHNE class submarine in very similar circumstances;

Firstly MINERVE (S 647) was carrying out exercises on 27 January 1968, with a French Navy Breguet Atlantique maritime patrol aircraft in an area well to seaward of Nice.

The submarine was initially snorting to allow detection by the aircraft, the aircraft dropped sonobuoys to track as the submarine went deep.

Minerve then failed to respond at what should have been the conclusion of the exercise, followed by extensive searches and investigations.

The French Navy kept us (S A Navy) informed of the results of their investigations as we were buying these boats, as were the Pakistan, Portuguese and Spanish Navies. The French consensus seemed to be that there was a failure of the aft diving planes, causing complete loss of control, although there was no actual evidence of this.

Secondly, EURYDICE (S 644) was lost on 4 March 1970. I served aboard Eurydice from late November 1969, leaving her on 9 February 1970, during which time I was under training as the Spare Crew Officer Commanding for our Project. We did a lot of advanced NATO exercises including with U S Navy aircraft carriers and support ships. Eurydice was commanded by Lt Bernard de Lays de Truchy, a fine officer who took me under his wing during this period. He ran a tight command, with an excellent crew. I was replaced on Eurydice by a Pakistani officer who was still on board at the time of the loss.

After Eurydice, I joined the submarine DORIS to conclude my individual training, where we did submarine versus submarine (SSK exercises) with Eurydice, including dived submerged transits and rendezvous'. The OC of Doris put me in charge of this aspect, for the meetings and attacks, with "Oscar, Oscar, Oscar" being transmitted on the underwater telephone (UWT) indicating a simulated torpedo attack. On one occasion I remained snorting for too long, allowing Eurydice to carry out a successful attack. Oscar Oscar Oscar Learning curve!

On the final rendezvous Eurydice's OC sent an UWT message "Prochaine rendezvous Chez Bert" (Next rendezvous Chez Bert, a favourite bar for the submarine officers in Toulon).

Our formal class at the at the Submarine Base in Toulon started on 2 March 1970. Classes were interrupted by our liaison officer on 4 March to announce that Eurydice was missing, presumed lost, classes suspended for the day. Eurydice had been operating in almost the same area as Minerve two years previously, doing an identical exercise with an Atlantique aircraft. Similar circumstances, snorting waiting for the aircraft to close, submarine going deep. At 07h30 (06h30 GMT) an explosion (implosion) was registered on one of the shore based acoustic listening posts, confirming a serious happening.

About a week later an open air Requiem Mass was held in one of the large squares of Toulon, attended by thousands, including ourselves, all getting soaked to the skin in the pouring rain. Repaired to the officers mess at the Base for the Wake afterwards.

The loss of a second submarine was extremely serious for the French. After about a month or so, at the request of the French Navy, USNS MIZAR appeared on the scene, a US Navy owned ship, manned by civilians. Her specialty was finding underwater objects using her various equipment such as multiple towed gradiometers and special cameras. She had quite recently found the wreck of a nuclear armed B52 bomber off the coast of Spain, for recovery of the weapons. From my flat on the 9th floor overlooking the harbour, my new wife and I saw her coming and going on her task.

Eventually, she did find the wreck, lying in pieces on the sea bottom (3 000 metres?), a horrifying sight. I had a whole collections of these photographs, but must have lost them on one of my moves.

The SAN received copies of all the reports from the French concerning the loss and investigations, which I read as part of my job. It was confirmed by the Atlantique aircraft that there were no other vessels in the vicinity whatsoever at the time of the loss.

Submarine losses always attract a lot of attention, linked in with all sorts of conspiracy theories. USS SCORPION (SSN589) was lost south west of the Azores in May 1968, initially without the USN knowing why. Even the loss of USS THRESHER (SSN693) doing sea-trials back in April 1963 gets brought in, to link in with Minerve and Eurydice. Most is speculation and drive!! Google and see. This is a fairly long story and there is more which I will not go into here – the bottom line being that a good OC like de Truchy did not lose his boat by colliding with a merchant ship.

Sources for the above are from Jane's Fighting Ships from 1937, 1944 and onwards to 69/70, plus my own actual experience and knowledge, which is accurate to the best of my ability.

Thanks Vic. An absolute pleasure to read such well written comments from someone who has the detailed knowledge.

Tattler wishes all of the following members a very Happy Birthday!

(If your birthday is in May and you are not on the list, we apologise! Kindly supply this information)

MR K.C. WELTHAGEN	1 MAY
MR I. WRIGHT	2 MAY
PROF G.J. KRUGER	10 MAY
MR A.H. COLLINGRIDGE	15 MAY
R ADM (JG) D.R. FAURE	16 MAY
MR G.F.A. HOOPER	16 MAY
R ADM (J.G) A. SODERLUND	17 MAY
CAPT P.S. BARNARD	20 MAY
CAPT B.R. CARTER	20 MAY
MR D.E MACKENZIE	21 MAY
ESN R.G. BOOYSEN	21 MAY
MR M. SALIDA	23 MAY
MR M. STEYTLER	24 MAY
MR S.P.G. LUYT	28 MAY
MR G.R. GLEN	29 MAY

Visit by retired Captain V.R. Nielson SA Navy

It was good to welcome Capt Vic Nielson in the Club on Friday 21 February 2020. He joined the Seven Seas Club on 15 June 1974, and was granted Ancient Mariner status in 2008. (This makes him the 6th longest serving member of this august group)

He volunteered for SAN Reserve Force service in 1961 at SAS RAND, and joined the SA Navy Permanent Force in 1978. In 1979 he was appointed Officer Commanding of SAS FLAMINGO in Langebaan, and from 1980 to 1990 served at SA Naval Headquarters in Pretoria.

He now lives in Himeville, Kwa Zulu Natal, from where he manages the Diggers Retreat Hotel in Barberton and Ducktree Cottages in Munster, as owner of both establishments.

He rarely visits the Cape, and is always sad to be unable to attend our bi-annual gathering of Ancient Mariners.

In the photo he is seen with two other Ancient Mariners: our President and Capt. Chris Moon.



The following beautifully articulated piece comes from our Honorary Secretary, Doug Law-Brown. The committee is indeed on its toes!

The 2020 AGM

At the end of last year, when we were all sitting down to draw up our New Year's resolutions and to carefully craft our New year's wishes to pass to all of our friends, who would have anticipated where we would find ourselves today? Many, I am sure, were glad that 2019 was over and fervently wished that 2020 would not follow in the footsteps of 2019! Well it seems that those wishes have come true reminding us of the old adage of being careful about what we wish for!

Faced with the darkening gloom of the approaching Covid-19 pandemic, your committee was plunged into that most classic of problem scenarios that top management experts make so much money out of when conducting strategic reviews of organisations that are in difficulty – namely

scenarios where the usual tool set of experience and best practise is of no practical use at all. Time for the magic of “outside the box” (OTB) thinking!

While much more OTB thinking is still required of all of us to survive the rest of this year, I am very pleased that we have managed to successfully tackle the first of the challenges that this new year has presented us with – namely the holding of the Club’s AGM.

A classical SWOT analysis would have led many to throw their hands up in surrender – we know that many organisations are currently wrestling with exactly this same problem. Remember, the Seven Seas Club has a membership characterised by a very conservative nature, aided and abetted by an average age in the mid to late 60’s and including members who do not even have email addresses and require official communication by snail mail.

Fortunately, your committee is made of sterner stuff (just what is expected of a Club built on the character and resolve of naval officers) with members who are well versed in the art of engaging an enemy we know little of on a battlefield which is not of our own choosing with little support from those around us. This brings to mind the treatise by Sun Tzu on the “Art of War” with due appreciation of the poignant irony of referring to a world renown Chinese military strategist at a time when we are facing a threat of Chinese origin!

The creative process that generated the idea of holding a virtual AGM in the circumstances referred to above is a testament to the ability of those on your Committee. Furthermore, the willingness of the members to consider and accept this unknown, relatively high tech, approach so constructively and enthusiastically bodes well for the Club’s ability to adapt and weather this “perfect storm” we are facing.

In closing, as will be visible in the minutes of the AGM to be distributed shortly to all members, a very comprehensive and representative result has been achieved. In addition to the result delivered, the data returned by the free “Survey Monkey” platform chosen by the committee to implement the mechanism for member’s participation in the AGM reveals the following interesting aspects;

a) The 1st return by a non-committee member was from Cdr. J. Martin (SAN ret) who responded 34 minutes after the invitation to participate was issued. (He was beaten by two committee members who had the advantage of knowing that the invitation was about to be issued).

b) The last return was received at 17h33 on Friday 24th April (23 minutes before the closing time for responses) from Mr T Van Zyl - clearly someone who appreciates and applies the Just-in-Time (JIT) principle!

c) 17 returns were received on the day the invitation to participate was issued.(30th March)

d) This was beaten by the 18 returns received on the 20th April, this being the day that the reminder was distributed to the members.

e) A total of 66 returns was received from members in good standing, comfortably beating the attendance of any of the previous 6 AGMs!

Now for the next challenge!

Featured Ship - HMSAS Parktown

(From The Observation Post)

The feisty South African minesweeper that went down fighting



South Africa lost four ships during WW2, all of them minesweepers. The second one to be lost was the HMSAS Parktown and it has a truly extraordinary fighting legacy.

A small whaler converted to a minesweeper, the “tiny boat” HMSAS Parktown sailed into action in April 1942 in company of another “tiny boat” – the HMSAS Langlaagte, sailing from Cape Town to the Mediterranean and joining the 167th Minesweeping Group working from Alexandria, Egypt.

Service in the Mediterranean

Parktown had arrived in the Mediterranean from South Africa during May and had sailed from Alexandria on 9 June as part of the escort for a convoy bound for Tobruk. During the passage the convoy is attacked and Parktown is involved in the gallant rescue of 28 survivors from a ship that had been sunk, many of whom are badly burnt. After their arrival in Tobruk on 12 June Parktown and her consort, a fellow South African ship the HMSAS Bever under the command of Lt P A North, are tasked to keep the approaches to Tobruk clear of mines.



HMSAS Parktown

Fall of Tobruk

At that time Tobruk was under siege and by 20 June it is clear that a crisis of some kind is imminent. Late that same afternoon Parktown and Bever are ordered to enter harbour to embark evacuation parties. At 20:00 that evening they watch the Axis forces entering the western end of town and then reach the harbour shortly afterwards.

These two South African minesweepers were to distinguish themselves during the Allied evacuation from Tobruk fighting their way out of the harbour. The Bever and Parktown fought side by side as they were loading up with as many Allied and South African troops and equipment as they could take, all the time whilst Rommel's German forces closed in around them. The rapidity of the attack caused great confusion, however, the ships still manage to embark most of the men allocated to them before they sail.

On 20 June 1942 General Rommel's "Deutsch-Italienische Panzerarmee" (German and Italian Tank Army) attacked the Tobruk garrison from the south and south east. By 18:00, the German and Italian forces had overrun the main defence lines and were closing on the harbour and all Allied ships were ordered to embark personnel for evacuation.

The escape

By 19:00 German tanks and armoured cars were within the town and started shelling the ships in the harbour. HMSAS Bever received a direct hit as she cast off. Next is The Parktown and her escape is also quite remarkable.

Using her machine guns she checks the advance of the enemy land forces whilst embarking a further 60 men, even though hit by shell fire. As she is casting off, more men keep arriving and several try to swim to the ship. A few are hauled on board, some assisted by one of the ship's company, Able Seaman P J Smithers, who swims to their assistance. However in the confusion of sailing A/B Smithers is left behind to be captured and placed in an Italian POW camp.

As the last Allied ship to leave Tobruk, Parktown attracts a tremendous concentration of fire as she steams out at full speed. Although she is hit several times, no hit causes fatal damage to the ship and only one man, an army NCO, is killed.



Rommel and his Panzers enter Tobruk

The Fall of Tobruk

Under cover of a smoke screen laid by a motor torpedo boat, but still receiving shell-fire from the town, the two ships left the harbour for the open sea. During the night off Tobruk port the Parktown and Bever became separated and the Parktown goes to the assistance of a disabled tug, also crowded with men.

The sinking of the HMSAS Parktown

After taking it in tow Parktown is only able to make five knots (9.3 Km/h) and thus gets left behind by the rest of the fleet. At daybreak on the 21 June they are still only 50 miles from Tobruk and can see the coast 14 miles away with a heavy fog bank to seaward. At 06:45 Parktown's crew sighted what they described as an Italian "MAS" torpedo boat (E-Boat), which had been directed to the slow moving vessel by a German reconnaissance aircraft. The Parktown then turns north towards the fog bank, only to be confronted by four more E-boats at close range. Fire is immediately opened by both sides.

The E-boats using their higher speed and longer range guns open the range and attack from different directions. Even though Parktown, having only one 20mm Oerlikon, was heavily out matched, one or two of the E-boats appear to be hit by her fire and end up temporarily out of control.

However, within 30 minutes, completely outnumbered and outgunned the Parktown suffers sufficient damage to put her completely out of action. The Captain, Lieutenant Leslie James Jagger and the coxswain are killed by a direct hit to the Bridge as well as a Royal Navy officer on passage. Within 15 minutes Parktown was stationary with a hole in the boiler, half of the crew and evacuated soldiers as casualties, out of ammunition and with the upper deck on fire. The only surviving officer, Sub-Lieutenant E R Francis, although himself severely wounded, takes charge and orders the ship to be abandoned as a fire is spreading rapidly and no guns remain in action.

In the aftermath it is noticed that the E-boats appear to be firing at the men in the water, however a plane, which was thought to be German, appears and heads towards the E-boats where it then circles over them and opens fire on them, after which they make off at high speed.

The remaining crew and soldiers abandoned ship and clung to carley floats. At this time, an aircraft drove off the hostile ships. The tug which had been in tow had not been engaged by the E-boats and managed to rescue some of the survivors and some of the remaining survivors were rescued by an Allied Motor Torpedo Boat (MTB) which found them close to the burning minesweeper. The Allied MTB then sank the burning wreck of the Parktown with depth charges before returning to Mersa Matruh that evening.

Accounts on the final hour of the Parktown differ:

Orpen states that the Italian ships were driven off by a South African aircraft. He also records there being four Italian torpedo boats involved in the action.

Du Toit states that there were six Italian torpedo boats involved and that the aircraft was in fact a German aircraft which erroneously attacked the Italian ships.

Harris supports the fact that there were four torpedo boats and states that the German aircraft deliberately attacked the Italian vessels as they were firing on survivors in the water.



Camouflaged Italian World War II MAS that sunk the HMSAS Parktown (Motoscafo Armato Silurante – Italian: “Torpedo Armed Motorboat”)

Out of her complement of 21, Parktown suffered 13 casualties; five killed and eight seriously wounded.

Decorations and awards won

In this action alone the HMSAS Parktown’s crew would amass the following decorations and awards

Distinguished Service Order, D.S.O

Sub-Lieutenant Ernest Rowland Frances (H.M.S.A.S. Parktown).

Comes from Krugersdorp. Age 34. Was in Training Ship General Botha, 1923-23. Badly wounded during Tobruk withdrawal.

Distinguished Service Medal, D.S.M.

No 66921. Leading-Stoker John Charles Rohlandt (H.M.S.A.S. Parktown).

Home. address, 12, Hillyard-street. Woodstock.

No 71431. Leading-Stoker Leslie Ronald Mitchell (H.M.S.A.S. Parktown).

Home address. 16, Wesley-street. Observatory. Before war was employed by Customs Department, Cape Town

No. 71048. Able-Seaman George Kirkwood (H.M.S.A.S. Parktown).

Comes from Maraisburg. Transvaal. Was a miner in peace time.

Mentioned in Dispatches (Posthumous)

Lieutenant Leslie James Jagger (H.M.S.A.S. Parktown) Came from Johannesburg, was killed during this operation.

No. 71464. Stoker Andrew Henry Jooste (H.M.S.A.S. Parktown). Comes from Vrededorp Johannesburg. Age 21. A gold miner before joining Seaward Defence.

The honour roll – HMSAS Parktown (SANF)

The following South African men were lost with the sinking of the Parktown (MPK means “missing presumed killed”)

BROCKLEHURST, Peter S, Able Seaman, 70457 (SANF), MPK
COOK, John A, Stoker 1c, 70256 (SANF), MPK
JAGGER, Leslie J, Lieutenant SANF, 70016 (SANF), MPK
MCEWAN, William A, Steward, 69686 (SANF), MPK
TREAMER, Arthur P, Petty Officer, 71109 (SANF), MPK

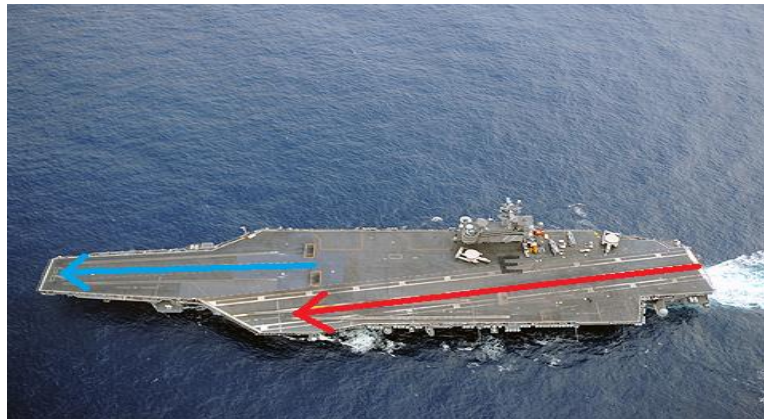
May these brave South Africans Rest in Peace, their duty done.

Why do US Navy Nimitz-class and Ford-class aircraft carriers have cut outs near the bow that makes the deck shaped like a wine bottle instead of just a big rectangle with more parking space?

Why do US Navy Nimitz-class and Ford-class aircraft carriers have cut outs near the bow that makes the deck shaped like a wine bottle instead of just a big rectangle with more parking space?

Those are not cut outs.

What you are looking at is the Angled Deck.



It allows the Navy to conduct simultaneous Launch and recovery operations.

Planes can be taking off on the Bow Cats (Blue Arrow) while other planes are landing on the angled deck (Red Arrow).

The reason the deck remains flared outwards aft of the Angled Deck and forward of the Island structure is because that is where the Elevators are that move the planes from the hangar deck to the flight deck.



What you think of as Cut ins, is just where the Deck isn't flared outwards, giving MORE room, not taking away room.

Submarine ranges

Tattler came across the following which we found interesting



Scott Hanson, former Electronic Warfare Technician at United States Navy (1990-1994)
Answered September 9, 2018 · Upvoted by Jeff Kay, former MM, DC, SW, Retired at United States Navy (1982-2005) and Steve Shanker, former Aviation Electrician 2nd Class at United States Navy (1966-1970)

How did World War 2 era diesel submarines have such exceptional ranges of over 21000 miles while similarly sized ships only had ranges of around 6000 miles?

US WW2 Submariners used the following to get extra range, and by the end of the war, it was made standard practice for the Fleet Type Submarines like the Gato and Balao classes. Submarines have 3 groupings of Ballast tanks according to design function.

Main Ballast Tanks (Uses for Surfacing and Diving)

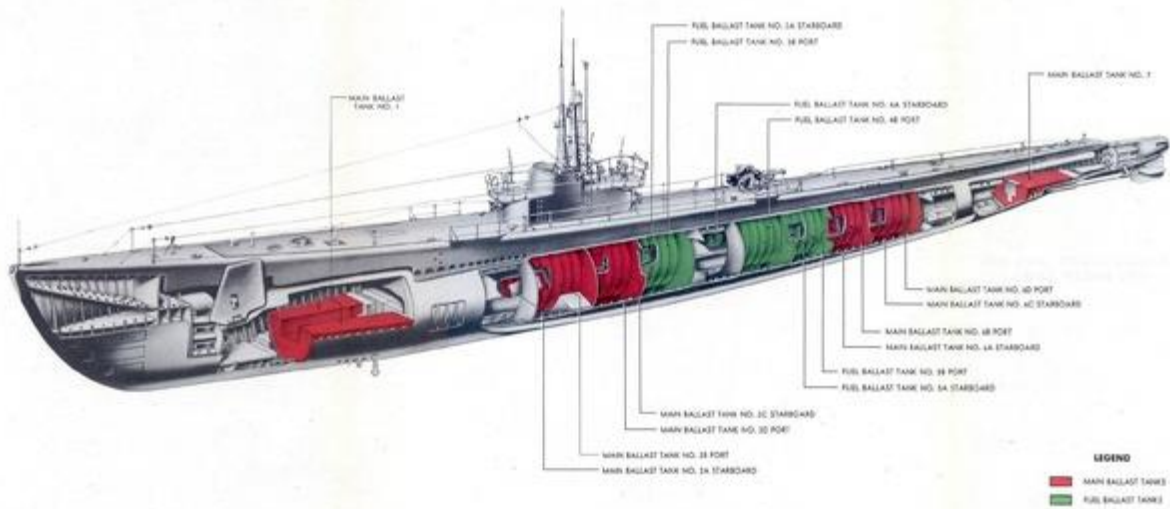
Variable Ballast tanks (Used as part of the trim system to keep the sub in neutral buoyancy)

Special Ballast Tanks (Three tanks with unique functions... Negative, Safety, and Bow Buoyancy)

The Submarines had a lot of reserve buoyancy and really did not need all the Main Ballast Tanks it did to remain safely surfaced. So several enterprising Sub Commanders, such as Dick O'Kane and his USS Tang... had several of the Main Ballast Tanks fitted with the proper valves and gaskets to isolate several of the MBTs for use as extra Fuel Oil Tanks.

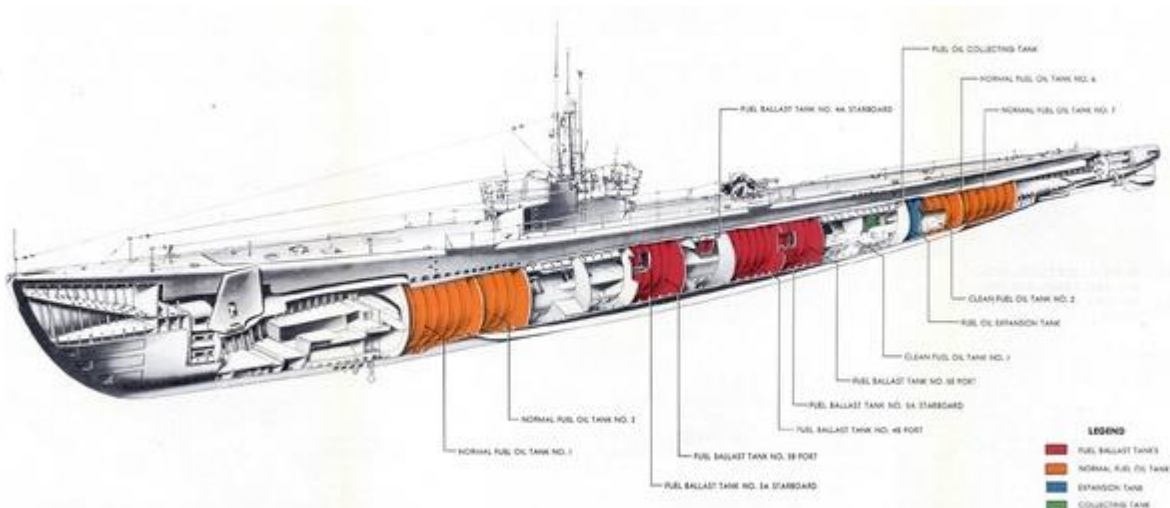
After enough fuel oil was burned off out of the Normal Fuel Oil tanks... the fuel in the Ballast tanks was transferred over, a short work of a few divers over the side to remove the covers from the Flood Ports (MBTs are normally open and free-flooding from beneath), and then several flooding and blowing of the tanks to flush any residual oil that may leave a slick (done while the sub was on some other course than its actual course), the tank was converted back into use as a Main Ballast Tank. By the end of the war and during the the post war period while these subs were still in use, this became standard practice and a specific set of tanks was known.

If you look at the numbering system of the tanks, you will note that the MBTs are number 1,2,6,and 7., What used to be MBT 3,4 and 5, are now the Fuel Ballast Tanks.



If you compare the Fuel Ballast tanks to the Normal Fuel Oil tanks... Seen here as the Red and Orange tanks...

as Fuel Ballast Tanks (FBT), as opposed to Main Ballast Tanks(MBT) and Normal Fuel Oil Tanks (NFOT)



You can see just how much extra those tanks gave the sub above and beyond its normal fuel capacity, and thus its range capability. (though in your initial question you were clearly confusing km with nm)

Normal Fuel Oil Tanks

1. NFOT No. 1 : 11,401 gallons
 2. NFOT No. 2 : 13,122 gallons
 3. NFOT No. 6 : 15,201 gallons
 4. NFOT No. 7 : 10,054 gallons
- Total : 49,776 Gallons of Fuel oil

Fuel Ballast Tanks

1. FBT Nos. 3A and 3B : 19,196 gallons
 2. FBT Nos. 4A and 4B : 24,089 gallons
 3. FBT Nos. 5A and 5B : 19,458 gallons
- Total : 62,743 Gallons of Fuel Oil

They carried more fuel in those converted Ballast tanks than they did in their regular fuel tanks. That is 126% more fuel than normal. More than double the fuel.

Would a submarine using water propulsion be more silent than a conventional submarine?

By: [Shawn Santo](#), Metallurgical Engineer at RAE Engineering & Inspection (2002-present)

The US Navy has reached the limits of noise reduction with mechanical system propulsion. The current Virginia class submarines use a propulsor instead of a traditional screw design. This type of design reduces the chances of cavitation and allows for quieter operation compared to traditional screw designs.



The planned Ohio Replacement Program for the next generation of ballistic missile submarines is expected to use a permanent magnetic motor. This technology was tried before by the US navy in 1960's and 1970's but proved to be troublesome at that time. The technology is now considered mature. This represents the limit of noise reduction with purely mechanical drive systems. This technology is to be utilized in future Blocks of the Virginia class submarines to be built. The recently launched USS South Dakota (SSN-790, a Block III Virginia-class) features an enhanced propulsor design which will be tested during the shakedown of the submarine. It is described as "an improved enhanced hybrid propulsor" developed by the US Navy and DARPA and is rumoured to be a Hybrid Multi-Material Rotor.

If it is successful, it will be incorporated in future Virginia-class and Columbia-class submarines. It is promised to have a "significant return on investment".

Further, Rear Admiral Micheal Jabaley (program officer for submarines US Navy) has stated:

"The field of biomimetics is very interesting to me when you look at nature in action and you think: 'Boy, it would be great if we could design something that would take that leap forward and get us into a realm that would be acoustic-self unlike anything we've ever done before.'"

Biomimetics or biomimicry is the imitation of the models, systems, and elements of nature. So this is the future of submarine propulsion.

A true hero - Willy Williams

(By Tony Shark)



In the history of the U.S. Navy only seven men have earned all of the “Big Three” valor awards: Medal of Honour, Navy Cross and Silver Star Medal. Six were World War II officers, including one aviator and four submarine commanders. The seventh was enlisted sailor James Elliott “Willy” Williams in Vietnam.

In 1947, Williams, a 16-year-old from Fort Mill, South Carolina, enlisted in the Navy with a fraudulent birth certificate. His first 19 years in the Navy included service aboard the destroyer USS Douglas H. Fox during the Korean War and tours on a variety of naval vessels from 1953 to 1965.

In May 1966 Boatswain’s Mate 1st Class Williams was assigned to River Squadron 5 in South Vietnam to command Patrol Boat, River 105. The approximately 30-foot fiberglass boat usually carried a four-man crew who patrolled inland waterways to prevent the Viet Cong from using them to transport troops and supplies.

On July 1 Williams led a patrol that came under fire from a Viet Cong sampan. His deft manoeuvres and accurate fire killed five VC and resulted in capture of the enemy boat, earning Williams a Bronze Star Medal with a “V” for valour. Twenty-two days later the capture of another sampan brought Williams a second Bronze Star for valour. Less than a month later, he received a Silver Star and his first Purple Heart.

On Halloween, Oct. 31, 1966, Williams was commanding a two-boat patrol on the Mekong River

when he was fired on by two sampans. He and his crew killed the occupants of one and then went after the other. That pursuit put the Navy boats into a VC staging area containing two junks and eight sampans, supported by machine guns on the river banks. Williams called for helicopter gunship support while holding the enemy at bay. During this movement he discovered an even larger force. Not waiting for the armed helicopters, Williams attacked. Manoeuvring through devastating fire from enemy boats and the shore, his two-boat patrol fought a three-hour battle that destroyed or damaged 65 VC boats and eliminated some 1,200 Communist troops. For his actions, Williams was nominated for the Medal of Honour.

On Jan. 9, 1967, the Navy dredge Jamaica Bay was blown up by mines in the Mekong Delta, and PBR-105 arrived to pick up seven of the survivors. Another man was trapped in the rapidly sinking dredge. Williams dove into the water and, with a rope attached to a nearby tug, pulled clear an obstruction, then swam through a hatch to recover the sailor.

Six days later Williams was wounded while leading a three-boat patrol that interdicted a crossing attempt by three VC heavy-weapons companies of 400 fighters. He and his boats accounted for 16 VC killed, 20 wounded and the destruction of nine sampans and junks. Williams was awarded the Navy Cross.

When Williams returned home in spring 1967, he had a list of awards unmatched by any enlisted man in Navy history. He retired after 20 years of service and began a career in the U.S. Marshals Service.

History from 50 years ago

General History

1st May » Protests erupt in Seattle, following the announcement by U.S. President Richard Nixon that U.S. Forces in Vietnam would pursue enemy troops into Cambodia, a neutral country.

8th May » The Hard Hat Riot occurs in the Wall Street area of New York City as Blue-collar worker e.g blue-collar construction workers clash with Opposition to the Vietnam War called demonstrators protesting the Vietnam War.

11th May » The Lubbock Tornado, a Fujita scale e.g F5 tornado, hits Lubbock, Texas, killing 26 and causing \$250 million in damage.

17th May » Thor Heyerdahl sets sail from Morocco on the papyrus boat 'Ra II' to sail the Atlantic Ocean.

24th May » The scientific drilling known as drilling of the Kola Superdeep Borehole begins in the Soviet Union.

26th May » The Soviet Union named Soviet Tupolev Tu-144 becomes the first commercial transport to exceed speed of sound Mach 2.

31st May » The 1970 Ancash earthquake or Ancash earthquake causes a landslide that buries the town of Yungay, Peru; more than 47,000 people are killed.

Music

ALBUM	ARTIST
Poco	Poco
ABC	The Jackson 5
Let it Be	The Beatles
Woodstock	Various Artists
In the Wake of Poseidon	King Crimson
Live at Leeds	The Who
CJ Fish	Country Joe and the Fish
Come Together	Ike and Tina Turner
The World of Johnny Cash	Johnny Cash
Writer	Carole King

Film

May 13	The Ballad of Cable Hogue	Western
May 18	Brand X	Comedy
May 20	The Landlord	Drama
May 24	La Passage de la Pluie	Thriller / Suspense
May 26	Beneath the Planet of the Apes	Action
May 27	Cotton Comes to Harlem	Action

Sport

May 6	European Cup Final, San Siro, Milan: Feyenoord beats Celtic, 2-1; first time title won by a Dutch club
May 10	Monaco Grand Prix won by Jochen Rindt in a Lotus Ford
May 25 – June 7	Tennis French Open won by Jan Kodes and Margaret Court
May 31 – June 21	FIFA World Cup (Football) tournament was held in Mexico, won by Brazil

Where did that come from?

Committee and Club Member Eddie Noble submitted the following

STARBOARD & PORT SIDE

Why is starboard called starboard and why is port side called port side? The terminology has to do with the structure of vessels, namely that they were asymmetric. Before ships had a rudder in the middle of the ship, the rudder was placed on the right hand side of the ship (looking in the direction of where the ship is heading). This was simply the case because the majority of the people were right handed. Since the steering oar was placed on the right hand side, the ship would tie up at the wharf on the other side because there was more place to access the ship. Hence the left side was called 'port'. Formerly 'larboard' was used instead of 'port'. This came from the Middle-English word 'ladebord'. The term 'lade' is related to the modern word 'load'. 'Larboard' sounded too similar to 'starboard', so in 1844 the Royal Navy ordered that 'port' should be used instead.

In short: starboard side was the side of the ship where the steering happened, port side was the side of the ship that touched to quayside to load and unload the goods.

Tattler thanks Eddie. Whilst we are sure that several members knew the origins our bet is that many did not!

An old Marine Pilot sat down at the Starbucks, still wearing his old USMC flight jacket and ordered a cup of coffee.

As he sat sipping his coffee, a young woman sat down next to him. She turned to the pilot and asked, Are you a real pilot?

He replied, 'Well, I've spent my whole life flying planes, first Stearmans, then the early Grumman... flew a Wildcat and Corsair in WWII, and later in the Korean conflict, Banshees and Cougars. I've taught more than 260 people to fly and given rides to hundreds, so I guess I am a pilot, and you, what are you?

She said, 'I'm a lesbian. I spend my whole day thinking about naked women. As soon as I get up in the morning, I think about naked women. When I shower, I think about naked women. When I watch TV, I think about naked women. It seems everything makes me think of naked women.'

The two sat sipping in silence.

A little while later, a young man sat down on the other side of the old pilot and asked:

"Are you a real pilot?"

He replied, 'I always thought I was, but I just found out I'm a lesbian.'

Bob, an undertaker, recently came home with a black eye. He wife asked him, "What happened to you?"

"I've had a terrible day!" says Bob. I had to go to a hotel, where a guest had died in his sleep! When I got there, the manager said they couldn't get him into a body bag, because he had a huge erection!"

"Anyway, I went up, and sure enough there was this big naked man, lying on the bed with a huge erection! So I grabbed his erection with both hands and tried to bend it in half!"

"I see!" said the wife, "That must have been terrible! But how did you get the black eye?"

Bob replied, "Wrong room!"