

# The Seven Seas Tattler Issue 4.5 – October 2020



Greetings fellow Seven Seas Club members. Welcome to the October edition. You may see a few changes to the look of the Tattler. There is a lady assisting me in its production and she brings a new flair to it. My thanks to her, Colette Patience, for her time and skills. As always, your comments, contributions and critique are welcome - Send to me at [jonathanagolding@gmail.com](mailto:jonathanagolding@gmail.com).

## Chairman's Report

Good Day Members

It is of great pleasure to me that the Club has been up and running successfully for the last few weeks. Attendance has been good and members seem to have no problems adhering to our virus protocols for which we are thankful.

On a less happy note, it is regrettable that a number of our members have not yet paid their subscriptions despite several reminders. Given the difficulties that all clubs have experienced due to the virus (and we are no exception!) it is sad that such a situation should arise when cash flow is such a severe problem. I can only add my plea to those that have not yet paid to do the honourable thing!

I would like to thank the lucky draw winners for re-donating their winnings back to the Club. I would also like to thank those Ancient Mariners and Honorary Members who have made an annual subscription donation to the Club. This all helps lessen the financial blow the Club suffered during the lockdown period.

This is another bumper edition of Tattler. You will see that our club "newspaper" includes a full page advert. This will bring in some additional funds and I feel quite chuffed that it has attracted the business of such a high class company. Well done to Theo for facilitating it.

It is the committee and my intention to push hard to get the club back to full swing, including the various evening entertainment provided in the past. Your suggestions and commitment to what you will support are welcome.

During the lockdown period the Club also lost their tenants who did not renew their lease. The Club is, therefore, seeking new tenants. Failure to do so would result in the committee re-looking at the pricing structure of the Club to keep ourselves afloat. This could result in an increase in subscriptions and/or bar prices which we would like to avoid. Members are encouraged to help seek for new tenants downstairs and can approach the Club Manager or Committee Member for any further information.

Kevin

### **Birthdays in October**

The Club wishes the following members many happy returns and a great year ahead.

Mr S.C. Metcalfe – 03 October  
Mr J.M. Halhead – 05 October  
Mr S. Mc Guigan – 05 October  
Cdr J. Martin (Ret) – 08 October  
Mr D.F. Oetle – 09 October  
Mr S.G. Drayton – 09 October  
Mr J.G. Kilroe – 13 October  
R Adm (JG) P. Fougstedt (Ret) – 15 October  
Capt. G.R. Marlow (Ret) – 15 October  
Mr D. Smith – 15 October  
Mr B.M. Brooks – 15 October  
Mr G.C Marais – 21 October  
Mr A. Fitzpatrick – 21 October  
Capt. (SAAF) K.D. Hobson (Ret) – 24 October  
Mr E.T.H. Perry – 24 October

### **100 club for October**

We congratulate the following winners of the 100 club :

Capt. C.J. Moon (Ret) – R300  
Cdr O. Pfuhl (Ret) – R300  
Ms E Mansell – R300

Mr P. van Aswegen – R1000

We wish to acknowledge and thank Planks van Aswegen for generously donating his prize back to the club!

We also would like to thank Angela Stannard, Owen Pfuhl, Dave Bruce and Glen Marlow for their generous donations.

### **Just for fun Quiz for "baby-boomers" (and everyone else!)**

1. Who was Satchmo and from where did this nickname come?
2. What was affectionately known as the deek?
3. Where did you see "Stop me and buy one" and what was it?
4. What was a bubble cut and who made it famous?
5. Who made the Square Four?
6. What non edible was an essential Christmas pudding ingredient?
7. What was a passion pit?
8. What was a Facit?
9. Who were the Magnificent 7? ( the actors)
10. Who was Archie Andrews' best friend in the comic book?



(Answers appear on the last page of this edition)

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## Navy News

### Meet the Navy's newest unmanned helicopter

Dave Ress, Daily Press (Newport News, VA)

**Tattler** - Traditional sailors (and military personnel in general) need to gain new skills!

For 21 years, Petty Officer 1st Class Timothy Egner has served his country by diving from helicopters and swimming through dangerous waters to rescue aviators and sailors. Recently, though, as a helicopter aircrewman, he's been picking up a new skill.

That's because this week, his Helicopter Sea Combat Squadron 22 became the first on the East Coast to supplement its MH-60 Seahawks with drones — the latest, delivered this week, is basically a Bell 407 helicopter that flies by remote control.

Egner's job on the new MQ-8C Fire Scout will be operating its radar and "multi-spectrum targeting system" — a souped-up camera that reads light, heat and electrical signals to pinpoint anything of military interest. He uses radar to spot what's floating out there, and the camera to take a close look.

Doing that will allow the sailors on Navy ships to see beyond the horizon. And it means HSC 22, which specializes in operating from smaller vessels, including littoral combat ships and cruisers, will have more flexibility to handle the many missions those ships undertake, said Cmdr. Matt Wright, the squadron's commanding officer. "A (MH-)60 can take a rescue swimmer to save someone, but the Fire Scout can fly 10 or 12 hours on an ISR (intelligence/surveillance/reconnaissance) mission — that's really hard on a manned helicopter's crew," Wright said.



*An MQ-8B Fire Scout unmanned helicopter assigned to the "Wildcards" of Helicopter Sea Combat Squadron (HSC) 23 takes off from the Independence-variant littoral combat ship USS Gabrielle Gifford's (LCS 10) during routine flight operations, June 17, 2020.*

After some 5,000 hours over the years in helicopters, Egner knows how a long flight can get you in the back — or as HSC 22 pilot, Lt. Ryan Jaenke put it: "Flying a UAV (unmanned aerial vehicle, or drone) is easier on

your body, but flying a helicopter is more tactile, more visual.” It takes some getting used to, for pilots as well as aircrew, he said.

While Jaenke flies a helicopter with a cyclic control stick (along with four computer screens and dozens of dials and switches), all while he keeps a watchful, ever-moving eye on where he’s going. Jaenke controls the Fire Scout with a computer screen and push buttons, relying on its cameras to know he is on track.

A smooth move of a helicopter control stick that would, for instance, move it up and to the right, is a two-step operation with a drone. It takes some getting used to, Jaenke said. But he has grown used to flying a smaller drone, the MQ-8B — a variation on the lightweight Schweizer S333 trainer helicopter. The MQ-8C can carry twice as much and go twice as far, Wright, the squadron C.O. said.

When deployed, slated for next year, HSC 22 pilots and aircrew will fly manned and unmanned aircraft. That’s what they’ve been doing already with the smaller drone and their MH-60 workhouses. For the squadron’s mechanics, it means knowing — and being able to repair — the innards of three dramatically different aircraft, said Petty Officer 1st Class Tyler Benkowitsch.

Egner, the aircrewman, likes the variety. “It’s like, sometimes you don’t feel like shaving every day even though when you were a kid, you couldn’t wait to start,” he said. He couldn’t wait to get started flying on helicopters. And after 21 years, he still likes doing it — even if some days, it means sitting at a computer screen and driving a camera with a joystick. “Working on all these keeps life really rich,” he said.

## US Navy moves a step closer to large unmanned robotic ships

By David Szondy - Published on September 17, 2020

**Tattler** - Or maybe dispense with the sailors completely?

Lockheed Martin has been selected as the main contractor to conduct a study on how to provide the US Navy with large, autonomous ships that can operate for extended periods without a crew. Part of the Navy’s Large Unmanned Surface Vessel (LUSV) competition, Lockheed is working with Portland, Oregon-based shipbuilder Vigor Works, LLC, and will provide program management, platform integration, systems engineering, combat management, automation, and cybernetic expertise.



*Lockheed Martin will conduct a study for a Large Unmanned Surface Vessel (LUSV) based on a commercial ship (not pictured) curraheeshutter/Depositphotos.*

With the biggest costs of building and operating a ship revolving around putting a crew aboard it, the US and other navies are very interested in creating unmanned or man-optional ships that can carry out both routine and extremely hazardous duties, leaving sailors to handle the sort of executive and complex tasks that still require a human touch.

These autonomous ships of the future could be anything from small autonomous patrol craft, to sub hunters, to full-blown combat submarines. Such craft could, ideally, leave port on their own, remain at sea for months at a time, and then return autonomously for refit and maintenance.

For the LUSV competition, the Lockheed team has been awarded a US\$7-million contract to perform a year-long study that, if successful, could lead to the next phase, which is the Navy’s LUSV Detailed Design &

Construction competition. The study will look at how to build an autonomous vessel based on a current commercial ship design, which can be modified to accept automated, autonomous, and cybersecurity systems and house a payload.

According to Lockheed, the new design will draw on the company's previous work on autonomous systems, including the platform-agnostic Sikorsky MATRIX technology that allows a helicopter to be flown using a wireless tablet, and the AXIS control technology that is already in use by the Navy for managing engineering and machinery controls.

The ultimate goal is to reconfigure the US fleet to act as a distributed network, with each element working in real-time as both a sensor and weapons platform as required.

"The Lockheed Martin team brings together nearly 200 years of combined experience in shipbuilding, integration, automation, and autonomy," says Joe DePietro, Lockheed Martin vice president and general manager of Small Combatants and Ship Systems. "Our team is energized by and focused on delivering the Navy what they've asked for – a design for an affordable, low-risk ship capable of bringing the Navy's Distributed Maritime Operations (DMO) vision to life."

Source: Lockheed Martin

## Why does Russia's aircraft carrier sail with a trail of black smoke?

By Alex Jauch - Published on September 2, 2020

### Black Smoke

**Tattler** - A while back we had a few Indian navy vessels in Simon's Town which belched plenty of black smoke. A knowledgeable local captain told me that they had Russian engines.

Says Jauch – "I have to say, I really feel for the Russian Navy. They just don't get any love. Running a Navy is expensive and Russia has been having financial issues lately. It looks like the big black smoker won't ever set sail again: Russia's only aircraft carrier Admiral Kuznetsov will not return to service

The Kuznetsov was not in good shape to start with. She is old, and her boilers had chronic issues. On her last sortie to the med, she had to be accompanied by tug boats in case the engines failed:"



*Russian aircraft carrier Admiral Kuznetsov - Wikipedia*



As you can see in the picture above, massive smoke plumes are not always seen coming from her stacks. Sometimes, she looks like a normal vessel. The reality is that she is old and she runs on oil-fired boilers. The USN and other Navies used similar technologies, but have mostly moved on. The USN primarily uses turbine engines in modern warships which run on marine diesel. At one point, there was a plan to convert the Kuznetsov to turbines but that plan was not implemented. It has been reported that most of the smoke you see is due to failures within the powerplant. There are apparently issues with the way fuel is heated prior to being burned which causes the smoke.

Since her last deployment, she was placed into drydock for overhaul. That drydock sank. The ship was recovered only to catch fire later. It looks like that fire was extensive enough that the ship won't be returned to service. Ironically, this is similar to what happened to the USN on one of their smaller carriers (the Bonhomme Richard).

### **The US is building a missile that is 17 times faster than anything in the world right now**

Comment from Thierry Ettienne Joseph Rotty - Senior NATO controller - Updated July 7

**Tattler** – During the unveiling ceremony of the US Space Force flag at the Oval Office, President Trump said the US is working on a “super-duper” missile that is 17 times faster than any adversaries weapons. Comment from Thierry Rotty sheds some light on the matter.

“President Trump is referring to the AGM-183A which is currently being developed by Lockheed-Martin. This is an air-launched ballistic missile with a boosted hypersonic glide vehicle. While the missile will not leave earth's atmosphere, it will follow a partially ballistic path after having been launched by a B-52H bomber. This missile has been nicknamed Super Duper by the guys at Lockheed.

The maximum, theoretical, speed of the missile would be 17 times the speed of sound, although in practice it will be reduced to 11,000–12,000 kph, depending on how the tests go.

There is nothing secret or special about the whole thing, it was in the FY 2017 budget. The US is not developing anything more advanced, you cannot develop complex weapon systems without anyone noticing, the budget does not allow for that.”

## Feature – Large (Massive) Navy Gun

*Tattler* - looked into the large naval guns and came up with this one

The Japanese 40 cm/45 Type 94 naval gun was a 46 cm (18.1 in) naval rifle, the largest ever mounted on a warship. Only two ships carried them, the Imperial Japanese Navy's World War II super battleships the Musashi and Yamato. They were designated as a much smaller 40 cm (15.7 in) gun in an effort to hide their true size.



The gun was designed in accordance with the prevailing Japanese naval strategy of *Kantai Kessen*, the Decisive Battle Doctrine, which presupposed Japan would win a war by fighting and winning a single, decisive naval action. Essential to that victory was being able to out-gun and out-fight its adversary. No other ship could match the firepower and broadside weight of a Yamato-class battleship.

In spite of this, there were no battleship-to-battleship engagements involving either completed vessel of the Yamato-class and an enemy warship. Both were sunk by aerial attack.

The 46 cm (18.1 in) 40 cm/45 Type 94 naval rifle was a wire-wound gun. Nine, mounted in three, three gun turrets, served as the main armament of the Yamato-class battleships that were in service with the Imperial Japanese Navy during World War II. When the turrets and the guns were mounted, each weighed 2,510 tons, which is about the same tonnage as an average sized destroyer of the era.

Range and flight time With Type 91 AP shell

Elevation[4]	Range	Time of flight
10°	18,410 yards (16,830 m)	26.05 sec
20°	30,530 yards (27,920 m)	49.21 sec
30°	39,180 yards (35,830 m)	70.27 sec
40°	44,510 yards (40,700 m)	89.42 sec
45°	45,960 yards (42,030 m)	98.6 sec

The Japanese guns were of a slightly larger bore than the three British 18 inch naval guns built during World War I, although the shells were not as heavy. Britain had later designed the N3-class battleship with 18-inch guns but none were built, leaving no Allied naval guns to compare with the Type 94. Unlike most of the very large guns of other navies, they could fire special anti-aircraft shells (*Sanshiki*) referred to as "beehive".



## Featured Officer - Commander Harold Auten (22 August 1981 – 3 October 1964)

Source: Wikipedia

Commander Harold Auten VC DSC RD was a Royal Naval Reserve (RNR) officer who was awarded the Victoria Cross, the highest and most prestigious award for gallantry in the face of the enemy that can be awarded to British and Commonwealth forces. He was awarded the Victoria Cross in 1918 following an action when he was commanding a Q-ship, HMS Stock Force:

H.M.S. "Stock Force," under the command of Lieutenant Harold Auten, D.S.C., R.N.R., was torpedoed by an enemy submarine at 5 p.m. on the 30th July, 1918. The torpedo struck the ship abreast No. 1 hatch, entirely wrecking the fore part of the ship, including the bridge, and wounding three ratings.

A tremendous shower of planks, unexploded shells, hatches and other debris followed the explosion, wounding the first lieutenant (Lieutenant E.J. Grey, R.N.R.) and the navigating officer (Lieutenant L.E. Workman, R.N.R.) and adding to the injuries of the foremost gun's crew and a number of other ratings.

The ship settled down forward, flooding the foremost magazine and between decks to the depth of about three feet. "Panic party," in charge of Lieutenant Workman, R.N.R., immediately abandoned ship, and the wounded were removed to the lower deck, where the surgeon (Surgeon Probationer G.E. Strahan, R.N.V.R.), working up to his waist in water, attended to their injuries. The captain, two guns' crews and the engine-room staff remained at their posts.

The submarine then came to the surface ahead of the ship half a mile distant, and remained there a quarter of an hour, apparently watching the ship for any doubtful movement.

The "panic party" in the boat accordingly commenced to row back towards the ship in an endeavour to decoy the submarine within range of the hidden guns. The submarine followed, coming slowly down the port side of the "Stock Force," about three hundred yards away. Lieutenant Auten, however, withheld his fire until she was abeam, when both of his guns could bear. Fire was opened at 5.40 p.m.; the first shot carried away one of the periscopes, the second round hit the conning tower, blowing it away and throwing the occupant high into the air. The next round struck the submarine on the water-line, tearing her open and blowing out a number of the crew.



The enemy then subsided several feet into the water and her bows rose. She thus presented a large and immobile target into which the "Stock Force" poured shell after shell until the submarine sank by the stern, leaving a quantity of debris on the water. During the whole of the action one man (Officer's Steward, 2nd Class, R.J. Starling) remained pinned down under the foremost gun after the explosion of the torpedo, and remained there cheerfully and without complaint, although the ship was apparently sinking, until the end of the action.



THE "MYSTERY" OFFICERS, THEIR V.C. CHIEF, LIEUT.-COMDR. HAROLD AUTEN (CENTRE, FRONT ROW), AND THEIR MASCOT "BESSIE" (ON RIGHT).

Londoners are to have an opportunity of seeing one of the "Q" ships, the Suffolk Coast, now anchored in the Thames off the Tower Bridge, under the command of Lieut.-Comdr. Harold Auten, V.C. Disguised as tramp steamers, ships of this type have destroyed many

The "Stock Force" was a vessel of 360 tons, and despite the severity of the shock sustained by the officers and men when she was torpedoed, and the fact that her bows were almost obliterated, she was kept afloat by the exertions of her ship's company until 9.25 p.m. She then sank with colours flying, and the officers and men were taken off by two torpedo boats and a trawler. The action was cited as one of the finest examples of coolness, discipline and good organisation in the history of "Q" ships.

# The Oldest Navy in the World

Source: Wikipedia

**Tattler** - Especially for my mate Planks









<b>Founded</b>	12th century	<p>The Portuguese Navy (Marinha Portuguesa), also known as Marinha de Guerra Portuguesa or as Armada Portuguesa) is the naval branch of the Portuguese Armed Forces which, in cooperation and integrated with the other branches of the Portuguese military, is charged with the military defence of Portugal.</p> <p>On 12 December 2017, the Portuguese Navy commemorated the 700th anniversary of its official creation by King Denis of Portugal. Tracing its origins back to the 12th century, it is the oldest continuously serving navy in the world.</p> <p>The Navy played a key role at the beginning and during the great voyages of the Age of Discoveries in the 15th and 16th centuries. The resulting of this technical and scientific discoveries led Portugal to develop advanced ships, including the caravel, new and more sophisticated types of carracks for interoceanic travel and the oceanic galleon, and to find the sea route to the East and routes to South America and Northern North America.</p> <p>Bartolomeu Dias rounded the southern tip of Africa and Vasco da Gama reached India, linking Europe and Asia for the first time by ocean route, as well as the Atlantic and the Indian oceans. This led to the discovery of Brazil in the first expeditions that linked Europe, Africa, the New World, and Asia on a single voyage, such as the expedition of Pedro Álvares Cabral, and through the skills and experience of</p>
<b>Country</b>	Portugal	
<b>Branch</b>	Navy	
<b>Personnel:</b>	<b>Equipment:</b>	
<b>Military:</b> 8900	<b>Frigates:</b> 5	
<b>Paramilitary:</b> 1000	<b>Submarines:</b> 2	
<b>Civilian:</b> 2700	<b>Patrol vessels:</b> 21	
	<b>Support ships:</b> 1	
	<b>Research vessels:</b> 4	
	<b>Sail ships:</b> 3	
	<b>Auxiliary vessels:</b> 50	
	<b>Helicopters:</b> 5	
<b>Part of</b>	Portuguese Armed Forces	
<b>Garrison/HQ</b>	Lisbon Naval Base	
<b>Patron</b>	Henry the Navigator	
<p><b>Ships motto:</b> Honrai a Pátria que a Pátria vos contempla (Honor the Fatherland for the Fatherland beholds you)</p> <p><b>Heraldic motto:</b> Talant de bien faire (Talent of doing well)</p> <p><b>Battle cry:</b> São Jorge (Saint George)</p>		
<p><b>Anniversaries</b>  <i>12 December 1317</i> (Creation of the Portuguese Royal Navy by King Denis) <i>20 May 1498</i> (Discovery of the sea route to India by Vasco da Gama)</p> <p><b>Current commander</b> - Admiral António Silva Ribeiro</p>		

their navigators in the Atlantic, the Indian ocean, and in the Far East, also contributed to the technical and geographical advance of other European navies, such as the first circumnavigation by Ferdinand Magellan (including, in the expedition, other captains, sailors and pilots), sailing across the Atlantic and the Pacific Ocean. For the most of the 16th century, the Portuguese India Armadas and fleets, then the world leader navy of shipbuilding and naval artillery, dominated most of the Atlantic Ocean south of the Canary Islands, the Indian Ocean and the access to the western Pacific. Today, the Portuguese Navy assumes a dual role capacity: Naval combat missions to assure Portugal's sovereignty and international commitments, and coast guard operations in its territorial waters and areas of influence. The Portuguese Navy also participates in missions related with international commitments assumed by Portugal (mainly within NATO), as well as missions of civil interest.

## Portuguese Naval Ships


Class and type	Image	Units	Built	Displacement (t)	Length (m)	Speed (kn)	Range (NM)	Complement
<b>Submarines</b>								
Tridente-class submarine		2	2010	2020	68	20	12 000	33
<b>Frigates and corvettes</b>								
Bartolomeu Dias-class frigate		2	1994	3320	122.5	29	5000	176
Vasco da Gama-class frigate		3	1992	3200	115.90	32	4000	180
Baptista de Andrade-class corvette		1[16]	1975	1380	85	23	4000	71
<b>Patrol vessels</b>								
Viana do Castelo-class offshore patrol vessel		4 + 6	2010	1750	83.1	20	4859	35
Tejo-class coastal patrol vessel		4+1	1992	320	54	30	3860	19

Class and type	Image	Units	Built	Displacement (t)	Length (m)	Speed (kn)	Range (NM)	Complement
Centauro-class patrol boat		4	2000	94	27	24	1350	8
Argos-class patrol boat		5	1991	97	27	24	1350	8
Rio Minho-class river patrol boat		1	1991	70	22.5	9.5	800	8
Cacine-class coastal patrol vessel		1	1969	292	48.1	20	2500	33
Research vessels								
Andrómeda-class coastal research vessel		2	1988	245	31.4	12	1980	19
Dom Carlos I-class offshore research vessel		2	1985	2300	68.7	10.5	6400	49
Sailing vessels								
Zarco-class sail training vessel		1[17]	1983	60	23	-	-	4

Class and type	Image	Units	Built	Displacement (t)	Length (m)	Speed (kn)	Range (NM)	Complement
Polar-class sail training vessel		1	1977	70	22.9	-	-	5
Sagres-class training ship		1	1937	1940	70.4	10.5	5450	139
Creoula-class training vessel		1	1937	1300	67.4	-	-	38

**Portuguese Naval Insignia**


**Ensign**



**Pennant**



**Jack**



*A Portuguese Marine (fuzileiros) team conducts a boarding exercise, under the coverage of a Navy's Super Lynx helicopter, in 1998*

NRP Comandante João Belo, leading ship of the João Belo-class frigates, in the Mediterranean in 2005

Since 1990, the Portuguese Navy participated in various long-range missions where it has effectively conducted Portugal's foreign policy, using its units solely or integrated in vaster campaigns articulated with the Portuguese Army and the Portuguese Air Force.



The Portuguese Navy has been especially active in peace-enforcement campaigns using combat ships, helicopter missions and special force marine detachments in amphibious and air evacuation of Portuguese nationals and other foreign civilians from dangerous war zones in Sub-Saharan Africa. The most notable missions performed were in Bolama (Guinea-Bissau, 1990), Luanda (Angola, 1992), and Bissau (Guinea-Bissau, 1998 and again in 1999). In these theatres the Portuguese Armed Forces set up secure zones amidst the combat areas, and evacuation units, sometimes operated by Portuguese Army special forces or Portuguese Marines Special Actions Detachment (DAE) to retrieve civilians from hot-spots and evacuate them onto frigates stationed off-shore or onto Portuguese Air Force C-130 Hercules transports, as in Angola in 1992.



The Portuguese Navy has also actively participated in several international peace-keeping and peace-enforcing efforts in conjunction with other NATO, United Nations or European Union forces in numerous theatres, distant from Portuguese territory.

In the 1990s, the Portuguese Navy is modernized with new vessels that include the Vasco da Gama-class frigates and the Portuguese designed and built Argos-class patrol boats. The Navy's aviation is reborn with the reception of Westland Lynx helicopters. These new systems greatly increase the Navy's capacity to intervene in the high seas and the shores.

During the liberation of Kuwait in 1990–91, the Portuguese Navy logistics ship NRP São Gabriel supported allied forces in the Persian Gulf. In the various Balkan wars which resulted from the dismembering of Yugoslavia, the Portuguese Navy was an active player in Portugal's UN and NATO commitment, maintaining a frigate with DAE special forces in the Adriatic Sea continuously between 1991 and 2000, and commanding the NATO Operation Active Endeavour in the Mediterranean Sea in December 2001 and January 2002.

Closer to home, the Portuguese Navy has consistently contributed patrol boats and corvettes to joint-nation EU exercises designed to aid Spain in dealing with its problem of illegal immigration and drug-trafficking off the Southern coast and the Canary Islands. During the Prestige oil-spill incident, off the coast of Northern Spain, Portugal dispatched various frigates and surveillance aircraft to the area, which were fundamental in providing independent information regarding the events.

On 7 June 1998, a military coup occurring in Guinea-Bissau, would trigger a major naval rescue operation that would demonstrate the capacity of the Portuguese Navy to intervene at thousands of kilometres away from Portugal. The coup quickly evolved into a civil conflict opposing the rebel forces to the forces loyal to the Government (with military support from the neighbours Senegal and Republic of Guinea), with thousands of Portuguese and other foreign residents being caught in the middle of the fights. The Portuguese Armed Forces immediately prepared a rescue operation, codenamed Crocodile (Operação Crocodilo). An initial evacuation of civilians was made by the Portuguese merchant ship MS Ponta de Sagres, that was navigating in the region. On 11 June, under the command of Captain Hélder Costa Almeida, Ponta de Sagres entered in the Port of Bissau, under artillery fire, rescuing more than 2,200 civilians, including 500 Portuguese nationals. An air evacuation, planned to be conducted by Portuguese Air Force C-130 aircraft and Special Operations forces deployed to Senegal, had to be cancelled, due the occupation of the Bissau International Airport by belligerent forces. The Portuguese Navy sent a naval force, under the command of Captain Melo Gomes, composed of the frigate Vasco da Gama, the corvettes Honório Barreto and João Coutinho and the support ship Bérrio. Bérrio carried on board a Marine force that included the Special Actions Detachment (DAE), the 22nd Marine Company and support elements (command, liaison, boat, divers and medical teams). The Portuguese naval force arrived at Guinea-Bissau on 15 June and the next day entered Geba River. Its Marine force—led by the DAE operatives—landed and occupied the Port of Bissau, starting the evacuation of Portuguese citizens and foreign nationals to the ships. Later, additional people were collected from other parts of the coast of Guinea-Bissau, using rubber boats and helicopters, in a total of more than 1,200 rescued citizens.

On 28 June, under the mediation of the Community of Portuguese Language Countries, the negotiations for a ceasefire between the belligerents began on board the frigate NRP Vasco da Gama. Operation Crocodile terminated on 21 July 1998, with the Portuguese naval force leaving the waters of Guinea-Bissau and being rendered by the frigate NRP Corte-Real.

Portuguese Navy Marine contingents have also participated in United Nations peacekeeping missions in Kinshasa (Zaire, 1997) and Congo (1998), East Timor (1999–2004), the European Union Mission in the Democratic Republic of Congo in 2006, and the NATO fleet off the coast of Somalia, where Portugal's Navy has played a prominent role. During the flooding of the Save River, in Mozambique (2000) a detachment of Portuguese Marines conducted flood rescue operations as part of the humanitarian relief effort.

During the onset of East Timor's independence from Indonesia in 1999, Portugal sent two frigates and various troops to aid its former colony in the Pacific Ocean. NRP Vasco da Gama and NRP Hermenegildo Capelo remained in the area until mid-2001. A company of 155 Marines was also sent to the territory as part of Portugal's UN peacekeeping role while the situation was volatile. Since 2004 a smaller detachment of Portuguese Marines is integrated in the Timor Military Liaison Group closely coordinated with the Portuguese National Republican Guard (GNR) contingent stationed in the capital, Dili, and the Armed Forces of Timor.



The 2000s saw the reception of the Bartolomeu Dias-class frigates (replacing the old Comandante João Belo class), of the Tridente-class submarines (replacing the old Albacora class) and of the Portuguese designed and built Viana do Castelo-class patrol vessels (intended to gradually replace the João Coutinho-class and Baptista de Andrade-class corvettes).

The Vasco da Gama-class frigates Álvares Cabral and Corte Real have regularly contributed to long-range NATO exercises in the Indian Ocean, and both have served as NATO task-force flagships in the mission against Piracy in Somalia. During 2009 and January 2010, the NATO fleet in the Gulf of Aden was commanded by the



Portuguese Navy, who received the award of "exceptional bravery at sea" from the International Maritime Organization for its successful attacks on pirate activity, conducted by Corte Real during the peak of pirate activity.

In parallel with its military roles, the Portuguese Navy continued to assume an important scientific role, mainly in the scope of the oceanographic and hydrographic research. The scientific missions of the Navy are led by the Hydrographic Institute, with the support of the Hydrographic Ships Group. One important role in this area is the support to the Mission for the Extension of the Continental Shelf of Portugal, that has been given since 2004. For this mission, the hydrographic surveys carried away by the Dom Carlos I-class research ships have been crucial. The success of this mission, allowed Portugal to be able to substantiate and present its Extended continental shelf beyond the 200 nautical miles claim to the United Nations in 2009. If the claim is accepted, the Portuguese Continental Shelf will become one of the largest in the World.

In the 2010s, the Portuguese Armed Forces created the Immediate Reaction Force (FRI, Força de Reação Imediata), with the main mission conducting operations of evacuation of Portuguese citizens from regions under crisis or tension. The initial core of its naval component—with an operational readiness of 48 hours—has permanently assigned a frigate, a corvette, a Marine company, a sappers divers detachment, a mine warfare detachment and, when available, a submarine and a fleet tanker. The Navy' Special Actions Detachment is assigned to the special operations component of the force. The FRI—including its naval component—was activated and pre-positioned in Cape Verde in April 2012, prepared to intervene in Guinea-Bissau if needed, following a military coup that occurred in that country.

The Navy is also developing the Portuguese Task Group (PO TG), a naval force aimed to guarantee a naval warfare national autonomous capacity. This force is intended to act as a naval element of power projection, able to intervene in any place of the national interest strategic space of Portugal. The PO TG is planned to include submarines, ocean escorts, amphibious and logistical support ships, Marine and special operations forces, divers units and hydrographic ships. An important element will be a landing platform dock ship, whose planned acquisition has been however delayed. The readiness of the PO TG has been regularly trained and evaluated in the INSTREX series naval exercises.

## Cuban Navy – 5 Unique Weapons of Cuba's Garage-Built Navy

Source: Wikipedia By: HI Sutton (former contributor for Aerospace and Defence)



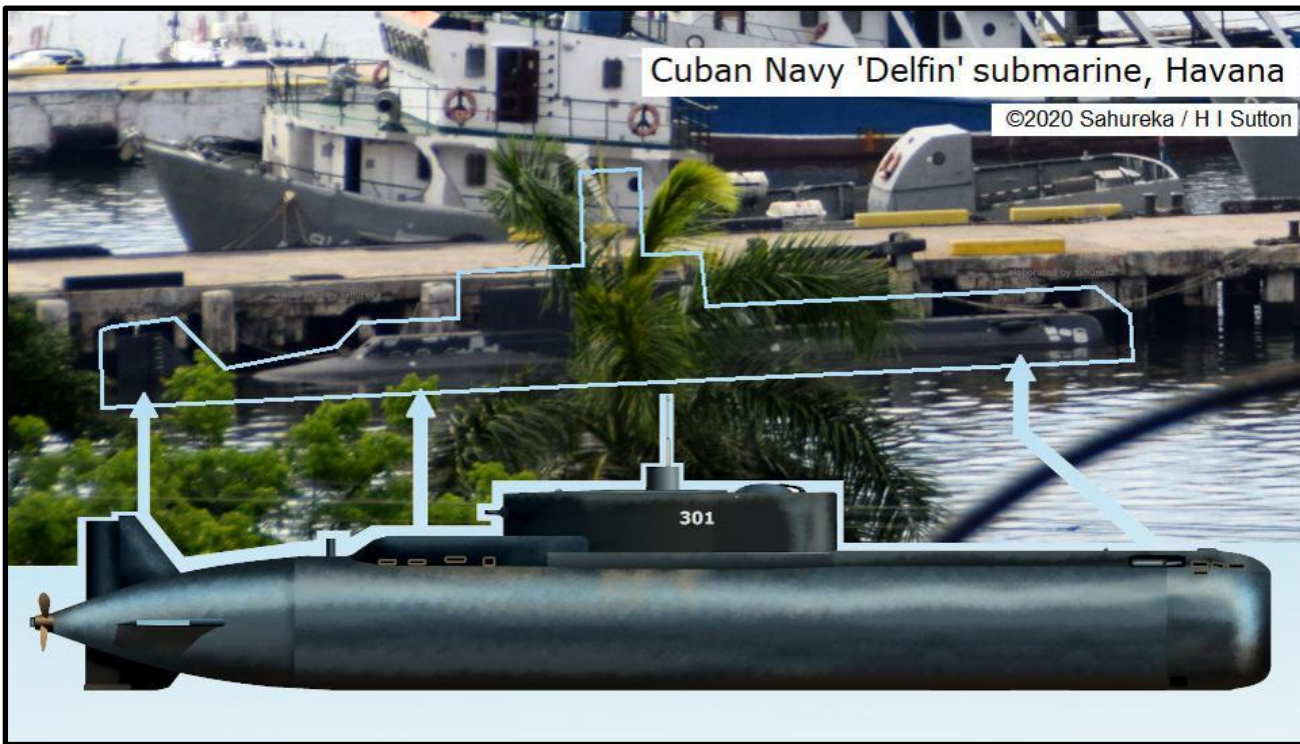
Cuban Coat of Arms used by all divisions of their Military Forces.

The Cuban Navy, more formally known as the *Marina de Guerra Revolucionaria*, possesses some of the most unusual naval vessels afloat. Since the fall of the Soviet Union in 1991 they have had to depend on their own ship builders, and like the vintage cars that Cuba is famous for, the resulting contraptions are quirky to say the least.

The Cuban Navy has some unique warships and submarines in its inventory.

### 1. Unique submarine

The locally-built *Delfin* class submarine is particularly camera shy. Candid photos and satellite imagery suggest that it's around 65-70 feet long and about 100 tons. But we don't know much else about it. Judging by its size it can probably carry a couple of torpedoes, which mean that it is probably Cuba's most potent weapon.



Open Source Intelligence (OSINT) image analysis showing a Cuban submarine in Havana.

### 2. Trawlers into warships

The largest warships in the inventory are actually armed fishing trawlers. Two Spanish-built Rio Damuji stern trawlers were locally reshaped to have a helicopter landing deck and weapons. These ships come in around 3,200 tons which is similar to the U.S. Navy's Littoral Combat Ships (LCS). Armament includes vintage Silkworm anti-ship missiles and a twin 57mm autocannon turret ripped from a tank.



The Cuban Navy is occasionally featured on State TV, providing a rare glimpse of these unusual vessels. Torpedo raft (left), commando minisub (centre) and the weapons added to the Rio Damuji trawler.

### **3. Improvised torpedo raft**

At the other end of the spectrum the Cuban Navy has figured out the smallest boat possible to carry a torpedo. Taking leftover torpedo tubes from scrapped Cold War era boats, they have combined them with a pontoon raft. Basically it uses two steel tubes as floats with a torpedo tube mounted between them. The pilot perches on the back controlling both the outboard motor and the firing mechanism. Several of these were built around 15 years ago and they appear to still be in service. They might be the smallest warships in the world.

### **4. Special Forces minisub**

The underwater chariot used by Cuba's commando frogmen was first revealed in a photograph in 2013. Its use is similar to the U.S. Navy's SEAL Delivery Vehicles (SDVs). The design appears to be heavily influenced by the Italian built Cos.Mo.S *Seehorse* family. These were first built in the 1950s and were used by the SEALs among others. Possibly Cuba acquired one from the CIA backed Cuban Exiles in the 1960s.

### **5. The mystery improvised torpedo boat**

Satellite imagery reveals a torpedo boat berthed in Havana. The tubes are unmistakable. But it is not one of the old Project 123K boats supplied by Russia in the early 1960s. It is possibly something concocted from a speedboat hull and the tubes from a scrapped warship. We have yet to get a photo that answers what exactly it is.

## 50 years ago - October 1970

### General

**4 October 1970** - Almost a month after his September 5 death in a racing accident in Italy, Jochen Rindt won the title of Formula One World Driving Champion, based on five first-place finishes in races before his accident. Rindt was the first (and so far, only) champion to earn the honor posthumously. Going into the U.S. Grand Prix at Watkins Glen, New York, Jacky Ickx (with 28 points), was the only racer left who could still beat Rindt's 45 points (based on 9 points for each of his five wins), but it would require Ickx to finish in first place in both the U.S. race and the Mexican Grand Prix. Halfway through the U.S. race, Ickx was forced to make a pit stop to replace "a 99-cent fuel line" that had split, costing him enough time that he finished in fourth place, good for only 3 points

**10 October 1970** - Fiji became an independent nation at 10:00 in the morning, as the new Fijian flag was raised following the lowering of the Union Jack. On behalf of the United Kingdom, Prince Charles handed the "Documents of Constitutional Government" to the Prime Minister, Sir Kamisese Mara, at the Centre Park stadium in Suva, renouncing the deed of cession of October 10, 1874, that had made Fiji a British colony. Sir Robert Foster, the last colonial governor, became the first Governor-General of Fiji.

**21 October 1970** - A U.S. Army plane strayed off course while making a short flight within Turkey between Erzurum and Kars, landing by mistake in the Soviet Union at the airport at Leninakan in the Azerbaijan SSR. The plane, which was originally thought to have crashed, was carrying Major General Edward C. D. Scherrer and Brigadier General Claude M. McQuarry Jr., as well as the pilot and a Turkish Army escort officer. According to U.S. Embassy officials who were allowed to interview the imprisoned officers, the pilot said that he had been approaching Kars when a gust of wind lifted the plane above the clouds, and that he made a routine landing in Leninakan, "still believing he was in Turkey". The Soviets held the generals and the other persons for almost three weeks, releasing them on November 10.

### 1970 Music

Album	Artist
Atom Heart Mother	Pink Floyd
Led Zeppelin III	Led Zeppelin
Jackson 5 Christmas Album	The Jackson 5
New Feelin'	Liza Minnelli
New Morning	Bob Dylan
Shades of Rock	The Shadows
Miles Davis at Fillmore	Miles Davis
Chunga's Revenge	Frank Zappa
Trespass	Genesis
Tumbleweed Connection	Elton John
The Temptations Christmas Card	The Temptations
Be a Brother	Big Brother and the Holding Company
Bloodrock 2	Bloodrock
The First Ten Years	Joan Baez
Indianola Mississippi Seeds	B.B. King
The Johnny Cash Show	Johnny Cash
Just a Collection of Antiques and Curios	Strawbs
Looking In	Savoy Brown
New Ways but Love Stays	The Supremes
Potlatch	Redbone
Share the Land	The Guess Who
Shooting at the Moon	Kevin Ayers

Album	Artist
Skid	Skid Row
Tapestry	Don McLean
Tony Bennett's Something	Tony Bennett
U	Incredible String Band
UFO 1	UFO
Vintage Dead	Grateful Dead
Warhorse	Warhorse
Washington County	Arlo Guthrie
Woodsmoke and Oranges	Paul Siebel
Wrong End of the Rainbow	Tom Rush

## 1970 Movies

Title	Genre	About
Cover Me Babe	Drama	English production starring Robert Foster and Sandra Locke. Story of young filmmaker reflecting his own interpretation of reality.
How Do I Love Thee?	Comedy/Drama	American production starring the very funny Jackie Gleason as the father of a university professor who inadvertently gets his son into all kinds of compromising trouble.
The Traveling Executioner	Comedy Drama	Stacy Keach is electrifying as Jonas Candide, who in 1918 travels around the bayou with a portable electric chair.
The Vampire Lovers	Gothic Horror	Sexy British horror movie starring Peter Cushing and Ingrid Pitt testing the boundaries of censorship at the time.
The Great White Hope	Drama	Academy award nominated film about the life of black boxer Jack Johnson and his wife, starring James Earl Jones and Jane Alexander.
The Mind of Mr. Soames	Sci-fi /Drama	American sci-fi–drama film starring Terence Stamp, Robert Vaughn and Nigel Davenport. Trauma filled story of a 30-year-old man revived from a coma and his attempts to return to “normal life”.
Little Fauss and Big Halsy	Comedy/Drama	American film about two motorcycle riders and their rivalry starring Robert Redford and the beautiful Lauren Hutton.
No Blade of Grass	Apocalyptic/Sci-Fi	The film starring Nigel Davenport and Jean Wallace, follows the survivors of a plague that hits London and causes disastrous famine as all kinds of grass are killed off.
Trog	Sci-Fi/Horror	British horror film starring Joan Crawford about the discovery of a troglodyte (or Ice Age "caveman") in twentieth-century England. Trog marks Crawford's last motion picture appearance.

## Sport

### Grand Prix USA - Indianapolis - 4 October 1970

Position	Driver	Team	Time
1	Emerson Fittipaldi (BRA)	Lotus-Ford	1:57'32.79
2	Pedro Rodriguez (MEX)	Brm	+ 36.39
3	Reine Wisell (SWE)	Lotus-Ford	+ 45.17
4	Jacky Ickx (BEL)	Ferrari	+ 1 Lap
5	Chris Amon (NZL)	March-Ford	+ 1 Lap
6	Derek Bell (GBR)	Surtees-Ford	+ 1 Lap
7	Denny Hulme (NZL)	Mclaren-Ford	+ 2 Laps
8	Henri Pescarolo (FRA)	Matra	+ 3 Laps
9	Jo Siffert (SWI)	March-Ford	+ 3 Laps
10	Jack Brabham (AUS)	Brabham-Ford	+ 3 Laps

### Mexican Grand Prix - 25 October 1970

Position	Driver	Team	Time
1	Jacky Ickx (BEL)	Ferrari	1:53'28.36
2	Clay Regazzoni (SWI)	Ferrari	+ 24.64
3	Denny Hulme (NZL)	Mclaren-Ford	+ 45.97
4	Chris Amon (NZL)	March-Ford	+ 47.05
5	Jean-Pierre Beltoise (FRA)	Matra	+ 50.11
6	Pedro Rodriguez (MEX)	Brm	+ 84.76
7	Jackie Oliver (GBR)	Brm	+ 1 Lap
8	John Surtees (GBR)	Surtees-Ford	+ 1 Lap
9	Henri Pescarolo (FRA)	Matra	+ 4 Laps
10	Reine Wisell (SWE)	Lotus-Ford	Out

**26 October 1970** - Former world heavyweight boxing champion Muhammad Ali, who had been stripped of his title after refusing to enter military service, began his comeback in his first fight since 1967, defeating Jerry Quarry in the third round of a 15-round bout in Atlanta.

*Tattler* - Interesting to note that prior to this fight Ali was not ranked in the top 15 and Quarry was ranked as the number 2 challenger with Joe Frazier the champion and George Foreman the number 3 challenger!

### End October 1970 (end of tennis season)

*Tattler* - The Aussies firmly in the drivers' seat! Interesting to note that the prize money below does not add up to \$1m dollars and 54 ATP players (Men), individually earned more than \$1m dollars in the 2019 season.

Player	Prize Money
Australia Rod Laver	\$201,453
Australia Ken Rosewall	\$140,455
Australia Roy Emerson	\$96,845
Australia John Newcombe	\$78,251
United States Pancho Gonzales	\$77,365
Australia Tony Roche	\$67,232
Netherlands Tom Okker	\$61,797
Australia Fred Stolle	\$43,448
United Kingdom Roger Taylor	\$42,101
Spain Andrés Gimeno	\$41,375

**October 23 1970** - At the Bonneville Salt Flats in Utah, Gary Gabelich set a new World Land Speed Record in his rocket-powered car The Blue Flame.

### The Records

622.407 mph – the record breaking speed recorded for the measured mile (1,001.667 km/h).

630.389 mph – the speed recorded for the flying kilometre (1,014.513 km/h).

5 years – the length of time the previous record had stood (4 years, 11 months, 8 days) set by Craig Breedlove in Spirit of America Sonic 1.

13 years – the length of time that The Blue Flame retained the record for the measured mile.

27 years – the length of time that The Blue Flame retained the flying kilometre record (see 'Did You Know?', below).



*The Blue Flame land speed record breaking car, driven by Gary Gabelich.*

### Did You Know?

New World Land Speed Records are only counted if they beat the existing record by at least 1%. Therefore, whilst Thrust 2 set a new record for the measured mile in 1983, it did not usurp the kilometre record, as the speed of 634.052 mph was within 1% of the time set by The Blue Flame. The kilometre record was only broken in 1997, by Andy Green in Thrust SSC.

### The Car

58,000 bhp – the intended power output of Blue Flame, measured in brake horsepower (37 MW – Megawatts).

22,500 lbf – the potential maximum thrust of the car measured in pound-force, a standardised value for acceleration (98 kN – kilonewtons).

20 seconds – the length of time that the engine was designed to run at maximum thrust.

11,000 lbf – the actual thrust configured for the 1970 season (49 kN); this followed the demands of the Goodyear Tire and Rubber Company, who did not want the car run above 700 mph due (1,126.541 km/h) due to safety fears. The reduction in thrust was achieved by reducing the flow of liquified natural gas (LNG) to the rocket.

**Tattler** - The current official land-speed record (measured over one mile) is 1,227.985 km/h (763.035 mi/h) (Mach 1.020), set by Andy Green (UK) on 15 October 1997 in the Black Rock Desert, Nevada, USA, in Thrust SSC.

## Older Folks Share Their Views



Brenda and Steve took their six-year-old son to the doctor.

With some hesitation, they explained that although their little angel appeared to be in good health, they were concerned about his rather small penis. After examining the child, the doctor confidently declared, 'Just feed him pancakes. That should solve the problem.'

The next morning when the boy arrived at breakfast, there was a large stack of warm pancakes in the middle of the table. 'Gee, Mum,' he exclaimed. 'For me?'' Just take two,' Brenda replied. 'The rest are for your father.'



A group of Britons were travelling by tour bus through Holland. As they stopped at a cheese farm, a young guide led them through the process of cheese making, explaining that goat's milk was used.

She showed the group a lovely hillside where many goats were grazing.

'These' she explained, 'Are the older goats put out to pasture when they no longer produce.'

She then asked, 'What do you do in England with your old goats?'

A spry old gentleman answered, 'They send us on bus tours!'

## Quiz answers

1. Louis Armstrong, the trumpeter. Short for "satchelmouth"
2. The DKW car
3. On an ice cream van. Walls ice cream
4. Woman's hairstyle - Jackie Kennedy
5. Ariel motorcycles
6. Money! In my world it was tickeys
7. Drive-in theatre
8. A calculator
9. Yul Brynner, Steve McQueen, Charles Bronson, Robert Vaughn, James Coburn, Horst Buchholz, Brad Dexter
10. Jughead



***That's all for this month. Stay safe! Please come down to the club where sensible safety protocols are in place.***