

The Seven Seas Tattler Issue 4.10 – March 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)

From the Chair

The club is entering a new financial year. Whilst all members will be fully apprised of our financial situation in the near future (leading up to our next AGM), it is appropriate for me to reflect on the past year, which has been like no other year in the history of our club!

Like many institutions we were impacted by the Covid 19 pandemic which saw the requirement to close the club over two periods, clearly less than ideal for any entity that relies, to a great degree on "over the bar" income to stay afloat. If this was not enough, we were dealt a double-whammy when we lost our downstairs tenants, another major source of income!

I am really proud to reflect upon the manner in which our members, staff, club manager and committee responded to the challenge!

Without going into detail at this time I can report that with extremely judicious management, member generosity and fund-raising efforts, we have curtailed the potentially disastrous circumstances we may have faced. Whilst we were obviously severely impacted, we end the financial year in a fairly reasonable position.

However, we still face a major challenge moving forward. The impact the virus has had leaves a situation where, despite what our ground floor offers, the general market conditions make the

finding of a new tenant extremely difficult despite a lot of effort by our committee. We continue our search and are exploring all options, including that of having multiple tenants, which clearly comes with some added obstacles!

However positively we look at the coming year we must face the fact that the income we normally enjoy from the tenant channel will be down on previous years, and any such shortfall will need to be made up from other sources. We have not been tempted into raising membership fees or unnaturally increasing bar prices!

My plea to our members is to support your committee! Fund-raising is a prerequisite for most clubs, but it is absolutely essential that we all redouble our efforts in generating monies to compensate for our loss of income. Using our wonderful facilities for private functions, supporting club arranged events, assisting in finding us new tenants and introducing new members will all help to keep us sailing a decent course!

There will be regular updates and communication over the weeks ahead.

Club Manager's Report

The club would like to welcome a new member, Lt Stephen Thomson Casey (Ret), married to Lola and resides in Fish Hoek. Stephan performed his Military Service at No1 Parachute Battalion where he attained the rank of Lt. He is a past Commodore of the False Bay Yacht Club and has an Ocean Skippers Ticket for vessels > 100 tons. Stephen is self-employed.

Birthdays in March

Tattler wishes the following members an extremely happy birthday. May the year ahead be very kind to you! For fun, note those with whom you share a birthday.

(If you are celebrating a birthday but your name is not present this is because our database lacks this data! Please accept our apologies and let us know your birthday!)

Capt A J Pembroke 01 Mar - **Harry Belafonte (Singer)**
Mr A G Roberts 04 Mar - **Patricia Heaton (Actress)**
Cdr J P Bowman 07 Mar - **Rachel Weisz (Actress), Bryan Cranston (Actor), Peter Sarsgaard (Actor)**
Mrs J D Barnardo 07 Feb - **Rachel Weisz (Actress), Bryan Cranston (Actor), Peter Sarsgaard (Actor)**
Mr R.W. Firth 07 Feb - **Rachel Weisz (Actress), Bryan Cranston (Actor), Peter Sarsgaard (Actor)**
Lt G. De Jager 09 Mar – **Juliette Binoche (Actress)**
Ms C. da Conceicao Fourie 10 Mar – **Sharon Stone (Actress)**
Lt Cdr J F Kriel 13 Mar – **William H Macy (Actor)**
Capt N Otto 18 Mar - **Luc Besson (French Actor), Adam Levine (Singer)**
Mr W.J. Wijenberg 18 Mar - **Luc Besson (French Actor), Adam Levine (Singer)**
Mr M A Seyffert 21 Mar – **Gary Oldman (Actor)**
Mr J.H. Hart 23 Mar - **Catherine Kenner (Actress)**
R Adm (JG) B R Donkin 24 Mar – **Lara Flynn Boyle (Actress)**
Lt Cdr I S Fishley 28 Mar – **Lady Gaga (Singer)**
Mr M S Upson 29 Mar – **Christopher Lambert (Actor)**

100 Club Winners

Congratulations to these winners

R BEAL (22) R 1000.00
J PAYNE (84) R 300.00
F JORDAAN (2) R 300.00
L HARDMAN (53) R 300.00

We would like to recognise that John Payne donated his winnings to the club and Freddy Jordaan donated his winnings to the barmen at the club.

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Navy News

Navy to Fully Integrate Laser into Aegis Combat System

By: Stew Magnusen 15 February 2021

Tattler - the stuff of science fiction!



Artists rendering of Helios System

US Navy this year will be firing a high-energy laser weapon that is fully integrated with one of its destroyers, which proponents say is a major step toward fielding directed energy technology.

Joe Ottaviano, Lockheed Martin business development director for advanced product solutions, said he has heard the adage that battlefield lasers always seem to be “one year away” from fielding, but asserted that this time is different.

The High Energy Laser with Integrated Optical-dazzler and Surveillance, or HELIOS, this year is slated to be permanently deployed aboard a Flight IIA DDG Arleigh Burke destroyer and integrated with its Aegis combat system.

“We’re delivering a full-end system that actually brings defense capabilities to an area where there currently isn’t any and exceeds the capability I think we all had in our mind going forward,” Ottaviano said in a press briefing.

HELIOS is a 60-kilowatt solid-state laser capable of scalable effects, which can “dazzle” and blind sensors, but at high power it can “put a hole” through unmanned aerial vehicles, low flying aircraft, and in some cases, missiles, Ottaviano said.

Jason Wrigley, Lockheed’s business development director for naval combat and missile defense systems, said: “People have been talking about the promise and the possibility of laser weapon systems for decades. So it’s really exciting for us to finally have reached this milestone, delivering

an integrated laser weapons system into the hands of sailors and as part of the Aegis weapon system.”

Lockheed Martin went under contract to deliver the integrated system in 2018. It spent 2020 carrying out a critical design review and factory qualification tests. After decades of company research and development surrounding solid-state lasers, the system was primed to be delivered in such a short time, Ottaviano said. The Navy contributed much of the software needed to integrate the system into Aegis, he added. A bonus for the Navy is the high-powered optical tracker that comes with the system and can double as an intelligence, reconnaissance and surveillance sensor when the laser isn’t being fired, the Lockheed executives said.

“It will be the most accurate [electro-optical] sensor on the ship,” Ottaviano added. As for firepower, directed energy weapons feature an almost unlimited magazine. Ottaviano said: “As long as the ship has got power, the system can fire. You don’t run out of bullets. You don’t run out of lasers. You just keep going. ... I’ll call it a transformational capability.”

Rear Adm. Seiko Okano, the Navy’s program executive officer for integrated warfare systems, said integrating HELIOS into Aegis is “a pretty big deal.” Tests carried out in 2020 on land at Lockheed Martin’s Moorestown, New Jersey, facility, surprised her. “We’ve realized over time that the capability that we’re giving to the fleet is actually more capable than what we initially had thought,” she said at the Surface Navy Association’s annual conference.

Ottaviano said the Navy is looking at possibly integrating HELIOS into other platforms, particularly aircraft carriers. A larger footprint could result in higher powers capable of taking out larger targets. Okano said: “I think certainly we can build a bigger laser, but it is how does that work, and how do we integrate that into the ship, and what other [trade-offs] do we have to think about?” As for the laser taking down hypersonic missiles traveling at speeds above Mach 5, that is still a ways off. Sensors will have to improve, she said.

Royal Navy remains tight-lipped over repairs to leaky warship HMS Prince of Wales

By: Tom Cotteril 17 February 2021

Tight-lipped officials from the Royal Navy have refused to say when Britain’s leaky new aircraft carrier will be fixed – but insisted: ‘She will return to sea in due course.’

HMS Prince of Wales on her last visit out to sea before lockdown in 2020, where she headed to Liverpool and, inset, a shot of the flooding in one of the ship’s engine compartments in October.



HMS Prince of Wales is currently confined to Portsmouth Naval Base as engineers attempt to repair a leak, which caused £3.3m of damage to the ship.

The embarrassing gaff happened in October when a faulty fire system unleashed thousands of gallons of water into a compartment in the 65,000-tonne ship, wrecking electrical systems.

The damage was so severe, plans for the £3.2bn ship to sail to America for training were scrapped as top brass ordered the carrier to stay in Portsmouth for the next few months.

Reports claimed the ship could remain stranded at the naval base until May. However, insiders have now cast doubt over this date as the navy continues to struggle with the fallout of the coronavirus pandemic.

Questioned by The News over when the 65,000-tonne warship – which was commissioned into the navy in December 2019 – would be up and running again, a spokesman for the Senior Service said: ‘Repairs are continuing in HMS Prince of Wales and she will return to sea in due course,’ before adding: ‘It is Ministry of Defence policy not to discuss the materiel state of individual vessels.’

What are the fastest warships?

From: Wikipedia

Tattler - The answer (provided by a Google search) is -

A maximum speed of 60 knots (110 km/h), made the Skjold-class corvettes the fastest combat ships afloat at the time of their introduction.



Skjold-class corvettes (skjold means "shield" in Norwegian) are a class of six light, superfast, stealth missile corvettes in service with the Royal Norwegian Navy. The boats were formerly classed as MTBs (motor torpedo boats) but, from 2009, the Royal Norwegian Navy has described

them as corvettes (korvett) because their seaworthiness is seen as comparable to corvettes, and because they do not carry torpedoes. They were built at the Umoe Mandal yard. With a maximum speed of 60 knots (110 km/h), the Skjold-class corvettes were the fastest combat ships afloat at the time of their introduction

The Skjold design is a surface effect craft, constructed of glass fibre/carbon composite materials. Buoyancy is augmented underway by a fan-blown skirted compartment between the two rigid catamaran-type hulls. This provides an alternative solution to the planing hull/vee hull compromise: the air cushion reduces wave slam at high speeds while presenting a low-drag flat planing profile at the waterline.

Propulsion:	<ul style="list-style-type: none">• <u>Renk COGAG</u>• 2 × <u>Pratt & Whitney ST18M</u> plus• 2 × <u>Pratt & Whitney ST40M</u> gas turbines• →12,170 kilowatts^[2]
Speed:	<ul style="list-style-type: none">• In <u>sea state 3</u>: 45 knots (83 km/h)^[3]• In sea state 5: >25 knots (46 km/h)^[3]• In calm sea: >60 knots (110 km/h) (classified)
Range:	800 <u>nmi</u> (1,500 km) at 40 knots (74 km/h)

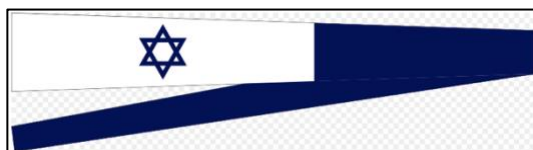
For interest, the British had something pretty quick many years ago:

https://youtu.be/Xd2aG8K_W50

Feature - Israeli Navy

Source: Jewish Virtual Library – by: David Hanovice

The Israeli Navy is neither famous nor large. Long overshadowed by its more glamorous counterparts in the Infantry, Tank Corps and the Air Force, the Navy has nevertheless built up an impressive record for itself and managed to make good use of its indigenous weapon technology and ship design.



Israeli Naval Insignia and Penant

Overview

The Navy is charged with defense of Israel's 190 km-long coastline on the Mediterranean Sea as well as protecting the state's vital maritime assets. Operating in two unconnected bodies of water, the Navy is based in the Mediterranean Sea by way of ports at Ashdod and Haifa and in the Red Sea from the port of Eilat.

The IDF's impressive fleet of patrol boats, missile boats and submarines are eternally vigilant against hostile forces attempting to attack, sabotage and infiltrate sovereign Israeli territory. Although Israel does not maintain a specialized marine corps, its highly specialized underwater commando unit (Shayetet 13) has achieved marked success in amphibious and sabotage operations.

With 70 percent of Israel's eight million citizens settled in the country's narrow coastal plain, the Navy bears the immense responsibility for their protection. Israel's northern border with Lebanon – home to the terror organization Hezbollah – extends many kilometers into the Mediterranean Sea. The Israel Navy stands constant guard against the threats from the north posed by Hezbollah which has sworn itself to Israel's destruction.

Mission

The Navy's main objective lies in defending the Israeli coastline. The heart of the fleet is the Sa'ar class of Fast Attack Craft - their exceptional offensive capability and high speed make excellent tools in the navy's overall scheme. The air wing of the navy is made up of maritime reconnaissance aircraft and helicopters used for search and rescue, generally with minimal armament.

Engagements with terrorists and other low-intensity conflicts neglected the need for larger ships such as cruisers or destroyers. The Navy makes full use of its smaller missile craft and interdiction vessels to keep the Eastern Mediterranean and Red Seas clean.

In recent years, the Navy has invested time and energy to intercepting cargo vessels loaded with weapons intended for terror organizations. In 2009, the IDF intercepted the MV Francop and seized some 500 tons of weapons destined for use by Hezbollah against Israel's civilians. In 2001, the Navy intercepted the Santorini - a fishing boat that had sailed from Beirut in Lebanon towards Israel. On board, commandos discovered a large cache of concealed weapons including missiles, rockets, mortars and rifles as well as instruction manuals for the manufacturing of explosives.

History

The Navy first won acclaim in the Yom Kippur War of 1973 when it sank eight Arab FFLs without a the loss of a single Israeli vessel; the crews of the Israeli Navy successfully destroying or otherwise evading over seventy Arab Soviet-supplied SS-N-2 Styx missiles.

During the 1982 Peace for Galilee war with Lebanon, the Israeli navy proved to be capable of missions beyond policing its waters and landed troops and armor on the beaches near Sidon using their small flotilla of amphibious craft with relative success. In Operation Grapes of Wrath in 1996, Israeli missile craft shelled the coastal roads of Lebanon. Even still, this defensive role has not relegated the Israeli Navy to a coast guard mission. The Israeli Navy, while strategically

defensive, is highly offensive tactically and conducts its mission dynamically and with a high degree of elan.

The Israel Navy's Unit for Underwater Missions is an elite faction of expert military divers set up in the 1980's. Originally known as Unit 707, the Unit for Underwater missions handles every underwater task necessary for Israel's security, whether that means placing a sonar locator deep underwater, neutralizing underwater explosives, stealthily emptying a ship of fuel or ammunition, or disarming and bringing a submerged projectile to the surface. The group is also conscripted to locate the bodies of missing Israelis when a disaster at sea occurs.

Modernization

In 2013, the Navy unveiled the latest acquisition to its growing fleet: the INS Rahav – its fifth Dolphin-class submarine. The Dolphin is considered to be among the world's most powerful and advanced submarines. A versatile vessel, the INS Rahav possesses a wide range of stealth, surveillance and strike capabilities which suit it for a large variety of missions. With the added capabilities of Dolphin submarines and Sa'ar V missile corvettes the Navy possesses the power to operate as far off as the coast of Libya.

The Navy has always been keen to modernize and one such program is in place today. New systems and techniques are being developed to meet the unsettling and quickly changing realities of modern naval warfare, from thrust vectored propulsion on the Super Dvora MkII patrol craft to the new Elisra ECM/ESM electronic warfare suite on the Sa'ar Vs. The well-established Israeli high-tech industry has been well prepared to meet the needs of the ever-mightier fleet of fast attack craft and this mutual cooperation is ever so visible in the new look and equipment of the T'sva Hagana L'Yisrael HeylHa'Yam.

The Navy has begun incorporating the Israeli-designed Typhoon naval gun system into its operational scheme. The gun, manufactured by El-Op and Rafael, is targeted thermally and will employ either a 25mm cannon or a .50 cal-triple barrel Phalanx gun. It is intended to be used on patrol boats and operated by remote control, thus reducing the risk to the sailors manning it. The Israeli Navy announced plans to expand their cooperation with the U.S. Navy, as well as other NATO members in January 2017.

A rocket was successfully launched from an unmanned Israeli naval vessel for the first time, in March 2017. The Sea Knight remote-controlled drone can patrol for up to 12 hours on a single tank of gas, and is both longer and wider than the Protector naval drone. In addition to the ability to fire rockets, the Sea Knight also boasts two remote-control machine guns, as well as water-cannons.

On May 1, 2017, Israeli officials announced the purchase from the United States of 13 Naval guns to be mounted on the Israeli Navy's gunships. The \$440 million purchase of the 76-mm Naval guns was approved by the U.S. State Department, and these weapons will be fitted to the Israeli Navy's Sa'ar warships which were purchased from the German ThyssenKrupp shipyard.

The most advanced SA'AR 5 corvette in the Israeli navy. Now equipped with MF-STAR radar and BARAK-8 Surface to Air Missiles.



Israeli Navy	
Founded	1948; 73 years ago
Size	4 corvettes (Sa'ar 5 class, Sa'ar 6 class)
	8 missile boats (Sa'ar 4.5 class)
	5 submarines (<i>Dolphin</i> class)
	45 patrol boats
	2 support ships
	10,000 active 10,000 reserve
Part of Israel	Defense Forces
Garrison/HQ	HaKirya, Tel Aviv, Israel
Motto(s)	"Open Sea, Safe Coasts"
Engagements	1948 Arab–Israeli War
	War over Water
	Six Day War
	War of Attrition
	Yom Kippur War
	1982 Lebanon War
	1982–2000 South Lebanon conflict
	Second Intifada
	2006 Lebanon War
	Blockade of the Gaza Strip
Gaza War	
Operation Protective Edge	
Commander of the Navy	NAluf Eli Sharvit
Insignia	



Sa'ar 5-class missile corvettes of the Israeli Navy

Featured - Animals in the military

Source: *Wikipedia / "Beasts of War: The Militarization of Animals"*

Tattler - Last month we featured 3 dogs that "served". In this month's Tattler we look at some most unusual, even extraordinary animals that "did their bit"!

War elephants

Elephants, with their massive stature and fearsome tusks have been employed in warfare since ancient times. Elephantry units were first incorporated in militaries in India, but throughout time, famous generals including Pyrrhus of Epirus, Hannibal, and Alexander the Great all used elephants to literally crush their opponents.



War elephants were usually deployed in the center of the line, where the imposing beasts would charge at up to 20 mph toward the enemy. They were also used to carry heavy materials across difficult terrain before tanks and helicopters were an option.

Unlike horse-mounted cavalry, elephants didn't fear infantry lines bearing spears — their muscular and articulate trunks could navigate a wall of spears much better than a charging horse.

The mere sight of elephants charging was enough to break lines and cause many armies to flee in terror. Only cannon fire made the war elephants impractical. The giant animals were resilient against musket fire, but provided a huge target for cannons.

Off the battlefield, militaries still found ways to make use of elephants. As recently as 1987 Iraqi troops allegedly used elephants to transport heavy weaponry for use in Kirkuk.

War Pigs

War pigs are pigs reported to have been used in ancient warfare as military animals, mostly as a countermeasure against war elephants.

In the first century BC, Lucretius noted that humans may have attempted to launch wild beasts, such as lions or "savage boars", against the enemy, but with catastrophic results. In 272 BC, it was recorded that the Romans used wild boars in their fight against the war elephants of the Tarantines.

According to legend recounted in the "Alexander Romance" by Pseudo-Callisthenes, Alexander the Great learned about this "secret weapon" against war elephants from Porus in India.

Pliny the Elder reported that "elephants are scared by the smallest squeal of the hog". Aelian confirmed that elephants were frightened by squealing pigs (and rams with horns), and reported that the Romans exploited squealing pigs (and rams) to repel the war elephants of Pyrrhus in 275 BC. Procopius, in *History of the Wars*, records that the defenders of Edessa suspended a squealing pig from the walls to frighten away Khosrau's single siege elephant in the sixth century AD.

Historical accounts of incendiary pigs or flaming pigs were recorded by the military writer Polyaeus and by Aelian. Both writers reported that Antigonus II Gonatas' siege of Megara in 266 BC was broken when the Megarians doused some pigs with combustible pitch, crude oil or resin, set them alight, and drove them towards the enemy's massed war elephants. The elephants bolted in terror from the flaming, squealing pigs, often killing great numbers of their own soldiers by trampling them to death. According to an account, Gonatas later made his mahouts keep a swine among elephants to accustom the animals to pigs and this practice was immortalized by a Roman bronze coin dating back to his time, which showed an elephant on one side and a pig on the other.

As late as the 16th century, the supposed terror of the elephant for the squealing pig was reported by Reginald Scott.

Mine-hunting dolphins

In 1960, the US Navy first began its studies on dolphins. At first, the studies were limited to testing how dolphins were so hydrodynamic, with efforts on applying the findings toward improving torpedo performance.

However, by 1967 the US Navy Marine Mammal Program evolved into a major project. The program, which is still going, began training dolphins for mine-hunting and force-protection missions. In the case of mine hunting, dolphins were trained to locate underwater mines and release buoys over their location, allowing the Navy to safely clear the weapons.



During the Iraq War in 2003, such dolphin-led operations led to the clearance of over 100 mines in the port of Umm Qasr. Additionally, dolphins have been trained to guard harbors against enemy divers. When a diver approached, the dolphin was trained to bump a buoy device onto the person's back, which would drag them to the surface.

"These animals are released almost daily untethered into the open ocean, and since the program began, only a few animals have not returned," according to the Navy.

A Navy Marine Mammal Program (NMMP) California sea lion waits for his handler to give the command to search the pier for potential threats during International Mine Countermeasures Exercise (IMCMEX in Manama, Bahrain.

Threat Hunting Sea Lions

A Navy Marine Mammal Program (NMMP) California sea lion waits for his handler to give the command to search the pier for potential threats during International Mine Countermeasures Exercise (IMCMEX in Manama, Bahrain via Wikimedia Commons



Pigeons

Homing pigeons have long played an important role in war. Due to their homing ability, speed and altitude, they were often used as military messengers. Carrier pigeons of the Racing Homer breed were used to carry messages in World War I and World War II, and 32 such pigeons were presented with the Dickin Medal.

A message-carrying pigeon being released from a port-hole in the side of a British tank, near Albert, France. It's a Mark V tank of the 10th Battalion, Tank Corps attached to the III Corps during the Battle of Amiens.



When Paris was under siege by the Prussians in the years 1870 and 1871, the French military sent pigeons into the city by hot air balloon. The trapped citizens then used the pigeons to send out messages past the enemy lines.

Over 200,000 pigeons were used in World War I, which was the peak of their employment in battle. The advent of radio transmissions made the birds less useful on the front lines, and their participation in combat zones is no longer required.

Pirates – 12 of History's most notorious

Compiled by Colette Patience

March Feature – Blackbeard



Captain Edward Teach, better known as Blackbeard, a bloodthirsty pirate who had control of the Caribbean Sea in from 1716-1718. Fototeca Gilardi/Getty Images

Edward Teach, better known as Blackbeard (circa 1680 – 1718), is probably the most famous pirate of all time.

His appearance was notable and terrifying, with his most defining feature the thick and long black

beard from which he derived his nickname. He was in the habit of tying it in braids, each decorated with ribbons. He further enhanced his ferocious image by slinging six pistols across his chest, thrusting a variety of knives and daggers in his belt and, wielding a wicked looking cutlass. To top it off, he attached slow burning matches to his beard, which sputtered and emitted thick smoke, and made him appear even more demonic. Teach was a shrewd and calculating leader who spurned the use of violence, relying instead on his fearsome image to elicit the response that he desired from those whom he robbed. Johnson (1724) described him as "such a figure that imagination cannot form an idea of a fury from hell to look more frightful." Teach understood the value of appearances; better to strike fear into the heart of one's enemies, than rely on bluster alone. He was romanticized after his death and became the inspiration for an archetypal pirate in works of fiction across many genres.

The 17th-century rise of Britain's American colonies and the rapid 18th-century expansion of the Atlantic slave trade had made Bristol an important international sea port, and Teach was most likely raised in what was then the second-largest city in England. Little is known about his early life, but he may have been a sailor on privateer ships during Queen Anne's War before he settled on the Bahamian island of New Providence, a base for Captain Benjamin Hornigold, whose crew Teach joined around 1716. He could almost certainly read and write. The author Robert Lee speculated that Teach may therefore have been born into a respectable, wealthy family.

He started his career as a privateer, and in 1716 joined the crew of Benjamin Hornigold, who mentored Blackbeard and taught him the ropes of piracy, and soon made him his first mate and second in command, entrusted with his own sloop to operate in conjunction with Hornigold's main ship.

The uninhabited island of New Providence was used as a base for their operations; it was within easy reach of the Florida Strait and its busy shipping lanes, which were filled with European vessels crossing the Atlantic. New Providence's harbour could easily accommodate hundreds of ships but was too shallow for the Royal Navy's larger vessels. It was described as "no city of homes; it was a place of temporary sojourn and refreshment for a literally floating population," continuing, "The only permanent residents were the piratical camp followers, the traders, and

the hangers-on; all others were transient." In New Providence, pirates found a welcome respite from the law. Teach was one of those who came to enjoy the island's benefits, after he moved there from Jamaica.

Hornigold retired from piracy in 1717, Blackbeard continued on his own. He seized a French ship which he remodeled and equipped with 40 cannons, and renamed her the *Queen Anne's Revenge*, and made her his flagship. He then formed a pirate alliance and used it to commit his most notorious act: a successful blockade of Charleston, South Carolina, holding the city hostage until he was paid a ransom for its citizens and looted all the ships in the harbor.

Fearing certain capture following the Charleston episode, he ran Queen Anne's Revenge aground on a sandbar near Beaufort, North Carolina. He parted company with his alliance partners and settled in Bath, North Carolina, where he accepted a royal pardon. The pardon was open to all pirates who surrendered on or before 5 September 1718.

But he was soon back at sea, and moved his operations to Ocracoke Island from where he attracted the attention of Alexander Spotswood, the Governor of Virginia. Spotswood was concerned that the "supposedly retired" freebooter and his crew were living in nearby North Carolina. As head of a Crown colony, Spotswood viewed the proprietary colony of North Carolina with contempt; he had little faith in the ability of the Carolinians to control the pirates, who he suspected would be back to their old ways, disrupting Virginian commerce, as soon as their money ran out.

Spotswood arranged for a party of soldiers and sailors to capture the pirate; on 22 November 1718 following a ferocious battle Teach and several of his crew were killed by a small force of sailors led by Lieutenant Robert Maynard.

On a sunny winter day, British warships fired their cannons in celebration as Lieutenant Robert Maynard sailed up the James River upon his return to Virginia. Any questions as to the success of his covert mission to subdue one of history's most notorious pirates were answered at the sight of the pungent trophy dangling from the bowsprit of Maynard's ship—the severed, decomposing head of Edward Teach. The remaining pirates quickly surrendered. Blackbeard's crew and former associates were found and were transported to Williamsburg, Virginia, where they were jailed on charges of piracy.

Despite his infamy, Teach was not the most successful of pirates. Henry Every retired a rich man, and Bartholomew Roberts took an estimated five times the amount Teach stole. The only treasure so far recovered from Teach's exploits is that taken from the wreckage of what is presumed to be the Queen Anne's Revenge, which was found in 1996. As of 2009 more than 250,000 artefacts have been recovered. A selection is on public display at the North Carolina Maritime Museum.

Editorial

South African Solo Rower Grant Blakeway Completes World's Toughest Row!

From: Brent Lindeque, 12 February 2021



South African solo rower Grant Blakeway completes the last few oar strokes to power Melokuhle into English Harbour, Antigua and Barbuda, on Saturday 6 February 2021. Photo credit: Atlantic Campaigns

Tattler - Grant is an ex SA Navy diver.

Saint Paul Parish on the island of Antigua, Antigua and Barbuda (12 February 2021) – Grant Blakeway could hardly stand when he stepped ashore in Nelson's Dockyard, English Harbour, on Saturday 6 February 2021. He had just finished the World's Toughest Row in a time of 56 days, 3 hours, and 29 minutes – and he was utterly exhausted.

The 59-year-old Durban businessman set off from San Sebastian de La Gomera on 12 December last year to row across the Atlantic Ocean in the 2020 Talisker Whisky Atlantic Challenge, alongside 20 other teams from around the world. He was the only South African among them, and one of eight solo competitors in the 2020 fleet.

As a former SA Navy ships diver, he was comfortable at sea, but he'd never done any serious ocean-rowing before, and he knew he'd need time to find his sea legs aboard the nine-metre-long boat that would be his home for up to three months on the Atlantic.

South African solo rower Grant Blakeway raises the South African flag at the finish line of the 2020 Talisker Whisky Atlantic Challenge in English Harbour, Antigua and Barbuda, on Saturday 6 February 2021. Photo credit: Atlantic Campaigns



The journey from San Sebastian de La Gomera to English Harbour was physically and mentally challenging from the get-go, confesses Blakeway. “I had a horrible abscess on my bum, and it had been lanced a few days before the race. I was in a lot of pain, and sitting down for hours on end, day after day, didn’t help matters! Then a boil on my leg turned nasty, and swelled up to the size of a golf ball! And that’s not an exaggeration... I’ve got pictures,” he chuckles.

He says he can laugh about it now, but alone at sea, he was pushed to his limit and beyond. “The fatigue is something I’ve never experienced on that level before,” he explains. “You’re so tired you can’t see straight. Everything takes twice as long as to do because you’re exhausted. And even when you’re concentrating really hard, accidents happen.”

He burned his hand while making dinner one night, and lost a tooth when the hatch door hit him in the face. “This race is difficult enough when you’re in a group, but when you’re a solo rower, everything becomes harder. You’re the human engine, the navigator, the radio operator, the repairman, the medic, and the cook,” he says. “When something breaks, you have to fix it. When something goes wrong, you have to make a new plan. One way or another, you find out what you’re made of during this race. The mighty Atlantic Ocean gives so much, and takes so much, too.”

For Blakeway, a husband and father of three, the isolation was overwhelming. He credits his wife Adri for giving him love and tough love in equal measure. “She’s my biggest fan and my most loyal supporter, and I would not have made it without her,” he says. “We’ve been married for 30 years, and this was our longest time apart... Five months of phone calls and texts, from the time I was in Findhorn until I arrived in English Harbour.”

Their tearful reunion followed shortly after Blakeway was taken from the dockside podium to a nearby restaurant – to sit down, drink, and eat before returning for his full interview. His exertion over the past 56 days, 3 hours, and 29 minutes had taken its toll. “I could hardly stand,” he reveals. “I thought I was going to faint because I was so unsteady on my feet after so long on the water. And I was quite hungry, too!” He supplemented the traditional post-race hamburger and chips with half the “melktert” that his wife had made in preparation for his arrival.

Tattler - Footnote: At the time of finalising Tattler there is the news of adventurer and former naval combat officer Zirk Botha. Botha is days away from finishing his solo transatlantic ocean row from Cape Town to Rio de Janeiro – a distance of 7200 km.

Feature – Donald Malcolm Campbell (23 March 1921 – 4 January 1967)

Source: Wikipedia

Campbell was a British speed record breaker who broke eight absolute world speed records on water and on land in the 1950s and 1960s. He remains the only person to set both world land and water speed records in the same year (1964). He died during a water speed record attempt at Coniston Water in the Lake District, England.



He emulated his father, Sir Malcolm Campbell MBE (11 March 1885 – 31 December 1948) who was a British racing motorist and motoring journalist. He gained the world speed record on land and on water at various times during the 1920s and 1930s using vehicles called Blue Bird, including a 1921 Grand Prix Sunbeam



Campbell began his speed record attempts in the summer of 1949, using his father's old boat, Blue Bird K4, which he renamed Bluebird K4. His initial attempts that summer were unsuccessful, although he did come close to raising his father's existing record. The team returned to Coniston Water, Lancashire in 1950 for further trials. While there, they heard that an American, Stanley Sayres, had raised the record from 141 to 160 mph (227 to 257 km/h), beyond K4's capabilities without substantial modification.

Over the winter of 1950 to 1951, Bluebird K4 was modified to make it a "prop-rider" as opposed to her original immersed propeller configuration. This greatly reduced hydrodynamic drag, as the third planing point would now be the propeller hub, meaning one of the two propeller blades was always out of the water at high speed. She now sported two cockpits, the second one being for Leo Villa.

Bluebird K4 now had a chance of exceeding Sayers' record and also enjoyed success as a circuit racer, winning the Oltranza Cup in Italy in the spring of that year. Returning to Coniston in September, they finally got Bluebird up to 170 mph after further trials, only to suffer a structural failure at 170 mph (270 km/h) which wrecked the boat. Sayers raised the record the following year to 178 mph (286 km/h) in Slo-Mo-Shun IV.

Along with Campbell, Britain had another potential contender for water speed record honours — John Cobb. He had commissioned the world's first purpose-built turbojet Hydroplane, Crusader, with a target speed of over 200 mph (320 km/h), and began trials on Loch Ness in autumn 1952. Cobb was killed later that year, when Crusader broke up, during an attempt on

the record. Campbell was devastated at Cobb's loss, but he resolved to build a new Bluebird boat to bring the water speed record back to Britain.

In early 1953, Campbell began development of his own advanced all-metal jet-powered Bluebird K7 hydroplane to challenge the record, by now held by the American prop rider hydroplane Slo-Mo-Shun IV. Designed by Ken and Lew Norris, the K7 was a steel-framed, aluminium-bodied, three-point hydroplane with a Metropolitan-Vickers Beryl axial-flow turbojet engine, producing 3,500-pound-force (16 kN) of thrust.

Like Slo-Mo-Shun, but unlike Cobb's tricycle Crusader, the three planing points were arranged with two forward, on outriggered sponsons and one aft, in a "pickle-fork" layout, prompting Bluebird's early comparison to a blue lobster. K7 was of very advanced design and construction, and its load bearing steel space frame ultra-rigid and stressed to 25 g (exceeding contemporary military jet aircraft). It had a design speed of 250 miles per hour (400 kilometres per hour) and remained the only successful jet-boat in the world until the late 1960s.

The designation "K7" was derived from its Lloyd's unlimited rating registration. It was carried on a prominent white roundel on each sponson, underneath an infinity symbol. Bluebird K7 was the seventh boat registered at Lloyds in the "Unlimited" series.

Campbell set seven world water speed records in K7 between July 1955 and December 1964. The first of these marks was set at Ullswater on 23 July 1955, where he achieved a speed of 202.32 mph (325.60 km/h) but only after many months of trials and a major redesign of Bluebird's forward sponson attachments points. Campbell achieved a steady series of subsequent speed-record increases with the boat during the rest of the decade, beginning with a mark of 216 mph (348 km/h) in 1955 on Lake Mead in Nevada. Subsequently, four new marks were registered on Coniston Water, where Campbell and Bluebird became an annual fixture in the latter half of the 1950s, enjoying significant sponsorship from the Mobil oil company and then subsequently BP.

Campbell also made an attempt in the summer of 1957 at Canandaigua, New York, which failed due to lack of suitable calm water conditions. Bluebird K7 became a well-known and popular attraction, and as well as her annual Coniston appearances, K7 was displayed extensively in the UK, United States, Canada and Europe, and then subsequently in Australia during Campbell's prolonged attempt on the land speed record in 1963–1964.

To extract more speed, and endow the boat with greater high-speed stability, in both pitch and yaw, K7 was subtly modified in the second half of the 1950s to incorporate more effective streamlining with a blown Perspex cockpit canopy and fluting to the lower part of the main hull. In 1958, a small wedge shaped tail fin, housing an arrester parachute, modified sponson fairings, that gave a significant reduction in forward aerodynamic lift, and a fixed hydrodynamic stabilising fin, attached to the transom to aid directional stability, and exert a marginal down-force on the nose were incorporated into the design to increase the safe operating envelope of the hydroplane. Thus she reached 225 mph (362 km/h) in 1956, where an unprecedented peak speed of 286.78 mph (461.53 km/h) was achieved on one run, 239 mph (385 km/h) in 1957, 248 mph (399 km/h) in 1958 and 260 mph (420 km/h) in 1959.

Campbell was awarded the CBE in January 1957 for his water speed record breaking, and in particular his record at Lake Mead in the United States, which earned him and Britain very positive acclaim.

On 23 November 1964, Donald Campbell achieved the Australian water speed record of 216 miles per hour (348 km/h) on Lake Bonney Riverland in South Australia, although he was unable to smash the world record on that attempt.

Land speed record attempt

It was after the Lake Mead water speed record success in 1955 that the seeds of Campbell's ambition to hold the land speed record as well were planted. The following year, the serious planning was under way — to build a car to break the land speed record, which then stood at 394 mph (634 km/h) set by John Cobb in 1947. The Norris brothers designed Bluebird-Proteus CN7 with 500 mph (800 km/h) in mind.

The brothers were even more enthusiastic about the car than the boat and like all of his projects, Campbell wanted Bluebird CN7, to be the best of its type, a showcase of British engineering skills. The British motor industry, in the guise of Dunlop, BP, Smiths Industries, Lucas Automotive, Rubery Owen as well as many others, became heavily involved in the project to build the most advanced car the world had yet seen. CN7 was powered by a specially modified Bristol-Siddeley Proteus free-turbine engine of 4,450 shp (3,320 kW) driving all four wheels. Bluebird CN7 was designed to achieve 475–500 mph and was completed by the spring of 1960.

Following low-speed tests conducted at the Goodwood motor racing circuit in Sussex, in July, the CN7 was taken to the Bonneville Salt Flats in Utah, United States, scene of his father's last land speed record triumph, some 25 years earlier in September 1935. The trials initially went well, and various adjustments were made to the car. On the sixth run in CN7, Campbell lost control at over 360 mph and crashed. It was the car's tremendous structural integrity that saved his life. He was hospitalised with a fractured skull and a burst eardrum, as well as minor cuts and bruises, but CN7 was a write-off. Almost immediately, Campbell announced he was determined to have another go. Sir Alfred Owen, whose Rubery Owen industrial group had built CN7, offered to rebuild it for him.

That single decision was to have a profound influence on the rest of Campbell's life. His original plan had been to break the land speed record at over 400 mph in 1960, return to Bonneville the following year to really bump up the speed to something near to 500 mph, get his seventh water speed record with K7 and then retire, as undisputed champion of speed and perhaps just as important, secure in the knowledge that he was worthy of his father's legacy.

Campbell decided not to go back to Utah for the new trials. He felt the Bonneville course was too short at 11-mile (18 km) and the salt surface was in poor condition. BP offered to find another venue and eventually after a long search, Lake Eyre, in South Australia, was chosen. It hadn't rained there for nine years and the vast dry bed of the salt lake offered a course of up to 20-mile (32 km).

By the summer of 1962, Bluebird CN7 was rebuilt, some nine months later than Campbell had hoped. It was essentially the same car, but with the addition of a large stabilising tail fin and a reinforced fibreglass cockpit cover. At the end of 1962, CN7 was shipped out to Australia

ready for the new attempt. Low-speed runs had just started when the rains came. The course was compromised and further rain meant, that by May 1963, Lake Eyre was flooded to a depth of 3 inches, causing the attempt to be abandoned. Campbell was heavily criticised in the press for alleged time wasting and mismanagement of the project, despite the fact that he could hardly be held responsible for the unprecedented weather.

To make matters worse for Campbell, American Craig Breedlove drove his pure thrust jet car "Spirit of America" to a speed of 407.45 miles per hour (655.73 km/h) at Bonneville in July 1963. Although the "car" did not conform to FIA (Federation Internationale de L'Automobile) regulations, that stipulated it had to be wheel-driven and have a minimum of four wheels, in the eyes of the world, Breedlove was now the fastest man on Earth.

Campbell returned to Australia in March 1964, but the Lake Eyre course failed to fulfil the early promise it had shown in 1962 and there were further spells of rain. BP pulled out as his main sponsor after a dispute, but he was able to secure backing from Australian oil company Ampol.

The track never properly dried out and Campbell was forced to make the best of the conditions. Finally, in July 1964, he was able to post some speeds that approached the record. On the 17th of that month, he took advantage of a break in the weather and made two courageous runs along the shortened and still damp track, posting a new land speed record of 403.10 mph (648.73 km/h).

The surreal moment was captured in a number of well-known images by photographers, including Australia's Jeff Carter. Campbell was bitterly disappointed with the record as the vehicle had been designed for much higher speeds. CN7 covered the final third of the measured mile at an average of 429 mph (690 km/h), peaking as it left the measured distance at over 440 mph (710 km/h). He resented the fact that it had all been so difficult. "We've made it — we got the bastard at last," was his reaction to the success. Campbell's 403.1 mph represented the official land speed record.

In 1969, after Campbell's fatal accident, his widow, Tonia Bern-Campbell negotiated a deal with Lynn Garrison, president of Craig Breedlove and Associates, that would see Craig Breedlove run Bluebird on Bonneville's Salt Flats. This concept was cancelled when the parallel Spirit of America supersonic car project failed to find support.

The Double

Campbell now planned to go after the water speed record one more time with Bluebird K7 — to do what he had aimed for so many years ago, during the initial planning stages of CN7 — break both records in the same year. After more delays, he finally achieved his seventh water speed record at Lake Dumbleyung near Perth, Western Australia, on the last day of 1964, at a speed of 276.33 mph (444.71 km/h). He had become the first, and so far only, person to set both land and water speed records in the same year.

Campbell's land speed record was short-lived, because FIA rule changes meant that pure jet cars would be eligible to set records from October 1964. Campbell's 429 mph (690 km/h) speed on his final Lake Eyre run remained the highest speed achieved by a wheel-driven car until 2001; Bluebird CN7 is now on display at the National Motor Museum at Beaulieu in Hampshire, England, its potential only partly realised.

The first to complete an officially timed run in a jet-propelled hydroplane (July 23, 1955, Ullswater Lake, Cumberland), Campbell established that day a watercraft speed mark of 202.32 miles per hour (325.60 kilometres per hour). He raised that record to 276.33 mile/h (444.6 km/h) on Dec. 31, 1964, at Dumbleyung Lake, Australia. In a jet-powered automobile he set a speed record for Class A land vehicles (unlimited size, four wheels): 403.1 mile/h (649 km/h) on July 17, 1964, at Lake Eyre Salt Flats, Australia. Once more making an attempt to break the water speed record, Campbell was exceeding 300 mile/h (480 km/h) on Coniston Water when his jet-propelled boat was wrecked and he was killed.

Tattler - (warning to sensitive viewers) crash video <https://youtu.be/4xemKc2In5Y>

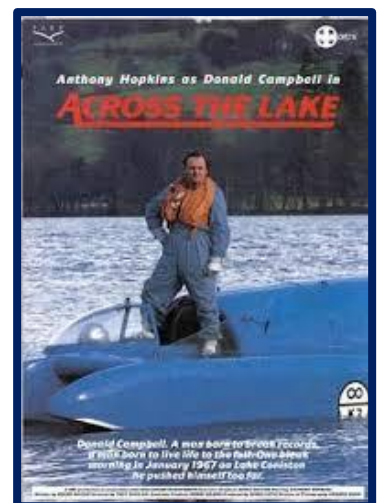


Bluebird K7 on display at Goodwood Motor Racing circuit in 1960.



Bluebird CN7 on display at the National Motor Museum in Beaulieu.

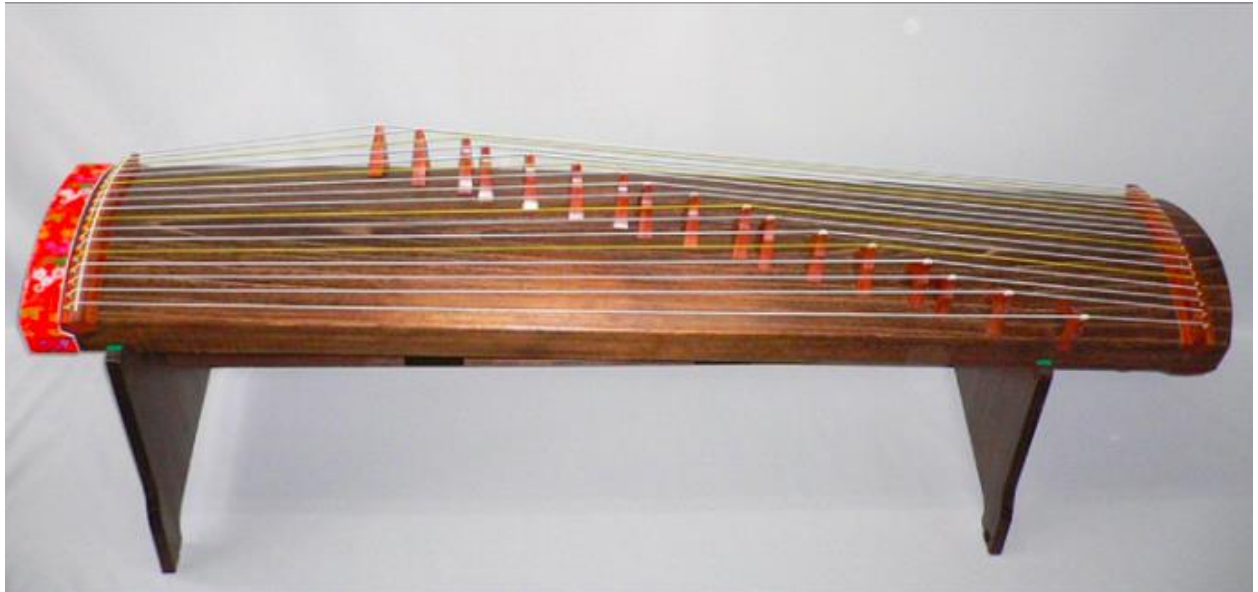
In 1988 the docu-drama "Across the Lake" was released. It starred Anthony Hopkins as Campbell. It is said that Hopkins was a great admirer of Campbell.



Invention – 17 String Koto

From - Wikipedia

March 1921 saw the invention of the 17-string koto, or "Jūshichi-gen" by Michio Miyagi



The 17-string koto (Japanese: 十七絃 or 十七弦, Hepburn: jūshichi-gen, lit. "seventeen strings") is a variant of the koto (zither) with 17 strings instead of the typical 13.

The instrument is also known as jūshichi-gensō (十七絃箏), "17 stringed koto", or "bass koto" (although koto with a greater number of strings also exist). The jūshichi-gen was invented in 1921 by Michio Miyagi, a musician who felt that the standard koto lacked the range he sought in a traditional instrument. His 17 stringed creation, sometimes described as a "bass koto", has a deeper sound and requires specialized plectra; traditional koto plectra are worn attached to the player's fingers, with which the strings are plucked. Though his original jūshichi-gen was considerably larger than a normal koto, 17 stringed koto of a similar size to the average koto are more common today, though they do not have as deep a sound as the larger version.

Tattler - Watch and listen to it being played – tap below.



50 years ago - March 1971

13 March - Explorer 43, the first orbiting satellite to carry its own computer, was launched from Cape Kennedy to gather the most comprehensive survey up to that time of radio data of solar rays, cosmic rays from other galaxies, the solar wind, radio signals from outside the solar system, and magnetic fields in space. Dr. Frank B. McDonald, the NASA project astrophysicist, told reporters "This is a fairly complete remote laboratory that will give us a good scientific picture of what goes on out there."

20 March - The fourth "Senior Bowl" spy drone mission by the United States Air Force, an attempt to photograph China's Lop Nor nuclear test site with a high altitude unmanned drone, malfunctioned and crashed, marking the fourth consecutive failure of the program. Unlike the first three unsuccessful missions, the fourth Lockheed D-21B drone was recovered by the Chinese when its wreckage was located in the Yunnan province, ending the secret operation entirely. On July 23, the Lockheed D-21B program would be cancelled without having brought back any information.



28 March - Thirty-three of the 44 crew of the oil tanker SS Texaco Oklahoma were killed when the ship foundered and sank 100 miles (160 km) off of the coast of Sandbridge, Virginia. The Liberian-registered freighter Sasstown rescued 11 survivors who had been able to evacuate into a lifeboat at 5:30 in the morning and the ship went down 30 minutes later.

31 March - The Poseidon submarine-launched nuclear missile was first deployed for 31 U.S. nuclear submarines.



Sport

6 - 10 March - 2nd Cricket Test -

West Indies 	v	 India
214 (72.5 overs) Charlie Davis 71 Erapalli Prasanna 4/54 (19.5 overs)		352 (157.4 overs) Dilip Sardesai 112 Jack Noreiga 9/95 (49.4 overs)
261 (110.5 overs) Roy Fredericks 80 Srinivas Venkataraghavan 5/95 (36 overs)		125/3 (49.4 overs) Sunil Gavaskar 67 Arthur Barrett 3/43 (8.4 overs)

India won by 7 wickets



Queen's Park Oval, Port of Spain

Umpires: Ralph Gosein (WI) and Stuart Ishmael (WI)

West Indies won the toss and decided to bat.

Sunil Gavaskar (Ind) made his Test debut.



7 to 14 March - Australian Open Tennis

Men's singles:  Ken Rosewall defeated  Arthur Ashe 6–1, 7–5, 6–3

Women's singles:  Margaret Court defeated  Evonne Goolagong 2–6, 7–6, 7–5

8 March - Joe Frazier met Muhammad Ali at Madison Square Garden The storyline went much deeper than two undefeated heavyweights clashing for the belt. Ali had refused induction in the U.S. Army, was considered radical chic and seemed to embody the culture of the 1960s. Frazier was cast as a champion fighting for the establishment. Frank Sinatra was a ring-side photographer for Life magazine. Barbra Streisand, Sammy Davis Jr., Hugh Hefner, Dustin Hoffman and Diana Ross were ringside. Burt Lancaster was part of the closed circuit broadcast team. All that, and the fight actually lived up to its billing as the "Fight of the Century." After 15 rounds of thrilling toe-to-toe action, Frazier won a unanimous decision.

19 - 24 March - 3rd cricket test - scorecard

West Indies 	v	 India
363 (158.2 overs) Desmond Lewis 81 Srinivas Venkataraghavan 3/128 (59 overs)		376 (167.4 overs) Sunil Gavaskar 116 Garry Sobers 3/72 (43 overs)
307/3d (100 overs) Charlie Davis 125 Bishan Singh Bedi 2/55 (26 overs)		123/0 (30 overs) Sunil Gavaskar 64 Lance Gibbs 0/4 (1 overs)

Match drawn







Bourda, Georgetown

Umpires: Ralph Gosein (WI) and Cecil Kippins (WI)

West Indies won the toss and decided to bat.

Keith Boyce and Desmond Lewis (WI) made their Test debuts.

21 March - The 6th Race of Champions was a non-Championship motor race, run to Formula One rules, held on 21 March 1971 at Brands Hatch circuit in Kent, England. The race was run over 50 laps of the circuit, and was won by Clay Regazzoni in a Ferrari 312B2


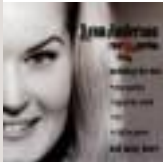


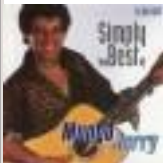



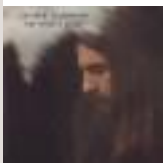
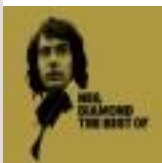
Pos	No	Driver	Entrant	Constructor	Lap	Time/Retired	Grid
1	5	 Clay Regazzoni	Scuderia Ferrari	Ferrari	50	1:13:35.0	3
2	17	 Jackie Stewart	Tyrrell Racing Organisation	Tyrrell-Cosworth	50	+23.6	1
3	16	 John Surtees	Team Surtees	Surtees-Cosworth	49	+ 1 lap	6
4	2	 Tim Schenken	Motor Racing Developments	Brabham-Cosworth	48	+ 2 laps	9
5	4	 Howden Ganley	BRM	BRM	48	+ 2 laps	10
6	14	 Ray Allen	Frank Williams Racing Cars	March-Cosworth	48	+ 2 laps	12
7	3	 John Miles	BRM	BRM	48	+ 2 laps	5
Ret	7	 Reine Wisell	Team Lotus	Lotus-Cosworth	44	Engine	8
Ret	10	 Peter Gethin	Bruce McLaren Motor Racing	McLaren-Cosworth	38	Water leak	11
Ret	1	 Graham Hill	Motor Racing Developments	Brabham-Cosworth	35	Engine	4
Ret	9	 Denny Hulme	Bruce McLaren Motor Racing L	McLaren-Cosworth	34	Ignition	2
Ret	6	 Emerson Fittipaldi	Team Lotus	Lotus-Pratt & Whitney	34	Rear suspension	7
Ret	12	 Ronnie Peterson	Frank Williams Racing Cars	March-Cosworth	14	Brakes	15
Ret	15	 Mike Beuttler	Clarke-Mordaunt-Guthrie-Durlacher Racing	March-Cosworth	8	Fuel metering unit	13
Ret	8	 Tony Trimmer	Team Lotus	Lotus-Cosworth	5	Fuel pump	14

27 March - Conclusion of the 5 nations rugby competition

Tattler – Some serious Welsh domination!

Position	Nation	Games				Points			Table points
		Played	Won	Drawn	Lost	For	Against	Difference	
1	 Wales	4	4	0	0	73	38	+35	8
2	 France	4	1	2	1	41	40	+1	4
3	 Ireland	4	1	1	2	41	46	-5	3
3	 England	4	1	1	2	44	58	-14	3
5	 Scotland	4	1	0	3	47			

Music

 Hot Love /T. Rex	 Rose Garden/Lynn Anderson	 Pushbike Song/Mixtures	 Resurrection Shuffle/Ashton, Gardner And Dyke
 Baby Jump/Mungo Jerry	 It's Impossible/Perry Como	 Strange Kind Of Woman/Deep Purple	
 Another Day/Paul McCartney	 My Sweet Lord/George Harrison	 Sweet Caroline/Neil Diamond	

Movies – original release posters for March 1971





The French Connection, is an American crime thriller film, released in 1971, that became known for having one of the most exciting and iconic car chases in cinematic history. The movie, which features other tense action sequences, centres on violent and unlikable New York City narcotics detectives on the trail of international heroin dealers.

It tells the story of New York Police Department detectives Jimmy "Popeye" Doyle and Buddy "Cloudy" Russo, whose real-life counterparts were Narcotics Detectives Eddie Egan and Sonny Grosso, in pursuit of wealthy French heroin smuggler Alain Charnier. The film stars Gene Hackman as Popeye, Roy Scheider as Cloudy.

At the 44th Academy Awards, it won the Oscars for Best Picture, Best Actor (Hackman), Best Director (Friedkin), Best Film Editing, and Best Adapted Screenplay (Tidyman). It was also nominated for Best Supporting Actor (Scheider), Best Cinematography, and Best Sound Mixing. Tidyman also received a Golden Globe Award nomination, a Writers Guild of America Award, and an Edgar Award for his screenplay.

A sequel, French Connection II, followed in 1975 with Gene Hackman and Fernando Rey reprising their roles. The French Connection is considered to be one of the greatest films ever made. The American Film Institute included the film in its list of the best American films in 1998 and again in 2007. In 2005, the film was selected for preservation in the United States National Film Registry by the Library of Congress as being "culturally, historically, or aesthetically significant".

Financial Planning?

Dan was a single man living at home with his widowed father and working in the family business.

When he found out he was going to inherit a fortune when his sickly father died, he decided he needed to find a wife with whom to share his fortune.

One evening, at an investment meeting, he spotted the most beautiful woman he had ever seen. Her natural beauty took his breath away.

"I may look like just an ordinary man," he said to her, "but soon, my father will die and I will inherit R200 million."



Impressed, the woman asked for his business card and three days later, she became his stepmother.

Women are so much better at financial planning than men.

Isn't email great?

A Johannesburg couple decided to go to Cape Town for a holiday. They planned to stay at the same hotel where they spent their honeymoon 20 years earlier.

Because of hectic schedules, it was difficult to coordinate their travel schedules. So, the husband flew on Thursday, with his wife flying down the following day.

The husband checked into the hotel. There was a computer in his room, so he decided to send an email to his wife. However, he accidentally left out one letter in her email address, and without realizing his error, sent the email.

Meanwhile, somewhere in Durban , a widow had just returned home from her husband's funeral. He was a Baptist minister who was called home to glory following a heart attack. The widow decided to check her email expecting messages from relatives and friends. After reading the first message, she screamed and fainted. The widow's son rushed into the room, found his mother on the floor, and saw the computer screen which read:

To: My Loving Wife

Subject: I've Arrived

Date: March 21, 2021

I know you're surprised to hear from me. They have computers here now and you are allowed to send emails to your loved ones. I've just arrived and have been checked in.

I've seen that everything has been prepared for your arrival tomorrow. Looking forward to seeing you then! Hope your journey is as uneventful as mine was.

P. S. Sure is freaking hot down here!!!

Tattler - Advertising in Tattler

You will have noticed that Tattler has carried some advertising in recent months. You may also recall that we have offered free advertising (within reason) to Club Members and have done so on a few occasions. Tattler will never advertise competing products in the same edition. Our rates are very reasonable and we believe that at least 1000 people receive/read the Tattler.

If you wish to use this opportunity please contact the editor (jonathanagolding@gmail.com)

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