

The Seven Seas Tattler Issue 5.04 – September 2021



Good Day members of the Seven Seas Club and welcome to this September edition. Is the 1st of September still the first day of spring? If so, happy spring to you all! Here is your Tattler - We hope you find some articles of interest and have a giggle or two. As always, any feedback you may have is welcome (jonathanagolding@gmail.com)

Please remember that advertising within Tattler is available. For members this is free and our rates are very accommodating for others. Advertising can bring a few Rands into the club coffers so we urge you to spread the word!

Tattler – We received the following feedback on the August edition of Tattler from Rhoda Moore and non-member Paul Morris.

Dear Jonathan

As usual, this issue of "The Tattler! Is interesting, informative as well as providing a laugh here and there.

Keep up the good work mostly for those of us members who cannot yet take the chance of Covid infection and present ourselves at regular Club nights.

Missing you all and wishing for a return of the "old days" without the Virus!

Rhoda Moore

Tattler - thanks Rhoda. We hope to return to a more normal life shortly when we can see you at the club

Dear Jonathan

Compliments on yet another absorbing issue of The Tattler .

I always manage to find something of particular interest and your tales of the heroism of both male and female participants in the Wars often leave me spellbound. The latest piece on James Magennis was really a special read .

It was most pleasing to read that the Club is open again and I noticed that you managed to squeeze R300 out of the monthly draw . Knowing you as I do , I'm sure that the filthy lucre rapidly found its way into the bar takings . Whenever I see Arne' Soderlund's name in your monthly masterpiece it always reminds me of the fact that he had the benefit of good schooling , having been to my old Alma Mater in the form of Kimberley Boys' High School .

Compliments to Colette for her contributions too and may she keep up the good work .

Best
Biggles

Tattler - Thank you Planks for your feedback on the quiz evening.

After the recent Quiz at the club, which was very successful I felt that I would like to express the following comments:

I have attended most of the quizzes over the last year and on a few occasions the turnout was poor. However, since then the attendance has improved dramatically and the quiz has now become very popular.

The reason for the success of the Quiz Evenings is because of the effort and hard work put in by the organizers who must be commended for the research and quality of the questions and the presentation thereof.

Jonathan, Doug, Euan and Jen well done, please keep the Club Quiz going.

Many Thanks

Planks van Aswegen

Snooker Competition

Tim Wilkinson , who is our snooker chairman , has asked members to contact him on 082 650 4706 or the club manager , Glen Marlow (021 786 2989), if they would like to enter the doubles snooker competition .

If you do not have a partner then put your name on the list and Tim will arrange for someone to partner you in the competition .

Great fun and everybody is welcome . Closing date for entries is 9th September.

Especially for our ladies

At a recent meeting the club committee discussed the absence of events and activities specifically for our female members and wives. The question is : What could our club be providing for you and how can the committee facilitate or assist in facilitating such?

Whilst we are certainly not wishing to suggest " a club within a club", we are conscious of there being little that is done specifically for the ladies. Should there be?

We would welcome your thoughts and suggestions. Could a form of sub-committee be formed? Are there ladies who would like to advance such thinking?

The following comes to mind:

- 1) Put the idea out there! This attempts to start the process but we can do more in terms of specifics.
- 2) Find a "champion" or two
- 3) Offer our committee support to get something up and running.
- 4) Offer suggestions on how to structure and administer it
- 5) Assist with marketing and advertising
- 5) Offer a direct line to one of the committee members for ongoing committee support for ventures

Your feedback to myself jonathanagolding@gmail.com will be much appreciated.

Club Managers Report

We wish the following a very happy birthday!

Tattler - For our usual bit of fun, we have inserted shared birthdays in parenthesis.

Capt J.S. Coetzer (Ret) – 3 September - **Shares a birthday with Ferdinand Porsche (1875)**
Mr H.J.M. Van Aswegen – 9 September - **Shares a birthday with Colonel Harland David Sanders (1890)**
R Adm Hve Bester (Ret) – 9 September - **Shares a birthday with Hugh Grant (1960)**
Mr D.G. Viljoen – 10 September - **Shares a birthday with Arnold Palmer (1929)**
Cdr M. Wilson – 12 September - **Shares a birthday with Wes Hall (1937)**
Lt Cdr D.E. Holland – 12 September - **Shares a birthday with Jesse Owens (1913)**
Lt Col (SAAF) R.W. Sproul (Ret) – 14 September - **Shares a birthday with Dmitri Medvedev (1965)**
Mr T.K. Toplis – 18 September - **Shares birthday with Lance Armstrong (1971)**
Lt Cdr G.C. Hammond (Ret) – **19 September - Shares a birthday with Jeremy Irons (1948)**
Mr B. Ireton – 21 September - **Shares a birthday with HG Wells (1866)**
Mr A.H.H. Pool – 21 September - **Shares a birthday with Larry Hagman (1931)**
Capt R.B. Gardner (Ret) – 22 September - **Shares a birthday with Michael Faraday (1791)**
Mr J.C. Leslie – 26 September - **Shares a birthday with TS Eliot (1888)**
Mr B.P. Hansen – 30 September - **Shares a birthday with Truman Capote (1924)**

**Congratulation to our
100 Club Winners for August 2021**

Our bar staff , Frans Gunter and Theo Kent (no 87) : R300 (shared)

John Caig (No. 78) : R300

Eddie Noble (No. 95) : R300

Podge Harrison (No. 88) : R1000

Tattler Classifieds

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Crossing the Bar (One of our Ancient Mariners)

The following was submitted by RAdm Andre Rudman RAdm(JG) (Ret)

OBITUARY - RAdm (JG) V.F. Holderness SM MMM SA(Ret)

Born in Cape Town less than three weeks after the outbreak of the Second World War, Victor Holderness matriculated from the SANC General Botha in 1956. He was awarded the prize for Rule of the Road at Sea, a Husun sextant which he used throughout his career, including as a Captain in Command. In 1957 he joined Shell Tankers, serving on some eight tankers and qualifying as a Third Officer before resigning to join the SA Navy where he was commissioned as a SLt on 1 August 1960.

After gaining some experience as a watchkeeper in SAS Transvaal and then SAS Mosselbaai, he attended the SLt Qualifying Course in early 1961 before being appointed to SAS Vrystaat as Assistant ND Officer and was awarded his BWC in March 1962. In April he was appointed 1st Lt of SAS Port Elizabeth, re-joining Vrystaat at the end of the year as Gunnery Officer.

On 01 December 1963, after completing the Lt Qualifying Course, he was promoted to Lt, joining SAS President Steyn as ND Officer. In July 1964 he was sent to HMS Dryad in Portsmouth and completed the Long ND Course followed by



time at sea in a NATO exercise and then attended the Minesweeping Officers Course at HMS Vernon with a short appointment as Navigator in HMS Repton. In July 1965 he returned to SA. Appointments to SAS President Steyn and then SAS Jan van Riebeeck as ND and Comms Officer (during which he obtained his Private Pilot's Licence) were followed by command of SAS Johannesburg. This was cut short by his appointment as commissioning ND and Comms officer in SAS Tafelberg - and a trip to Argentina.

In mid-1968, as a Lt Cdr he was appointed Sqn ND officer in President Steyn for the trip to Australia. Selected for submarine training and now married, he joined the Daphne Project in France in 1969 where he trained on a number of French submarines including Eurydice which was lost with all hands three weeks after he left her. Qualifying as an OC he was the reserve OC for the project and in January 1971 returned to South Africa as XO of the new submarine base SAS Drommedaris and later as Sqn Ops officer, being promoted Cdr on 1 May 1972.

In February 1974 he was appointed OC of the unit and served there until April 1976 when appointed Project Officer Project Picnic, the acquisition of two A69 frigates from France, OC SAS Springer, the base unit and OC (Desig) SAS Transvaal (the 2nd vessel). He was promoted Captain on 1 January 1977. With the cancellation of the project, he returned home in early 1978 and assumed command of SAS President Pretorius until March 1980 when appointed OC of the SC Flotilla, being CTG for the successful first firing of a Scorpion missile later that year when his old ship JVR was sunk as a target.

After Naval Staff Course in 1981 and a period as SSO Ops at Naval Command Natal, he returned to the Cape as SSO Training at Naval Ops Command. Promoted to Cdre on 1 February 1984, he was appointed OC Naval Ops Command – by own admission, the pinnacle of his career. With the formation of two regional commands in March 1986 he was appointed Chief of Staff at Naval Command Cape, serving for three years until March 1989 when he took early retirement. In retirement he dabbled in politics for a while and in 1992 did a naval call-up as a navigation teacher to a class of midshipmen in SAS Tafelberg during a trip to Mombasa which enabled him to visit his father's grave in the Commonwealth War Graves cemetery, his father having died there in 1944 – an opportunity he greatly appreciated.

As the Founding Chairman of St Luke's Hospice, False Bay in 1994, he joined the Board of the HQ in Kenilworth in 1995, serving as Chairman there from 1998 to 2002, steering St Luke's through a very difficult period. He later served as a Trustee on the St Luke's Foundation until January 2020. RAdm Holderness had a broad variety of interests beyond his naval career – from speleology and skin diving in his earlier years to flying (renewing his PPL at the age of 60). He was at all times an example to all those who served under him and few post WW2 naval officers could equal his unique operational sea experience which ensured he was an exceptional ship handler and an inspirational leader.

He will long be remembered by all who knew him.

Tattler – We respectfully share some images related to the life and career of RAdm (JG) V.F. Holderness.



This is an example of a Henry Hughes & Son - Husan Sextant such like RAdm (JG) V.F. Holderness received in 1956. Henry Hughes & Sons were the sextant suppliers to the English Navy.



SAS Tafelberg on which RAdm (JG) V.F. Holderness served.



During the Second World War, wartime activities took place in Mombasa. Mombasa was also a naval base. The War Cemetery contains 225 Commonwealth War Graves from the Second World War. From the 225 War Graves, 14 war graves are unidentified.

Navy News

Maritime News - AI- aided surveillance system eyed to monitor suspicious ships

Source: *The Yomiuri Shimbun*



An undated image of a Japan Coast Guard patrol vessel with a China Coast Guard ship near the Senkaku Islands.

AI-aided surveillance system eyed to monitor suspicious ships An undated image of a Japan Coast Guard patrol vessel with a China Coast Guard ship near the Senkaku Islands. The Japanese government has decided to launch a new surveillance system that identifies suspicious ships by combining artificial intelligence and satellite technology, The Yomiuri Shimbun has learned. The plan is for the system to go into operation as early as fiscal 2024. The aim is to create a monitoring system that covers a vast area and facilitates a prompt response to incidents such as Chinese ships entering Japanese territorial waters near the Senkaku Islands in Okinawa Prefecture and illegal fishing by Chinese and North Korean vessels in the Yamato Bank area off the Noto Peninsula, according to sources.

A demonstration will be conducted next fiscal year. Under the envisaged system, AI analyses satellite-collected data, such as the location and speed of ships, so that suspicious ships can be detected at an early stage and Japan Coast Guard patrol vessels can be dispatched promptly to track their movements. Images of ships and other data obtained from satellites are currently used to manually identify vessel types. The use of AI will enable an automatic, immediate identification of a larger number of ships, the sources said “By combining satellites and AI, we can expect to drastically reduce the number of man hours,” a source close to the government said. The government earmarked ¥450 million to create the new system in the third supplementary budget for fiscal 2020, and a developer will be selected.

The JCG is likely to be the main user of the system, while coordination is being made so the Defense Ministry will have access to relevant information. Japan’s effort to expand its marine surveillance from space comes as it needs to monitor a wider area. Chinese government-owned ships have entered Japanese territorial waters repeatedly after Japan nationalized the Senkaku Islands in 2012, and provocations by China Coast Guard ships have become more intense this year. In the Yamato Bank area in the Sea of Japan, which is within Japan’s exclusive economic zone, there has been a sharp increase in illegal operations by Chinese fishing boats since spring. A Chinese marine research vessel in July last year conducted an unauthorized research in the EEZ off Okinotorishima Island, the southernmost island that belongs to Tokyo. In the East China Sea, North Korean ships have conducted illegal trading of refined oil products. The government is also eyeing the use of satellite data from European countries and the United States. It is also considering the establishment of a surveillance system that can cover an even broader area, including Taiwan and the South China Sea.

Feature : Albie Gotze (Jan 1923 – Aug 2018) – a remarkable man and pilot

Image copyright; Karen Dickens, References attributed to Dean Wingrin and Tinus Le Roux

At a ceremony held in Cape Town on the 13th February 2018, the Ambassador of France to South Africa, his excellency Christophe Farnaud, bestowed the signet of *Chevalier de l'Ordre de la Légion d'Honneur* (Knight in the Legion of Honour), on one of the last surviving South African D-Day veterans, General Albert (Albie) Götze.

It had been a long journey getting Albie his *Légion d'Honneur*, and the South African Legion played a key role as part of the team which made this honour possible.



So how is it that Albie Götze has been awarded France's highest honour and how did it come about? In a nutshell, the French government decided that all World War 2 'Allied' veterans (who took part in the D-Day landings and liberation of France should be given their highest honour for military and civil merit, the *Légion d'honneur* and they announced this on the 70th anniversary of D-Day in June 2014 as a special thank you those who fought and risked their lives to secure France's liberation during the Second World War. Albie, as a young South African Air Force pilot was seconded to the Royal Air Force and he took part in D-Day operations flying a Spitfire doing beach sweeps and patrols.

Albie Götze's story is something else; he was born in January 1923 in Prieska, a tiny town on the south bank of the Orange River, South Africa's Northern Cape. In mid-1942 he volunteered to take part in World War 2 and joined the South African Air Force and subsequently was selected for fighter pilot training.

After he finished flying training he was sent to the Middle East where he was seconded to the Royal Air Force and joined up with RAF No.127 Spitfire squadron in April 1944.



Picture: Karen Dickens

In April 1944, the squadron moved to England in preparation for Operation Overlord where it was assigned to 132 Wing (Norwegian) of the 2nd Tactical Air Force and operated as a UK defence unit. They flew patrols and bomber escorts to mainland Europe as well as some fighter-bomber work.

During this time Götze was involved with shooting down four German V-1 flying bombs. 127 Squadron arrived at North Weald on 23 April 1944, where it was equipped with the Spitfire IX. Operations began flying fighter bomber missions over France on 19th May 1944. The squadron played its part in the D-Day landings and subsequent days, and Albie and his colleagues found themselves flying sweeps of the landing beaches, escorting bombers, armed reces and dive bombing specific targets.

On 21st August 1944 127 Squadron moved to the European continent where it flew fighter-bomber missions from various airfields in France, Belgium and Holland, eventually basing itself at B.60

Grimbergen, in Belgium. Albie flew his last Spitfire mission for 127 Squadron from B.60 on the 03 August 1944.

Later in August 1944, owing to the high attrition and demand for pilots flying Hawker Typhoons, Albie was transferred to RAF No.137 squadron flying this notorious Typhoon ground attack aircraft. In Typhoons he participated in Operation Market Garden and other Rhine crossing operations.

137 Squadron always operated at low altitude ('on the deck') and was mainly employed to attack targets such as armour, anti-aircraft installations, specific buildings, transports and enemy personnel. For this reason, flying in the Typhoon squadron was dangerous and high risk. The losses were extreme and hence replacement pilots were usually filled with volunteers. Albie's aircraft was hit on occasions and he made a few crash landings with damaged aircraft.

After the war Albie participated as a navigator in the Berlin Airlift of 1949 where they flew around the clock supply flights from West Germany – for which he recently received a campaign medal from a grateful Royal Air Force and Her Majesty's Armed Forces.

In 1951 Albie completed a combat tour with SAAF No. 2 squadron to Korea as part of a US Air Force formation where he flew P-51 Mustangs, and he has again received recent honours and thanks from the South Korean government for his involvement in the Korean War.

Albie had a long and successful career in the SAAF, serving in South West Africa during the Border War and ended with the rank of Brigadier General. He was responsible for the introduction and implementation of the South African air defence system with the underground head station at Devon. He was also responsible for the system to be fully computerised.

Albie was also the personal secretary of the State President of South Africa for 4 years and he retired from the Air Force in 1978.

Getting Albie his due recognition and his *Légion d'honneur* from the French government for his participation in Operation Overlord was also a journey in its own right and as South African Legion we played a central and pivot role in securing this honour for General Gotze.

It started when Tinus Le Roux, a renowned SAAF historian and filmmaker, contacted Lgr Peter Dickens and asked if the South African Legion in the United Kingdom and Europe could follow up on Albie's *Légion d'honneur* application which he had assisted Albie with, there had been no response on the application for some months and they were concerned. Quick to the mark Lgr. Cameron Kinnear who in turn engaged Lorie Coffey at Project 71, a veteran's charity in the UK, to look into the matter.

Indeed there had been an administrative oversight and Albie's *Légion d'honneur* application was kick-started again by the South African Legion, and finally Project 71 was able to get a *Légion d'honneur* issued by the French Ambassador to the United Kingdom, her Excellency Sylvie Bermann.

With a *Légion d'honneur* finally in hand, and in South Africa, Lgr Peter Dickens then contacted Philip Weyers from the South African Air Force Association (SAAFA) to arrange a suitable medal parade for a handover, Philip and SAAFA were able to engage the French embassy in South Africa, who very keenly agreed to undertake the official presentation to General Gotze.

After all the ceremonies and official presentations were done, the French invited all to attend a small lunch, it later turned out that the French Ambassador to South Africa, his excellency Christophe Farnaud, was a keen modeller of aircraft and had built Typhoon models as a child. The Ambassador stayed to the end of the lunch to see a print of a painting of a Typhoon by the late Derrick Dickens presented to Albie in appreciation by Lgr Peter Dickens. Looking at the painting Albie opened up with all sorts of harrowing tales of fighting and flying in a Typhoon much to delight of the Ambassador and the remaining guests and journalists.

It was a journey, and highly rewarding, the right man received the right recognition and it was awarded in the right way. It is a journey that we as Legionnaires stand by our motto 'not for ourselves, but for others' and we are proud to have played a role.

Image copyright, Karen Dickens, references attributed to Dean Wingrin and Tinus Le Roux.

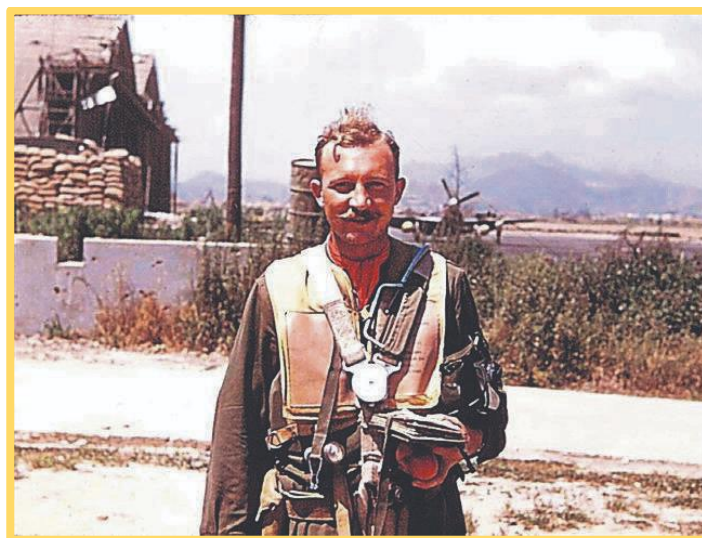
Tattler - And a story from the man himself

Albie's aircraft was hit on many occasions and he made a few crash landings with damaged aircraft. He recalled on such incident as if they were yesterday, this is a very brave account of combat flying, honest, harrowing and even a little funny (in the darkest manner of 'military humour').

"I got shot one day, as a matter of fact I was watching this guy shooting at me, with a 88 mm, he shot at me and I looked and I said to myself 'this bastard is going to kill me' ... he shot me at the back of the fuselage, but, the 88mm did not explode for some unknown reason, God must have said 'I not gonna put this fuse on', But it did cut my trim-wire to my rudder and all it does is that your aircraft just rolls over and you go straight in, but fortunately I was able to 'catch it' (arrest the aircraft roll with opposite ailerons);

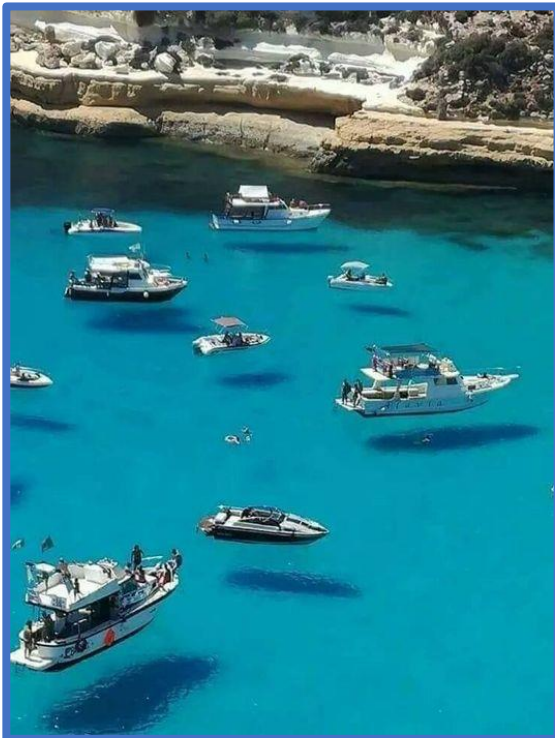
... but I could only fly at an angle a friend radioed and said 'Albie are you in trouble?', I said to him 'yes', I can't see out, at this time as I got down into the cockpit and grabbed hold of the rudder bar in order to keep on flying, otherwise I would go down. He said "I will fly on top of you", been down there you can't see out of the cockpit, all I could see was up, he brought me home like that, him flying on top (as a visual marker), me underneath. When I did the crash landing, that scoop on 'the typhoon' is full of oil and it sparked and catches fire quickly, I was so scared, before the plane came to a stop, I was out of the cockpit and I ran so fast that the ambulance could not catch me".

Tattler - Wow, there's everything in that story, drama, bravery, camaraderie, action and comedy ... and this was one of many similar stories Albie could relate.



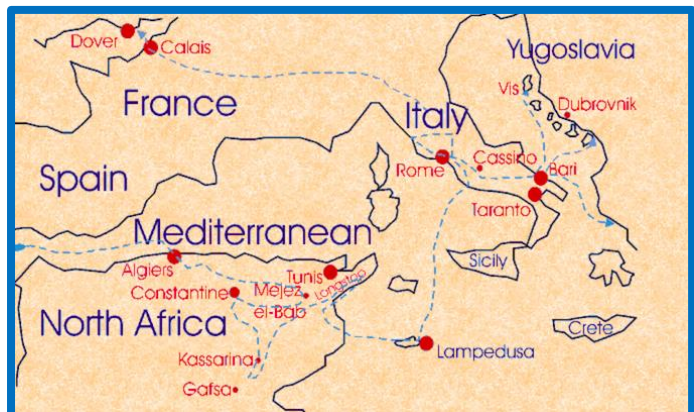
Feature – A personal account of the capture of Lampedusa by Derrick Jackson

From: Wikipedia, https://www.britain-atwar.org.uk/WW2/Derrick_Jackson/html/Lampedusa.htm



Tattler - Lampedusa - Sicily - levitating boats?

Administratively Lampedusa is part of the autonomous region of Sicily in Italy. It is located in the Mediterranean Sea between Malta and Tunisia, 105 miles (170 km) southwest of Licata, Sicily (Source: Wikipedia)



Tattler - As you see in the photograph, an idyllic destination now, but the scene of fierce battles and bombardment leading up to the occupation by British forces. The Union Jack was raised on the island of Lampedusa on June 12th 1943. I found this heart-warming personal account written by Lance Sergeant Derrick Jackson.

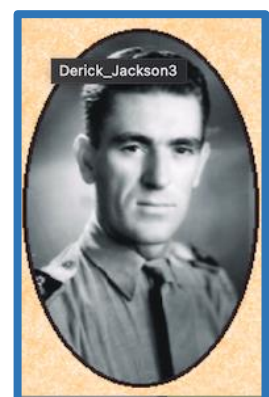
The extract from Britain at War

“Our stay in Tunis was short lived. Whilst in Tunis following the Victory Parade, our time had been spent in drills and the routine of Battalion parades.

News had come that reinforcements were arriving at the Battalion. This could only mean that preparations were being made for future action. Nearly everyone was of the same opinion that it would be Sicily, or after that Italy. Towards the end of May, we heard that the island of Pantelleria had been heavily bombed.

From Cap Bon to the nearest shores of Sicily is about eighty miles. Some miles to the South, halfway, lies a group of islands called the Pelagic islands, the most important of these being Pantelleria. A volcanic island rising at its highest point to about 2,700 feet. At its north west corner lies a small harbour and a town of about 4,000 population.

The natural defences of the island had been heavily fortified by the Italians. The few places where it was possible to land were covered by guns in emplacements cut into the rock and blasted out of the sides of the cliff faces. A garrison of about 10,000 of the enemy guarded its lofty shores. There was also a small airfield on the island. The island's tactical value was undeniable but taking it by troops would mean losses so the Royal Air Force had been called in. Bombers from their bases in North Africa had plastered the island with bombs, day and night, for the past week or so. Just as the bombing seemed to be wiping the island off the face of the map, the bombing ceased.



It was now the month of June and on the 12th, assault troops escorted by Royal Navy ships, landed and took over the island. Much more now south lay the island of Lampedusa, which also underwent severe bombing by the North Africa Air Force. Also ships of the Royal Navy heavily bombarded the island day and night.

During the bombing of both of these islands, we had been preparing to move off but on the 11th June, a Company was formed up consisting of about forty men, two officers, four sergeants and four corporals, I was on this selected A Company. We were not informed of our destination although we knew we were going on something which did not include the rest of the battalion. A small convoy of two T.C.V's and one jeep conveyed the Company to a small port on the east coast. A little port nestled in a bay surrounded with golden sands. The name of the town was Monister. Here we eventually landed and after a hot meal, awaited on the quay-side of a small harbour.

About mid-afternoon, I saw a troop landing craft approaching the small jetty at the end of the harbour. Within fifteen minutes of the boat tying up, we had got our kit together and were marching up the small gangway to the deck of the landing craft. I was not looking forward to the trip wherever we may be going as I was a very poor sailor but as it was only an infantry landing craft, I knew that our journey could not be very far.



We all settled down in the hold of the boat and made ourselves as comfortable as possible. An iron ladder led up on to the deck. One of our officers was on the small bridge with the captain of the boat. As well as our troops on the boat, there were also three or four navy sailors.

A small medium size machine gun was set up in the bows of the boat which was manned by one of the boat crew. I heard the sound of the boat's engine start and we were under way. Where to? this was the question we were all asking ourselves. Then the other officer came below and standing on the ladder leading up to the deck addressed us and informed us of our destination, Lampedusa. It appeared that after Pantelleria fell to our troops, the Air Force and Royal Navy had concentrated their attack on Lampedusa, where the garrison of enemy troops were now ready to surrender. Our job was to occupy the island and take charge of administration and the job of rounding up all enemy troops. It was estimated the enemy garrison consisted of about four thousand men, mostly Italians. We were fifty strong and I only hoped the Navy had done a good job and that the statements were true that the island garrison of 4,600 men wanted to surrender.

After about an hour on the water, our officer informed us that we now had an escort, which was a Royal Navy destroyer named H.M.S. Trowbridge. We were allowed on deck, a few at a time, and when my turn came I felt slightly seasick. This was due more to the stuffy atmosphere below deck because on deck I found my head cleared and I felt much better.

On deck I sat on a box of rations which had been loaded and placed all along the deck sides. Looking over to the starboard side, I could see the destroyer cruising about one hundred yards away. I could see the ship very plainly and the captain was shouting orders to our boat captain through a loud hailer. Over to the left I could see the coast of North Africa very faintly in the distance. Overhead a squadron of bombers

were just returning to their base on the Cap Bon Peninsular. From the cruiser came the orders to our captain that bombing of Lampedusa had now finished.

We stopped about half hour after and with our engine silent, we just lay there tossing in the sea which was not too rough but rough enough to cause me slight discomfort. Then I heard the engines start again and we were heading through the waves again, the cruiser still keeping on our left and escorting us to the island.

Suddenly the captain on the cruiser made a turn and I saw the cruiser going round and eventually it was on our left and much closer to our boat. The voice of the cruiser's captain was then heard through the loud hailer "Leaving you now A Company, good hunting Coldstreamers". I could see the crew of the cruiser very plainly as she sailed close to us before she turned again and made off into the open sea.

Most of the company were on deck now and waving to the cruiser's crew as she disappeared away from our boat. Now we seemed all alone but then towards our front, we saw the island of Lampedusa in the evening sunlight. It looked a flat island with only a high ridge running from the north end down to the sea. As we neared the island, the officer informed us that it was understood there would be no opposition but to be on the alert in case the report could be wrong. We would be the first allied troops to land on the island.

As we approached the island, we could see a small rowing boat coming out to meet us. As it got closer, I could see it contained an Italian civilian and another figure in uniform but one I did not recognise, who eventually turned out to be a Garibaldi policeman. They were gesticulating and making signs to our captain to steer the boat around a small wreck that lay in the entrance to a small harbour. Our captain seemed to understand and made for a part of the water which seemed clear

Then suddenly the civilian in the boat started to wave his arms about, giving signs that we were to stop which we did. It appeared there were still mines around the harbour and the small boat would steer us through clear waters. We slowly followed the small rowing boat and as we approached the harbour, I could see hundreds of Italian soldiers lined up along the harbour road. On the front of the steps leading down to the water's edge a few figures who appeared to be officers were assembled, amongst them an elderly man with a white beard. As our small craft approached the harbour wall, several willing hands helped to throw down a large plank which stretched from the wall to the deck of our boat.

Our officer was the first person to walk up on to dry land where he was greeted by the bearded civilian. We all followed and were very soon formed up on the tiny square that ran from the harbour wall towards a group of buildings over on the far side of the square. Our officer went off with the civilian, who later we found out, was the Governor of Lampedusa.

In the middle of the square was piled all sorts of weapons including quite a lot of Italian hand grenades, or little "devils", as our troops had nick-named them. These were still primed and our first duty was to make them all safe.

As we had never had the chance to inspect an Italian grenade at close quarters, we had to get one of the Italian officers to instruct us how to make them safe. Before very long, we were working alongside some of the Italian prisoners making the weapons and grenades safe, piling the weapons in one heap and the ammunition in another.

The rest of the prisoners were formed up by the rest of the company and taken to a large area behind the buildings where a guard was put over



"Rifles, ammunition and grenades are surrendered to the Guards on Lampedusa. I am on the left of the picture. Notice the newspapers got the islands name wrong."

them until they could be fetched and taken to a P.O.W. camp in North Africa. Whilst we were sorting and guarding the huge pile of weapons, another craft came into the harbour with two or three war correspondents on board. Several photos were taken for publication in the papers back home, many of which eventually were printed in my local paper back home.

As I was taking stock of some of the ammunition, the platoon sergeant called me over and I saw he was carrying a Union Jack. Looking up at a large tower that rose above the rest of the white buildings, we saw that the Italian flag was still flying. The sergeant and I climbed the steep stone steps which led to the top of the tower, we reached the roof and made our way to the flag staff. We hauled the Italian flag down and tying the Union Jack on to the rope, hauled the flag up to the top. As we did so, we saw the photographers below taking more pictures.

I have often wondered if the platoon sergeant and myself were the first allied troops to raise the Union Jack on captured enemy territory in Europe, the only other place could have been Panterleria. I never did find out if this was so, and I should still be very interested to learn that ours was the first to be flown. The photo of this occasion was also sent back to my local paper and it still holds a place in the scrap book of the last war.

Lampedusa itself was a dull and dreary island. There were no trees, no vegetation of any kind. The ground was hard and stoney and dried up with the fierce heat of the sun. There were very few buildings and even these were more like stone built hovels with dirty stoves for warmth in the winter and rickety tables and chairs. The larger buildings where the garrison had lived were not much better although the Governor's house near to the harbour was slightly more comfortable, with soft easy chairs and a huge table that stretched nearly the whole length of the huge dining room.

I had an occasion to go over the building with the officer and other N.C.O's and during our inspection or rather curious concern, we came across a large trunk filled with Italian paper money. There must have been about £100,000 compared with English money, perhaps even more. This type of Italian currency had been taken out of circulation by the British authorities and replaced by Allied Currency, so although the amount in the trunk would have been a fortune in Italy, it was worthless on Lampedusa and Panterleria, also in Sicily, which had now been invaded by Allied Forces.



I still have a few of the notes, which I kept as souvenirs. When on holiday after my return to civilian life, I tried to pass these at Lake Come, with plenty of comments from the bank clerk as to where I had obtained these out of date currency notes.

During our look round the island, we found a large building on the far side of the island which was filled with huge stacks of tins of tomatoes, these supplemented our iron rations whilst on the island. Our company cook had managed to erect a cookhouse of some sort which enabled him to supply us with hot stew and tea, and also hot rice pudding, which was produced by one of the prisoners who had shown us where the food store was. This store also held quite a lot of bottles of nice white wine and vermouth which supplemented our tea supply.

Our daily routine on the island was boring and uninteresting. Our main duties consisting of weapon cleaning and sometimes drills in the cool of the early morning.

Section positions were given and times of watch detailed out. I always seemed to get the night watches but at times these were best as in the day we could relax and sunbathe on the rocky shores. The water around the island was clear and very blue, although it was deep and in parts could be very treacherous when one was swimming, the currents seemed very strong. We were all advised not to go swimming except for those who were very strong swimmers, unfortunately I did not come into this category.

The days went by slowly and it was now about the middle of August; we had been on the island for nearly two months. During this time, our troops along with the Americans had nearly over run Sicily. Troops under the command of General Alexander and General Paton were within striking distance of the Italian mainland.

By now the prisoners on the island had been taken off by the navy and landed in North Africa. It was during a visit from a Royal Navy vessel that we were lucky to obtain fresh supplies of food which consisted of white bread and a wider variety of tinned foods.

Another month went by and we began to wonder if anybody knew we were here. Then on the first week in September, we learned that the 8th Army had landed in Italy. On the 9th September, Taranto fell to the troops of the 1st British Airborne Division. At practically the same time, landings were made at Salerno, amongst the troops landing were the 3rd Battalion of our Regiment. By the end of the month we were all miserable and fed up. Although no one craved for action, this sitting around became boring and just as I felt as if I was to spend the rest of the war on Lampedusa, orders came that we were to move."

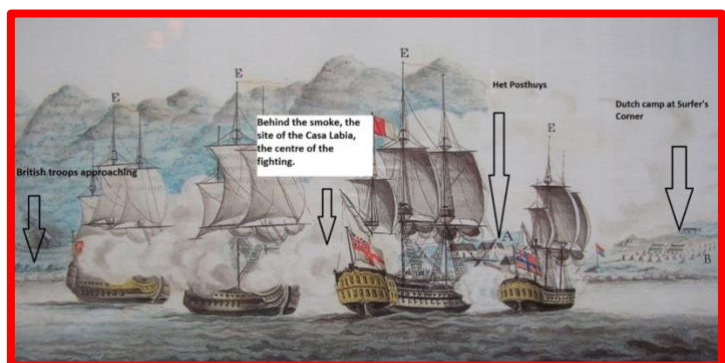
Feature – The Battle of Muizenberg

From: Wikipedia

Tattler - Did you know that the Battle of Muizenberg is considered to be part of the French Revolutionary wars? I am writing this on the 226th anniversary of this battle (7 August 1795) The battle ended in September

The **Battle of Muizenberg** was a small but significant military engagement which took place near Muizenberg in 1795; it led to the capture of the Dutch Cape Colony by the Britain Empire.

In 1795 the Dutch East India Company controlled the Cape of Good Hope at the southern tip of Africa. They had been in possession of the area since 1652, over 140 years. The once-mighty company was now failing. Bankrupt, confused, beset by powerful nations competing for the same resources, the VOC had not long to live. The British East India Company had developed its own trade to India and Ceylon, but relied on Cape Town as a refreshment station, just as the Dutch did. India was simply too far for a sailing ship to reach in one voyage from Europe. Wear and tear to the ship, sickness amongst the crew, need for provisions and fresh water meant that a halfway stop was essential. Without access to Cape Town, the British thought they might have to abandon their Asiatic trade. They claimed there were no alternatives.



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In 1795 the political turmoil in Europe saw the Netherlands attacked by France, the second such attack. Prince William of Orange fled to England, his ally. The citizens of Holland had coalesced into the Patriots (Republicans who now supported the French) and the Orangists, royalists who supported Prince William. For the British East India Company the situation was dire. If the Patriots took power then

British access to the Cape could be denied as contrary to French interests, and with that would go all access to their Asian trade. Sir Francis Baring, chairman of the East India Company, was quick to see the danger. He petitioned Henry Dundas, the British Secretary of State for War, for assistance.

Great Britain sent a fleet of nine warships and one merchant ship to the Cape under Vice-Admiral Elphinstone.

They were the:

HMS America (64 guns); HMS Stately (64 guns); HMS Ruby (64 guns)
HMS Monarch (74 guns); HMS Arrogant (74 guns); HMS Victorious (74 guns)
HMS Sphinx (24 guns); HMS Rattlesnake (16 guns); HMS Echo (16 guns)
Arniston (a merchant ship)

Five were third-rate ships of the line: Monarch (74 guns), Victorious (74), Arrogant (74), America (64) and Stately (64); two were 16-gun sloops: Echo and Rattlesnake.

The fleet left England 1 March, and in early June 1795, anchored in Simon's Bay, just east of the Cape. Elphinstone suggested to the Dutch governor that he place the Dutch Cape Colony under British protection - in effect, that he hand the colony over to Britain - which was refused. On 14 June 350 Royal Marines and 450 men of the 78th Highlanders occupied Simon's Town before the defenders could burn the town. However, the Dutch still held the surrounding area, with a force of militia at Muizenberg. From there, they could harass the British forces with artillery fire. Accordingly, the British resolved to make an infantry assault on the militia position. In addition to the 800 infantry already landed under the command of Major-General Craig, 1,000 sailors were disembarked from the fleet. These were formed into two battalions of five hundred men each, commanded by Commander Temple Hardy, captain of Echo, and Commander John William Spranger, captain of Rattlesnake. This made a total strength of about 1,800 men. Carronades were mounted in the ships' launches, to serve as close artillery.

At noon on 7 August 1795, the *America*, *Stately*, *Echo* and *Rattlesnake* set sail, drawing slowly along the coast towards Muizenberg, with the launches in attendance. They fired on two guard posts, forcing their abandonment; arriving at the main Dutch camp shortly afterward, they began a highly effective barrage. Losses were light for the British - *America* lost a gun, with two men dead and four wounded, and the *Stately* took one injury - whilst the Dutch were forced to abandon the camp before the infantry, who had been following the ships, could even arrive. The bombardment lasted about 30 minutes, from 2.00pm. Approximately 800 balls were fired by the British ships.

The Dutch fell back to a nearby ridge, which they were driven from that evening by a force of the 78th, who took one injury. Dutch reinforcements were brought up from Cape Town overnight, and on the 8th a counterattack with artillery support was made in an attempt to recapture the camp; however, after a brief skirmish in which the battalions of seamen held firm, the attack was repelled.



The position of Simon's Bay

The engagement continued for six weeks, eventually stalemating at Wynberg Ridge. Neither side was strong enough to defeat the other. Both sides were lightly armed, some distance from supplies and lacking in artillery or cavalry. Following skirmishes on 1 and 2 September, a final general attempt to recapture the camp was prepared by the Dutch for the 3rd, but at this point the main British fleet arrived in Simon's Bay. A British advance on Cape Town, with the new reinforcements, began on the 14th; on the 16th, the colony capitulated.

Few men died during the campaign on either side. The British dead are well documented, the Dutch less so. Of the 34 British dead only 8 died of wounds received in action; the balance were deaths due to disease.

Long term effects

The British assumed control of the Cape of Good Hope for the next seven years. The Cape was returned to the restored Dutch government (known as the Batavian Government) by the Treaty of Amiens in 1804. In 1806 the British returned and after again defeating the Dutch at the Battle of Blaauwberg, stayed in control for 100 years.

English became the language of the Cape. This was Britain's second African colony, after Sierra Leone. Ownership of this territory proved crucial during the First and Second World Wars, when mastery of the Cape had significant strategic importance to the Allied war effort. In addition the Cape became the springboard for British colonial expansion into Africa. Certainly current-day Botswana, Lesotho, Swaziland, Zimbabwe, Zambia and Malawi all owe their current form to the battle.

Also, because of ensuing British policies, among other reasons, many of the Dutch-speaking Boers went on what would later be known as the Great Trek

Pirates – The “Pirate-y” Life of Ferdinand Magellan

Compiled by Colette Patience / via Wikimedia Commons/Jonathan Aprea By: Lorraine Boissoneault

Before we look at Magellan's voyage let's just recap what was happening in the Age of European Discovery: finding new routes and a New World in search of resources especially spices.

The Republic of Venice had become a formidable power and a key player in the Eastern spice trade. Other powers, in an attempt to break the Venetian hold on spice trade, began to build up maritime capability. Until the mid-15th century, trade with the East was achieved through the Silk Road, with the Byzantine Empire and the Italian city-states of Venice and Genoa acting as middlemen.

In 1453, however, the Ottoman Empire took control of the sole spice trade route that existed at the time after the fall of Constantinople, and were in a favourable position to charge hefty taxes on merchandise bound for the west. The Western Europeans, not wanting to be dependent on an expansionist, non-Christian power for the lucrative commerce with the East, set out to find an alternative route by sea around Africa.

The first country to attempt to circumnavigate Africa was Portugal, which had, since the early 15th century, begun to explore northern Africa under Henry the Navigator. Spurred on by these early successes and eyeing a lucrative monopoly on a possible sea route to the Indies, the Portuguese first rounded the Cape of Good Hope in 1488 on an expedition led by Bartolomeu Dias. Nine years later in 1497, four vessels under the command of Vasco da Gama continued beyond to the eastern coast of Africa to Malindi and sailed across the Indian Ocean to Southern India. The wealth of the Indies was now open for the Europeans to explore; the Portuguese Empire was the earliest European seaborne empire to grow from the spice trade.

In 1511, Afonso de Albuquerque conquered Malacca for Portugal, then the centre of Asian trade. This was a port city on the coast of Malaysia. East of Malacca, Albuquerque sent several diplomatic and exploratory missions. Learning the secret location of the Spice Islands, mainly the Banda Islands (group of Islands in Indonesia). Banda was the world source of nutmeg. He sent an expedition led by António de Abreu to Banda, where they were the first Europeans to arrive, in early 1512.



Nutmeg Tree and it's fruit



Portugal claimed the Indian Ocean as its *mare clausum* (sea that is under the jurisdiction of a particular country) during the Age of Discovery. From 1507 to 1515 Albuquerque tried to completely block Arab and other traditional routes that stretched from the shores of Western Pacific to the Mediterranean Sea, through the conquest of strategic bases in the Persian Gulf and at the entry of the Red Sea. By the early 16th century the Portuguese had complete control of the African sea route, which extended through a long network of routes that linked three oceans, from the Indonesian (the Spice Islands) in the Pacific Ocean limits, through Malacca, Kerala and Sri Lanka, to Lisbon in Portugal.

The expedition of Christopher Columbus was to compete with Portugal for the spice trade with Asia, but when Columbus landed in what is now Haiti instead of in the Indies, the search for a route to Asia was postponed until a few years later. The Spanish Crown prepared a westward voyage by Ferdinand Magellan in order to reach Asia from Spain across the Atlantic and Pacific Oceans.

On October 21, 1520, his expedition crossed the Strait of Magellan in the southern tip of South America, opening the Pacific to European exploration. On March 16, 1521, the ships reached the Philippines and soon after the Spice Islands, ultimately resulting decades later in the Manila Galleon trade, the first westward spice trade route to Asia.

After Magellan's death in the Philippines, navigator Juan Sebastian Elcano took command of the expedition and drove it across the Indian Ocean and back to Spain, where they arrived in 1522 aboard the last remaining ship, the Victoria. For the next two-and-a-half centuries, Spain controlled a vast trade network that linked three continents: Asia, the Americas and Europe. A global spice route had been created: from Manila in the Philippines (Asia) to Seville in Spain (Europe), via Acapulco in Mexico (North America).

The story Ferdinand Magellan

When asked if you know who the first man was to circumnavigate the world, the answer is usually Ferdinand Magellan. Some argue that this is not 100% correct because he died approximately half way. The voyage continued without him and his vessels and surviving crew did make it all the way back to Spain.

It was in September 1519 (501 years ago), that Magellan embarked on a voyage in search of the “Spice Islands” marked by storms, sharks, and scurvy—plus multiple attempts at mutiny.

Born in northern Portugal around 1480, Magellan, an orphaned son of lesser nobles, spent decades serving the Portuguese crown in its wars abroad, in India and Malaysia. One might think Magellan was the epitome of national devotion. But in 1518, after being rejected by the Portuguese authorities, Magellan turned to his country's greatest rival: Spain. The Spanish court leapt at the opportunity to back Magellan's ambitious venture—a voyage to find a westward trade route to the lucrative Spice Islands.



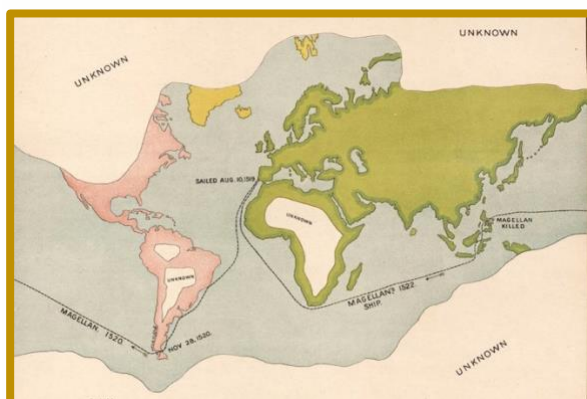
For the Portuguese, a countryman aligning himself with public enemy number one was tantamount to treason.

The turn of the 16th century was an unsettled time. Sailors like Christopher Columbus were opening up vast new swathes of land that Europeans viewed as ripe for exploitation. To the west lay the Americas and the Caribbean islands, rich with natural resources (never mind that they'd been inhabited for millennia). To the east, beyond India, were the Spice Islands, an archipelago in Indonesia called the Moluccas. It was here that traders found nutmeg, cloves, and mace. The nation who controlled access to the islands was sure to become fabulously wealthy.

One could argue that the money made from spices contributed to the rise of the European city-state, perhaps played a role in the transition from feudalism to capitalism, fuelled the impetus that opened an age of discovery, and contributed to the later emergence of the Renaissance.

To keep Spain and Portugal from literally warring over the lucrative territories, Pope Alexander created the Treaty of Tordesillas in 1494, awarding the eastern hemisphere of the globe to Portugal and the western hemisphere to Spain. But even this attempt only served to “touch off a furious race between the nations to claim new lands and to control the world's trade routes even as they attempted to shift the line of demarcation to favour one side or the other,” as the historians Scott Fitzpatrick and Richard Callaghan wrote in the *Journal of Pacific History*.

Magellan waded directly into these contentious waters, suggesting to the Spanish court that the Moluccas might actually fall within the Spanish side of the treaty. He just needed to navigate a westward route to them, across the Atlantic and around the unexplored tip of South America. If he happened to discover other islands along the way, so much the better for Spain—and for Magellan's own coffers.



Magellan's Voyage via Picryl

But proving the Portuguese-born Magellan had Spain's best interests at heart proved a challenge from day one. The Spanish court awarded him a five-ship armada and around 280 crew members for the mission. The majority of the crew members were Spanish, including three of the five captains. Many among them mistrusted Magellan's intentions.

"The masters and captains of the other ships of his company did not love him," wrote Italian sailor Antony Pigafetta, the voyage chronicler. "Of this I do not know the reason, except by cause of his, the captain-general, being Portuguese, and they were Spaniards or Castilians, who for a long time have been in rivalry and ill will with one another."

The fleet set sail for the Canary Islands, an early restocking area, on September 20, 1519. Before the ships had even crossed the equator or sighted Brazil, word came to Magellan that the Captain of the *San Antonio*, a Spaniard named Juan de Cartagena, was collaborating with two other Spanish captains to start a mutiny. But the attempt was short-lived, and Magellan quickly had Cartagena arrested and removed from command.

On December 13, the armada landed at Rio de Janeiro, just in time for the beginning of summer in the southern hemisphere. The ships made their way down the eastern coast of South America, sometimes catching and eating sharks, noting the abundance of "sea wolves" (sea lions). Despite their fearlessness around the sharks, in steering their course, the sailors gave the sea lions wide berth as "man-eaters" and waited out storms. When the group reached the Bay of San Julian (in present-day Patagonia) on March 31, Magellan decided to spend the winter there, reduce rations, and prepare for the final stretch around South America.

The crew was already around 860 miles farther south than the Cape of Good Hope, in Africa. Rumours began spreading that Magellan was going to lead all the Spanish sailors to their deaths for the glory of Portugal, or that he was hoping to be away long enough that the Spanish court would forget about the venture. Once again, mutiny began brewing.

On April 1, 1520, Magellan held an Easter mass for all crewmembers. But the three Spanish captains neglected to attend; they were already planning a way to overthrow Magellan and sail back to Spain. When Magellan learned of the plan, he realized that only two ships of the five were loyal to him: the *Santiago* and the *Trinidad*. Since all five ships were currently anchored in a bay with one narrow exit to the sea, Magellan deployed a cunning strategy to keep the mutineers from escaping. He sent a ship with his loyal followers to negotiate with the Spanish captain Luis de Mendoza, who held control of the *Victoria*. But instead of opening a discussion, Magellan's men immediately killed Mendoza. The sudden violence was enough for the crew members to vow their allegiance to Magellan once more.

From there, Magellan sent the *Trinidad* to the bay's exit and waited for the one of the other mutineer's ships to approach. Men loyal to Magellan boarded the mutinous ship and quickly arrested dozens. Although 40 crew members were found guilty and sentenced to death, Magellan pardoned all of them and only put some in chains for several weeks. To do differently would have left him without enough men to complete the voyage. As for the leaders of the mutiny, Magellan had several of them marooned (left alone on an island)—which was as good as a death sentence in their current location.

Even after this incident, the trials facing Magellan's crew were far from over. In October, the group finally returned to their mission to look for an inlet that would allow them passage around the tip of South America. "Any possible foreknowledge Magellan may have had of this passage was inexact at best," write the management professors Patrick J. Murphy and Ray W. Coye in *Mutiny and Its Bounty: Lessons from the Age of Discovery*. "In those days, cosmologists and diviners were very active in cartography. Maps were badly drawn because the true magnitude of the earth's size was unknown, and methods of determining longitude had not yet been ascertained."

On October 21, the armada entered a strait, but in the weeks that followed the men became restive once more. Some felt they'd achieved their goal in simply finding the strait, and argued the armada should return to Spain. In fact, the *San Antonio*, still captained by a Spaniard, went off to explore a channel and abandoned the mission. They returned to Seville on May 6, 1521.

As for the rest of the men, they reached the South Pacific on November 28, 1520. Magellan, believing the journey to the Moluccas would take no more than a few days, christened the great body of water the *Mare Pacifico*—"calm sea." Little did he know that the Pacific was the world's largest ocean, comprising a full third of the whole globe.

Instead of quickly arriving at their destination, Magellan and his men would spend the next three months sailing in search of land. As time wore on, food provisions were emptied and men began to suffer from exhaustion and scurvy.

Pigafetta wrote: "We ate only old biscuit turned to powder, all full of worms and stinking of the urine which the rats had made on it, having eaten the good. And we drank water impure and yellow. We ate also ox hides which were very hard because of the sun, rain and wind. And we left them four or five days in the sea, then laid them for a short time on embers, and so we ate them. And of the rats, which were sold for half an écu apiece, some of us could not get enough."

Thirty men died of scurvy alone; dozens of others starved to death. Although Magellan experienced remarkably good weather, they didn't reach the inhabited Marianas Islands until March 6, 1521, and then made landfall on the island of Cebu in the Philippines on April 7. Though they weren't on the Moluccas, it seemed at long last the crew might have achieved their mission. But instead, Magellan was killed during a battle with one of the indigenous groups on Mactan Island, who resisted being converted to Christianity. Of the remaining ships, only the *Victoria* made it all the way back to Spain, on September 6, 1522, with a mere 18 crew members.

In the aftermath of the calamitous voyage, Magellan's reputation was quickly sullied by surviving Spanish sailors. Though he had succeeded doing something that no one else had ever done—the combined journeys he made to both the east and the west over his lifetime amounted to a full circumnavigation—he was decried for his treatment of the crew. "This first circumnavigation of the globe epitomized the contention between Portugal and Spain for the dominion of the East Indies, and the difficulty of determining where lands such as the Moluccas lay in relation to the ideal Line of Demarcation established by the Treaty of Tordesillas of 1494," wrote the historian David Boruchoff in *Renaissance Quarterly*.

The restoration of Magellan's legacy came largely from the sailor Pigafetta, who survived the voyage and gave his notes directly to the Spanish King Charles. Pigafetta then travelled throughout Europe to publish and promote the work. But even in the most favourable light, Magellan's voyage remained contentious. Spurned by the Portuguese, he had turned to the Spanish, but was never truly accepted as one of them. Magellan, in short, never had a chance to tell his own story. That work was left to his crew and to historians, all with their own views, as they attempted to understand why one man would push so hard at such a seemingly impossible task.

Editorial

Tattler - Who and what are your favourites? Members are invited to submit your favourites along the lines of what I have done below. You need not necessarily give me a complete list. Next month there will be feedback on the submissions received. I really look forward to being inundated!

My Editors "Picks" in bold below. My co-editor, Colette provides a female perspective in blue.

Car : Ferrari. Whilst the other supercars such as Bugatti and Lamborghini impress, it has to be a nice red Ferrari

I'm a Land rover girl and a red 90 Defender would make me very happy. Love a ride in a Jaguar XJ8 or the like for luxurious comfort. Can admire cars but would most likely prioritise many other things!

Actor: Steve McQueen. I am a little old school, therefore the runners up are Yul Brynner, Kirk Douglas and Charlton Heston. De Niro of the later bunch. No pretty boys here!

I pick Anthony Hopkins – in Shadowlands he adjusts Debra Wingers scarf that is tied under her chin while he looks into her eyes – totally magical and apparently it was unscripted and a moment of pure Hopkins genius that literally took your breath away - it made many women watching, want to be loved and looked at by someone like 'that'!

Actress: Sophia Loren. Not going to even mention anyone else!

Dame Judi Dench for one and I admire Meryl Streep for her versatility.

Artist(painter): Salvador Dali. Controversial, Others in the running were Monet and Michelangelo.

My picks are Matisse, Monet, Turner.... Escher, Irma Stern, Maggie Laubscher and the Dykmans roses.

Rugby Player: Gareth Davies, the scrum half who could walk on water. Too many others to mention except Frik du Preez cannot be omitted.

Cricketer: Jacques Kallis. Statistically the best ever although there was obviously the great Gary Sobers who I never actually saw.

Footballer: Johan Cruyff. The man who raised the bar and changed the game. (nah, not Messi nor Ronaldo nor even Pele!).

I have to lump these sports into one and say that I watch Test and World Cup matches, and only if I am in a situation where everyone around me is watching. My interest is really only tweaked when a try, a goal or a catch is underway and more so if the men performing these feats are good looking – skills don't really feature that much.

Tennis player(man): Stefan Edberg. I never saw Rod Laver, I liked Bjorn and I like Nadal, but the calm, gentlemanly Edberg is my man.

Tennis is my poison! Federer is gorgeous and will always be my "GOAT". I am enjoying the next generation players with Tsitsipas, Rublev, Zverev, Berritini topping my list.

Tennis Player(woman): Steffi Graf. I am too young for Maggie Court, had a lot of time for Martina and recognise the Amazon, but the graceful and powerful Steffi gets my nod. I must mention that she also had the best legs, EVER.

Graf was great there is no doubt. I like the Spaniard Garbine Mugaruza and the Czechian Karolina Pliskova. I also enjoy current World no 1 Ash Barty's fresh unpretentious approach to being a champion.

Racing Driver: Alain Prost. Jim Clarke, Fangio and Schummie are up there. You cannot like both the professor and Senna!

No-one smiles quite like Daniel Riccardo. I have to say that I stopped watching for many many years when Murray Walker retired in 2001. Just loved listening to him as a young girl from about 1970.

Golfer: Bobby Locke. He didn't like travelling, but his performances against his peers was outstanding. My bias is evident in mentioning Ernie Els, Nick Price and Retief Goosen, but also had a soft spot for the shark, Greg Norman and Seve.

I'm going to rely on the club ladies to back me up her. I have no-one.

Boxer. Sugar Ray Robinson. Not the other Sugar Ray, nor any of the heavyweights. .

"Rocky 1 to 8", loved those films. The fighting style was based on Rocky Marcianno. I'm not a fan of the sport in real life.

City: New Orleans. French quarter, music and mardi gras. Dublin and Paris are right up there and Cape Town, of course!.

Paris ,New York, Chicagobut the most impactful, fascinating and evocative I've visited must be Kathmandu.

Author: Roald Dahl. I am not much of a reader of fiction so my list is a bit oddball. David Niven and Isaac Asimov make it for vastly different reasons!.

I don't have a favourite author but rather a very long list of wonderful reads: All quiet on the Western Front by Erich Maria Remarque, August 1914 by Solzhenitsyn, Ken Folletts Pillars of the Earth series and just about everything else he has written – history is a definite theme. I have been known to devour a Mills & Boon over a cup of tea .. there I said it!

Classical music: Claude Debussy. I am not qualified to debate but I also like Bizet and Chopin.

Chopin's nocturnes, crazy about the classic operas Madame Butterfly, Carmen, La Traviata

Rock Music: Led Zeppelin. There will always be the Rolling Stones and the likes of Fleetwood Mac, but the Page/Plant/Bonham/Jones line-up is my pick.

Jimmy Hendrix, Rolling Stones, ACDC..CCR

Animal: Honey Badger. I love Wild Dogs and Hyenas and the salivating Komodo Dragon has appeal, but the pound for pound champion is the badger.

Wild horses", nothing quite grabs me as they do, the Namibian horses near Aus, the horses of the Camargue, the sacred horses of Mongolia, the mustangs of the Wild West...

Bird: The Puffin. Whilst there are many impressive raptors, this little guy is my pick.

Iconic Yellow-billed hornbill, nothing exotic but when you see one you know you're in the bush and taking a break

Dog: Staffie. Once you have had one there is no other choice. But I am sure that the lovers of Labs, Boxers, Great Danes and Poodles (and every other breed) will feel similar!.

Labradors and English Springer Spaniels – as Jonathan says basically every breed I've owned.

From a female perspective I have to add to this list of "picks".

Romance: A man that loves to dance,

Time out: A walk on the beach

Meal: Stuffed roast chicken

Spoils: Perfume and good wine.

Tattler - And there you have it! It takes all kinds doesn't it?

Breaking the sound barrier.

Tattler - You have heard the noise, here is a picture!

Did you know: The tip of a bullwhip is thought to be the first human-made object to break the sound barrier, resulting in the tell-tale "crack" of the whip. This "crack" sound is actually a small sonic boom. To break the sound barrier, you (or your bullwhip), or an aircraft must exceed about 770 mph or 1,239 kmh or 343 + meters per second at sea level.



Unusual musical instruments – Marble Machine (Source: Wikipedia)

Tattler - Who has seen or heard the Nyckelharpa? Take a listen by clicking on the image below.



Rather beautiful huh?

Springboks vs All Blacks 45 years ago

In 1976 the All Blacks toured South Africa, with the blessing of the then-newly elected New Zealand Prime Minister, Rob Muldoon. South Africa won the series 3-1.

Tattler - Two of our tries by Gerrie Germishuys and Johan Oosthuizen respectively. Click on the rugby ball to watch!



100 years of Rivalry – Springboks vs All Blacks

August 13 1921 is one of the most significant dates in New Zealand rugby history, as it represents a connection that has withstood all manner of pressures across 100 years of contact with South Africa. That August Saturday in Dunedin was the occasion of the first of the 99 Tests to have been played between the two British colonies who have been consistently the toughest nuts to crack for all other countries, not to mention the two strongest rivals when clashing with each other. In the years between, the contests between the two have been contested for 70 of those years .

When Theo Pienaar's first Springbok team to tour New Zealand arrived in 1921, it was on the back of the New Zealand Army tour of South Africa in 1919 . The South Africans admitted, it was that Army team who gave Springbok rugby a shot in the arm at a vital time and who prepared them for what to expect in New Zealand.

The tourists impressed with the power of their forward play, their traditionally big pack, having an impact, especially through their 3-2-3 scrum that was generally more effective than the 2-3-2 New Zealand teams were playing. The rivalry was underway, and it would result in some of the greatest, and worst, moments in rugby history. The 1921 series was inconclusive, the two sides winning a Test each with the third Test drawn. Honours were shared 2-2 when New Zealand toured South Africa in 1928.

In 1937 with New Zealand still coming to grips with their changed scrum, the 2-3-2 having been abandoned, although not illegal for many years after, South Africa inflicted the worst loss on the All Blacks, 17-6, five tries to none at Eden Park to take the series. If that wasn't enough, the All Blacks lost the 1949 series in South Africa 4-0. The balance came back during the 1956 tour of New Zealand, won by New Zealand 3-1..

New Zealand denied the Springboks a tour in 1973 because of the threat of violence while a tour in 1976 resulted in African nations boycotting the 1976 Olympic Games. Then, in 1981, the divisive 1981 tour of New Zealand occurred. But by 1992, South Africa saw a return to mainstream rugby.

The early South African dominance of fixtures being reversed with New Zealand now enjoying 59 victories compared to 36 by South Africa with four drawn.

The rivalry still has the ability to produce some outstanding contests. Among them were the first Test after the resumption of contact in 1992, won by New Zealand at Ellis Park 27-24, the Rugby World Cup final of 1995 won by South Africa in extra time 15-12, New Zealand's first series win in South Africa achieved in 1996 at Pretoria 33-26, the 2013 thriller at Ellis Park won by New Zealand 38-27, the World Cup semi-final in 2015 won by New Zealand 20-18, the 2017 57-0 thrashing at Albany and South Africa's 36-34 win in Wellington in 2018 and the 16-16 draw at the same venue a year later.

50 years ago - September 1971

General

3 Sep - Qatar gained independence from the United Kingdom, under the leadership of the Emir Ahmad bin Ali Al Thani. Qatar declined to become part of the United Arab Emirates after being unable to reach a favourable agreement about its status within a union.

4 Sep - All 111 people on Alaska Airlines Flight 1866 were killed when the Boeing 727 crashed into the side of a mountain near Juneau, Alaska. The accident was the worst single aircraft disaster in U.S. history up to that time.

4 Sep - The Concorde supersonic airliner made its first transatlantic crossing. After departing Toulouse in France and landing at Sal Rei in the Cape Verde Islands off of the coast of Africa, the Concorde 001 prototype departed Sal Rei and flew 2,485 miles (3,999 km) to Cayenne in French Guiana in South America in two hours and two minutes at an average speed of more than 1,222 miles per hour (1,967 km/h).

11 Sep - The unmanned Soviet lunar probe *Luna 18* reached the Moon but crashed as a landing was attempted in a mountainous area of the *Mare Fecunditatis*. The TASS news agency conceded the failure, commenting that "the moon landing in these difficult topographical conditions was unlucky."

17 Sep - ITV and ABC aired the first episode of *The Persuaders!*, starring Roger Moore and Tony Curtis.

24 Sep - The United Kingdom expelled 105 Soviet diplomatic officials and trade representatives whom they had learned were spies. Fifteen of the named *persona non grata* were out of the country at the time and were prohibited from re-entry and the other 90 were directed to leave within 24 hours. At the time, there were 550 officials in various Soviet diplomatic and trade missions in the UK.

27 Sep - Hirohito became the first reigning Emperor of Japan to go outside of that nation, departing from Tokyo on a chartered Japan Air Lines DC-8 jet at 9:32 in the morning local time (0032 UTC) for his flight to the United States and Elmendorf Air Force Base in Anchorage, Alaska.

Sport

1 Sep - Australian John Newcombe becomes 1st male top-seed to lose in US Open 1st round when beaten by eventual finalist Jan Kodeš 6-2, 6-7, 6-7, 3-6.

5 Sep - The **1971 Italian Grand Prix** held at Monza. This race featured the closest finish in Formula One history, as Peter Gethin beat Ronnie Peterson by 0.01 seconds. The top five were covered by just 0.61 seconds, with François Cevert finishing third, Mike Hailwood fourth and Howden Ganley fifth. With an average speed of 242.615 km/h (150.754 mph), this race stood as the fastest-ever Formula One race for 32 years, until the 2003 Italian Grand Prix at Monza.

11 Sep - Billie Jean King defeats (her doubles partner) Rosy Casals 6-4 7-6 to win US Open.

12 Sep - American Stan Smith wins first career Grand Slam event; beats Czech star Jan Kodeš 3-6, 6-3, 6-2, 7-6 US Open Men's Tennis.

18 Sep - Ryder Cup Golf, Old Warson CC: US beats Europe, 18½-13½; after leading by 1 match, GB loses all Friday morning 4-ball matches to lose momentum.

19 Sep - New York City Marathon: inaugural women's race won by Beth Bonner in 2:55:22; 2nd men's race won by Norman Higgins in 2:22:54.

19 Sep - The **1971 Canadian Grand Prix** was held at Mosport Park. Jackie Stewart (Tyrrell-Ford) took the win in the awful conditions and the race was stopped after 64 laps of the scheduled 80 due to the weather. Jo Siffert in a BRM was second and Francois Cevert 3rd in another Tyrrell. This was the first ever Formula One race to be red flagged.

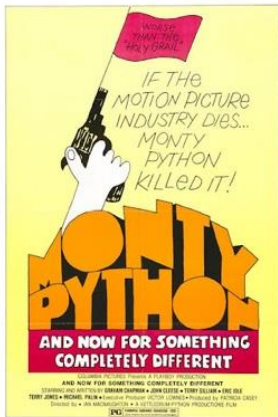
Music

Album	Artist	Album	Artist
Future Games	Fleetwood Mac	Free Live!	Free
From the Inside	Poco	Greatest Hits, Vol. 2	Johnny Cash
Labelle	Labelle	Gypsies, Tramps & Thieves	Cher
Aretha's Greatest Hits	Aretha Franklin	James Gang Live in Concert	James Gang
Imagine	John Lennon	Ko-ko Joe	Jerry Reed
Second Album	Curved Air	Look at Yourself	Uriah Heep
Cahoots	The Band	The North Star Grassman and the Ravens	Sandy Denny
Judee Sill	Judee Sill	Pilgrimage	Wishbone Ash
Colosseum Live	Colosseum	Rock Love	Steve Miller Band
Fly	Yoko Ono	Santana	Santana
Electric Warrior	T.Rex	Seven Tears	Golden Earring
Goin' Back to Indiana	The Jackson 5	Street Corner Talking	Savoy Brown
Harmony	Three Dog Night	Talk It Over in the Morning	Anne Murray
20 Granite Creek	Moby Grape	The Time to Live is Now	Buzzy Linhart
Aereo-Plain	John Hartford	Trafalgar	Bee Gees
April Wine	April Wine	Transition	Kenny Rogers and The First Edition

Album	Artist	Album	Artist
Bark	Jefferson Airplane	Welcome to the Canteen	Traffic
Buddy Miles Live	Buddy Miles	Charlie Daniels	Charlie Daniels
Closer to the Ground	Joy of Cooking	The Four of Us	John Sebastian

Movies





And Now for Something Completely Different is a film based on the television comedy series Monty Python's Flying Circus featuring sketches from the show's first two series, including the "Dead Parrot" sketch, "The Lumberjack Song", "Upper Class Twit of the Year", "Hell's Grannies", the "Nudge Nudge" sketch and others. The title was taken from a catchphrase used in the television show.

The film, released on 28 September 1971 in the United Kingdom was financed Playboy's UK executive Victor Lowmes. It was intended to help Monty Python break into the United States. Although the film was initially unsuccessful at achieving an American breakthrough, it did well financially in the United Kingdom.

Tattler - I guess the British humour is beyond most Americans!

And, 100 years ago

1st Sep - The first "superdreadnought" of the U.S. Navy, *USS Washington*, was launched at Camden, New Jersey. With an all-electric-driven engine, the warship had eight 16 inches (410 mm) guns and was capable of a speed of 21 knots.

9th Sep - The Cunard Line ship *RMS Aquitania* set a speed record in crossing the Atlantic Ocean, averaging 22.45 knots (25.835 miles per hour (41.577 km/h) in making the run from Cherbourg to New York in 5 days, 16 hours and 57 minutes.

16th Sep - The day before leaving on the Shackleton–Rowett Expedition, Antarctic explorer Ernest Shackleton recorded a farewell address on one of the first films with sound, using a process invented, but never put into commercial use, by Harry Grindell Matthews.

27th - For the first time in more than six years, residents of the United Kingdom were allowed to have alcoholic beverages served to them at pubs, restaurants and hotels in the evening, as restrictions issued in 1915 under the Defence of the Realm Act 1914 (known by the acronym "D.O.R.A.") were lifted. Alcohol could be served up until midnight, and patrons were allowed until 12:30 in the morning to consume their drinks (Tattler - And we complain about our lockdown!).

Tattler – Laughs

A woman was flying from Seattle to San Francisco. Unexpectedly, the plane was diverted to Sacramento along the way.

The flight attendant explained that there would be a delay, and if the passengers wanted to get off the aircraft the plane would re-board in 50 minutes.

Everybody got off the plane except one lady who was blind.

A man had noticed her as he walked by and could tell the lady was blind because her guide dog lay quietly underneath the seats in front of her throughout the entire flight. He could also tell she had flown this very flight before because the pilot approached her, and calling her by name, said, "Kathy, we are in Sacramento for almost an hour, would you like to get off and stretch your legs?"

The blind lady said, "No thanks, but maybe Buddy would like to stretch his legs."



All the people in the gate area came to a complete stand still when they looked up and saw the pilot walk off the plane with a guide dog for the blind! Even worse, the pilot was wearing sunglasses! People scattered. They not only tried to change planes, but they were trying to change airlines! Things are not always as they appear!

A drunk man who smelled of beer sat down on a subway next to a priest. The man's tie was stained, his face was plastered with red lipstick, and a half-empty bottle of gin was sticking out of his torn coat pocket. He opened his newspaper and began reading.

After a few minutes the man turned to the priest and asked, "Say Father, what causes arthritis?"

The priest replies, "My Son, it's caused by loose living, being with cheap, wicked women, too much alcohol, contempt for your fellow man, sleeping around with prostitutes and lack of a bath."

The drunk muttered in response, "Well, I'll be damned, then returned to his paper.

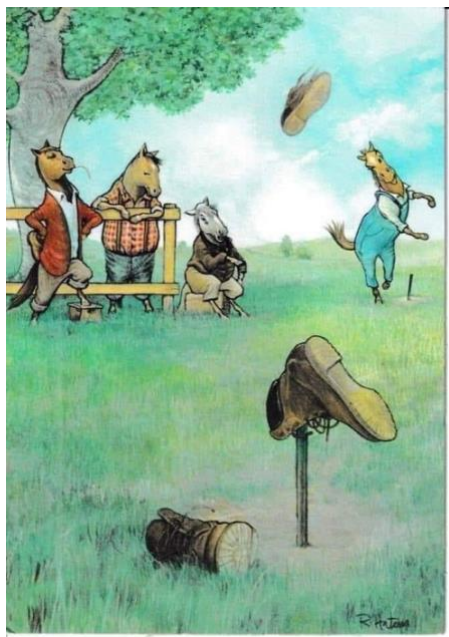
The priest, thinking about what he had said, nudged the man and apologized. "I'm very sorry. I didn't mean to come on so strong. How long have you had arthritis?"

The drunk answered, "I don't have it, Father. I was just reading here that the Pope does."

MORAL: Make sure you understand the question before offering the answer.

Tattler - The ever entertaining and adored Bob Newhart!

For the submariners and all the rest of us! Take a listen by clicking on the image below.



Tattler - Well that's it for this month folks. Stay safe out there.