

The Seven Seas Tattler Issue 5.09 – February 2022



Greetings to club members one and all. Here is the February Tattler. We hope you will find some items of interest, learn a little and maybe you will have a chuckle at the end. As always, you are most welcome to provide feedback and/or contribute to the next edition. (jonathanagolding@gmail.com)

I would like to take the opportunity to thank my trusty co-editor Colette Patience, who despite going in for surgery on the 25th, put together this edition. She is an absolute star!

We would also like to remind members whose birthdays are omitted that this is entirely due to the club's database not having this information. We apologise and request that you let us update our records!

Club Managers Report

Congratulation to our 100 Club Winners for January 2021

Mr J London (60): R300

Mr A Bullock (17) : R300

Prof G Kruger (21): R300

Capt KE Packer (34) : R1000

We wish the following a great day and year ahead. May your lives be full of great health and happiness!

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

Cdr O. Pfuhl (Ret) – 01 February. (Clark Gable, actor, "Rhett Butler" in "Gone with the Wind")

Mr P Berrange – 01 February. (Sir Stanley Matthews, the first ever soccer player to be knighted)

Dr J.W.J. Van Wyk – 03 February. (Norman Rockwell, renowned painter)

Mr W. Fourie – 03 February. (Morgan Fairchild, actress)

Mr D.S.T. Tunbridge – 08 February. (Jules Verne, author, "20,000 Leagues Under the Sea")

Lt Cdr K.W. Baker (Ret) – 09 February. (William Henry Harrison, 9th U.S. President (1841) died a month after taking office)

Mr E.J. Smith – 14 February. (Jimmy Hoffa, Teamsters union leader who mysteriously disappeared in 1971 without a trace)

Capt R.H.L. Harrison (Ret) – 15 February. (Galileo Galilei, Italian inventor, invented the telescope)

Cdr A Schulze (Ret) – 16 February. (John McEnroe, hot tempered tennis champion)

Mr T. Van Zyl – 17 February. (Michael Jordan, one of greatest players in NBA history)

Capt G. Filmalter – 18 February. (John Travolta, TV and movie actor)

R Adm (JG) E.T. Beddy (Ret) – 20 February. (Patty Hearst, kidnapped daughter of William Randolph Hearst)

Mr E. Van Der Berg – 20 February. (Sidney Poitier, 1st Afro-American to win Academy award)

Mr C.T. Tosio – 20 February. (Ivana Trump, first wife of Donald Trump)

Mr D.J.M. Bruce – 21 February. (Kelsey Grammer, actor, television series "Cheers" and "Frasier".)

Cdr L. Van Zyl – 23 February. (George Frederic Handel, German Composer)

Capt W. Stassen – 26 February. (Levi Strauss, inventor of denim jeans)

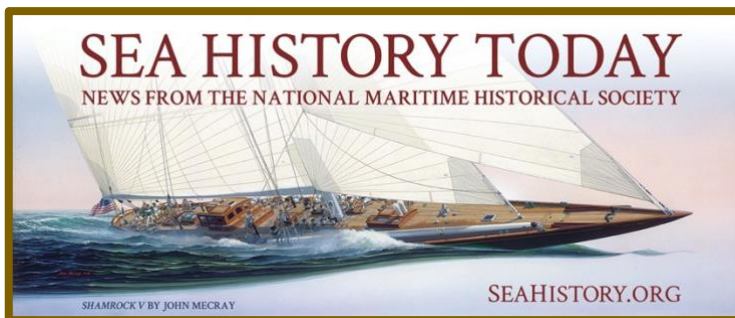
Capt D.P. De Wet (Ret) – 28 February. (Mario Andretti, race car driver)

New Club Members

We welcome Ms Maria Seyffert-Wirth who resides in Stellenbosch. Maria is employed as the Deputy Director of Digital Scholarship at the University of Stellenbosch Library. She holds a B. Bib and MA degrees and is currently working on her Doctorate. As the Special Collections Librarian, Maria has a keen interest in S.A. Maritime History. Maria's Father Thys is a Member and Trustee of the Seven Seas Club.

Aye, Glen

Tattler – We received this very interesting contribution from Mike Botha. Thanks Mike. The article is sourced from *Sea History Today*, which is written by Shelley Reid, NMHS senior staff writer.



6 January 2022 — *Glass in Maritime History and the Seafaring World.*

On 18 May last year, the UN formally approved the designation of 2022 as the United Nations International Year of Glass, recognizing the many ways in which that versatile material has been used and continues to be used today—from construction and containers to solar panels and fibre optics, to remarkable works of art. Just last October, *Sea History Today* discussed the Fresnel lens, the painstakingly crafted array of glass prisms that focuses light into powerful beams, and how it revolutionized the effectiveness of lighthouses, alerting ships to proximity to coastlines and hazards, and serving as a beacon for navigation. Where else can glass be found in maritime history and the maritime world today? The characteristics of glass—its strength, capacity to take on a variety of shapes, transparency, and ability to refract light—have made it an invaluable material in the seafaring world.

The sand clock was an important instrument in a ship's gear—so important that Magellan equipped each of the ships of his circumnavigation with 18 of them. Photo © Marie-Lan Nguyen / Wikimedia Commons / CC-BY 2.5

One instrument of glass that could be found aboard early ships was the sand clock. Today, we are most familiar with the variety called an hourglass; this device consists of two sealed bowl-like containers connected by a very narrow tube, and it takes a fixed amount of time for all of the sand in its upper portion to flow through the tube into the lower portion. We know that sand clocks were used as early as the 14th century, and by the end of that century they were in use at sea. Typically, a half-hour glass was used for tracking time on board a ship, and the ship's bell would be struck each time the glass was turned over. A ship's watch is described by Capt John Smith as "eight Glasses or four hours" in his book *A Sea Grammar*. A glass with a smaller interval, typically a half-minute, was used to determine a ship's speed with a log-line. As the Royal Museums Greenwich explains:



The log-reel, line, log-ship and sand-glass were used for determining a ship's speed. To do this, the log-ship was dropped overboard and the line was allowed to pay out from the log-reel for a set time from the sand-glass (28 seconds). As the line paid out the number of knots in the line that passed through the hand was counted, thus giving a measure of the ship's speed.

Because glasses of different durations were used, and to account for breakage, multiple sand glasses were carried in reserve; Magellan's inventory for his journey to circumnavigate the globe

indicates that each of his ships carried 18 of them. Sand glasses remained valuable tools until the ascendance of the ship's chronometer in the early 19th century.

Deck prisms took many shapes; however, all had a flat top that would align flush with the deck surface and lower curves or angles that would diffuse light to illuminate the space below. Photo: Wikimedia Commons



Another valuable glass object in the Age of Sail was the deck prism—a piece of glass designed to refract and diffuse light. Embedded in deck timbers, a deck prism served to illuminate the space below deck, carrying the light hitting its relatively small upper surface and diffusing it below. Conversely, if a fire should spark below—a danger particularly when carrying flammable cargo such as coal—the light from the flames could be carried through the deck prism and seen from above. We don't know when deck prisms were first introduced, but we do know they were used as early as the 1840s. The 1841 whaler *Charles W. Morgan*, now at Mystic Seaport Museum, still carried 19th-century deck prisms going into its restoration in the late 1970s; many were cracked or otherwise damaged, and replicas were hand-cast using moulds made from the *Morgan's* original prisms.

The Ships of Glass model of the National Maritime Historical Society's flagship, Kaiulani, is on display at our Peekskill, NY, headquarters.



While glass can be put to use a million ways in the maritime world, it is also a wonderfully versatile and beautiful material for crafting works of art. We at NMHS have a special relationship with artisans in that field: Don and Kathy Hardy of Ships of Glass, who create models of ships using stained glass. As our president, Burchie Green, remembers: "One of the first times that we exhibited at the Wooden Boat show at Mystic Seaport Ron Oswald and I walked the show introducing ourselves to all the vendors. Don and Kathy had a booth. I loved their work and asked if they would trade advertising for ship models." Guests of our annual dinners at the New York Yacht Club look forward to seeing these striking works, which we feature as table centrepieces as well as door prizes and silent auction items. We have presented them as very special gifts as well. And visitors to our headquarters in Peekskill, NY, will get to see the Ships of Glass replica of our own flagship, *Kaiulani*, on Burchie's desk.

Of course, these are just a few examples of glass in the maritime world. We find glass protecting instruments, covering portholes, and performing countless other functions. Please join us in celebrating the Year of Glass, in noticing and appreciating this remarkable material.

Navy News

Maritime News – Ex Good Hope is back

Source: DefenceWeb/ 18 January 2022

Tattler - We thank Mike Botha for submitting this article from DefenceWeb.

Deutsche Marine vessels seen during a previous Exercise Good Hope. Picture: Dean Wingrin.

Years of inactivity for joint exercises come to an end for the maritime and airborne services of the SA National Defence Force (SANDF) at month-end.

The eighth iteration of the longstanding joint exercise Good Hope starts on 31 January in the Saldanha area of the Cape West Coast and, according to Lieutenant Sibongile Khuzwayo, will finish on 13 February. The most recent Good Hope exercise was put on hold by the Coronavirus pandemic.



According to Khuzwayo, Good Hope is held every two years with South Africa again, as always, the host nation.

“The aim of the exercise is to strengthen the bond of friendship between the SANDF and Germany. It is intended to promote existing military ties between the armed forces of both countries by maintaining and building on previous operational and tactical co-operation between South African and German Armed Forces. It focuses on testing and developing joint and combined doctrine as well as enhancing joint and combined inter-operability,” the SA Navy (SAN) Lieutenant reported.

The 2019/20 edition of Good Hope was scheduled for February/March 2020 with then Director: Corporate Communication of the SANDF, Brigadier General Mafi Mgobozi, telling defenceWeb some months ahead of the planned exercise there was “constant liaison” between senior officers in both the German and South African defence forces. Ultimately, the joint exercise did not happen.

Ex Good Hope in 2015 had as an over-arching aim to achieve and maintain levels of readiness required for the respective navies to be able to fulfil allotted and allocated maritime tasks.

Previous exercises Good Hope started with harbour training, in all probability to be conducted at Saldanha this time around, followed by specific serials. These comprised force integration and combat enhancement training including helicopter cross deck operations, officer of the watch training, gunnery exercises and anti-submarine exercises as well as a multi-threat exercise.

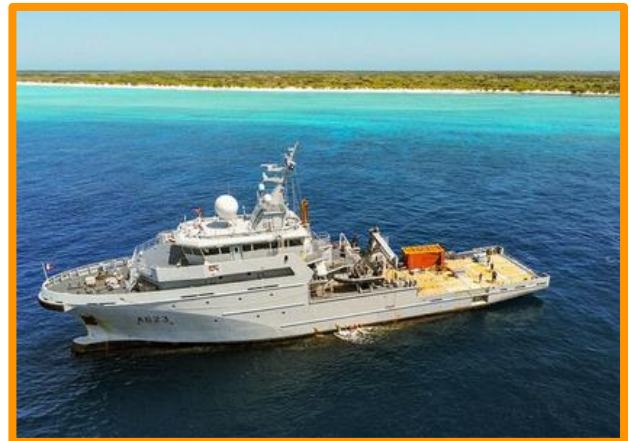
No details of SAN or Deutsche Marine platforms, equipment and personnel earmarked for Good Hope 2022 were available at the time of publishing.

Maritime News – French OPV in Durban

Source: *DefenceWeb/ 19 January 2022*

Le Champlain (A623). A French Navy (Marine Nationale) offshore patrol vessel (OPV) is currently alongside in the Port of Durban as part of a three month southern Indian Ocean patrol.

This is the second time the Le Champlain (A623) has berthed in the South African east coast port following patrols of France's extensive exclusive economic zones (EEZs) in the Indian Ocean (a million square kilometres) and 1.7 million square kilometres in the Southern Ocean.



The 2 000 ton OPV departed La Reunion earlier this month (January) on the first leg of the lengthy patrol. Her mission, according to the French Embassy in South Africa, forms part of the French Indo-Pacific strategy which will see a ministerial Indo-Pacific co-operation forum take place in February.

Le Champlain arrived in Durban on Monday (17 January) and is set to leave port on Friday. She is a D'Entrecasteaux Class vessel with a relatively low maximum speed of 12.5 knots and can operate independently without resupply for 30 days. Her and the class' design gives a high at-sea availability of 200 days a year for duties related to sovereignty, law enforcement and logistical missions. These include policing illegal, unreported and unregulated (IUU) fishing, trafficking and mining, assisting ships in distress, search and rescue (SAR) and logistic contributions to French overseas territories such as Mayotte or the Eparses Islands.

Maritime News – Wellington gets first Electric Ferry in the Southern Hemisphere

Source: *The Maritime Executive/ 20 January 2022*

Ika Rere (Copyright Stellar Studios)

Operator East by West Ferries has launched the first all-electric ferry in the Southern Hemisphere, the *Ika Rere*. The new vessel will serve commuters on a cross-harbor route in Wellington, New Zealand.



The 19-meter ferry can carry about 130 passengers across the harbor at a comparatively high operating speed of 20 knots. It is designed to make a full round trip of about 14 nautical miles between each round of dockside charging. Each time she returns to her charging berth, she will have 15 minutes to top up her batteries while passengers disembark and board. The ferry will be charged at its overnight berth during its first year of operation.

When compared to a diesel-powered alternative, *Ika Rere* is expected to save about 640 tons of CO2 per year.

Maritime News – Historic Sailing Ship to Start First North Sea Cargo Service

Source: *The Maritime Executive*/ 22 January 2022

De Tukker sailed for many years as a training ship (Sailing with Sailing Ship De Tukker Foundation)

110 years after a Dutch sailing vessel first took to the seas, she is set to return to her origins becoming the first modern commercial sail cargo ship operating in the North Sea. The Dutch start-up EcoClipper, which plans to provide a sustainable cargo service on sailing ships, announced it has acquired the historic Dutch vessel *De Tukker*.



Built in 1912 she worked for many years as a coastal trader. The two-masted vessel, which measures 131 feet in length in the 1980s became a Dutch sail training vessel. The sailing ship, however, went aground while attempting to enter Amble Harbour, in the United Kingdom in 2011. It was low tide and the vessel did not have enough clearance for the sandbank, but the Royal National Lifeboat Institution was able to help move her back to deeper water. The vessel, however, needed repairs and finally in December 2019 was sold to a German company, Spirit of the Oceans, that planned to convert her into a houseboat.

Built in 1912 and operated for many years as a coastal trader (EcoClipper)

Jorne Langelaan, CEO and founder of EcoClipper Coöperatie reports the *De Tukker* will be retrofitted to bring her back to commercial standard. Work on the hull needs to be carried out, a new deckhouse will be constructed and upgrading of the systems and rigging will take place before she enters commercial service. EcoClipper says the ship has a barge-shaped hull that will be able to carry about 80 cubic meters, or an equivalent of 50 to 70 tons, of cargo. It will also be outfitted with accommodation for up to 12 paying passengers.



“We have already been approached by a wide range of companies looking to ship their product in a sustainable manner,” says Langelaan. “With this purchase, EcoClipper will be in a good position to begin providing this service in an environmentally friendly way.”

While sailing vessels do operate on the North Sea, EcoClipper says that there are no vessels currently dedicated to a fixed liner service for sustainable shipping. According to the company’s website, the *De Tukker*, which has a top speed of 10 knots, tentatively will operate on a route between ports such as Amsterdam and Rotterdam in the Netherlands, London and Hull in the U.K., and Antwerp in Belgium.

EcoClipper has been seeking to develop its concept by building a fleet of sail cargo ships that it proposed to sail on four shipping lines with fixed schedules. The prototype design is for a vessel nearly 200 feet long powered entirely by just over 20 sails creating 976 m² of sail area on three masts. According to the company, the vessel would be able to carry 500 tons of cargo along with a crew of 12, 36 trainees, and up to 12 passengers.

NSRI – National Sea Rescue Institute

Sources: <https://www.nsri.org.za>https://disa.ukzn.ac.za/sites/default/files/pdf_files/BSAug1980

Tattler – The NSRI has its roots very close to home – right here in Simonstown to be exact. The organisation celebrates its 55th anniversary this year. Some of you might be familiar with the story of Miss Patti Price, but we decided to share it with you anyway.

The establishment of the NSRI was born from a tragic event that saw Simon's Town teacher Patti Price begin an impassioned letter-writing campaign to various media stating her case for a sea rescue service. She was a very strong swimmer and taught swimming as well.

The tragedy occurred offshore of Stilbaai in 1966. Four fishing boats went out and only one returned. Gerhard Dreyer, the skipper of the surviving vessel, had thrown the entire day's catch overboard and headed further out to sea when the storm hit. Returning in the early hours of the morning, once the storm had abated, he discovered the wreckages of the other boats, and one lone survivor clinging to a life ring. Seventeen people had died.

The devastating loss of life captured Patti Price's attention. The event struck a chord as she was no stranger to the terror of being out at sea in distress, having been rescued as a child from a wrecked ship in the English Channel by the Royal National Lifeboat Institution (RNLI).

Patti wanted something like the RNLI for South Africa. She started her campaign and her penmanship and tenacity paid off indeed. Her efforts were acknowledged by the Society of Master Mariners of South Africa who started the South African In shore Rescue Service (SAISRS) in 1967.

Patti Price has a special place in the hearts of Sea Rescue volunteers, and is recognised as the founder of the NSRI. Station 10's Simon's Town base is named in her honour.

Brian Hustler submitted the following to the NSRI Newsletter – we quote:

"authoritarian, elderly lady in a no-nonsense beret, "

"Her many letters to the press caught the attention of the Society of Master Mariners of South Africa. In 1967 the NSRI was born."

"This is the lady we all know and respect, and of whom the then State President Jim Fouche awarded her the Certificate of Honorary Life Membership, "To initiate is more than to build." "



"Going back into the archives another portrait emerges. That of a bare-shouldered young lady, with piercing blue eyes under the fashionably Marcel-waved hair. A young lady who graced the stages from London to New York, from Cape Town to Canada, as she entertained through song, piano and recitation. Many of these works were her own compositions. She also became a founder member of the Black Sash movement."

“Older crewmembers of St10 Simonstown (their boat house being named in her honour) have vivid memories of her negotiating the steep hills of Simonstown on her Soloped motorcycle, or dodging the stakeouts the security police put on her flat at Boulders Beach.

Was it a silent protest against the South Africa of 1976, that led her, among the dainty flowered hats and white gloved hands of the female dignitaries present, to accept her award from the State President wearing a militant beret? Or was it merely because of the self-effacing character of a practical woman, who on her death at 85 years of age, had stipulated that no funeral arrangements were to be made, and that her body be given to the Medical School at UCT?”

An obituary written by Lili Herbstein, was published in “The Blash Sash” magazine in August 1980.

OBITUARY

Patti Price



PATTIE PRICE, foundation member of the Black Sash, died peacefully on June 1 at Simonstown at the age of 85. Until a few months before her death she had been most active in Sash and other affairs. Her enthusiasm — especially for one of her age — was boundless. Unfortunately, about March this year she became frail. Her many friends who loved and respected her were grateful for her peaceful end.

Although a dear friend of many years standing, not even I knew of the extent of her activities during her lifetime. She was a lovely, charming lady — modest and unassuming — she seldom spoke of her wonderful past.

Pattie was born in Sea Point but educated in Port Elizabeth. In her youth she was a champion hockey player and swimmer and until a few years ago a keen mountaineer and a member of the Mountain Club of South Africa. After her return from overseas she lived at Lakeside and then at Simonstown.

She was, in her day, an accomplished writer, lecturer, composer, journalist, broadcaster, musician and diseuse, and made a name for herself not only in South Africa but in America, France, Canada and Great Britain. She was a prolific writer of letters to the Press and her letters were always sensible and courageous especially when drawing the attention of the readers to the plight of the underprivileged. After disaster had struck a fishing vessel off Stilbaai in 1966, when 17 members of the crew were drowned, Pattie wrote to the Press advocating the formation of a sea rescue service similar to the Royal Lifeboat Institute of Great Britain. This eventually led to the formation of the National Sea Rescue Institute of South Africa in 1967 of which she, among others, became a foundation member, and for which in 1974 she was awarded a certificate from the State President. She was also an Honorary Life Governor of the Royal National Lifeboat Institute of Great Britain and was also a member of the Simonstown Historical Society.

Through her appeal to the Press and to the Navy League of South Africa in 1940 a start was made for the raising of funds to replace 3 lifeboats for the Royal National Lifeboat Institute of Great Britain. These three lifeboats saved a total of 351 lives by 1954.

Even at an advanced stage, when Ocean View Township was established, Pattie used to go there regularly to teach the children folk dancing and singing.

A dedicated member of the Sash, the False Bay Branch will miss her always wise and concise opinions on matters relating to our work.

Truly a wonderful, modest woman — one could write a book about her life — her memory will be cherished by those of us in the False Bay Branch and all one can say is “Rest in Peace, dear Pattie, your good deeds will live for ever”.

She donated her body to the Medical Science Department of the University of Cape Town.

LILI HERBSTEIN.

The Black Sash, August 1980

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Some interesting facts about the NSRI

The National Sea Rescue Institute is a volunteer rescue organisation. Their “mission is to save lives on South African waters.” They have evolved into doing much more than provide rescue services. “We educate communities and strive to innovate and constantly evolve and extend our water-safety initiatives through empowerment and visibility”. “We’re a people’s organisation, constantly innovating and expanding our footprint to serve our communities through preventive services and education.”

45+ stations nationally
1350+ volunteers on call 24/7
20+ Life guarded beaches

“Since the organisation started in 1967, we have responded to over 22 900 call-outs that saved 33 900 lives, and assisted 9 651 vessels and 282 animals.

Since our Water Safety lessons began in 2006, we have educated over 3 000 000 people, mainly children, about how to be safe near water and how to safely help those who get into difficulty.

Under the watch of the Lifeguard Unit, zero drowning deaths were reported on the beaches where they were stationed in the 2020 season”

Submarine Feature – Soviet Navy K-19

Sources: *Wikipedia/Chicago Tribune – Alex Rodriguex and the Tribune's Moscow correspondent/*
<https://www.dailyrecord.co.uk/sport/football/football-news/>

Tattler – In our section on General History of 50 years ago, we cite the fire on board the K-19 in February 1972. We did a little extra digging for more information on the ill-fated K-19 and how a portion of the submarine allegedly became “home” to a Lithuanian fugitive who once served on the boat. (Source Wikipedia)

In the late 1950s, the leaders of the Soviet Union were determined to catch up with the United States and began to build a nuclear submarine fleet. The boat was pushed through production and rushed through testing. It suffered from poor workmanship and was accident-prone from the beginning.



The Soviet submarine K-19

Many Soviet naval officers felt that the ships were not fit for combat. The crew aboard the first nuclear submarines of the Soviet fleet was provided with a very high quality standard of food including smoked fish, sausages, fine chocolates, and cheeses, unlike the standard fare given the crews of other naval vessels.

Construction deaths - K-19 was ordered by the Soviet Navy on 16 October 1957. Her keel was laid on 17 October 1958 at the naval yard in Severodvinsk. Several workers died during the building of the submarine: two workers were killed when a fire broke out, and later six women gluing rubber lining to a water cistern were killed by fumes. While missiles were being loaded, an electrician was crushed to death by a missile-tube cover, and an engineer fell between two compartments and died.

K-19 Gains unlucky reputation - The boat was launched and named on 8 April 1959. Breaking with tradition, a man (Captain 3rd Rank V. V. Panov of the 5th Urgent Unit) instead of a woman, was chosen to smash the ceremonial champagne bottle across the ship's stern. The bottle failed to break, instead sliding along the propellers and bouncing off the rubber-coated hull. This is traditionally viewed among sea crews as a sign that the ship is unlucky. Captain 1st Rank Nikolai Vladimirovich Zateyev was the first commander of the submarine.

Early problems - In January 1960, confusion among the crew during a watch change led to improper operation of the reactor and a reactor-control rod was bent. The damage required the reactor to be dismantled for repairs. The officers on duty were removed and Captain demoted.

The submarine's ensign was hoisted for the first time on 12 July 1960. It underwent sea trials through 8 November 1960, travelling 17,347 kilometres (10,779 mi). The ship was considered completed on 12 November 1960. After surfacing from a full-power run, the crew discovered

that most of the hull's rubber coating had detached, and the entire surface of the boat had to be re-coated.

During a test dive to the maximum depth of 300 m (980 ft), flooding was reported in the reactor compartment, and Captain Zateyev ordered the submarine to immediately surface, where it heeled over on its port side due to the water it had taken on. It was later determined that during construction the workers had failed to replace a gasket.

In October 1960, the galley crew disposed of wood from equipment crates through the galley's waste system, clogging it. This led to flooding of the ninth compartment, which filled one third full of water.

The boat was finally commissioned on 30 April 1961. The submarine had a total of 139 men aboard, including missile men, reactor officers, torpedo men, doctors, cooks, stewards, and several observing officers who were not part of the standard crew.

Nuclear accident - On 4 July 1961, K-19 was conducting exercises in the North Atlantic off the south-east coast of Greenland. On that day underneath the icebergs that dot the Norwegian Sea, the cooling system inside the K-19's starboard nuclear reactor ruptured. In an instant, the ingredients for a core meltdown and explosion fell into place.

The crew averted disaster only after rigging a makeshift cooling system using the submarine's drinking water. This required men to work in high radiation for extended periods. The jury-rigged cooling water system successfully reduced the temperature in the reactor.

Nearly 13 hours after the rupture, the K-19 pulled up alongside a Soviet S-270 sub, and its crew of 139 was evacuated. The military decorated Zateyev and several officers and honoured the sailors who died. For the rest of the Soviet Union, the accident never happened: The government kept it secret.

The accident released radioactive steam containing fission products that were drawn into the ship's ventilation system and spread to other compartments of the ship. The entire crew was irradiated as was most of the ship and some of the ballistic missiles on board. A number of men died within a month of the accident and more sailors over the next 2 years.

Over the next two years, repair crews removed and replaced the damaged reactors. The repair process contaminated the nearby environment, in a zone within 700 m (2,300 ft), and the repair crew. The Soviet Navy dumped the original radioactive compartment into the Kara Sea.

The harrowing ordeal provided the seed for the release of the movie "K-19: The Widowmaker," starring Harrison Ford and Liam Neeson.

Later operational history – By December 1961 K-19 was upgraded, particularly with regard to the effective range of her new R-21 missiles.

Collision - At 07:13 on 15 November 1969, K-19 collided with the attack submarine USS Gato in the Barents Sea at a depth of 60 m (200 ft). It was able to surface using an emergency main ballast tank blow. The impact completely destroyed the bow sonar systems and mangled the covers of

the forward torpedo tubes. K-19 was able to return to port where it was repaired and returned to the fleet. Gato was relatively undamaged and continued her patrol.

Fires - On 24 February 1972, a fire broke out while the submarine was at a depth of 120 m (390 ft), some 1,300 km (700 nmi; 810 mi) from Newfoundland, Canada. The boat surfaced and the crew was evacuated to surface warships, except for 12 men trapped in the aft torpedo room. Towing was delayed by a gale, and rescuers could not reach the aft torpedo room because of conditions in the engine room. The fire killed 28 sailors aboard K-19 and two others who died after they were transferred to rescue ships. Investigators determined that the fire was caused by a hydraulic fluid leak onto a hot filter.

The rescue operation lasted more than 40 days and involved over 30 ships. From 15 June through 5 November 1972, K-19 was repaired and put back into service.

After suffering further casualties and another fire between late 1972 and late eighties, the submarine was finally decommissioned on 19 April 1990. It was transferred in 1994 to a naval repair yard. In March 2002, it was to be scrapped.

On 1 February 2006, former President of the Soviet Union Mikhail Gorbachev proposed in a letter to the Norwegian Nobel Committee that the crew of K-19 be nominated for a Nobel Peace Prize for their actions on 4 July 1961.

K-19's final resting place in a remote Russian Village

In 2006, a section of K-19 was purchased by **Vladimir Romanov**, who once served on the submarine as a conscript, with the intention of "Turning it into a Moscow-based meeting place to build links between submarine veterans from Russia and other countries." The plans remain on hold, as many have objected to them.

Vladimir Nikolayevich Romanov - Lithuanian: Vladimiras Romanovas; born 15 June 1947) is a Lithuanian businessman.

Romanov spent his early childhood in Tver Oblast in Russia, before moving with his family to Lithuania at the age of nine. His father had served in the Red Army and fought in the Battle of Berlin, but died when Romanov was just 16. This meant that Romanov was forced to support the rest of the family, which he did by driving a taxi and selling Western popular music, including bootleg copies of records by The Beatles, Elvis Presley and The Rolling Stones.

He then served in the Soviet Navy for six years, including time aboard the K19 submarine. Romanov later bought the submarine, and invited his fellow crew members to the 2006 Scottish Cup Final.



He was chairman of UBIG Investments, which owned a majority of the shares in a failed Lithuanian bank. Cash flow from the bank enabled him to buy significant stakes in various sporting clubs, becoming the majority shareholder in both Scottish Premier League football club Hearts and Lithuanian Basketball League club, and taking control of the Lithuanian club FBK Kaunas. The group was the owner of Belarusian Premier League club FC Partizan Minsk before it was sold in March 2012. Romanov was the controversial owner of Hearts from 2005 until 2013, when his leadership plunged the Premiership club into administration.

Former Hearts owner Vladimir Romanov has come out of hiding and revealed he's spent the last of his personal fortune on restoring and living in a nuclear submarine in a freezing Russian village.

The 73-year-old is still wanted by Lithuanian authorities for allegations of fraud, embezzlement and money laundering and was wanted by Interpol, but took refuge in Russia and is now a citizen of the country.

After several years of solitude, Romanov granted an interview to a state-owned channel Russia 1 in his own personal K-19 nuclear submarine, that he was once a crew member in the Russian Army, in the northern outpost village of Nikulskaya, in the Vologda Oblast region of the country, which has a population of 17 and currently has a temperature of -22.



And he spoke about his lifestyle today, after claiming he's now broke.

He said: "I lost everything, my own private bank, factories, football clubs, but I've spent the last of my money on this submarine.

"It cost me 500,000 dollars to refurbish it. That's my money gone now.

"This submarine was the one I served on 55 years ago.

Editorial

Tattler - We are sure that many will have some BIG dreams and expectations of the year ahead. Tattler presents some examples of where size can matter!

Some things are just bigger than we imagine!

Giant African snail



Inflated horse lung



Monster mining truck



Clydesdales



Moose



To close, there is this farmer who specialises in growing LARGE vegetables. His name is Peter Glazebrook and here are a couple of his items:





Tattler has had some weird musical instruments featured in previous editions. In this vein and continuing with the BIG theme, we offer the following:

You have all watched various drummers in action. Some have large drum kits. Here, for example is one of my favourite drummers, the late Ginger Baker with his:



Quite a large set.

Now, check this out by clicking on the image below!



Wow!

50 years ago - February 1972

General

1 Feb - 1st scientific hand-held calculator (HP-35) introduced.

1 Feb - Four days after Nazi hunter Beate Klarsfeld had found that Klaus Barbie was living in Bolivia (as "Klaus Altmann"), the French government requested his extradition. Barbie was not brought to justice until 1983.

10 Feb - BBC bans "Give Ireland Back to the Irish" by Wings.

14 Feb - Luna 20 (Russia) launched to orbit & soft landing on Moon.

15 Feb - U.S. Patent No. 3,641,591 was granted to inventor Willem J. Kolff for the first artificial heart.

17 Feb - British parliament votes to join the European common market.

17 Feb - The [Volkswagen Beetle](#) broke the record for the most popular automobile in history, as the 15,007,034th Beetle was produced. (*Tattler* - have a look at some of these 1972 beauties!)



21 Feb - Nixon meets Mao Zedong in China.

Feb 24 - Twenty-eight men on board the Soviet nuclear submarine K-19 were killed when fires broke out in three of its compartments while the sub was submerged. The twelve survivors remained trapped inside the sub as it was towed, over the next three weeks, from the Arctic Ocean back to the Kola Peninsula.

Sport

1 Feb - World XI win 5th cricket test match against Australia by 9 wickets. Graham Pollock top scores in 1st innings with 136 and Hylton Ackerman top scores in 2nd innings with 79 not out.

3 Feb - XI Winter Olympic Games opens in Sapporo, Japan (1st in Asia).

5 Feb - Wales beat Scotland 35 -12 (**See Tattler story below***).

23 Feb - The African Cup of Nations football commences - Cameroon - 23 February 1972 - 5 March 1972. Won by Congo.

***Tattler** - one of the greatest rugby test match tries was scored 50 years ago.

For an hour this 1972 Five Nations clash was just another international match. Scotland led 12-10 at the interval and then fell behind at 12-16 when the turning point of the game occurred, resulting in an all-time classic score.

Gareth Edwards, Wales's scrum half, collected the ball inside his own territory after 60 minutes of the match. He had earlier crossed the Scotland line but was about to score one of the greatest individual tries ever seen at the Arms Park.

Edwards received the ball just inside his own half and came around the blind-side of a muddy pitch in front of the South Stand. He fended off Scotland flanker Rodger Arneil and set off. The alarm bells began to ring in the visiting defence as Edwards kicked right-footed over fullback Arthur Brown and though he was under pressure from several defenders, he left-footed the ball on towards the corner flag.

It was the muddiest part of a very dirty pitch. The commentator roared, 'It would be a miracle if he scored.' The miracle happened as Edwards dived into a sea of mud at the Westgate Street end and came up looking like a creature from a horror film. Only the face of Lions prop Fran Cotton in New Zealand ever resembled it.

The crowd went wild and comedian Spike Milligan later said, 'They should build a church on the spot!' The roaring went on and on as Edwards trudged back to his own half, a lot slower than he had run in the opposite direction. The game now ceased to matter. It was game, set and match to Wales.

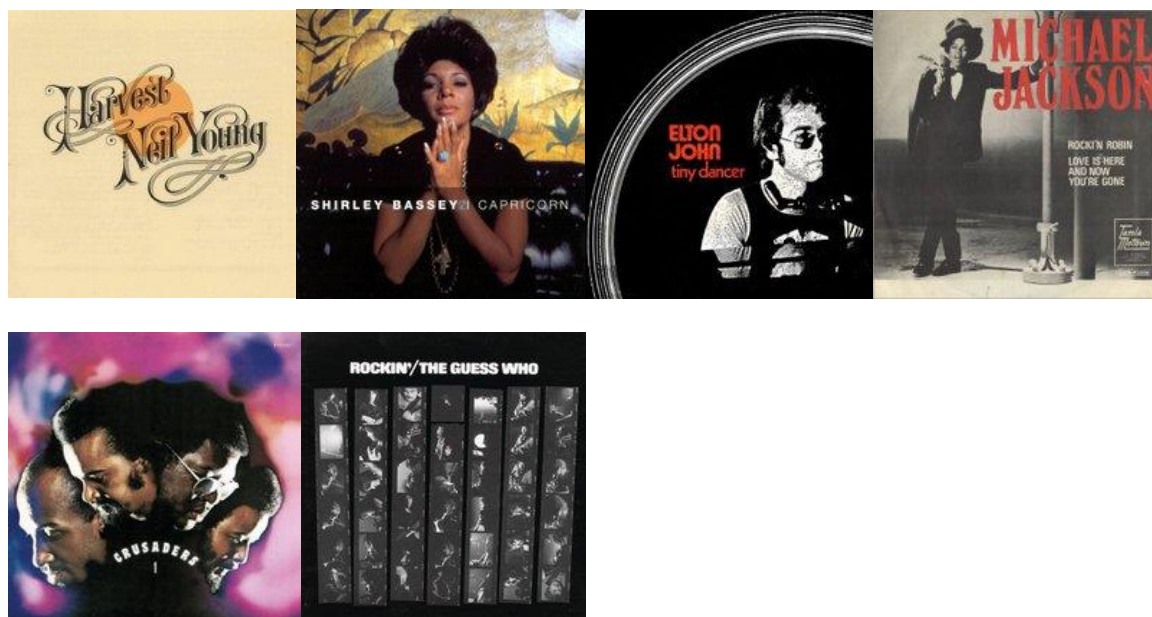
Further tries came from Roy Bergiers and John Taylor, the latter with a solo run, and Barry John goaled both and placed a penalty.

Scotland scored no further points. They were shattered and lost wing, Alastair Biggar with a hamstring injury, while JPR Williams was carried off with a fractured jaw that saw Phil Bennett take up a fullback role. It was Wales's highest score against Scotland and the biggest victory by Wales over anyone for forty-one years.

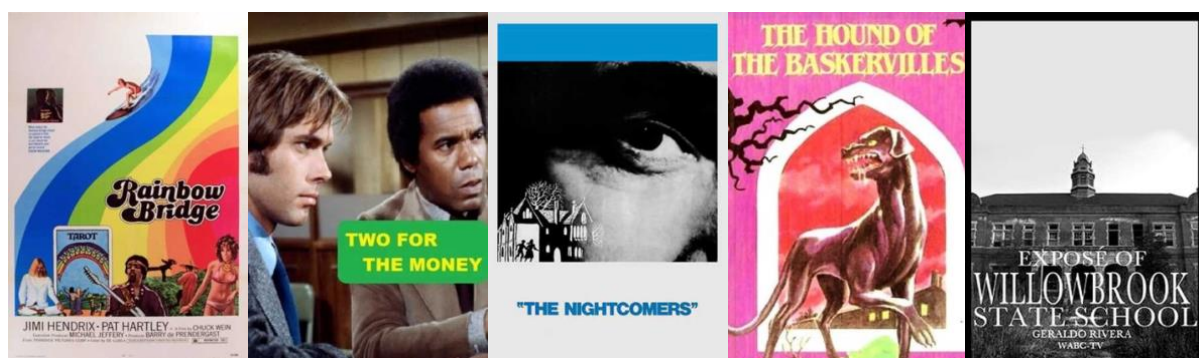
Watch by clicking on the emblem below:



Music



Movies



In 1931 Berlin, young American Sally Bowles performs at the Kit Kat Klub. A new British arrival in the city, Brian Roberts, moves into the boarding house where Sally lives. A reserved academic and writer, Brian wants to give English lessons to earn a living while completing his doctorate. Sally tries to seduce Brian, but he tells her that on three previous occasions he has tried to have sexual relationships with women, all of which failed. They become friends, and Brian witnesses Sally's bohemian life in the last days of the Weimar Republic. When Brian consoles Sally after her father cancels his meeting with her, they become lovers, concluding that his previous failures with women were because they were "the wrong three girls".

Maximilian von Heune, a rich playboy and baron, befriends Sally and takes her and Brian to his country estate where they are both spoiled and courted. After a somewhat enigmatic experience with Brian, Max drops his pursuit of the pair in haste. During an argument, Sally tells Brian that she has been having sex with Max, and Brian reveals that he has as well. Brian and Sally later reconcile, and Sally reveals that Max left them 300 marks and mockingly compares the sum with what a professional prostitute earns.

Sally learns that she is pregnant but is unsure of the father. Brian offers to marry her and take her back to his university life in Cambridge. At first, they celebrate their resolution to start this new life together, but after a picnic between Sally and Brian, in which Brian acts distant and uninterested, Sally becomes disheartened by the vision of herself as a bored faculty wife washing dirty diapers. Ultimately, she has an abortion, without informing Brian in advance. When he confronts her, she shares her fears, and the two reach an understanding. Brian departs for England, and Sally continues her life in Berlin, embedding herself in the Kit Kat Club.

Cabaret earned a total of 10 Academy Award nominations (winning 8 of them) and holds the record for most Academy Awards won by a film which did not win the Academy Award for Best Picture.

[Click on this link to watch Liza Minnelli sing "Cabaret" from the 1972 film.](#)



And 100 years ago - February 1922

12 Feb - Pope Pius XI was crowned in Rome, with Cardinal Gaetano Bisleti placing the Papal tiara upon Cardinal Achille Ratti.



15 Feb - The Permanent Court of International Justice officially began operations in The Hague.



26 Feb - A 20-year military alliance between the United Kingdom and France was agreed upon by British Prime Minister David Lloyd George and French Premier Raymond Poincaré after two days of meetings in Boulogne, to be signed in London advance of the April 10 economic conference in Genoa.

28 Feb - Britain ended its protectorate over Egypt by a unilateral declaration that declared de jure Egyptian sovereignty, but reserved British authority over Egypt's foreign and military affairs.

Tattler - Did you know.



Mind Your Own Beeswax

Now, honestly, I have to admit that this one I thought was just a coined phrase mimicking the more common and literal phrase, "mind your own business."

However, it turns out this has a more defined origin. Apparently, in the early days before there was Stridex and Clearasil, the ladies would use beeswax to smooth their complexion where they had acne.

There were actually several phrases that came from this practice: If a lady looked too long or stared at another lady's face, they would say, "Mind your own bee's wax!" If the woman were to smile, it might crack the veneer of beeswax on her face, thus the phrase, "crack a smile." Also, the phrase "losing face" came from when a girl would sit too close to the fire and then the bee's wax would melt.

Tattler – Laughs

Several men were in the locker room of the gym when a cell phone on a bench rang and a man put it on speaker and begins to talk. Everyone in the room stopped to listen.

Man: Hello!

Woman: Hi honey, it's me. Are you at the club?

Man: Yes.

Woman: I'm at the shops now and found this beautiful leather coat. Its only R3000: is it OK if I buy it?

Man: Sure, go ahead if you like it that much.

Woman: I also stopped by the Lexus dealership and saw the new models. I saw one that I really liked.

Man: How much?

Woman: R1,1mil

Man: OK, but for that price I want it with all options.

Woman: Great! Oh, and one more thing. I was just talking to Jane and found out that the house I wanted last year is back on market. They are asking R7,9mil for it.

Man: Well, then go ahead and offer R7mil. They'll probably take it. If not, we can go to the extra R90000 if that's what you really want.

Woman: OK. See you later! I love you too much!

Man: Bye, I love you too.

The man hung up. The other men in the locker room were staring at him in astonishment, mouths wide open. He turned and asked: Anyone knows whose phone is this?



Tattler - That's it for another month. Keep well and safe!