

The Seven Seas Tattler Issue 4.9 – February 2021



Hello fellow members and welcome to another edition of the Tattler. We trust that you are all looking after yourselves during these difficult times and we all fervently hope that there will be a return to normality in the near future! As always, any feedback is welcome (jonathanagolding@gmail.com)

Tattler - Always great to hear from our members. We received this from Rhoda Moore and Ken Baker.

"Dear Jonathan

Once again, you have provided a newsletter full of interesting information and I always look forward to reading your "Tattler" issues.

I value your efforts in putting these together especially since I have avoided any club attendance due to Covid because I am at my most vulnerable age. By receiving your newsletters and the wonderful bits of information keeps me involved with Club issues.

The column on Pirates was especially interesting and I hope that similar historical editorial will continue in the future.

Wishing you an enjoyable and peaceful Christmas period and every good wish to you and yours for the coming year!

Kind wishes
Rhoda"

"Good day Jonathan,

Pardon me if I appear brazen to notify Tattler that my February birthday see's my 90th celebration – the big 9zero, Wow!!

Yours aye
Ken Baker Lt Cdr (rtd)"



OS Baker 72 years ago (posing) before joining SAS Rand to parade through City of Johannesburg.

"Those were the daysKen

Tattler - Not brazen at all Ken, but even if it were, you have earned that right in our book! "May calm seas and bright sunshine define the rest of your voyage". Happy Birthday and may there be many more to come!

From the Chair

The Club is facing its second lockdown with the expectation that it will be lifted by mid Feb 21. (I am hoping that it will happen before).

The Committee has still not been able to secure a tenant for downstairs, but is not giving up the fight.

The above two incidents are creating a major financial strain on the clubs resources and if not resolved will put the future of the Club at risk.

Members are urgently requested to come forward with ideas to utilise downstairs to the financial benefit of the Club as well as to recruit members (preferably younger members) to ensure the survival of the Club.

Looking forward to hearing from you and hope to see you at the Club soon.

Regards

Kevin

Financials

From the Treasurer's "Abacus"

It is that time of the year when the committee's attention shifts to a focus on the build-up to the coming financial year. At the front of the task queue is extensive work on the budget with a specific focus on our planned income and expenditure.

On the income side, the Club has 3 main sources of income (Membership Subscription, Bar Sales and Rental) each being of a similar magnitude. Needless to say, Bar Sales and Rental income have been decimated over this last year by the pandemic resulting in the Club having to draw heavily on its cash reserves to meet ongoing expenses. A return to "normal" trading is uncertain, but hopefully the effect of the current lockdown on transmission/infections and the commencement of the roll out of vaccines will allow this to be sooner rather than later.

Efforts continue to try to find a tenant (or tenants) for the ground floor office space but the depressed economy combined with the migration of many businesses to a "work from home" style of operation is making this a slow and uncertain process. To improve the Clubs chances of success, we ask you the members, to assist us in finding suitable tenants. The more of us that are spreading the word, the better will be the chance of finding a solution. The committee will shortly be distributing an information package on our ground floor facility to support your ability to spread the word of what is available to your wider circle of acquaintances.

The only source of income that we do have some control of is that from Membership Subscriptions. By the time you read this, renewal notices will have been distributed to all members. Please do the right thing and settle your account by the due date as by doing so you will help to prevent the Club from getting into an unhealthy cash flow position. Please also do

not forget the membership incentive aimed at encouraging members to introduce new members to the Club. Growing our membership is an essential part of a return to financial security.

Over and above a return to "normal" operation and success in finding a tenant, the Club will need to be successful in additional fund raising if it is to have any chance of starting to rebuild its cash reserve. Please support the initiatives of the committee in this regard and bring any ideas you may have to a committee member.

On the expenditure side, by far the largest element of this is the cost of our loyal staff (Salaries and Wages). It is already clear that, as was done this year, the Club will not be in position to pay annual increases or bonuses this coming year unless there is a radical change in fortune. Please bear this in mind when interacting with the staff (Healthy tips will go a long way to help to mitigate this unfortunate set of circumstances!) All other expenses have been minimised or eliminated.

I am sure that all will realise that the drawing up of a meaningful and achievable budget that preserves the long term viability of the Club is a time consuming and stressful task. Accordingly, please excuse any unintended slips or gaps that may creep into our communications in the days to come.

Keep well. I look forward to seeing you in the Club soon!
Doug Law-Brown Hon Treasurer

Birthdays in February

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.

Mrs A Palmer 01 Feb - **Clark Gable, actor, "Rhett Butler" in "Gone with the Wind" (1901)**
Cdr O Pfuhl 01 Feb - **Sir Stanley Matthews, the first ever soccer player to be knighted, (1915)**
Maj Genl P J Rast 02 Feb - **Ayn Rand - Russian / American philosopher (1905)**
Dr J W J van Wyk 03 Feb - **Frankie 'Mr Moonlight' Vaughan, Liverpool-born crooner (1928)**
Mrs J D Barnardo 07 Feb - **Charles Dickens, the most widely known English writer after Shakespeare (1812)**
Mr R.W. Firth 07 Feb - **Garth Brooks, country singer (1962)**
Lt Cdr K W Baker 09 Feb - **William Henry Harrison, 9th U.S. President (1841) died a month after taking office (1773)**
Mr P V Dines 13 Feb - **Jerry Springer, talk show host (1944)**
Mr E J Smith 14 Feb - **Jimmy Hoffa, Teamsters union leader who mysteriously disappeared in 1971 without a trace (1913)**
Capt R H L Harrison 15 Feb - **Galileo Galilei, Italian inventor, invented the telescope (1564)**
Mr T van Zyl 17 Feb - **Michael Jordan, one of greatest players n NBA history (1963)**
Capt G Filmalter 18 Feb - **John Travolta, TV and movie actor, (1954)**
Capt GG Schlemmer 19 Feb - **Nicolas Copernicus, Scientist, controversial theory that the earth rotates around the sun! (1473)**
R Adm (JG) E T Beddy 20 Feb - **Sidney Poitier, 1st Afro-American to win Academy award (1924)**
Mr C T Tosio 20 Feb - **Patty Hearst, kidnapped daughter of William Randolph Hearst (1954)**
Mr D J M Bruce 21 Feb - **John Henry Newman, Cardinal and theologian noted for his philosophical writings (1801)**
Cdr L van Zyl 23 Feb - **George Frederic Handel, German Composer (1685)**
Capt W Stassen 26 Feb - **Johnny Cash, American country western singer (1930)**
Capt D P de Wet 28 Feb - **Mario Andretti, race car driver (1940)**

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Navy News

US Navy Destroyer and USMC Aircraft to join Royal navy CDG on Maiden Deployment

By: Xavier Vavasseur 19 January 2021

In a joint statement, the United States Department of Defence and United Kingdom Ministry of Defence have confirmed that that US Navy and Marine Corps personnel will join the UK's Carrier Strike Group on its maiden deployment later this year.

The Joint Declaration supports UK Carrier Strike Group, led by the UK's aircraft carrier, HMS *Queen Elizabeth*, on its inaugural deployment this year. The Carrier Strike Group will be complemented by US Marine Corps and US Navy personnel and equipment, including a detachment of US Marine Corps F-35B Lightning II aircraft and the US Navy's destroyer, USS *The Sullivans* (DDG-68).

This joint declaration paves the way for the US Navy and Marine Corps to be joining the HMS QUEEN ELIZABETH Carrier Strike Group this year for the inaugural Carrier Strike 21 deployment. I am delighted that the UK now possesses a 21st century Carrier Strike capability, which has been greatly assisted by the unswerving support and cooperation of the United States at all levels over the past decade. This deployment embodies the strength of our bilateral ties and reflects the depth and breadth of this vital defence and security partnership.

UK Defence Secretary Ben Wallace

USS *The Sullivans* (DDG-68) is a Flight I Arleigh Burke-class ship displacing over 8,000 tons and fitted with 90 Mk41 VLS cells. The ship is home ported in Mayport, Florida.



VMFA-211 lands onboard HMS Queen

The Carrier Strike Group (CSG) has reached Initial Operating Capability (IOC) in December 2020. An operational deployment later this year will see the Royal Navy HMS *Queen Elizabeth* Carrier Strike Group sail in the Mediterranean Sea, the Persian Gulf and end up in the Pacific (in waters near Japan). The ship will carry 24 F-35B jets, including US Marine Corps aircraft, in addition to a number of helicopters.

Most Powerful Frigates in the world

From: Defencyclopedia

Introduction

Frigates are an indispensable part of any navy. These ships usually form the numerical bulk of a naval fleet as they are relatively cheaper than large destroyers and cruisers. Every modern navy operates frigates in some or the other form and uses them along with larger surface combatants like destroyers and aircraft carriers. The definition of a modern frigate by Defencyclopedia is the following:

A modern frigate is a 3000-7000 ton warship, equipped with an array of missiles, guns and radars, and is designed to operate autonomously, along with a battle group or act as an escort for non-combatants, in order to fulfil a variety of tasks depending on the mission.

A warship displacing 5000-7000 tons need not always be called a frigate, as many navies prefer the designation of a 'destroyer' for such warships. The designations vary from one navy to another, but the role of the ships does not change. Some countries call their larger surface combatants frigates for political reasons and some others call their smaller surface combatants frigates. A modern frigate can displace anywhere between 3000-7000 tons. But for the sake of this article, only frigates displacing 4000-7000 tons will be considered.

This article will deal specifically with the frigates designed and built in the 21st century. Each ship has been carefully analyzed to ensure a neutral ranking. The weapons and sensors on board the ship and their ability to handle multiple targets is given importance. Since each frigate has its own set of strengths and their roles vary greatly and a frigate should not be considered to be better just because it is ranked slightly higher.

Tattler - the original article deals with the top 10 - we cover the top 3, and list numbers 10 to 4 without details below.

10. Type-54A [China] This is a new class of frigates for the Chinese Navy which is being built in large numbers
9. Shivalik class [India]
8. Fridtjof Nansen class [Norway]
7. Carlo Bergamini class [Italy]
6. Aquitaine class [France]
5. Álvaro de Bazán-class [Spain]
4. Iver Huitfeldt-class [Denmark]

3. De Zeven Provinciën class [Netherlands]

The 4 air-defence frigates of this class are among the most advanced ships in their category. These 6000 ton ships possess advanced radars and missiles and is slated for a major radar upgrade which will give it unparalleled surveillance ability. This frigate class is noted for its anti-ballistic missile capability which was demonstrated in NATO exercises. It's radars are said to be fully capable of detecting and tracking ballistic missiles at distances of 500+ km and target engagement will be done by US Navy ships using this information as these frigates don't possess the SM-3 missile yet.



Strength: Anti-Air Warfare

Propulsion: It has a Combined Diesel and Gas turbine (CODAG) propulsion. The 2 x Wärtsilä diesel engines generate 4.2 MW each and the 2 × Rolls Royce Spey turbines generate 18.5 MW each, for a total of 45.4 MW.

Sensors:

- The main sensor is the 4-faced APAR (Advanced Phased Array Radar). This multi-function AESA radar works in the X-band and provides target detection, tracking and engagement in 360°. It will be upgraded with an increased range version.
- The Thales SMART-L radar provides long range aerial surveillance and the ability to detect and track ballistic missiles at distances of 400+ km. This AESA radar operating in the L-band is capable of tracking 1500 targets simultaneously and provides early warning. A newer version with the capability to detect and track ballistic missiles 2000+ km away will be installed in the future.
- An Atlas Elektronik DSQS-24C hull-mounted sonar provides submarine detection capability.

Armament:

- It has a 40 cell Mk41 VLS system with 32 x SM-2 IIIA surface-to-air missiles (1 per cell) and 32 × Evolved Sea Sparrow Missiles (4 per cell).
- 1 × Oto Melara 127 mm dual-purpose gun.
- 2 × Goalkeeper CIWS with a 30 mm Gatling gun firing at 3000 rpm.
- 2 quad launchers for 8 Harpoon anti-ship missiles.
- 2 × twin torpedo launchers with MK46 lightweight torpedoes.

Cons: No towed array sonar

2. Sachsen class [Germany]

Developed as a replacement for the *Lütjen class* destroyer, the Sachsen is an advanced anti-air frigate built for the *Deutsche Marine* (German Navy). It's sensor suite and armament are largely similar to that of the *Iver Huitfeldt* and *De Zven Provinciën* class frigates. The *Sachsen* however has a small advantage owing to its dual helicopter hangars, compared to the single hangar on the other two. 3 ships of this class serve at present and plans for a 4th ship were shelved. Keeping future upgrades in mind, these 5800 ton ships have been designed to accommodate 270 tons of extra weight.



Strength: Anti-Air Warfare

Propulsion: They have a Combined Diesel and Gas turbine (CODAG) propulsion system with 1 x LM2500 gas turbine generating 23,500 kW and 2 x MTU diesel engines generating 7.5 MW each. A total of 38.5 MW of power is available for high speed cruises.

Sensors:

- The main sensor is the 4-faced APAR (Advanced Phased Array Radar). This multi-function AESA radar works in the X-band and provides target detection, tracking and engagement in 360°.
- The Thales SMART-L radar provides long range aerial surveillance and the ability to detect and track ballistic missiles at distances of 400+ km. This AESA radar operating in the L-band is capable of tracking 1500 targets simultaneously and provides early warning.
- 1 x Atlas bow-mounted sonar for detecting submarines.

Armament:

- It has 32 Mk41 VLS cells to carry a mix of 24 SM-2 Blk IIIA + 32 ESSM Surface To Air Missiles. This variant of the SM-2 has a 150+ km range and serves the role as an area defence SAM. The 50 km range ESSM provides medium range air defence.
- It has 2 x RAM (Rolling Airframe Missile) launchers with 21 missiles each. A total of 42 missiles of 10 km range form the third layer of air defence for this frigate.
- 2 x quad launchers for 8 Harpoon anti-ship missiles
- 1 x 76 mm Oto Melara dual purpose gun
- 2 x triple launchers for MU90 lightweight torpedoes
- 2 x Rheinmetall 27 mm guns in remote weapons station

Cons: Absence of a towed array sonar limits it's ASW capabilities.



F219 Sachsen test fires an SM-2 Block IIIA SAM

1. Admiral Gorshkov class [Russia]

The *Admiral Gorshkov* class of guided missile frigates, which incorporate the best weapons and sensors that the Russian industry can produce, is set to be the mainstay of the future Russian fleet. It has an excellent balance of weapons and sensors and is the perfect example for a multi-role frigate. Many ships in this list either lack a secondary radar, land-attack capability or a proper CIWS. But this ship right here, has everything that is needed for a modern surface combatant and displacing around 5000 tons when fully loaded. Russia has planned to build 15 ships for its fleet and as of now, 3 ships are under construction and 1 is finished.



This ship has an excellent balance of weapons and sensors and is the perfect example for a modern 'Multi-Role Frigate'.

Strength: Anti-Air warfare, Anti-Submarine and Surface Warfare

Propulsion: It features a combined diesel and gas turbine (COGAG) propulsion with 2 diesel engines generating 3.9 MW each and 2 M90FR gas turbines producing 20.5 MW each, for a total of 49 MW of power.

Sensors:

- It has a 4 face Poliment 5P-20K multi-function S-band AESA radar which can search and track aerial and surface targets as well as provide guidance to the SAMs.
- This is complemented by a Furke-4 volume search radar which is uniquely mounted on top of the main radar itself. This prevents interference and allows both radars to have unobstructed search capability.
- Monolit 34K1 radar is used for Anti-Ship missile guidance and surface search.
- Puma fire control radar for the 130 mm gun and 2 illuminators for the Palash CIWS.
- Submarine detection capability is provided by the Zarya M bow mounted and Vinyekta towed array sonars along with the embarked Ka-27 ASW helicopter.



Armament:

- 1 × 130mm A-192M primary gun.
- 16 Universal VLS cells which can be armed with P-800 Oniks (300-500 km range) anti-ship missiles, Kalibr-Nk land attack cruise missiles (2500 km range), 91RTE2 Anti-submarine missile (which drops a torpedo 50 km away).
- Long-range air defense is provided by 32 Redut VLS cells, which can carry 32 9M96E series SAMs of 40-120 km range.
- 2 Palash CIWS with twin 30 mm Gatling guns each. It has an integrated electro-optic fire control system and 8 short range SAMs.
- 2 pedestal mounted 14.5 mm heavy machine guns
- It has 2 x 4 330mm torpedo tubes for the unique Paket-NK torpedoes which can engage enemy submarines as well as torpedoes, thus serving a dual role.

Cons: It has no significant cons.

Conclusion

Since this article has laid emphasis on weapons, sensors and multi-role capabilities of the frigates, the chart topper will be the best multi-role frigate. It is also important to keep in mind that some ships ranked slightly lower may excel in only one area as they have been designed that way from the outset. Every navy may not require a multi-role frigate as their areas of operation and threats faced are totally different. Most European navies lay a heavy emphasis on anti-air warfare as they perceive Russian cruise missiles as a major threat. Asian navies tend to place more emphasis on

surface warfare with full multi-role capability. I hope this list has given you a good idea about the 10 most advanced frigates in service today.

There are many more advanced frigates which are going to enter service in the next 5-10 years. Some of the exciting frigate projects like the British Type 26 and the Indian P-17A are going to set new standards in capabilities and performance. China is rumoured to be working on a Type 54B frigate with better features. Frigates will continue to remain as a backbone for most navies worldwide.

Featured Naval Officer – Luitenant Commander Nasmith and the Royal jaunt on a submarine

Source: Wikipedia

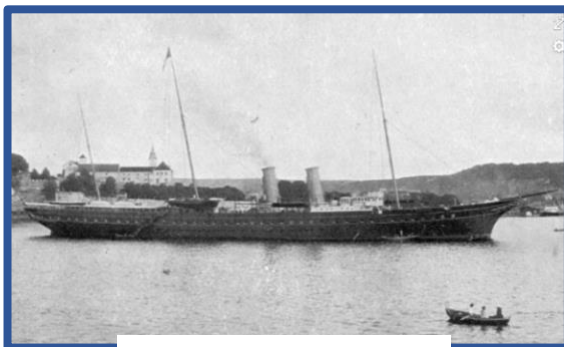
Tattler – We featured Luitenant Commander Nasmith in our September 2020 issue of the Seven Seas Tattler, however, an interesting historic event caught my attention and so we are briefly revisiting Nasmith.

Lt Nasmith was born in April 1813 and was the 29 year old Commander of the HM Submarine D4 at the time of our story. Nasmith was later to become Admiral Sir Martin Eric Dunbar-Nasmith, VC, KCB, KCMG . He died in June 1965.

On 8 May 1912, King George V was on HM Yacht, Victoria and Albert in Weymouth Bay to witness Fleet manoeuvres. Because of heavy fog, the programme was disrupted, and the King expressed the desire to dive in a submarine. He embarked on HM Submarine D4, under then Lieutenant Nasmith's command, and (in the words of The Times of 10 May) "made a lengthy run in her when she was submerged."



King George V



HM Y Victoria and Albert 1912



HMS D4

What made the occasion all the more remarkable was the presence on board of his second son, Prince Albert, who was to become King George VI, of Winston Churchill (First Lord of the Admiralty and future prime minister), and of then Captain Roger Keyes, Inspecting Captain of Submarines, who was to become the first Director of Combined Operations (the Commandos) in the early part of the Second World War. A former prime minister, Arthur Balfour, was also embarked, but the then prime minister, H. H. Asquith, who had been with the King's party earlier in the day, had had to return to London on urgent business and did not dive in D4.

Nasmith's diary records that: "We remained under water for ten to 15 minutes, during which time he showed great interest in the proceedings, periscope in particular."



*Winston Churchill 1912
38 yrs old*



*Prince Albert 1912
29 yrs old*

A Navy News article,[4] from July 2012, by Commander William Corbett (at whose parents' wedding Nasmith had proposed the toast to the health of the bride and groom), records that Nasmith often wondered what would have happened to the course of 20th century history had he sunk that day, a not unreasonable thought, given that he had very nearly sunk in the Solent in 1905 whilst in command of HM Submarine A4.

Dunbar – Nasmith was no stranger to the risks of battle and narrow escapes. He was 32 years old, and a lieutenant commander during the First World War, when the following actions took place for which he was awarded the VC. During the period 20 May–8 June 1915 in the Sea of Marmara, Dardanelles, Turkey, Lieutenant-Commander Nasmith, in command of H.M. Submarine E.11, destroyed one large Turkish gunboat, two transports, one ammunition ship, three store ships and four other vessels. When he had safely passed the most difficult part of his homeward journey he received information that a cargo of coal was heading towards Istanbul from the Black Sea. Realising that coal was essential for the morale of the besieged city, Nasmith turned back. When the coal-carrying ship came into sight of the docks, a welcoming committee of municipal grandees soon formed, along with a happy crowd – water, electricity and rail transport had all suffered due to a lack of coal. Hardly had the ship berthed than it mysteriously blew up before the eyes of the astounded crowd. Nasmith successfully slipped out again.

Featured “War dogs “

Source: *Wikipedia*

Tattler - Something a little different! In this edition we feature 3 dogs that played roles during wars. We start with the tiniest one.

Smoky (c. 1943 – 21 February 1957), a Yorkshire Terrier, was a famous war dog who served in World War II. She weighed only 4 pounds (1.8 kg) and stood 7 inches (180 mm) tall. Smoky is credited with beginning a renewal of interest in the once-obscure Yorkshire Terrier breed.

In February 1944, Smoky was found by an American soldier in an abandoned foxhole in the New Guinea jungle. She was already a young adult Yorkie (fully grown). The soldiers initially thought the small dog belonged to the Japanese,



but after taking her to a nearby prisoner-of-war camp they realized she did not understand commands in Japanese or English. Another GI then sold Smoky to Corporal William A. Wynne of Cleveland, Ohio, for two Australian pounds.

For the next two years, Smoky back-packed through the rest of the war and accompanied Wynne on combat flights in the Pacific. She faced adverse circumstances, living in the New Guinea jungle and Rock Islands, suffering the primitive conditions of tents in equatorial heat and humidity.

Throughout her service, Smoky slept in Wynne's tent on a blanket made from a green felt card table cover; she shared Wynne's C-rations and an occasional can of Spam. Unlike the "official" war dogs of World War II, Smoky had access to neither veterinary medicine nor a balanced diet formulated especially for dogs. In spite of this, Smoky was never ill. She even ran on coral for four months without developing any of the paw ailments that plagued some war dogs.

As described by Wynne, "Smoky Served in the South Pacific with the 5th Air Force, 26th Photo Reconnaissance Squadron and flew 12 air/sea rescue and photo reconnaissance missions." On those flights, Smoky spent long hours dangling in a soldier's pack near machine guns used to ward off enemy fighters. Smoky was credited with twelve combat missions and awarded eight battle stars. She survived 150 air raids on New Guinea and made it through a typhoon at Okinawa.

Smoky even parachuted from 30 feet (9.1 m) in the air, out of a tree, using a parachute made just for her. Wynne credited Smoky with saving his life by warning him of incoming shells on an LST (transport ship), calling her an "angel from a foxhole." As the ship deck was booming and vibrating from anti-aircraft gunnery, Smoky guided Wynne to duck the fire that hit eight men standing next to them.

In the down time, Smoky learned numerous tricks, which she performed for the entertainment of troops with Special Services and in hospitals from Australia to Korea. According to Wynne,

Smoky taught him as much as he taught her, and she developed a repertoire beyond that of any dog of her day. In 1944, Yank Down Under magazine named Smoky the "Champion Mascot in the Southwest Pacific Area."

Smoky's tricks enabled her to become a hero in her own right by helping engineers to build an airbase at Lingayen Gulf, Luzon, a crucial airfield for Allied war planes.

Early in the Luzon campaign, the Signal Corps needed to run a telegraph wire through a 70-foot-long (21 m) pipe that was 8 inches (200 mm) in diameter. Soil had sifted through the corrugated sections at the pipe joinings, filling as much as half of the pipe, giving Smoky only four inches of headway in some places. As Wynne himself told the story when he appeared on NBC-TV after World War II:

"I tied a string (tied to the wire) to Smoky's collar and ran to the other end of the culvert. (Smoky) made a few steps in and then ran back. 'Come, Smoky,' I said sharply, and she started through again. When she was about 10 feet in, the string caught up and she looked over her shoulder as much as to say 'what's holding us up there?' The string loosened from the snag and she came on again. By now the dust was rising from the shuffle of her paws as she crawled through the dirt and mold and I could no longer see her. I called and pleaded, not knowing for certain whether she was coming or not. At last, about 20 feet away, I saw two little amber eyes and heard a faint whimpering sound at 15 feet away, she broke into a run. We were so happy at Smoky's success that we patted and praised her for a full five minutes."

Smoky's work saved approximately 250 ground crewmen from having to move around and keep operational 40 United States fighters and reconnaissance planes, while a construction detail dug up the taxiway, placing the men and the planes in danger from enemy bombing. What would have been a dangerous three-day digging task to place the wire was instead completed in minutes.

Sergeant Stubby. Stubby has been called the most decorated war dog of WWI and the only dog to be nominated for rank and then promoted to sergeant through combat.

Stubby was described in contemporaneous news items as a Boston Terrier or "American bull terrier" mutt.

Describing him as a dog of "uncertain breed," Ann Bausum wrote that: "The brindle-patterned pup probably owed at least some of his parentage to the evolving family of Boston Terriers, a breed so new that even its name was in flux: Boston Round Heads, American...and Boston Bull Terriers."



Stubby was found wandering the grounds of the Yale University campus in New Haven, Connecticut in July 1917, while members of the 102nd Infantry were training. He hung around as the men drilled and one soldier in particular, Corporal James Robert Conroy (1892-1987), developed a fondness for him. When it came time for the outfit to ship out, Conroy hid Stubby on board the troop ship. As they were getting off the ship in France, he hid Stubby under his overcoat without detection. Upon discovery by Conroy's commanding officer, Stubby saluted him as he had been trained to in camp, and the commanding officer allowed the dog to stay on board.

Stubby served with the 102nd Infantry Regiment in the trenches in France for 18 months and participated in four offensives and 17 battles. He entered combat on February 5, 1918, at Chemin des Dames, north of Soissons, and was under constant fire, day and night for over a month. In April 1918, during a raid to take Seicheprey, Stubby was wounded in the foreleg by retreating Germans throwing hand grenades. He was sent to the rear for convalescence and, as he had done on the front, improved morale. When he recovered from his wounds, Stubby returned to the trenches.

In his first year of battle, Stubby was injured by mustard gas. After he recovered, he returned with a specially designed gas mask to protect him. Thus learning to warn his unit of poison gas attacks, locate wounded soldiers in no man's land, and—since he could hear the whine of incoming artillery shells before humans—became very adept of alerting his unit when to duck for cover. He was solely responsible for capturing a German spy in the Argonne, leading to their unit's Commander nominating Stubby for the rank of Sergeant. Following the retaking of Château-Thierry by the US, women of the town made Stubby a chamois coat upon which his many medals were pinned. He was later injured again, in the chest and leg by a grenade. He ultimately had two wound stripes. At the end of the war, Robert Conroy smuggled Stubby home.

Chips (1940–1946) was a trained sentry dog for United States Army. The most decorated war dog from World War II. Chips, a German Shepherd-Collie-Husky mix owned by Edward J. Wren of Pleasantville, New York.

During the war, private citizens like Wren donated their dogs for duty. Chips shipped out to the War Dog Training Center, Front Royal, Virginia, in 1942 for training as a sentry dog. He served with the 3rd Infantry Division in North Africa, Sicily, Italy, France and Germany.

His handler was Private John Rowell. Chips served as a sentry dog for the Roosevelt-Churchill conference in 1943.



Later that year, during the invasion of Sicily, Chips and his handler were pinned down on the beach by an Italian machine-gun team. Chips broke from his handler and jumped into the pillbox, attacking the gunners. The four crewmen were forced to leave the pillbox and surrendered to US

troops. In the fight, he sustained a scalp wound and powder burns. Later that day, he helped take ten Italians prisoner.

For his actions during the war, he was awarded the Distinguished Service Cross, Silver Star and Purple Heart; however, these awards were later revoked due to an Army policy preventing official commendation of animals. His unit unofficially awarded him a theatre ribbon with an arrowhead for an assault landing, and battle stars for each of his eight campaigns.

Chips was discharged in December 1945 and returned to the Wren family who in turn gave him back to his handler Private John Rowell. He died seven months after coming home from complications of his war injuries at age 6.



Pirates – 12 of History’s most notorious

Compiled by Colette Patience

February Feature – Henry “Long Ben” Avery

“How an English pirate nearly sunk the fortunes of the East India Company”



Henry Avery may not be as infamous as some of his fellow pirates like Blackbeard, Bartholomew Roberts or Charles Vane, but his brief (and highly lucrative) stint sailing under the Jolly Roger not only inspired these men to take up plundering on the seas, it could have also changed the course of India’s history.

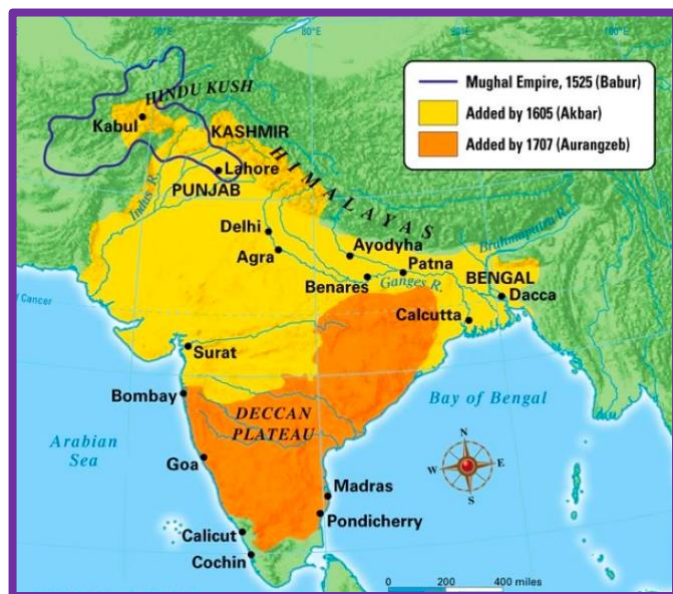
Born in 1653 near Plymouth in southwest England, the man who would come to be known as the ‘King of Pirates’ joined the Royal Navy in 1671, and served there, by all accounts with distinction, until he was discharged in 1690.

Avery then became involved in the Atlantic slave trade for some years until he joined a Spanish ship called Charles II in 1694. After a year on the high seas, with numerous failed raids and ebbing morale, Avery launched a mutiny, renamed the ship Fancy, and declared his intention to be a pirate. By the next year Avery's crew of buccaneers had grown to 150, and he was joined by other pirate ships.

A seasoned raider now, Avery announced his next big target: A treasure fleet belonging to the Mughal (Mogul) Emperor Aurangzeb, which was returning from its annual pilgrimage to Mecca home to Surat.

The Mughals were a Muslim dynasty who ruled over a majority Hindu population (India and Pakistan). By 1750, they had dominated much of South Asia for several centuries.

Source: Khanacademy.org, Whitney Howarth Associate Professor of History at Plymouth State University



Surat during the 17th century was the wealthiest port in western India, serving both as an important mercantile link to West Asia and also as the embarkation point for thousands of pilgrims on their way to Mecca for the Haj. Avery had his eyes set on the imperial treasure ship, Ganj-i-Sawai, which was carrying a fortune in gold as well as the aforementioned pilgrims.

Avery set sail in Fancy on August 1695 with his crew of ruffians and other pirate ships to the mouth of the Red Sea, where they would wait for the fleet. En route, they visited Madagascar, where he had the Fancy refitted and modified for speed. From Madagascar they sailed north to intercept the Indian Moghul fleet as it returned from Mecca. They first captured and ransacked the flagship's escort, the Fateh Muhammed. Their appetites whetted, the crew sailed in pursuit of Ganj-i-Sawai (a formidable vessel, sporting 62 guns and 500 musket men), despite losing three of their own pirate ships in the first raid, and being outnumbered and outgunned by the Mughal warship.

They caught up on September 7, with Avery gambling on a surprise attack that destroyed the Ganj-i-Sawai's mainmast. According to 'The Ballad of Long Ben', a pirate shanty about the raid, the Mughal ship's captain, Ibrahim, "...twirled his 'stache and raised his sword and gave a might roar..." before hiding below deck amongst the concubines as the fierce battle slowly began going Avery's way.

Contemporary historians wrote in the multi-volume The History of India, as Told by its Own Historians, that the pirates spent several days repeatedly torturing and raping those on-board, and that several Muslim women committed suicide, claims that were later corroborated in the confessions of several of Avery's crew. Barbarous, indeed. Sir John Gayer, then governor of Bombay and head of the East India Company, wrote in a letter to the Privy Council that "it is

certain the Pirates ... did do very barbarously by the People of the Ganj-i-Sawai and Abdul Ghaffar's ship, to make them confess where their money was."

The loot came to about £600,000 pounds in gold, silver, precious metals and goods. It was the largest single haul ever scored by a pirate.

Seizing the Ganj-i-Sawai was a great coup, but Henry Avery did not want to share its loot with the other pirate ships that had participated in its capture. So Avery and his men tricked them. They loaded the Fancy's hold with the £600,000 worth of loot seized from the Mughal ship, and made arrangements with the other pirate ships to meet and divide the bounty. Then they took off. The Fancy, recently modified for speed, soon out-sailed the other pirate ships, who followed in her wake in impotent rage, until she disappeared below the horizon.

Meanwhile, Avery's flotilla made its triumphant journey back to the Bahamas, the crew unaware of the consequences they would soon face them once word of Ganj-i-Sawai's fate reached the Mughal court.

Aurangzeb was infuriated. Not only was his treasure stolen, but his subjects violated and killed. The Emperor was convinced that no pirate would have dared attack his ships without the tacit support of the East India Company. As the Ganj-i-Sawai limped back into port, all English subjects living in Surat were arrested.

The enraged Aurangzeb then swiftly closed down four of the Company's factories in India, threatened to attack Bombay, and expel the English from the subcontinent. The Company had still not recovered from the disastrous Child's War, and its fortunes were almost entirely dependent on trade with the Mughals.

To appease the Emperor, Avery and his men were declared exempt from all pardon by the British Parliament in 1696, and the Company promised to compensate for the loss of Aurangzeb's treasure fleet. By this time Avery was in the Bahamas and outside the jurisdiction of the East India Company. His capture became a matter of critical national importance, but he continued to evade capture. Legends about the man grew more outrageous as the manhunt for him continued.

There were claims that he had not only scarpored off with the Emperor's ship but with his granddaughter as well, who happened to be on board. The couple, it suggested, was living in Madagascar in marital bliss. Another rumour that persisted long after his death was that Avery returned home only to be swindled of his money by Bristol merchants. Alone, and tormented by visions of his exotic treasures, 'Long Ben' died penniless in a gutter.

Whatever the truth, the legend of the King of Pirates lived on, and his exploits inspired the last generation of pirates to sail the Atlantic in search of gold. As for Aurangzeb, he did not follow through on his threat to expel the British, or else history might have been rather different.

Editorial

Jack Brabham – “An under-rated F1 star”

From: *Brittanica, Wikipedia*, By *Tattler*



Tattler - I do not consider myself a fundi on Formula 1 racing but have followed it passionately for many years. In this time I have listened to (and sometimes participated in!) many discussions on the "all-time greats" of the sport. The most frequently mentioned names are, in no particular order, Fangio, Jim Clarke, Senna, Prost, Schumacher and Hamilton. Less frequently the names of Jackie Stewart, Nuvolari, Lauda, Alonso, Hakkinen and Moss. Doing some research, it surprises me that the subject of this article, Jack Brabham gets little mention!

"Jack Brabham, in full Sir John Arthur Brabham, byname Black Jack, (born April 2, 1926, Hurtsville, New South Wales, Australia—died May 19, 2014, Gold Coast, Queensland), Australian race-car driver, engineer, and team owner who won the Formula One (F1) Grand Prix world drivers' championship three times (1959, 1960, and 1966) and the automobile constructors' championship twice (1966 and 1967). In 1966 he became the first man to win a world driving championship in his own namesake car." - *Brittanica*

"Brabham was a Royal Australian Air Force flight mechanic and ran a small engineering workshop before he started racing midget cars in 1948. His successes with midgets in Australian and New Zealand road racing events led to his going to Britain to further his racing career. There he became part of the Cooper Car Company's racing team, building as well as racing cars. He contributed to the design of the mid-engined cars that Cooper introduced to Formula One and the Indianapolis 500, and won the Formula One world championship in 1959 and 1960. In 1962 he established his own Brabham marque with fellow Australian Ron Tauranac, which in the 1960s became the largest manufacturer of customer racing cars in the world. In the 1966 Formula One season Brabham became the first – and still, the only – man to win the Formula One world championship driving one of his own cars. He was the last surviving World Champion of the 1950s". – *Wikipedia*

Tattler - He was obviously the complete F1 package having been a designer, engineer, team manager, team owner and top driver, an array of skills I do not think any other F1 name can match. He built his own team and took on the might of the Ferraris, and beat them.

"Jack Brabham's three world championships were the product of both his engineering expertise and driving skill. His first two titles, in rear-engined Coopers he helped develop, confirmed the obsolescence of front-engined Formula One cars. His third title, in a Brabham, made him the only driver to become champion in a car of his own make. For his lifetime achievements, which also included nurturing the talents of other notable drivers and pioneering the business side of the sport, he became the first Formula One driver to receive a knighthood." – F1 Hall of Fame

Tattler - Is it just me, or is this man not right up there with the greatest ever?



Source: Formula1.com, Grandprixhistory.org, Motorauthority.com, Autosport.com, Racefans.net

Something entirely different – The Hurdy-Gurdy

From: Wikipedia

Tattler - Everybody has a favourite musical instrument or two. I believe this may change a few people's opinions!



The hurdy-gurdy is a stringed instrument that produces sound by a hand-crank-turned, rosined wheel rubbing against the strings. The wheel functions much like a violin bow, and single notes played on the instrument sound similar to those of a violin. Melodies are played on a keyboard that presses tangents—small wedges, typically made of wood—against one or more of the strings to change their pitch. Like most other acoustic stringed instruments, it has a sound board and hollow cavity to make the vibration of the strings audible.

Click above and watch it in action!

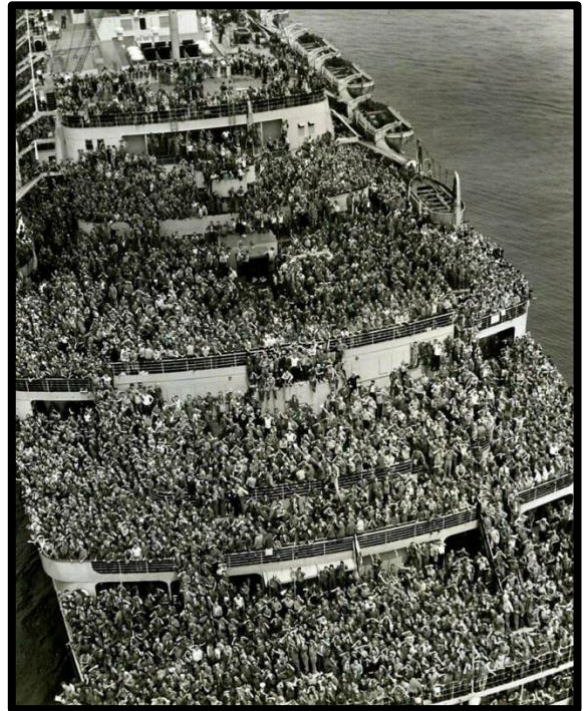
For a good hurdy gurdy, even a basic one, you should expect to pay at least \$1,000. There are over 200 parts in a Hurdy-Gurdy (including over 90 moving parts). This means a building curve that is much more complex than other instruments. www.altarwind.com

Tattler Gallery

Various



Young Queen Elizabeth As A Mechanic During WW2 (C. 1939)



Soldiers Returning Home From WWII, 1945



Fire And Fury: B-25s are pictured flying Past Mount Vesuvius in Italy as lava and ash spews from the top of the volcano. The eruption killed 57 as it destroyed the village of San Sebastiano and San Giorg in March 1944 while allied forces were battling for supremacy in the skies.

50 years ago - February 1971

4 February - The British luxury car and jet engine manufacturer Rolls-Royce declared bankruptcy, after sustaining financial losses in developing the engine for the Lockheed L-1011 TriStar jumbo jet under a misjudged price contract agreement. The British government would subsequently nationalise the Rolls engine operations as a matter of national security and British pride.

7 February - In a referendum in Switzerland, male voters approved giving Swiss women the right to vote in national elections and the right to hold federal office, by a margin of 65.7% to 34.3%. In local elections, voting was still prohibited in eight the 22 cantons opposed could still prohibit women from voting in national elections.

9 February - At exactly 41 seconds after 6:00 in the morning local time, the 6.5 Mw Sylmar earthquake struck the Greater Los Angeles Area with a maximum Mercalli intensity of XI (Extreme) and lasted 12 seconds. With an epicenter at the Pacoima section of Los Angeles, killed 58 people by falling debris; another seven died from heart attacks. Most of the deaths were in the collapse of the Olive View hospital and the VA hospital in Sylmar.

15 February - On Decimalisation Day, the United Kingdom and Ireland both switched to decimal currency at 10:00 a.m. as banks opened for conversion of money. As a reporter pointed out to non-Britons, "The old currency, the most complicated in the world, divided the pound into 20 shillings and the shilling into 12 pence... Now the pound is divided into 100 new pence, each worth 2.4 American cents." The shilling and the florin were replaced by the five pence and ten pence coins, and unusual denominations like the half-crown (2 shillings and a sixpence), and the guinea had no decimal coin equivalent. The popular sixpence remained legal tender until being phased out.[51] The Republic of Ireland converted its currency on the same day, allowing Ireland and the UK's Northern Ireland to have a similar system.

26 February - Secretary General U Thant signed the United Nations proclamation of the March equinox (March 21, the first day of spring in the Northern Hemisphere and the first day of autumn in the Southern Hemisphere) as international Earth Day. Earth Day continues to be observed in the U.S. and much of the Western world on April 22, the date of the original 1970 movement.

Sport

14 February - The 1971 U.S. Professional Indoor was a WCT and Virginia Slims Circuit tennis tournament played on indoor carpet courts. It was played at the Wachovia Spectrum in Philadelphia, Pennsylvania in the United States. It was the fourth edition of the tournament and was held from February 9 through February 14, 1971. John Newcombe and Rosie Casals won the singles titles

14 February - The 1971 Daytona 500, the 13th running of the event, was a NASCAR Winston Cup Series race held on February 14, 1971 at Daytona International Speedway in Daytona Beach, Florida. Spanning 500 miles (800 km) on the paved oval track, it was the first Daytona 500 in the Winston Cup era of NASCAR. During this time, Richard Petty (the race winner and the eventual Winston Cup champion) was becoming one of the winningest veterans on the NASCAR circuit.

17 February - For the first time in 12 years, England won The Ashes, the quadrennial Test cricket tournament against Australia, bringing the ceremonial cremation urn (containing the figurative ashes of the sport of cricket for the losing team) back to England. England was represented by the Marylebone Cricket Club, captained by Ray Illingworth and the 7-Test Series came down to the Seventh Test in Sydney, played over six days beginning February 12. In that England had won the Fourth Test on January 14 and four other matches were played to a draw with no winner, Australia would have retained possession of the Ashes it could end the series as a 1–1 draw. England won by 62 runs (England 184 & 302 Australia 264 & 160).

28 February - Jack Nicklaus won the 1971 PGA Championship, becoming the first person to win each of the world's four major golfing tournaments (the Masters, the British Open, the U.S. Open and the PGA title) more than once. Nicklaus finished two strokes ahead of Billy Casper on 72 holes (281 to 283) for the \$40,000 first place purse.

Music

Album	Artist	Album	Artist
<i>Love's Lines, Angles and Rhymes</i>	The 5th Dimension	<i>The Hawk</i>	Ronnie Hawkins
<i>Love Story</i>	Andy Williams	<i>Jack Johnson</i>	Miles Davis
<i>Once Again</i>	Barclay James Harvest	<i>Jack-Knife Gypsy</i>	Paul Siebel
<i>Little Fauss and Big Halsy</i>	Johnny Cash	<i>James Taylor and the Original Flying Machine</i>	James Taylor
<i>Carly Simon</i>	Carly Simon	<i>Live at the Sex Machine</i>	Kool & the Gang
<i>Church of Anthrax</i>	John Cale and Terry Riley	<i>Long Player</i>	Faces
<i>Tapestry</i>	Carole King	<i>Love Story</i>	Johnny Mathis
<i>Bridge Over Troubled Water</i>	Buck Owens	<i>Mary</i>	Mary Travers
<i>The Yes Album</i>	Yes	<i>The Polite Force</i>	Egg
<i>If I Could Only Remember My Name</i>	David Crosby	<i>Ring of Hands</i>	Argent
<i>One Way... or Another</i>	Cactus	<i>Rita Coolidge</i>	Rita Coolidge
<i>Straight, Clean and Simple</i>	Anne Murray	<i>Stoney End</i>	Barbra Streisand
<i>Fourth</i>	Soft Machine	<i>Tago Mago</i>	Can
<i>Crazy Horse</i>	Crazy Horse	<i>The Taker/Tulsa</i>	Waylon Jennings
<i>Earth, Wind & Fire</i>	Earth, Wind & Fire		

Movies – original release posters for February 1971



100 years ago - February 1921

11 February - The largest ocean liner up to that time, Germany's SS Bismarck, was purchased from the Allies by the White Star Line, after being surrendered to the United Kingdom as part of the German reparations. Renamed RMS Majestic, the Bismarck had been launched in 1914 but was never used by Germany's Hamburg-American Line because of World War I and became part of the ships given up by Germany under the terms of the Treaty of Versailles.

17 February - The scientific journal Nature devoted its entire issue to the general theory of relativity with articles written in the wake of the Eddington experiment observations made during the solar eclipse of May 29, 1919. In addition to the lead article from Albert Einstein, the historic issue of Nature had articles by physicists J. H. Jeans, H. A. Lorentz, Oliver Lodge, Hermann Weyl, Arthur Eddington, Norman Campbell; astronomers Ebenezer Cunningham, Frank Dyson, A. C. D. Crommelin, Charles E. St. John and Harold Jeffreys; mathematicians G. B. Mathews, Dorothy Wrinch; and philosopher H. Wildon Carr.

A woman and her twelve-year-old son were riding in a taxi. It was raining and all the prostitutes were standing under awnings.
 "Mom," said the boy, "what are all those women doing?"
 "They're waiting for their husbands to get off work," she replied.
 The taxi driver turns around and says, "Geez lady, why don't you tell him the Truth? They're hookers, boy! They have sex with men for money."

The little boy's eyes get wide and he says, "Is that true Mom?"
 His mother, glaring hard at the driver, answers in the affirmative.
 After a few minutes, the kid asks, "Mom, if those women have babies, what happens to them?"
 "Most of them become taxi drivers," she said



That's all for now thanks. We hope you have a good February and remain safe.