

The Seven Seas Tattler Issue 4.1 – June 2020



Good Day members,

You may have been surprised and probably impressed with Tattler's new mast head. As it is the first edition of our fourth year it was time for a change. And our extremely talented and very generous Tracy-Lee Wise gave us permission to use one of her outstanding photographs. Now all say "Thank you Tracy!"

As this harrowing, visit-less and sport-less period drags on and tempers flare up on an increasingly regular basis, we all wonder about our future and in Tattler's context, the future of our fine club. A new committee was ushered in at a "virtual AGM" - Now how many of us would have thought such an event would be possible, let alone a necessity. The committee has had to bid farewell to a long standing member, our excellent ex-Treasurer, Denzil Le Roux. We thank him for his years of honest endeavour and terrific financial management and are sure that he will be around to provide advice and guidance when such is necessary. Into the breach steps another loyal servant, the (now) ex-secretary Doug Law-Brown. We are very grateful to Doug for his willingness to switch portfolios and we are sure that he will do just as good a job in the money-department. We also thank Euan Smith who will step into the secretary role and are sure that he will be successful. Fortunately we will still have Doug available in tricky situations. (And there are often many of such!). Lastly, committee-wise, we welcome on board the popular Theo van Zyl who has stepped up to fill the vacancy. This new committee promises to work hard on ensuring that the Seven Seas Club will be there when, at last, we can enjoy it. We will keep you abreast of our work and deliberations.

Birthdays

We wish all of the following a very happy birthday and hope they find a way of celebrating during these difficult times

Lt Cdr J.S Meyer	01 June
Mr A.R Bullock	02 June
Mr R.M Beal	03 June
Lt Cdr D.J Janse Van Rensburg	03 June
Mrs A. Opperman	03 June
Adv E.N Keeton	08 June
Capt I. Manning	10 June
Esn D. Oberholzer	11 June
Mr T. Lutz	14 June
Mr C.G Brink	15 June
Maj N.R Neate	15 June
Mr L.H.M Dilley	16 June
Capt C.J Moon	18 June
R Adm (JG) A.E Rudman	19 June
Mr J.P van Leeuwen	19 June
Esn W.H Scheepers	20 June
Cdr R Strydom	23 June
Mr D.J Pienaar	23 June
Lt Cdr J.R Labuschagne	27 June
V Adm P van Zyl Loedolff	29 June

From the desk of the Hon Sec

It is my singular honour to have been able to accept the appointment as your new club Honorary Secretary. As I mentioned in the club notices, I have huge shoes to fill trying to keep up to the standards of our previous secretary Doug Law-Brown. Luckily he has not gone too far and I will be learning the ropes from him for a little while to come so please bear with me. As many of you are aware I already look after the club web site and other social media and will continue to do that. The combining of the two portfolios in this modern age makes a lot of sense. At the risk of repetition I will reiterate the Editors message that this is, as we all appreciate, a difficult time for the club and much as it is quiet now we must begin to plan for just how we will bring it back to life again. The club

itself is bearing up well but is far too quiet when we visit to check on the power and water. it is begging to be full of chatter and laughter and good cheer. Hopefully it will be again before too much longer. As a committee we are meeting virtually and sharing our ideas on what we will need to do to ensure your safety and the safety of the club staff when we open whilst still allowing for the atmosphere that we all enjoy so much. If you have any good ideas about the nature of our reopening and processes or procedures that you think we should be putting in place to protect you then please let your committee know. We are open to any and all suggestions. Keep watching out for the club notices and on the Facebook group for any developments. I will do my best to keep you all up to date. For now then, stay safe and be careful for yourselves and your loved ones and I hope to see you all again sometime soon.

Euan

Navy New

British Royal Navy HMS Kent Type 23 Duke class frigate concludes operations in the Arctic Circle
May News 2020 Navy Naval Maritime Defence Industry

POSTED ON SUNDAY, 10 MAY 2020 20:39

British Royal Navy HMS Kent, a Type 23 Duke class frigate has left the Barents Sea on May 8, 2020, after seven days of cold-weather operations in the icy waters of the Arctic Circle. The ship has been working as part of a combined US and UK task group, practising further integration with our allies and proving her ability to operate at sea in sub-zero temperatures hundreds of miles inside the Arctic Circle.



British Royal Navy HMS Kent Type 23 Duke class frigate. (Picture source British Navy)

More than 1,200 military personnel from the UK and US have been involved – conducting key training in support of the UK’s Defence, while the UK Armed Forces continue support to the NHS and others in the fight against COVID-19.

Rear Admiral Simon Asquith, the Royal Navy's Commander Operations, said: "While sailors and marines in the UK support the national effort against COVID-19, the ship's company of HMS Kent are hard at work ensuring that the Royal Navy remains capable of operating in the most challenging environments fundamental to the UK's vital interests.

The ship has been working alongside destroyers USS Donald Cook, USS Porter and the USS Roosevelt as well as fast combat support ship USNS Supply.

In the last 12 months, HMS Kent has operated around the world and seen the full spectrum of challenging conditions in the past year, having operated in the high temperatures of the Gulf last year before taking up her tasking in the north Atlantic and high north.

The ship's activity plays a key role in the defence of the United Kingdom. The Royal Navy continues to conduct essential operations around the world ensuring the defence of the UK's global interests now and in the future.

HMS Kent is a Type 23 Duke class frigate of the British Royal Navy, and the twelfth ship to bear the name, although technically she is named after the dukedom rather than the county. The Type 23 frigate or Duke class is a class of frigates built for the United Kingdom's Royal Navy.

The armament of the Type 23 frigate includes Harpoon anti-ship missile capable of destroying enemy ships far beyond the horizon. Fitted to all Type 23 Frigates the Harpoon is a sophisticated anti-ship missile capable of striking targets more than 80 miles away. Harpoon uses a combination of inertial guidance and active radar homing to attack its prey. Cruising at Mach 0.9 and carrying a large high explosive warhead it is powered by a lightweight turbojet but is accelerated at launch by a booster rocket.

The front deck of Type 23 is fitted with a BAE 4.5 inch Mk 8 naval gun. The gun can fire up to two dozen high explosive shells, per minute, weighing more than 40 kg (80lbs) at targets more than a dozen miles away - and nearly 18 miles if special extended-range shells are used. The main purpose of the gun is Naval Gunfire Support – artillery bombardment of shore targets. In this role, the gun is capable of firing the equivalent of a six-gun shore battery.

The Type 23 is also armed with 32-cell Sea Wolf GWS.26 VLS (vertical launching system) canisters. Seawolf is the shield of Britain's frigate fleet against air attack. In service for more than 30 years, it has proven itself in battle and remains a potent weapon to this day. Seawolf is intended to defend an individual ship rather than a task group. It is fired from a vertical silo and guided on to its target by a tracking system on the ship and can track and destroy a target the size of a cricket ball traveling at three times the speed of sound.

For close protection, Type 23 is armed with small-calibre weapons such as SA80, General Purpose Machine Gun and 9mm guns for use against both surface and airborne targets. Unlike the majority of the ship's weapons systems, these guns are not radar and computer-controlled, but aimed and fired by the upper deck gun crews. The weapons range in calibre and complexity.

Royal Navy Commando Merlin debuts on new Portsmouth patrol ship HMS Medway

THE Royal Navy's largest helicopter has debuted on a new breed of patrol ship in the Caribbean

By Tom Coterill



HMS Medway pictured in the Caribbean as a Merlin helicopter lands on the ship for the first time. Photo: Royal Navy Copyright: JPIMedia Resell

Medway is currently working side-by-side with support ship RFA Argus which has been deployed to the Caribbean to provide vital aid should the region be hit by severe tropical storms.

Embarked on Argus are specialist Royal Marines and soldiers, equipment and aid, plus one Wildcat and three Merlin helicopters to move personnel and kit around any disaster zone.

There's no helicopter assigned to Medway, but there is a flight deck, allowing the ship to serve as a 'lily pad' – hosting helicopters temporarily, refuelling them, giving crews a break, transferring personnel and equipment.

The 14-tonne helicopter can carry 16 troops, casualties on stretchers and huge loads both in the back of the cab and slung beneath in large net sacks.

The flight deck team guiding the aircraft safely on to Medway's deck hadn't worked with a live helicopter since the ship underwent training in the UK last year, when conditions were neither so sweltering or challenging.

'It's been really interesting being involved in the flying operations over the past few days,' said Able Seaman Claire Walker, one of Medway's seaman specialists.

'I wasn't sure what to expect as I had never done it on board before, however it was a really enjoyable experience.'

Lieutenant Commander Jim Blythe, Medway's captain, was proud of the crew and added: 'The first landing of a Merlin Mk4 on a batch two offshore patrol vessel is a momentous day for both the ship and 845 Naval Air Squadron and enhances our operational capability,' he said.



HMS Medway pictured in the Caribbean as a Merlin helicopter lands on the ship for the first time. Photo: Royal Navy

IRISH NAVY

Tattler wasn't previously aware of the Irish Navy.

This month we feature her flagship and list her ships

LÉ *Eithne* (P31) is a patrol vessel in service with the Irish Naval Service. The ship is named after Eithne, a tragic heroine and the daughter of the one-eyed Fomorian King, Balor in an early Irish romantic tale. *Eithne* is currently the flagship of the Irish Naval Service.

Eithne was originally built as a Helicopter Patrol Vessel for long-range fisheries patrol vessel, intended to be at sea for up to 30 days. She is the only ship in her class, as the other planned members of the *Eithne*-class were not progressed.



Eithne was designed to carry a SA365F Dauphin helicopter, and is the only ship in the Irish Naval Service fleet to have a flight deck. Helicopter operations were limited primarily to the vessel's early years of service. These operations stopped in later years, due in part to the purchase of CASA CN235-100MP Persuader Maritime Patrol Aircraft and decommissioning of the Dauphin helicopters. The vessel was fitted with retractable fin stabilisers to reduce rolling during helicopter operations at sea.

Eithne was the last ship of the Irish Naval Service to have been built in Ireland, constructed at Verolme Dockyard at Rushbrooke, County Cork and completed in 1984. Shipbuilding operations ceased at the yard in 1984, and the yard went into receivership.

In July 2005 LÉ *Eithne* represented Ireland at the International Fleet Review at Portsmouth, England.

In April–June 2006 *Eithne* travelled to Buenos Aires, Argentina, in the first-ever deployment of an Irish ship in the southern hemisphere, in order to participate in commemorations of the impending sesquicentenary of the death of Admiral William Brown who had been born in Ireland. The ship brought back a statue of Brown for display in Dublin.

In 2014, asbestos was found on the ship necessitating a clean-up. *Eithne* was the third Naval Service vessel found to contain the cancer-causing substance, after asbestos was also found on board *LÉ Ciara* and *LÉ Orla*.

In May 2015 Minister of Defence Simon Coveney announced the deployment of *Eithne* to the Mediterranean as part of the EU's ongoing rescue mission for migrants. Together with other Naval Service vessels, between 2015 and 2017 *Eithne* undertook a number of deployments in the Mediterranean, rescuing several hundred migrants as part of each mission.

In late 2018, the navigation systems onboard *Eithne* were upgraded to use a Warship Electronic Chart Display and Information System (WECDIS), reportedly making it the first vessel in the Naval Service fleet to "achieve paperless navigation".



In mid-2019 *LÉ Eithne*, together with *LÉ Orla*, was "withdrawn from operations indefinitely due to a lack of personnel". The manner and messaging on the vessel's removal from service caused some controversy, as statements from the Minister of State at the Department of Defence Paul Kehoe (who suggested that the vessel was removed for "routine maintenance") contradicted previous statements made by Flag Officer Commander Mick Malone (who confirmed that the vessel would be tied-up "until adequate numbers of personnel are available").

In March 2020, *Eithne* was returned to active service and deployed to Cork as part of Ireland's response to the coronavirus pandemic, alongside NSR personnel and Army engineers.

Current fleet

Sorted by tonnage.

Class	Picture	Type	Ships	Commissioned	Displacement
<i>Samuel Beckett class</i>		Offshore patrol vessel	LÉ Samuel Beckett (P61) LÉ James Joyce (P62) LÉ William Butler Yeats (P63) LÉ George Bernard Shaw (P64)	2014 2015 2016 2019 ^[40]	2,256 tonnes
<i>Eithne class</i>		Offshore patrol vessel	LÉ Eithne (P31)	1984	1,960 tonnes

<p>Róisín class</p>		<p>Offshore patrol vessel</p>	<p>LÉ Róisín (P51) LÉ Niamh (P52)</p>	<p>1999 2001</p>	<p>1,500 tonnes</p>
<p>Peacock class</p>		<p>Corvette</p>	<p>LÉ Orla (P41) LÉ Ciara (P42)</p>	<p>1988 1988</p>	<p>712 tonnes</p>

Featured WW2 Heroes

This month we feature two exceptional human beings

1. Ronald Thomas Stewart Tommy Macpherson

I stole this from an article in Facebook - Author not known

A hero in a Kilt



What kind of utter lunatic cuts about Nazi-occupied France in a Black French car, with a British flag attached to it, whilst wearing a kilt?

Probably the kind of lunatic that could call for the surrender of 23,000 Nazi soldiers, with no support - aside from that provided by the sheer size of his giant balls.

Meet Ronald Thomas Stewart Tommy Macpherson (Better known as Tommy). Commissioned in the Queens Own Cameron Highlanders in 1939, however in 1940 transferred to No.11 Commando, which is where at the age of 21 this young man's story truly begins.

As part of a 4-man reconnaissance team on the Libyan Coast, Major Macpherson and his team were tasked with gathering intelligence ahead of the doomed Operation to take out Rommel himself – and unfortunately, his recce didn't go too well either. Have you ever been stuck in town after a night out, waiting for a taxi that never shows up? Well, these guys spent over 48 hours bobbing up and down off the Libyan coast in canvas Kayaks waiting for a submarine to pick them up and guess what... that stupid submarine never turned up! Of course, the next part of this chapter so many 21-year olds can relate to; the inevitable decision to paddle back to an enemy shore, the reluctant decision to walk hundreds of miles back to Tobruk in shorts, and of course the bitter shame of being captured by Italian fascists - leading to two years in captivity.

Over this two-year period, Tommy made 7 attempts at escaping his captors – The 7th finally getting him back to Britain, but the first being the most hilarious. Soon after being captured his Italian interrogators took an interest in his Colt Automatic and wanted to know how it worked. The young Major proceeded to take out a spare magazine, load his weapon, make it ready and at gun-point hold them hostage. Unfortunately, due to the lack of food and water and excessive physical exertion over the past week or so, Tommy became Quadra-spazzed by cramp and collapsed – making him unable to make the most of this opportunity, and landing him in solitary confinement.

Anyway, fast forward through two long years in captivity, and Tommy is to learn just days after his safe return to Britain that his war is far from over. He had been selected for Operation Jedburgh, part of Churchills plan to “set Europe ablaze”. As part of a team of 3, Tommy would parachute into France, link up with French resistance and wage a guerrilla-war against Nazi forces.

On the night of the jump, Tommy actually wore full Cameron highland battle dress under his smock – which included a Tartan Kilt. After linking up with the French resistance some of the French fighters actually thought their officer had brought his wife along. The misunderstanding that Tommy was some fair French maiden was short-lived, for the following night he was commanding demolition taskings on railway bridges crucial to the Nazi's supply lines. The following day the 2nd SS Panzer Division was on the move towards the beaches of Normandy to help drive the Allied invasion back into the sea. This division of Heavy German tanks and armour were battle-hardened from the eastern front and were guilty of heinous war crimes against civilians. Quick to act Tommy and his teams cut down trees and laid mines along their main roads of advance, as well as rigging surrounding trees with explosives and primed grenades. When the columns were halted by the felled trees the resistance fighters would spray the troop-carrying vehicles with machine-gun fire then vanish into the forest. The inevitable infantry follow-up would be met by nothing but falling grenades and exploding trees (Not desirable). As the columns then eventually moved off the lead tanks would hit the mines and the above process would repeat. Similar tactics were used by other French resistance units across France, resulting in this Panzer division taking over two weeks to reach Normandy rather than two days, and of course, by this point, the Allies had a firm foothold in France.

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The French had never seen anything like Major Macpherson, and his existence was becoming legendary throughout rural France. This cave-dwelling, skirt wearing, Sten-gun wielding slayer of fascists was probably the most flamboyant guerrilla commander of all time. He even snuck into a German-occupied French village wearing his kilt, only to sit down and have a drink in the local café with the town mayor. There were also rumours circulating of a Scotsman who would drive around in a black car flying the British flag. Quite reliably the Germans had a complete sense of humour failure, and a considerable bounty was placed on Tommy's head claiming he was "a bandit masquerading as a Scottish officer and extremely dangerous to the citizens of France". This bounty actually had the opposite effect to what the Germans intended, and streams of new French volunteers wanted to fight alongside "The Kilted Killer".

With greater numbers alongside him, Tommy would continue to wage his guerrilla war. Bringing about the destruction of vital railway lines and bridges; hijacking supply lorries, destroying trains, draining fuel dumps and of course bringing death to the Nazi war machine. On one occasion Tommy accidentally decapitated a German commandant and his driver by booby-trapping a barrier arm so it crashed down on their moving vehicle. Other resistance fighters then gunned down the motorcycle escort; "A satisfying morning" according to Tommy.

His most amazing feat, however, was still to come. With the battle of France swinging decisively in the allies favour many German units were falling back to defend their homeland. One such unit of 23,000 men and over 1000 vehicles were close to making it back to Germany, and it was Tommy's job to negotiate their surrender. In a stolen Red Cross vehicle Tommy along with a French officer and a German doctor drove through miles of enemy territory, and despite being engaged by machine-gun fire made it to the Village schoolhouse where the meeting with the German commander would take place. As well as bringing (as always) his finest bonnet and Kilt Tommy also brought some fine negotiating skills. He told the German commander he had a radio link directly back to London, and if he didn't receive his immediate unconditional surrender he would call for RAF Bombers and Heavy Artillery to completely decimate all German troops in the area. Having built a strong reputation for not fucking around the German surrender was swift. However, it was all a complete bluff - Tommy didn't even have a radio let alone RAF Bomber squadrons on call. Essentially one unarmed Scotsman brought about the surrender of a 23,000 heavily armed unit.

After the fall of France Tommy's war was still not over. He was sent to repeat all of the above in Italy against Communists loyal to the Yugoslavian leader rather than fascists loyal to Hitler. Again, in a Kilt he waged a guerrilla war against the enemy; and again, a bounty was placed on the head of this "interfering Major", and again not a single fuck was given.

For his actions during WW2 Tommy was awarded 3 Military Crosses, 3 x Croix de Guerre, a Légion d'honneur and a papal knighthood. He eventually became the most highly decorated living member of the British armed forces. After marrying and having three children Tommy would go on to live to the ripe old age of 94.

2. Phyllis Latour Doyle: The Forgotten Spy Whose Knitting Helped Pave the Way for D-Day



In May 1944, a 23-year-old British secret agent named Phyllis Latour Doyle parachuted into occupied Normandy to gather intelligence on Nazi positions in preparation for D-Day. As an agent for the British Special Operations Executive (SOE), Doyle – who is celebrating her 99th birthday this week – secretly relayed 135 coded messages to the British military before France's liberation in August. She took advantage of the fact that the Nazi occupiers and their French collaborators were generally less suspicious of women, using the knitting she carried as a way to hide her codes. For seventy years, Doyle's contributions to the war effort were largely unheralded, but she was finally given her due in 2014 when she was awarded France's highest honour, the Chevalier of the Legion of Honour.

Doyle first joined the Women's Auxiliary Air Force at age 20 in 1941 to work as a flight mechanic, but SOE recruiters spotted her potential and offered her a job as a spy. A close family friend – her godmother's father who she viewed as her grandfather – had been shot by the Nazis and she was eager to support the war effort however she could. Doyle immediately accepted the SOE's offer and began an intensive training program. In addition to learning about encryption and surveillance, trainees also had to pass gruelling physical tests. Doyle described how they were taught by a cat burglar who had been released from jail on "how to get in a high window, and down drain pipes, how to climb over roofs without being caught."

She first deployed to Aquitaine in Vichy France where she worked for a year as a spy using the codename Genevieve. Her most dangerous mission, however, began on May 1, 1944 when she jumped out of a U.S. Air Force bomber and landed behind enemy lines in Nazi-occupied Normandy. Using the codename Paulette, she posed as a poor teenage French girl. Doyle used a bicycle to tour the region, often under the guise of selling soap, and passed information to the British on Nazi positions using coded messages. In an interview with the New Zealand Army News magazine, she described how risky the mission, noting that "The men who had been sent just before me were caught and executed. I was told I was chosen for that area [of France] because I would arouse less suspicion."

She also explained how she concealed her codes: "I always carried knitting because my codes were on a piece of silk – I had about 2,000 I could use. When I used a code I would just pinprick it to indicate it had gone. I wrapped the piece of silk around a knitting needle and put it in a flat shoe lace which I used to tie my hair up." Coded messages took a half an hour to send, and the Germans could identify where a signal was sent from in an hour and a half, so Doyle moved constantly to avoid

detection. At times, she stayed with Allied sympathizers, but often she had to sleep in forests and forage for food. During her months in Normandy, Doyle sent 135 secret messages conveying invaluable information on Nazi troop positions, which was used to help Allied forces prepare for the Normandy landings on D-Day and during the subsequent military campaign. Doyle continued her mission until France's liberation in August 1944.

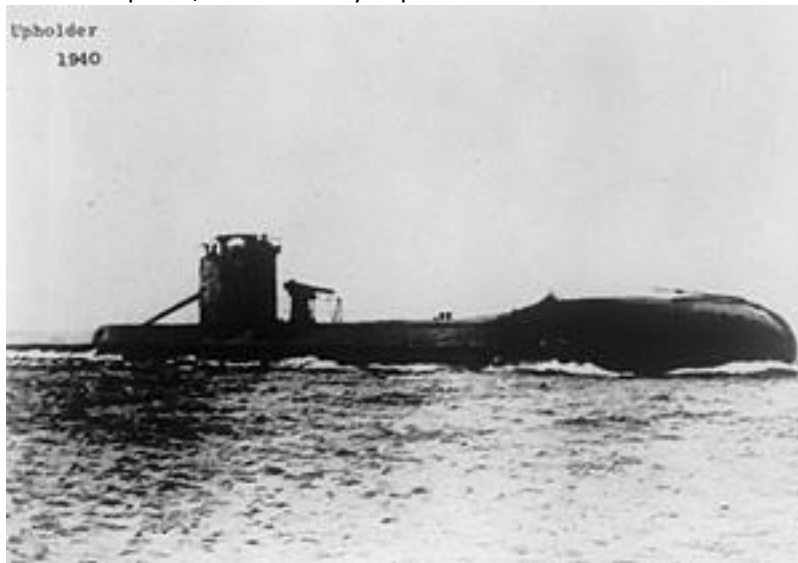
Following the war, Doyle eventually settled in New Zealand where she raised four children. It was only in the past 15 years that she told them about her career as a spy. In presenting the Chevalier of the Legion of Honour to Doyle, French Ambassador Laurent Contini commended her courage during the war, stating: "I have deep admiration for her bravery and it will be with great honour that I will present her with the award of Chevalier de l'Ordre National de la Légion d'Honneur, France's highest decoration."

Featured Ship - One brave little sub

"She was a tiny vessel, not really designed for the dangers and hardships of war in far places and deep waters. She was intended for short-range war in coastal waters, and accordingly, she was classed as a "Small Patrol Submarine," as were the other boats in her class. She carried a crew of only 31, and was slow and under-armed compared to her larger sisters in the British Royal Navy and other navies of the world, and she could not dive below 200 feet, which would leave her terribly vulnerable in clear water ... like that of the Mediterranean. Only 196 feet long, she could do no more than 11 1/2 knots on the surface and just nine submerged."

HMS Upholder (P37)

From Wikipedia, the free encyclopaedia



HMS *Upholder* (P37) was a Royal Navy U-class submarine built by Vickers-Armstrong at Barrow-in-Furness. She was laid down on 30 October 1939, launched on 8 July 1940 by Mrs. Doris Thompson, wife of a director of the builders. The submarine was commissioned on 31 October 1940. She was one of four U-class submarines which had two external torpedo tubes at the bows in addition to the 4 internal ones fitted to all boats. They were excluded from the other boats because they interfered with depth-keeping at periscope depth.

Career

She was commanded for her entire career by Lieutenant-Commander Malcolm David Wanklyn, and became the most successful British submarine of the Second World War. After a working up period, she left for Malta on 10 December 1940 and was attached to the 10th Submarine Flotilla based there. She completed 24 patrols, sinking 93,031 tons of enemy shipping including the *Maestrale*-class destroyer *Libeccio* after the Battle of the Duisburg Convoy, two submarines (the *Tricheco* and the *Saint Bon*), three troopships, six cargo ships, an auxiliary ship, and an auxiliary minesweeper. Wanklyn was awarded the Victoria Cross for a patrol in her in 1941, which included an attack on a particularly well-defended convoy on 24 May 1941 in which *Upholder* sank the 17,879 GRT Italian troop ship *SS Conte Rosso*. On 28 July 1941 she damaged the Italian cruiser *Giuseppe Garibaldi*. On 18 September 1941 she sank two troopships within hours of each other: the sister ships *MS Neptunia* (19,475 GRT) and *MS Oceania* (19,507 GRT).

Ships sunk by *Upholder*

Date	Ship	Flag	Tonnage	Notes
25 April 1941	<i>Antonietta Lauro</i>	 Italy	5,428 GRT	Freighter; 4 men killed
1 May 1941	<i>Arcturus</i>	 Nazi Germany	2,576 GRT	Freighter
1 May 1941	<i>Leverkusen</i>	 Nazi Germany	7,382 GRT	Freighter
24 May 1941	<i>Conte Rosso</i>	 Italy	17,789 GRT	Troopship; 1297 men killed and 1432 rescued
3 July 1941	<i>Laura C.</i>	 Italy	6,181 GRT	Freighter; 6 men killed and 32 survivors
20 August 1941	<i>Enotria</i>	 Italy	852 GRT	Freighter; 2 men killed
22 August 1941	<i>Lussin</i>	 Italy	3,988 GRT	Navy transport; 83 survivors
18 September 1941	<i>Neptunia</i>	 Italy	19,475 GRT	Troopship; combined losses with <i>Oceania</i> 384 men killed, 5434 men saved.
18 September 1941	<i>Oceania</i>	 Italy	19,507 GRT	Troopship; combined losses with <i>Neptunia</i> 384 men killed, 5434 men saved.
9 November 1941	<i>Libeccio</i>	 Italy	1615 tons	Destroyer; 27 men killed
5 January 1942	<i>Ammiraglio Saint Bon</i>	 Italy	1461 tons	Submarine; 59 men killed, 3 survivors
27 February 1942	<i>Tembien</i>	 Italy	5,584 GRT	Freighter; 497 men killed including 419 British POWs, 157 men rescued including 78 POWs.
18 March 1942	<i>Tricheco</i>	 Italy	810 tons	Submarine; 38 men killed and 11 survivors.
19 March 1942	<i>B 14 Maria</i>	 Italy	22 GRT	Auxiliary minesweeper.
Total: 93,031 GRT				

Upholder also damaged the Italian light cruiser *Giuseppe Garibaldi* (9500 tons), the German freighter *Duisburg* (7,389 GRT), the French tanker *Capitaine Damiani* (4,818 GRT), the Italian freighters *Dandolo* (4,964 GRT) and *Sirio* (5,223 GRT) and destroyed the wreck of the German freighter *Arta* (2,425 GRT) already grounded after the battle of Tarigo convoy.

Sinking

Upholder was lost with all hands on her 25th patrol, which was to have been her last before she returned to England. She left for patrol on 6 April 1942 and became overdue on 14 April. On 12 April she was ordered, with *HMS Urge* and *HMS Thrasher* to form a patrol line to intercept a convoy, but it is not known whether she received the signal.

Theories about her loss



Italian torpedo boat *Pegaso*, which may have sunk HMS *Upholder* off Tripoli

The most likely explanation for her loss is that after being spotted by a reconnaissance seaplane, she fell victim to depth charges dropped by the Italian *Orsa*-class torpedo boat *Pegaso* northeast of Tripoli on 14 April 1942 in the position

34°47'N 15°55'E / 34.783°N 15.917°E, although no debris was seen on the surface. The attack was 100 miles northeast from Wanklyn's patrol area and he may have changed position to find more targets. It is also possible that the submarine was sunk by a mine on 11 April 1942 near Tripoli, when a submarine was reported close to a minefield. A third and less likely theory came from an alleged air and surface attack on a submarine contact by German aircraft and the escort of a convoy on 14 April off Misrata, but no official Axis record of this action was found after the end of World War II.

A more recent research carried out by Italian naval specialist Francesco Mattesini points to a German aerial patrol supporting the same convoy, comprising two Dornier Do 17 and two Messerschmitt Bf 110 aircraft, that attacked an underwater contact with bombs two hours before the *Pegaso* incident. The author also asserts that the seaplane crew was unsure if the target they pinpointed to *Pegaso* was a submarine or a school of dolphins. Mattesini admits the possibility that *Pegaso* could have finished off the submarine previously damaged by the German aircraft.

Tribute

When, on 22 August 1942, the Admiralty announced her loss, the communiqué carried with it an unusual tribute to Wanklyn and his men: "It is seldom proper for Their Lordships to draw distinction between different services rendered in the course of naval duty, but they take this opportunity of singling out those of HMS *Upholder*, under the command of Lt.Cdr. David Wanklyn, for special mention. She was long employed against enemy communications in the Central Mediterranean, and she became noted for the uniformly high quality of her services in that arduous and dangerous duty. Such was the standard of skill and daring set by Lt.Cdr. Wanklyn and the officers and men under him that they and their ship became an inspiration not only to their own flotilla, but to the Fleet of which it was a part and to Malta, where for so long HMS *Upholder* was based. The ship and her company are gone, but the example and inspiration remain." In all, *Upholder* was credited with having sunk 97,000 tons of enemy shipping, in addition to three U-boats and one destroyer.

Quoted by Admiral of the Fleet, The Lord Fieldhouse GCB, GBE probably during the Falklands War: "I can do no better than repeat the unique message following the sinking of HMS *Upholder* on April 14th 1942 : 'The ship and her company are gone but the example and inspiration remain.

Why Does a Boat Have 64 Shares?

(Kindly submitted by Eddie Noble)

The transfer of ownership (or sale) of a boat is usually documented with a bill of sale and in most cases this important document will refer to ownership in 64 parts. This begs us to ask the question: why 64?

We conducted some research and found that there are a number of theories as to the historical reasons for this. We believe that one influencing factor is that many years ago wooden sea going boats often had a hull made up of 64 ribs. Another theory from the Victorian era suggests that boats had 100 shares but 36 of these would be taken in the form of a tax, leaving the owner(s) with 64 shares. Similarly some say many years ago the British Government of the day used to hold 36 of 100 shares enabling them to requisition the boat in times of war leaving the owner(s) with 64 shares. Putting all of that aside the most likely origin is medieval Italy. In Italy it was common for many goods to be divided into either 24 or 64 shares. Shares in boats were very common and was used to raise funds for the construction of boats and voyages by selling each share - a bit like today's money markets. This practice began (as you might expect) in Venice before spreading throughout Italy and later across Europe.

In Britain before the 1800s the division of shares was not noted on boat registration documents, however, in 1823 the Shipowners Society proposed using 64 shares. The idea was later enshrined in the Merchant Shipping Act of 1854 **and continues to this day.**

The ability to own shares in batches of 2, 4, 6 or 8 or all 64 parts provides great flexibility. The distribution of shares is shown at the bottom of a British Bill of Sale document and this must be presented in words and figures.

June 1970 in History

General History

Jun 1 Soyuz 9 launched into Earth orbit for 18 days

Jun 4 Tonga (formerly Friendly Islands) declares independence from UK

Jun 5 The Falls Road curfew in North Ireland, imposed by the British Army while searching for IRA weapons, is lifted after a march by women breaches the British Army cordon

June 7 – The Who become the first act to perform rock music (their rock opera, *Tommy*) at the Metropolitan Opera House, New York.

Jun 16 Race riots in Miami Florida

Jun 19 Conservatives led by Edward Heath win British parliamentary election

Jun 26 Two young girls die in a premature explosion in Derry after their father, a member of the Irish Republican Army, was making an incendiary device, presumably for use against the British Army

Jun 29 US ends 2 month military offensive into Cambodia

Music

Album	Artist
<i>Deep Purple in Rock</i>	Deep Purple
<i>Barclay James Harvest</i>	Barclay James Harvest
<i>Home</i>	Procol Harum
<i>Third</i>	Soft Machine
<i>Self Portrait</i>	Bob Dylan
<i>Gasoline Alley</i>	Rod Stewart
<i>... Very 'Eavy ... Very 'Umble</i>	Uriah Heep
<i>Workingman's Dead</i>	Grateful Dead
<i>Closer to Home</i>	Grand Funk Railroad
<i>Diana Ross</i>	Diana Ross
<i>From Home to Home</i>	Fairfield Parlour
<i>Fire and Water</i>	Free
<i>Alone Together</i>	Dave Mason
<i>Sing Brother Sing</i>	Edgar Broughton Band

<i>Blood, Sweat & Tears 3</i>	Blood, Sweat & Tears
<i>Changes</i>	The Monkees
<i>Ecology</i>	Rare Earth
<i>Electronic Meditation</i>	Tangerine Dream
<i>Fotheringay</i>	Fotheringay
<i>Hark! The Village Wait</i>	Steeleye Span
<i>Memphis</i>	Petula Clark
<i>Norwood</i>	Glen Campbell
<i>On Stage</i>	Elvis Presley
<i>Parachute</i>	Pretty Things
<i>Runt</i>	Runt / Todd Rundgren
<i>Struttin'</i>	The Meters

Movies in June 1970

3 June - *The Executioner*

10 June - *The Invincible Six*

15 June - *The Strawberry Statement*

16 June - *Two Mules for Sister Sara*

17 June - *Beyond the Valley of the Dolls; A Walk in the Spring Rain; The Hawaiians*

23 June - *Kelly's Heroes*

24 June - *Myra Breckinridge*

Sport in June 1970

Jun 6 French Open Women's Tennis: Margaret Court beats Helga Niessen Niessen of Germany 6-2, 6-4 for 2nd leg of her successful Grand Slam

Jun 7 French Open Men's Tennis: Czech star Jan Kodeš wins his first major title; beats Željko Franulović of Yugoslavia 6-2, 6-4, 6-0

Jun 21 US Open Men's Golf Hazeltine National GC: Englishman Tony Jacklin shoots sub-par in all 4 rounds on his way to a 7-stroke win ahead of Dave Hill

Jun 17 to 23 Rest of World cricket team beat England. The match started, unusually, on a Wednesday so that the Thursday could be a "rest day" for the general election. The outstanding performer was Gary Sobers who had first forged a bond between his multi-national players so that they became a formidable team rather than, as some had predicted, a collection of star-name individuals. Sobers then destroyed England's batting on the first morning, taking six for 21. Ray Illingworth batted well for a defiant 63 but, overall, it was a disastrous batting performance with England sorely missing the absent Geoff Boycott and John Edrich. Eddie Barlow with 119 demonstrated the sort of concentration that Boycott and Edrich might have provided. On Friday afternoon, Sobers and Intikhab Alam scored 197 together in the final two and a half hours of the day, the World XI completing a massive first innings lead of 419 on Saturday morning. England did better in their second innings and Illingworth fell (to Sobers) six short of a well-deserved century. Intikhab took the bowling honours with six for 113 and England were well beaten by an innings and 80 runs with a whole day to spare.

Jun 18 to 21 The 70th U.S. Open, held at Hazeltine National Golf Club in Chaska, Minnesota. Tony Jacklin shot under-par in all four rounds on his way to a seven-stroke victory and his only U.S. Open title, the second of his two major championships. He was the first champion born in England since Cyril Walker in 1924.

Jun 27 to 19 July **The 1970** Tour de France was the 57th edition of the Tour de France, one of cycling's Grand Tours. 23 stages covering a distance of 4,254 km (2,643 mi). It was the second victory for Belgian Eddy Merckx, who also won the mountains classification, and nearly won every major jersey for a 2nd year in a row but finished second in the points classification behind Walter Godefroot by five points.



**Germany is now advising
people to stock up on
cheese and sausages. This
is called the
Wurst Käse scenario**

Irish Craic and Humour

Craic O'Doyle

Little Susie went home from school and told her mum that the boys kept asking her to do cartwheels.

Mum said, 'You should say 'No'. They only want to see your knickers.'

Susie said, 'I know they do. That's why I hide them in my bag!'

irishcraicandhumour.com

