

The Seven Seas Tattler Issue 4.8 – January 2021



Good Day fellow Seven Seas Members and welcome to the (rather early) January 2021 edition of Tattler. We decided to publish early to give us a break over the Christmas period.

From Colette and Jonathan, we wish everybody a very merry Christmas and the happiest new year. 2021 simply has to be a better year than the annus horribilis, that we are completing!

As always, we welcome your comments and contributions which can be sent to me jonathanagolding@gmail.com.

From the Chair

The Club has had a very challenging year. Despite the challenges the Club has survived financially quite well. This could, however, turn south if a tenant is not sourced for downstairs. Members are urged to enquire during their travels if anybody is seeking office space in Simon's Town.

I would like to wish you all a Merry Christmas and a Happy New Year. Be careful out there, particularly during the spike in Covid 19 cases.

See you at the Club

Financials

From the Treasurer's pen (AKA Microsoft Word running on Windows 10 ver. 2004)

As the Calendar year moves towards its rather muted culmination (cannot realistically call it a glorious crescendo can we?), we are all left wondering what this last little bit of this year will bring us. (Added post the 14th December - Thankfully, our beloved President did not totally ruin what is left in his "family chat" yesterday evening).

Certainly, given the good news of the approval and deployment of one or more vaccines we trust that what appears to be a light at the end of the tunnel will turn out to be Rudolf's red nose guiding Santa's delivery of this long-awaited relief from the pain of the pandemic and not a train coming in the opposite direction! Unfortunately, even if the vaccines prove to be effective, it is unlikely that our neck of the woods will see the benefits of an effective vaccine until well into the second half of next year at the earliest. So the battle continues!

To date, financially the Club has managed to contain the damage of the double blows of the pandemic induced lockdown (March 25th to Aug 20th) and the consequent loss (end of June) of our tenant and remains financially sound and debt free. Furthermore, a careful assessment of our financial wellbeing allowed your committee to take the principle decision to retain our valuable staff and to continue to pay their salaries throughout the lockdown provided that the committee was successful in finding alternative income sources and achieving a suitable/prudent reduction of expenses. These have included;

Sources of Alternate Income

1. The Club successfully applied for and received (albeit more than 3 months late!) all of the available benefits of the Government mandated "Temporary Employee / Employer Relief Scheme" (TERS) administered by the Unemployment Insurance Fund (UIF) and the Department of Employment and Labour.
2. Our Members rallied behind the Club and significant cash donations were received. These included;
 1. The Club Manager who donated 2 months of his after-tax income back to the Club during the lockdown period.
 2. Most of the 100 Club winners donating their prizes back to the Club.
 3. Ad hoc donations from a number of members.
3. The organizing of a raffle of prizes donated by the members.

Expense Reduction

1. During the lockdown period, all expenses that could be reduced or eliminated were done so resulting in a reduction in expenses of nearly 40%. (This search for expense reduction even saw our delivery of the daily newspaper cancelled as were the postal deliveries of bank statements with commensurate savings – Nothing escaped the eagle eyes of your committee!)
2. Since our return to operation in August we have continued to retain an overall reduction in expenditure of nearly 20% over the norm that existed prior to the pandemic.

Unfortunately, a significant part of this reduction in expenses has been achieved by not awarding annual increases or bonuses to the staff this year. Now that the end of the year approaches, as treasurer, I am left with the distinct feeling that I have assumed the role of that well known Christmas character created by Charles Dickens – Ebenezer Scrooge!

I do trust that the members will make every attempt to try to offset this necessary sacrifice by our staff with generous tips etc. while at the Club!

Unfortunately, for nearly 20 of our members, I have had to add to my Scrooge-like duties. Despite numerous reminders, and exceptional leeway granted in recognition of the pandemic related circumstances we have all found ourselves in, these 20 miscreants have continued to leave their membership subscription accounts unsettled. (These subs were due on the 1st March 2020!) Should these accounts remain unsettled at the end of this calendar year, the memberships of these defaulting members will be forfeited.

In a brighter light and more in keeping with the “normal” spirit of the times, I trust this missive finds all of you in good health and spirits and looking forward to a safe conclusion to the year-end festivities. I further wish you all the very best for the New Year – may 2021 bring us all that we could wish for!

See you at the Club soon!

Doug (Ebenezer) Law-Brown Honorary treasurer

Snooker at the Seven Seas Club

As we all know, the club owns a quality full size snooker table. Whilst there are a contingent of regular players, there is always room for more. The club would like to give thanks to those that promote the game from within.

A special thanks must be made to Tim Wilkinson who has spent hours on telephone calls and sent messages to players to enter the competitions before the start and throughout the past 4 months.

Although, due to the virus, we cancelled the singles competition, he has driven the doubles competition right through to the final. On the 17th December Brian Ireton and Peter Daly played Doug Law-Brown and Peter Horwell. A good game saw the former as the victors

The players who competed in the doubles championships this year were: Tim Wilkinson, Theo van Zyl, Peter Daly, Brian Ireton, Doug-Law Brown, Peter Horwell, Eddie Noble, Sean Gourlie, Mike Steytler, Warren Eiserman, Eric MacKenzie, Tony Fitzpatrick, Owen Pfuhl and Phil Berrange.

Other snooker players who could not participate for various reasons were Ian Wright, Alan Carson, Seamus McGuigan and Chris Tosio.

Strong supporters were Alan Green and our manager Glen Marlow, who was very active with the reservation of the snooker table for our competition days.

Leon Downes unfortunately could not participate due to ill health but he was an active player in the past prior to his illness.

Another player who had to withdraw from the snooker was John Butler because he returned to the UK. He was a past singles champion and an active player.

Last year the singles snooker champion was Tim Wilkinson who beat Mike Steytler in the final. This year, the doubles Plate, which is for players who lose in the first round of the doubles competition, was won by Mike Steytler and Warren Eiserman.

We would like to encourage more members to join the snooker competition next year. It's great fun and played by members who enjoy good laughter and camaraderie. Please join the snooker group by speaking to Tim or Glen or any of the active players mentioned above.

Birthdays in January

We wish all of the following many happy returns and hope the year ahead is good to you all.

Tattler – For fun, Tattler notes those with whom you share a birthday.

Capt J.F. Lamont (Ret) – 01 January *(1735- Paul Revere, Revolutionary War.)*

Mr R.J.W. Firth – 01 January *(1752- Betsy Ross, designed first U.S. flag)*

Capt S.W. Slogrove (Ret) – 02 January *(1892- J.R.R. Tolkien, Author of "Lord of the Rings")*

R Adm P. Schoultz (Ret) – 03 January *(1956- Mel Gibson, actor, director)*

Mr B.G. Altria – 09 January *(1913 - Richard M. Nixon, 37th President)*

Lt R.L. Hirschhorn – 11 January *(1952- Ben Crenshaw, golfing great)*

Mr C.R.C. Hartley – 12 January *(1944- Joe Frazier, heavyweight boxing champion)*

R Adm D.G. Jamieson – 13 January *(1919- Robert Stack, Actor "Elliot Ness" on Tv show "Untouchables")*

Mr H-Romer Heitman – 20 January *(1930- Edwin "Buzz" Aldrin, Astronaut, walked on the moon)*

Cdr P. Pysden (Ret) – 21 January *(1976- "Baby Spice" of The Spice Girls) - **Gotta love this one!!!!**)*

Capt K.S. Wise (Ret) – 23 January *(1737- John Hancock, politician, first to sign the Declaration of Independence.)*

Mr B.P. Coetzee – 24 January *(1941- Neil Diamond, singer)*

Mr J.E. Miles – 24 January *(1917- Ernest Borgnine, Actor, most notably TV's "McHales' Navy")*

Capt (DS) S. T. Opperman (Ret) – 25 January *(1882 - Adeline Virginia Woolf, English writer)*

Mr C. Ryan – 25 January *(1978 – Charlene, princess of Monaco and a former Olympic swimmer.)*

Capt C.R. Sharwood (Ret) – 28 January *(1936- Alan Alda, Hawkeye Pierce in Tv series "M*A*S*H)*

Mr A.M. Carson – 29 January *(1945- Tom Selleck, Actor, "Magnum P.I.)*

Mr B. Linde – 29 January *(1843 - William McKinley, 25th U.S. President (1897-1901), assassinated while in office)*

Mr L.G. Volkwyn – 30 January *(1882 - Franklin D. Roosevelt, 32nd U.S. President, elected to four terms)*

Mr A. Wolmarans – 30 January *(1937, Boris Spassky, World Chess champion)*

Lt E. Noble (Ret) – 31 January *(1919- Jackie Robinson, first Afro-American to play in Major League Baseball)*

100 club for December - We congratulate the following winners of the 100 club:

Mr C. Tosio (50) – R300

Mr P. Horwill (76) – R300

Lt Cdr Kobus Meyer (Ret) (24) – R300

Mrs R. Moore (23) – R1000

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Navy News

Israeli Navy welcomes new generation of German-made warships

By: The Associated Press 36

HAIFA, Israel — Israel's Navy on Wednesday welcomed the first of four German-made warships that will be at the vanguard of the country's efforts to protect its coastline and growing natural gas industry.



The first of four new Saar 6 ships, left, is docked in Haifa, Israel, on Dec. 2, 2020. Israel's Navy has welcomed the first of four German-made warships that will be at the vanguard of the country's efforts to protect its coastline and growing natural gas industry. (Heidi Levine/AP)

The first missile boat of "Project Magen" docked at Israel's Haifa port, with three more of the corvettes scheduled to arrive over the next two years.

"The Israel Navy has proved it can initiate, plan, lead and implement a serious force build-up program for the long term that will answer the state of Israel's strategic needs — from maintaining our naval superiority in the area to protecting the gas rigs and securing the trade and import routes to Israel," President Reuven Rivlin told the welcoming ceremony.

The vessels, commonly known as the Sa'ar 6, will lead Israeli efforts to protect its 200-mile exclusive economic zone. The natural gas industry, seen as a national asset, is at the heart of those efforts.

More than a decade after finding sizable reserves off its Mediterranean coast, Israel now generates some 60 percent of its electricity from natural gas, according to the national electric company, and has begun to export gas to its Arab neighbours Jordan and Egypt. Israel is also pursuing a project with Greece and Cyprus in hopes of creating an Eastern Mediterranean gas pipeline to Europe.

With so much at stake, Lebanon’s militant Hezbollah group has identified Israeli gas installations as high-priority targets. Israel takes such threats seriously. During a monthlong war in 2006, a Hezbollah cruise missile struck on an Israeli Sa’ar 5 warship, killing four service members.

The new ships are to be equipped with newer and more powerful radar and other electronic systems and handle rough seas much better than their predecessors. The 90-meter vessels are equipped with rocket and missile defence systems, anti-aircraft and anti-ship missiles, torpedoes, and an upgraded launching pad for Israel’s newest attack helicopters.

“Behind me is one of the most advanced war machines in the world, which poses a significant leap forward in the Israeli military’s ability to ensure our strength at sea and in naval operations,” said the military’s chief, Lt. Gen. Aviv Kohavi.

Israel agreed to buy the vessels in a 2015 deal valued at roughly €430 million (U.S. \$480 million at the time), with the German government covering about one-quarter of the cost.

Several Israeli businessmen, including confidants of Israeli Prime Minister Benjamin Netanyahu and a former commander of the Navy, are suspects in a graft scandal connected to the purchase of the warships and submarines from German conglomerate ThyssenKrupp Marine Systems.

Netanyahu, who is on trial in three other corruption cases, was not named as a suspect in the scandal and no one active in the Israeli Navy has been connected. But critics, including his defence minister at the time, have claimed Netanyahu behaved improperly and may have had a conflict of interest. Netanyahu’s rival and governing partner, Defence Minister Benny Gantz, recently opened an investigation into the affair.

Rolls-Royce MT30 Gas Turbines To Power ROK Navy’s FFX Batch III Frigates

By: Naval News Staff 08 Dec 2020

The Rolls-Royce MT30 marine gas turbine has been selected for the Republic of Korea Navy’s (RoKN) FFX Batch III frigate, known as the Ulsan-class frigate which will be built by Hyundai Heavy Industries.

The vessel is the first of six 3,500 ton Ulsan-class Batch-III frigates. HHI picture



According to a Rolls-Royce press release, Rolls-Royce has already successfully worked with the RoKN to introduce a revolutionary, modern and simple, hybrid propulsion system arrangement for all eight ships in the Daegu-class FFX Batch II frigate programme – each powered by a single MT30 gas turbine and electric propulsion motors powered by four Rolls-Royce MTU diesel generators per ship.

The use of the MT30 across the Batch II and Batch III frigates will deliver commonality benefits to the customer, such as spare parts, support infrastructure and training.

For FFX Batch III, the Ulsan-class frigate programme, Rolls-Royce will also supply Engine Health Management (EHM) capability with its MT30 marine gas turbine. Supporting leaner naval forces, EHM

technology delivers through-life benefits, such as reduced manpower and maintenance costs, by enabling the collection of reliable engine data and analysis to maximise asset availability and optimise on-board maintenance.

As part of Rolls-Royce's on-going design collaboration with Hyundai Heavy Industries (HHI) for the specialised integrated gas turbine enclosure for MT30, HHI-EMD will continue to be responsible for the manufacture of this highly complex engineering enclosure and all ancillaries in-country, as well as continuing to provide in-service support.

Designed for the 21st century, MT30 is proven at sea, delivering long-term reliability, unrivalled lifelong performance with operating cost efficiencies. The MT30 gas turbine is already in service with several navies around the globe including the U.S. Navy's Freedom-class Littoral Combat Ship and Zumwalt-class destroyers, the Republic of Korea's Daegu-class frigates, the Royal Navy's Queen Elizabeth-class aircraft carriers and the Italian Navy's new Landing Helicopter Dock.

More recently MT30 has been selected to power the Japanese Maritime Defence Force's advanced 30-FFM frigate and in single gas turbine CODLOG (Combined Diesel Electric or Gas) configuration for the Type 26 Global Combat Ship programmes for the Royal Navy, Royal Australian Navy and Royal Canadian Navy.

Beyond the FFX programme, the power density of the proven naval MT30 gas turbine genset is also one of the key enablers for Integrated Full Electric Propulsion (IFEP) for the next – generation RoKN destroyer (KDDX). Rolls-Royce's extensive experience in IFEP powered warships such as the Royal Navy's Type 45 destroyers and Queen Elizabeth-class aircraft carriers, and the U.S. Navy's Zumwaltclass destroyers, will support the RoKN's technological ambitions and their SMART Navy Vision 2045, delivering game-changing military capability in next generation destroyers.

Royal Navy Warships monitor significant Russian presence close to the UK waters

04 December 2020

The Royal Navy has monitored nine Russian vessels around the UK in recent weeks.

Every move made by the Russians – a surfaced submarine, destroyer, corvette, patrol ship and their supporting tugs and supply ships – was watched closely by eight RN ships from the English Channel and the Celtic Sea to waters close to the west coast of Scotland in a concerted operation over the last two weeks.

First Sea Lord, Admiral Tony Radakin, said: "This is why the Royal Navy is at sea every day, protecting the UK and our interests. Even with the pressures of Covid, we remain at short notice to respond to threats both in home waters and around the world. Despite the increase in Russian activity, both on the surface and underwater, we are always ready to respond.

Type 23 frigate HMS Northumberland watched the movements of Udaloy-class destroyer, the Vice-Admiral Kulakov, as she sailed North West of the Outer Hebrides, off the west coast of Scotland.

Patrol ship HMS Severn was on duty in the English Channel and Dover Strait, where she shadowed a surfaced Kilo-class submarine, the Stary Oskol, the corvette Boikiy, patrol ship Vasiliy Bykov and support ships.

Severn was also on patrol as the Vice-Admiral Kulakov sailed through the Channel.

For some of the operation, the Russian ships sheltered from bad weather within the Baie de Seine, a bay in northern France, where Severn was joined by allied French Navy ships and aircraft.

Commander Philip Harper, Commanding Officer of HMS Severn, said: “In very challenging conditions with rough weather, Severn and several other British and allied ships, have spent 20 days ensuring that Russian transiting warships remain under our watchful eyes.”

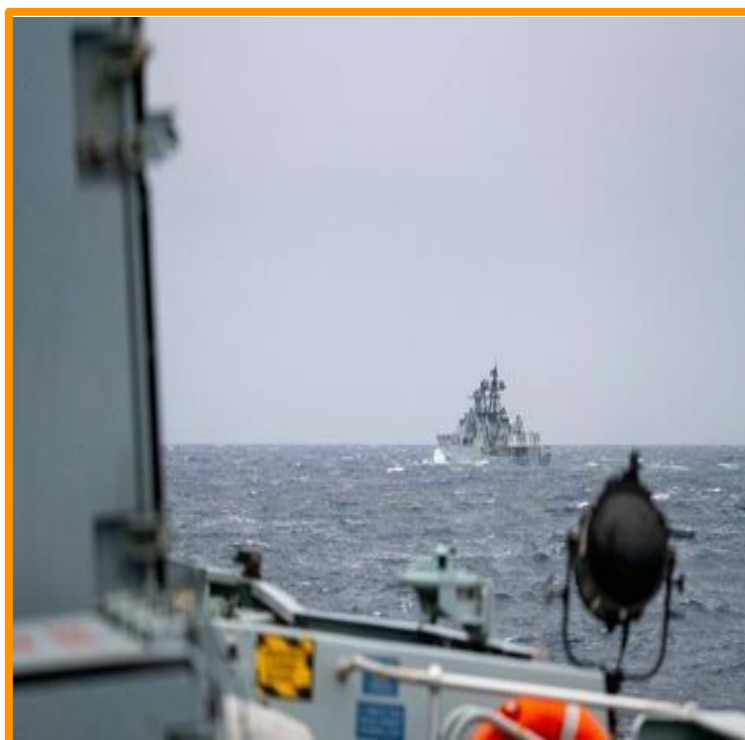


HMS Lancaster Shadows Boikiy

HMS Lancaster joined Severn in this operation, closely tracking Steregushchiy-class corvette Boikiy in the Channel and using her Wildcat helicopter to gather intelligence using the aircraft’s powerful array of sensors.

Meanwhile, three Royal Navy warships – HMS Tyne, HMS Richmond and HMS Kent – combined to escort the same group of Russian ships as they operated in the Celtic Sea and approaches to the South West coast of the UK.

This task group were joined by RAF Typhoon and F-35s jets, plus tankers RFA Tideforce and RFA Tiderace, which kept the allied ships replenished throughout the operations and contributed to the monitoring duties while in the Irish Sea.



HMS Northumberland monitors Vice-Admiral Kulakov

Featured Submarine – USS S-40

Source: *Wikipedia*

Tattler - launched 100 years ago in January 1921

USS S-40 (SS-145) was a first-group (S-1 or "Holland") S-class submarine of the United States Navy.



S-40's keel was laid down on 5 March 1919 by the Bethlehem Shipbuilding Corporation in San Francisco, California. She was launched on 5 January 1921 sponsored by Mrs. John H. Rosseter, and commissioned on 20 November 1923 with Lieutenant Commander Earl R. Morrissey in command.

When commissioned, the S-1 Class coastal and harbour defence submarine was 219'3" in length overall; had an extreme beam of 20'8"; had a normal surface displacement of 854 tons, and, when in that condition, had a mean draft of 15'11". Submerged displacement was 1,062 tons. The submarine was of riveted construction.

The designed compliment was four officers and thirty-four enlisted men. The boat could operate safely to depths of 200 feet. The submarine was armed with four 21-inch torpedo tubes...installed in the bow. Twelve torpedoes were carried. One 4-inch/50 calibre deck gun was installed.

The full load of diesel oil carried was 41,921 gallons, which fuelled two 600 designed brake horsepower Model 8-EB-15NR diesel engines manufactured by the New London Ship and Engine Company at Groton, Connecticut...which could drive the boat...via a diesel direct drive propulsion system...at 14.5 knots on the surface.

Power for submerged propulsion was provided by a main storage battery, divided into two sixty-cell batteries, manufactured by the Electric Storage Battery Company (EXIDE) at Philadelphia, Pennsylvania...which powered two 750 designed brake horsepower main propulsion motors

manufactured by the General Electric Company at Schenectady, New York...which turned propeller shafts...which turned propellers...which could drive the submarine at 11 knots for a short period of time when operating beneath the surface of the sea. Slower submerged speeds resulted in greater endurance before the batteries needed to be recharged by the engines and generators.

WW2 service

On 8 December 1941 (7 December 1941 east of the International Date Line), USS S-40 was moored alongside submarine tender USS Canopus (AS-9), which was anchored off Sangley Point. With the receipt of the news of the Japanese attack on Pearl Harbor in the Territory of Hawaii, which made the United States an active participant in the Second World War, the submarine was ordered out on her first war patrol.

Underway on the 9th, the S-boat anchored off Boaya Point, Veradero Bay, on the 10th, and, with a lookout stationed on a nearby hill, watched the approaches to the Verde Island passage between Mindoro and Luzon. On the 12th, the submarine shifted to an area off Batangas, and, on the 14th, returned to Veradero Bay. On the 18th, the S-boat was back in Manila, only to depart again on the 19th to patrol between Botolan Point and Subic Bay. On the 21st, she headed north to intercept a Japanese force reportedly bound for the Lingayen area.

Early on the 23rd of December 1941, USS S-40 sighted the enemy; fired four torpedoes, unsuccessfully, at a transport; then, for much of the remainder of the day, remained submerged, avoiding depth charges dropped by the Japanese screening forces. After dark, the submarine anchored in Agno Bay; made temporary repairs to her hull, engines, pumping system, and port air compressor; then patrolled off Bolinao. On the 29th, she was ordered to head south. Manila and Cavite had become untenable.

On the 30th, three days before Manila and Cavite fell, USS S-40 departed Luzon and pointed her bow toward the Netherlands East Indies. By midnight on 8 January 1942, she was off Makassar, whence she was ordered to Balikpapan for repairs, fuel, and supplies. There, enemy air attacks increased, but repairs were accomplished, fuel was taken on, and limited supplies were received. On the 14th, the submarine took up war patrol duties on the North Watcher-Mangkalihat line. By the 19th, her food supplies were again low, but she continued her efforts to impede the Japanese envelopment of the East Indies. On the 20th, she took up patrol off Balikpapan. On the 25th, the S-boat was ordered back to Makassar. Thence, on the 28th, she headed for Soerabaja to join the American-British-Dutch-Australian (ABDA) command forces operating from that base...because it was one of the few bases in that area still in Allied hands.

USS S-40 arrived at Soerabaja on the north coast of Java on 2 February 1942, her crew frustrated by their attempts to intercept enemy shipping, but with information on tides, currents, navigational aids, and Japanese tactics. Nine days later, the submarine got underway to patrol the northern approaches to Makassar City and intercept Japanese reinforcements expected to move through Makassar Strait and the Flores Sea. Arriving on the 15th, the S-boat patrolled initially between De Brill Bank and the reefs to the south, then shifted to other areas. Her hunting remained unsuccessful.

By the 26th of February 1942, USS S-40 was again in need of repairs and was ordered to Exmouth Gulf on the Western Australia coast. There, she took on needed supplies and continued on to Fremantle. On 6 March, the submarine sighted a Japanese submarine, but was able neither to attack nor to transmit a message concerning its presence.

On 9 March, USS S-40 reached Fremantle. During the next month and a half, she underwent overhaul and shifted her base to Brisbane. On 4 May, the submarine departed the Queensland coast for her fourth war patrol. Ordered into the New Britain-Ireland area, she reconnoitered Deboyne en route

and arrived on station on the 16th of May. On 3 June, she returned to Brisbane, again with information, but still scoreless.

At the end of June, USS S-40 was underway, again. Initially assigned to intercept enemy traffic into the Salamaua-Lae area of New Guinea, she was ordered to the Solomons on 2 July to relieve USS S-38 (SS143), which had been forced to vacate her position off Tulagi. USS S-40 patrolled between Tulagi and Lunga Roads and off Savo Island; fired on a maru (Japanese merchant ship), but did not score; then shifted to the New Georgia-Santa Isabel area to intercept Rabaul shipping. Failing to directly impede Japanese traffic there, she returned to Australia on 29 July 1942.

On 28 August 1942, USS S-40 cleared Moreton Bay and moved north. By 4 September, the submarine was off the Gizo Island anchorage. Thence, she crossed the Solomon Sea to the D'Entrecasteaux group off Papua to impede the movement of enemy reinforcements into Milne Bay. Poor weather and mechanical problems inhibited her hunting; and, still scoreless, she returned to Brisbane on 25 September 1942.

Repairs to USS S-40's deteriorating main motor cables and attempts to correct fuel leaks into the after battery occupied the next three weeks. On 19 October 1942, the submarine got underway for San Diego, California, to undergo an extensive overhaul. Patrolling in the Gilberts en route, she arrived at Pearl Harbor on 19 November; exchanged her 4-inch gun for a 3-inch gun from USS Whale (SS-239); and continued on to the west coast of the United States, arriving there on 7 December 1942.

Delays in the delivery of needed equipment slowed the yard work; but, on 4 June 1943, the submarine emerged with air conditioning and more up-to-date electronic equipment. on 7 June, USS S-40 moved north, toward the Aleutians, with 60 percent of her crew new to the Navy and to submarines. She trained en route to Dutch Harbour, from whence she departed on her 8th war patrol on the 24th of June 1943.

Further training exercises were carried out prior to reaching Attu, where she topped off and departed again on the 30th, heading for the Kurils. Despite dense fog and heavy seas, she reached the Kamchatka peninsula on 3 July 1943 and stood down the coast toward Paramushiro.

Japanese fishermen, with their innumerable nets and set lines, hindered her freedom of movement. Dense fog impeded her hunting. On the 12th of July, the submarine suffered a steering casualty which was temporarily repaired by the crew; and, on the 31st of July, the S-boat put back into Dutch Harbour. USS S-40's 9th war patrol, 12 August-10 September 1943, was again conducted in the fog and heavy swells of the northern Kuriles, but was cut short by repeated material failures which included the seemingly ever present problems of deterioration of the main power cables and fuel oil leaks into the after battery.

After voyage repairs, the S-boat was ordered to San Diego and training duty. Reporting to Commander Submarine Squadron 45 on arrival on 3 October 1943, she conducted training operations for the West Coast Sound School and for Fleet Air, West Coast, for the remainder of the Second World War...which formally ended on 2 September 1945 with the signing of the instruments of surrender by the Japanese on board battleship USS Missouri (BB-63), which was anchored in Tokyo Bay, Japan, for that occasion. Then ordered inactivated, USS S-40 shifted to San Francisco, where she was stripped and decommissioned...on 29 October 1945.

America's first aircraft carrier – from collier to carrier (100 or so) years ago

Source: Wikipedia

From this.....

USS Langley (CV-1/AV-3) was the United States Navy's first aircraft carrier, converted in 1920 from the collier USS Jupiter (AC-3), and also the US Navy's first turbo-electric-powered ship.



to this.....

Conversion of another collier was planned but cancelled when the Washington Naval Treaty required the cancellation of the partially built Lexington-class battlecruisers Lexington and Saratoga, freeing up their hulls for conversion to the aircraft carriers Lexington and Saratoga.



Langley was named after Samuel Pierpont Langley, an American aviation pioneer. Following another conversion to a seaplane tender, Langley fought in World War II. On 27 February 1942, she was attacked by nine twin-engine Japanese bombers of the Japanese 21st and 23rd Naval Air Flotillas[2] and so badly damaged that she had to be scuttled by her escorts.

Class and type:	<ul style="list-style-type: none">• <i>Proteus</i>-class collier• <i>Langley</i>-class aircraft carrier
Displacement:	<ul style="list-style-type: none">• 19,360 long tons (19,670 t) (as <i>Jupiter</i>)• 12,700 long tons (12,900 t) (standard, as <i>Langley</i>)• 13,900 long tons (14,100 t) (full load, as <i>Langley</i>)
Length:	542 ft (165.2 m)
Beam:	65 ft 5 in (19.9 m)

Draft:	27 ft 8 in (8.4 m) (as <i>Jupiter</i>) 24 ft (7.3 m) (as <i>Langley</i>)
Installed power:	3 × boilers 7,200 shp (5,400 kW)
Propulsion:	General Electric turbo-electric transmission 2 × shafts
Speed:	15.5 knots (28.7 km/h; 17.8 mph)
Range:	3,500 nmi (4,000 mi; 6,500 km) at 10 kn (12 mph; 19 km/h)
Complement:	163 officers and men (as <i>Jupiter</i>) 468 officers and men (as <i>Langley</i>)
Armament:	4 × 4 in (102 mm)/50 cal guns (as <i>Jupiter</i>) 4 × 5 in (127 mm)/51 cal guns (as <i>Langley</i>)
Aircraft carried:	None (as <i>Jupiter</i>), 36 (as <i>Langley</i>)
Aviation facilities:	1 × elevator, 1 x catapult

As the first American aircraft carrier, Langley was the scene of several seminal events in US naval aviation. On 17 October 1922, Lt. Virgil C. Griffin piloted the first plane—a Vought VE-7—launched from her decks. Though this was not the first time an airplane had taken off from a ship, and though Langley was not the first ship with an installed flight deck, this one launching was of monumental importance to the modern US Navy.

The era of the aircraft carrier was born introducing into the navy what was to become the vanguard of its forces in the future. With Langley underway nine days later, Lieutenant Commander Godfrey de Courcelles Chevalier made the first landing in an Aeromarine 39B. On 18 November, Commander Whiting was the first aviator to be catapulted from a carrier's deck.

An unusual feature of Langley was provision for a carrier pigeon house on the stern between the 5" guns. Pigeons had been carried aboard seaplanes for message transport since World War I, and were to be carried on aircraft operated from Langley.

The pigeons were trained at the Norfolk Naval Shipyard while Langley was undergoing conversion. As long as the pigeons were released a few at a time for exercise, they returned to the ship; but when the whole flock was released while Langley was anchored off Tangier Island, the pigeons flew south and roosted in the cranes of the Norfolk shipyard.

The pigeons never went to sea again and the former pigeon house became the executive officer's quarters; but the early plans for conversion of Lexington and Saratoga included a compartment for pigeons.



Commander Kenneth Whiting - first aviator to be catapulted from a carrier's deck.

Featured Women in War- Edith Cavell (1865-1915)

Source: *Wikipedia*

Tattler – Those who know Johannesburg will be familiar with a street named after her in the suburb of Hillbrow.

Edith Cavell (1865-1915) was a British nurse, working in German-occupied Belgium during the First World War. She helped hundreds of British, French and Belgian soldiers escape the Germans and was arrested, tried and executed in 1915.

Edith was born in the village of Swardeston, Norfolk. She was the daughter of a rector and worked as a governess in Belgium, before training to be a nurse in London. She worked in hospitals in Shoreditch, Kings Cross and Manchester and then accepted a position in Brussels as Matron in Belgium's first training hospital and school for nurses. There was no established nursing profession in Belgium at the time of Edith's appointment, and her pioneering work led her to be considered the founder of modern nursing education in that country.

She was in Norfolk visiting her mother when the First World War broke out in 1914. On hearing of the threat to Belgium, from the advancing German troops, she felt it was her duty to return to Brussels immediately.



An image of nurse Edith Cavell, sitting in a garden in Brussels with her two dogs before the outbreak

By 20 August, Brussels was occupied by the *of the First World War*. The dog on the left, "Jack" Germans. The nursing school became a Red Cross hospital, treating casualties from both sides, as well as continuing to treat civilians. In September 1914, Edith was asked to help two wounded British soldiers trapped behind German lines following the Battle of Mons. She treated the men in her hospital and then arranged to have them smuggled out of Belgium into the neutral Netherlands. She became part of a network of people who sheltered Allied soldiers and Belgians eligible for military service, arranging their escape.

Over the next 11 months she helped around 200 British, French and Belgian soldiers, sheltering them in the hospital and arranging for guides to take them to the border. On 5 August 1915, she was arrested for this activity and placed in solitary confinement in St Gilles Prison in Brussels.

Edith was tried at court martial on 7 October 1915, along with 34 other people involved in or connected to the network. She was found guilty and sentenced to death. She was shot by a firing squad at the Tir National, the Brussels firing range, on 12 October 1915.

Although her execution was legal under international law, it caused outrage in Britain and in many neutral countries, such as the United States. She became a symbol of the Allied cause, and her memory was invoked in recruitment posters and messages in Britain and around the world.

After the war, her body was exhumed and escorted to Britain. A memorial service was held at Westminster Abbey, and she was reburied in Norwich Cathedral.

Pirates – 12 of History’s most notorious

Source: History Collection by Khalid Elhassan - compiled by Colette Patience

Tattler – Tattler is very pleased to welcome guest columnist Colette Patience. (Colette is the lady responsible for assisting me in publishing Tattler each month. She is the one clever enough to format my undisciplined bits and pieces)

Colette will be contributing monthly articles on this fascinating subject. In this edition we look at the "golden age of Piracy and she introduces the controversial Francis Drake

Piracy – the act of violent robbery by seaborne attackers against ships or coastal areas in order to seize valuables – has been around for millennia, with the earliest documented instances in the historical record dating back to the 14th century, BC, when Mediterranean and Aegean civilizations barely survived a massive onslaught from seaborne raiders known as the Sea Peoples.

The predatorily opportunistic practice endured and flared up across the centuries, plaguing the Romans in the 1st century BC before it was suppressed by Pompey the Great, afflicting Europe and the Mediterranean with the rise of the Vikings in the Middle Ages, Ottoman corsairs during the Renaissance, massive pirate fleets that preyed upon Chinese shipping at whenever central authority weakened, and into the 21st century, where it recently flared up in the Indian Ocean with the proliferation of Somali pirates, and across the shipping lanes of the East Indies.

One of the most dramatic and fascinating periods of widespread piracy was that from the 16th to the 19th century, spanning the Elizabethan age. This includes the so-called “Golden Age of Piracy” from the 1650s to the 1730s, that saw the rise – and often grisly fall of some of history’s best-known pirates, such as the dreaded Blackbeard, Captain Kidd, or Henry Morgan, whose colourful careers gave rise to an enduring genre of pirate fiction and movies.

January Pirate – Sir Francis Drake (Hero or Villain?)

The most celebrated and renown seaman of the Elizabethan Era, Sir Francis Drake (*circa* 1540 – 1596) was an English privateer and admiral who led an adventurous seafaring career during which he became the period’s greatest pirate, preying upon Spanish shipping and coastal settlements, became the second man to circumnavigate the globe after Magellan’s expedition, during which endeavor he combined exploration with opportunistic plunder, and played a leading role in defeating the Spanish Armada in 1588.

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and settlements on his voyages. Some Spanish mariners were so afraid of Drake that they believed he practised witchcraft.

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Drake went to sea at an early age, and in his teens was enlisted by his relatives, the Hawkinses, a clan of privateers who preyed upon French coastal shipping. By the 1560s, he had risen to command his own ship and entered the slave trade, smuggling shackled captives illegally into Spain's New World possession. During one such trip, Drake was cornered by Spanish authorities and escaped only with a heavy loss of life among his crew – an experience which left him with a lifelong hatred of Spain.

In 1572, he received a letter of marque from Queen Elizabeth, authorizing him to plunder any property of the Spanish crown, and armed with that authorization, he raided Panama but was wounded and forced to retreat. After recovering, he raided Spanish settlements around the Caribbean, and returned to England in 1573 with a rich haul of gold and silver.

In 1577, he led an expedition of 5 ships to raid the Pacific coast of Spanish South America, which was wholly undefended in those days. Braving storms, he passed through the Straits of Magellan in his flagship, the *Golden Hind*, then sailed up the coasts of Chile and Peru. Near Lima, he captured a Spanish ship which yielded 25,000 gold coins, and soon thereafter captured a fabulously rich prize, the *Cacafuego*, a Manilla galleon which yielded a treasure of 80 lbs of gold, 13 chests of coins, and 26 tons of silver. His holds full of loot, he then crossed the Pacific, Indian Ocean, rounded the tip of Africa, and returned to England on September 26th, 1580, having circumnavigated the globe.

In 1585, Drake was put in charge of a fleet which harried Spanish shipping, captured Santiago in the Cape Verde Islands, and plundered Spanish settlements in Florida and Hispaniola. In 1587, he led daring pre-emptive raids against Spanish fleets assembling in Cadiz and Coruna for an invasion of England, and inflicted significant damage which prevented their sailing that year. The following year, the combined Spanish fleet, the famous Armada, set sail, only for Drake to play a leading role in its dispersal and eventual destruction, particularly on the night of July 29th, 1588, when he organized fire ships against the Armada assembled in Calais, forcing its ships out of that port and into the open sea. There, they were scattered by a combination of English warships and adverse weather.



Drake's eventful life finally came to an end in 1596, when he succumbed to a fever during an expedition against Spanish possessions in the West Indies. His career, with its turns from soldier and sailor to outright pirate, illustrates the era's murky lines between legalized piracy, also known as privateering, whereby governments of the day issued their seafaring subjects letters of marque during times of war, authorizing them to prey upon enemy shipping, and outright piracy, when those same seafarers preyed upon shipping without such a fig leaf of legality.

The modern functional replica of the Golden Hinde started sailing in 1973, retracing Drake's circumnavigation from 1979 to 1980. Since then, the ship has sailed several more times around the world. She was finally anchored in 1996 at the St. Mary Overie Dock in London where she now acts as a museum ship.



Famous quotes by Sir Francis Drake

"It isn't that life ashore is distasteful to me. But life at sea is better."

"There must be a beginning of any great matter, but the continuing unto the end until it be thoroughly finished yields the true glory."

"Great things have small beginnings."

"The light of past discovery draws me forward. Its shining light guides me to the glory of exploration. Coming up unto them, there has passed some cannon shot between some of our fleet and some of them, and so far as we perceive they are determined to sell their lives with blows."

50 years ago - January 1971

Football Tragedy

2nd January 1971 - The worst disaster in the history of Scottish football occurred on this day in 1971, when 66 people died and over 200 were injured in a crush of departing fans at Ibrox Park, Glasgow, the home ground of Rangers FC.

Some 80,000 had been watching Rangers play their 'Old Firm' rivals Celtic.

When the visitors scored in the final minute of normal time, scores of home supporters decided it was time to leave the ground.

Many departing fans chose to make their way down staircase 13 - a long concrete structure leading away from the terracing down a steep bank.

The accepted belief is that someone tripped and fell forwards down the stairs, causing a chain reaction in which people in front of them also fell. As more and more tumbled in a domino effect, barriers gave way and the momentum of falling fans crushed those in front of them.



Police and emergency services were on the scene in minutes, but little could be done for those who had borne the brunt of the crush under a tangle of bodies up to six feet deep. Most of the deaths were caused by compressive asphyxia. Bodies of those that had died were brought back into the stadium and laid under sheets on the touchline as the evening mist began to descend.

General

8 January - The French Line cruise ship SS Antilles, which had carried passengers on Caribbean tours since 1953, was irreparably damaged after her captain sailed into a narrow, shallow and reef-filled strait at Lansecoy Bay in the Grenadines set of islands. Striking a reef north of the island of Mustique, SS Antilles caught fire. All 690 of her passengers and crew were safely evacuated, but the ship could not be pulled free of the reef and was abandoned. It later broke in half and sank in the strait. Partially scrapped, the remains of the ship were towed to deeper waters and sunk.

15 January - The Aswan High Dam was dedicated in Egypt in ceremonies held by Egypt's President Anwar Sadat and by Nikolai Podgorny, the President of the Presidium and head of state of the Soviet Union, which had provided the primary financing for the one billion dollar hydroelectric project to dam the Nile River.

18 January - The collision of two oil tankers in San Francisco Bay caused 800,000 US gallons (3,000,000 l; 670,000 imp gal) dumped into San Francisco Bay and the California coast, happened as two oil tanker

ships collided. The Oregon Standard was carrying a shipment for the Standard Oil Company of California (now the Chevron Corporation) when its compartments were pierced by its sister ship, the Arizona Standard. The spill, worst in the history of the Bay Area to that time, also prompted the largest volunteer clean-up effort up to that time, with thousands of residents cleaning beaches and rescuing birds that had been soaked in oil.

25 January - A coup d'état in Uganda, led by General Idi Amin Dada, toppled the government of President Milton Obote. "Obote Is Ousted by Ugandan Army", The New York Times, January 26, 1971, p1 General Amin had been commander in chief of the Ugandan Armed Forces until 1970, when President Obote appointed himself to the position and reduced Amin's responsibilities to commander in chief of the Ugandan Army. Amin learned that Obote was planning to have him arrested for embezzlement of Army funds, and organized the coup while Obote was out of the country attending the British Commonwealth summit in Singapore.

31 January - Apollo 14, carrying astronauts Alan B. Shepard, Jr., Stuart Roosa, and Edgar Mitchell on the first manned lunar mission since the failure of Apollo 13, lifted off from Cape Kennedy at 4:03 p.m. local time (2103 UTC). The mission was almost aborted after "a harrowing two-hour struggle" to dock the command ship with the separately-launched lunar module that would be used to carry Shepard and Mitchell to a lunar landing. The secure docking was finally achieved but, as a reporter noted afterward "if the two craft had failed to make a firm link-up, all plans for a landing on the moon early next Friday would have been abandoned." Shepard, who had been the first American to travel into outer space, would become the oldest person to walk on the Moon on February 4.

Sport

1 January - New years' "test"! Western Province v Transvaal
 (Tattler - Transvaal went on to win the cup with WP as runners up)
 Currie Cup, 1970/71 - Cape Town
 1,2,4 January 1971 (3-day match)
 Result: Match drawn
 Toss: Western Province
 Umpires: G Goldman and HE Milner

Western Province 1st innings

*EJ Barlow	c Bath	b Kerr	76
AC Parker		b Kerr	16
A Bruyns	lbw	bBath	58
CG Stephens	cDuring	bLance	1
HM Ackerman		bBath	30
MH Bowditch	cBacher	bLance	65
+GP Phul	cFeatherstone	bBath	0
PD Swart		bBath	0
RET Morris	clrvine	bKerr	23
JC Cawood		bBath	5
GA Chevalier	Not out		5

Bowling	O	M	R	W
Watson	7	0	26	0
Rice	3	1	7	0
De Vaal	1	0	8	0
Kerr	38.3	9	95	2
Bath	38	15	94	6
Lance	40	16	70	2
Irvine	5	0	17	0
During	2	1	1	0

Extras (b 6, lb 1, nb 1) 8

Total (all out, 134.3 over) 326

FoW: 1-58, 2-122, 3-126, 4-178, 5-195,6-271, 7-283, 8-298, 9-326, 10-326.

Transvaal 1st innings

*A Bacher	cMorris	bCawood	0
BF Bath	cStephens	bChevalier	56
PR Carlstein	cAckerman	bBarlow	51
+BL Irvine	cCawood	bChevalier	9
NG Featherstone		bChevalier	24
HR Lance		bChevalier	2
AC During	Lbw	bSwart	1
GLS Watson		bChevalier	9
CEB Rice	cCawood	bChevalier	23
PD De Vaal	cBruyns	bChevalier	12
WR Kerr	Not out		0

Extras (lb 9, nb 1) 10

Total (all out, 97.2 overs) 197

FoW: 1-3, 2-94, 3-121, 4-132, 5-134,6-139, 7-161, 8-179, 9-192, 10-197.

Bowling	O	M	R	W
Barlow	19	8	24	1
Cawood	8	0	25	1
Bowditch	4	0	14	0
Swart	21	5	49	1
Chevalier	39.2	20	57	7
Morris	6	3	18	0

Western Province 2nd innings

*EJ Barlow	cRice	bDuring	29
AC Parker	cBacher	bWatson	0
A Bruyns	cWatson	bKerr	13
CG Stephens		bLance	52
HM Ackerman	cDuring	bDe Vaal	5
MH Bowditch	lbw	bLance	52
+GP Pfuhl	Not out		8
PD Swart	cIrvine	bKerr	2
RET Morris	Not out		2

Bowling	O	M	R	W
Watson	5	0	20	1
De Vaal	26	11	71	1
Kerr	35	18	42	2
Bath	4	0	15	0
Lance	5	3	4	2
During	1	1	0	1

Extras (b 8, lb 1, w 1, nb 3) 13 Total (7 wickets declared, 76 overs) 165 DNB: JC Cawood, GA Chevalier.

FoW: 1-5, 2-46, 3-47, 4-52, 5-148, 6-151, 7-151.

Transvaal 2nd innings (target: 295 runs)

*A Bacher	cBruyns	bCawood	0
BF Bath	cBowditch	bCawood	9
PR Carlstein	cMorris	bSwart	75
+BL Irvine	cAckerman	bSwart	43
NG Featherstone	lbw	bSwart	12
HR Lance	cPfuhl	bBarlow	1
AA During	Not out		34
CEB Rice	cCawood	bMorris	11
PD De Vaal		c&bParker	2
WR Kerr	Not out		0

Bowling	O	M	R	W
Barlow	19	6	40	1
Cawood	8	0	26	2
Swart	15	8	28	3
Chevalier	30	11	46	0
Morris	13	5	44	1
Parker	1	0	3	1

Extras (b 1, lb 1, w 1, nb 1) 4 Total (8 wickets, 86 overs) 191

DNB: GLS Watson.

FoW: 1-3, 2-15, 3-125, 4-135, 5-142, 6-151, 7-173, 8-185.

5 January - FIRST ODI. When the third Test between Australia and England was washed out, the Australian cricket board decided to host a 40-over one-day international in Melbourne on January 5, 1971. Australian captain Bill Lawry won the toss and elected to field first against Ray Illingworth's team.

England kept losing wickets at regular intervals, but opening batsman John Edrich stuck in and got a score of 82 from 119 balls. Spinners Ashley Mallett and Keith Stackpole were the pick of the bowlers for the home side with figures of 3/34 and 3/40 respectively. Fast bowler Graham McKenzie was the next best bowler with figures of 2/22.

Australia lost two early wickets before Ian Chappell (60*) and Doug Walters (41*) shared a partnership of 66 runs, which helped the team chase down the total in 35 overs with five wickets in hand.

Skipper Illingworth was England's best bowler with figures of 3/50. Fast bowlers Ken Shuttleworth and Basil D'Oliveira picked up the other two wickets.

To the board's surprise, 46,000 people were there in the stadium to watch the match. It was then the board realised that the one-day international format could be a big hit.

John Edrich bagged the first-ever ODI man of the match award.

16 January - The 1971 Five Nations Championship in rugby union began between England, France, Ireland, Scotland and Wales. In the opening games, Wales beat England, 22-6 at Cardiff, and France beat visiting Scotland, 13-8, at Colombes. Wales was the only team to win more than one game, winning all four of its matches during the round robin, ending with its 9-5 win at France on March 27

Movies



Music

Album	Artist
Elvis Country (I'm 10,000 Years Old)	Elvis Presley
McDonald and Giles	Ian McDonald and Michael Giles
Chicago III	Chicago
Pearl	Janis Joplin
Deliverin'	Poco
Hooker 'n Heat	John Lee Hooker and Canned Heat

Album	Artist
ZZ Top's First Album	ZZ Top
Extraction	Gary Wright
Greatest Hits	Kenny Rogers and The First Edition
If You Saw Thro' My Eyes	Ian Matthews
Jerry Butler Sings Assorted Sounds	Jerry Butler
Little Feat	Little Feat
Melting Pot	Booker T & the MG's
Nantucket Sleighride	Mountain
The Point!	Harry Nilsson
Salisbury	Uriah Heep
Sister Kate	Kate Taylor
Straight Life	Freddie Hubbard
There Must Be More to Love Than This	Jerry Lee Lewis
You're Not Alone	Dion

Tattler – for a laugh



Origins - Steal someone's thunder

English dramatist John Dennis invented a gadget for imitating the sound of thunder and introduced it in a play in the early 1700s. The play flopped. Soon after, Dennis noted that another play in the same theatre was using his sound effects device. He angrily exclaimed, "That is my thunder, by God; the villains will play my thunder, but not my play."

Tattler - A very well worn bit of nonsense for your amusement! Click image below.



We all look forward to a new year of great health and much happiness. We hope all our readers stay safe and well. Good-bye for now.