



Military Despatches

Vol 7 January 2018

Stranger than fiction

Naval facts, figures and trivia

Bite the bullet...

and other expressions given to us by the military

Head-to-Head

The ten strongest navies in the world

Forged in Battle

Nimitz-class Aircraft Carrier

The raid that stunned the world

Operation Thunderbolt

For the military enthusiast

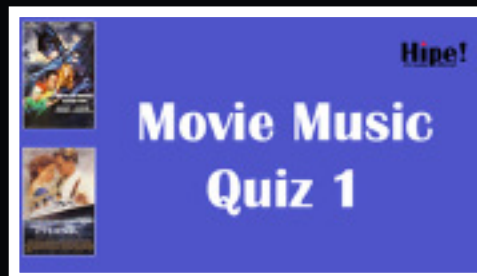


Click on any video below to view



Hipe's Wouter de Goede interviews former 28's gang boss David Williams.

How much do you know about movie theme songs? Take our quiz and find out.



Part of Hipe's "On the couch" series, this is an interview with one of author Herman Charles Bosman's most famous characters, Oom Schalk Lourens.



A taxi driver was shot dead in an ongoing war between rival taxi organisations.



The old South African Defence Force used a mixture of English, Afrikaans, slang and techno-speak that few outside the military could hope to understand. Some of the terms were humorous, some were clever, while others were downright crude.



Hipe spent time in Hanover Park, an area plagued with gang violence, to view first-hand how Project Ceasefire is dealing with the situation.

Hipe TV brings you videos ranging from actuality to humour and everything in between. Interviews, mini-documentaries and much more.

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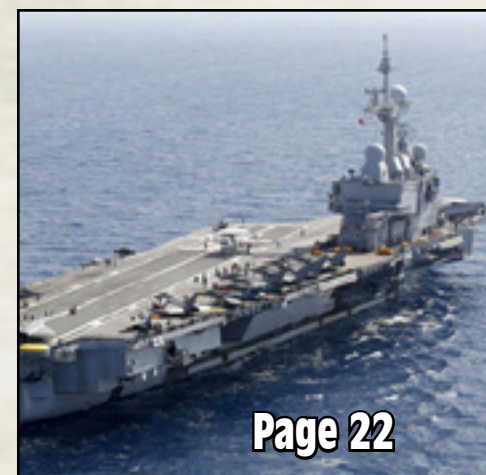
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Able Seaman Just Nuisance

Able Seaman Just Nuisance was probably one of the most unique characters to ever enlist in the Royal Navy.

Cover Photograph

As the sun rises the Arleigh Burke-class destroyer, *USS Arleigh Burke* heads towards port in Simon's Town.





Editor's Sitrep

Well, here we are, it's 2018 and another year has past.

I trust that everyone had a good Christmas and New Year. And talking about the new year, let's hope that it is a good one.

I had a most pleasant Christmas, thanks for asking. In our family we would always have our Christmas 'lunch' on the evening of the 24th December. This meant that on Christmas Day no-one had to slave away in the kitchen. You just pigged out on left-overs.

This year I had eight people around, seven of them were veterans.

This month there is a bit of a nautical feel to the magazine. You may remember that in October we had a number of articles about pilots and aircraft. So to ensure that our navy readers don't feel left out, this month has a number of articles that they will hopefully find interesting.

A number of readers sent e-mails saying that they enjoyed the articles "Music to March to" in the November issue, and "The Alternative Christmas Playlist" in the December is-

sue. Both of these articles had song titles that, if you clicked on them, allowed you to listen to the actual songs.

So this month we've included another interactive music article. These are all songs that are synonymous with certain corps, regiments or units.

It's interesting to note that each branch of the United States Armed Forces - Army, Navy, Air Force, Marine Corps, and Coast Guard - has their own theme song.

What I personally found interesting was the marching song of the US 7th Cavalry. It's called Garryowen. It is named after Garryown in Limerick, Republic of Ireland. It's also where I was born and lived until the age of 13.

Later this month we will be launching our very own Military Despatches website. Something else we will be launching is our own channel on YouTube. This is where we will upload videos for our readers to watch. Many of the videos will tie in to articles in the magazine.

Until next month.

Matt

Hipe! media

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Memorable Moment

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Forged in Battle Nimitz-class Aircraft Carrier

Each month "Forged in Battle" looks at weapons, equipment or units that have been tried and tested on the battlefield. This month we look at the Nimitz-class aircraft carrier.

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On the night of 3 and 4 July, 1976, a group of Israeli commandos carried out one of the most audacious special forces raids in history - and they travelled more than 5,000 kilometres to carry it out.

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Written by Brenda Shepherd, this is the story of the sinking of the SS Mendi during WW1, the bravery of the men on board and the ensuing inquiry conducted by the Board of Trade in London.

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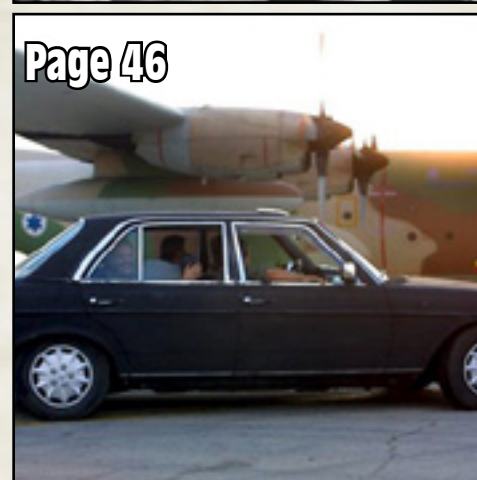
The Lighter Side Salty Sea Stories

A radio conversation that was supposed to have really happened, a rewriting of history, and two jokes make up this month's 'On the Lighter Side'.

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Naval facts, figures & trivia

A few facts, figures and trivia about navies, war at sea, and general nautical trivia.

The first recorded action at sea is said to have taken place in 1210 BC when the Hittites defeated the Cypriots near Cyprus. Egyptian King Ramses III defeated the 'Sea Peoples' at the Battle of the Delta in 1190 BC.

For thousands of years a nation's strength was defined by its power at sea. Sea power was the sum of a nation's capabilities to implement its interests in the ocean, by using the ocean areas for political, economic, and military activities in peace or war in order to attain national objectives—with principal components of sea power being naval power, ocean science, ocean industry, and ocean commerce.

No fewer than 113 countries around the world have navies.

Let's take a look at some naval trivia and traditions.

- In terms of total tonnage of ships involved, Jutland was the largest surface battle. It took place during World War I between 31 May and 1 June, 1916, near Jutland, Denmark. This was the only major engagement between battleships. The Imperial German Navy's High Seas Fleet was commanded by Vice-Admiral Reinhard Scheer and the British Grand Fleet was under Admiral Sir John Jellicoe. The German fleet consisted of 16 dreadnought and 6 pre-dreadnought battleships, 5 battle cruisers, 11 light cruisers,

and 61 fleet torpedo boats, while the numerically superior British fleet was composed of 28 battleships, 9 battle cruisers, 8 armoured cruisers, 26 light cruisers, 78 destroyers, 1 minelayer, and 1 seaplane carrier. Britain lost more ships and twice as many men as Germany, although ultimately the outcome was beneficial for the British as the battle resulted in the successful containment of the German fleet.

- The first time ships were used by English forces in combat dates back to Alfred the Great, who used ships to repel a Viking invasion. Used mostly to transport soldiers, England didn't arm ships with guns and use them in naval battles until Henry VIII. His daughter, Elizabeth I, built the Navy into one of the most formidable defensive forces in the world and ultimately put an end to the might of the Spanish Armada.
- In days gone by, whistling was a sign of mutiny. The only crew member aboard the ship allowed to whistle was the chef. When the chef was whistling the crew could hear that he wasn't eating their food.
- The tradition of firing blank rounds from the gun batteries of both ships and fortifications as a form of salute goes back almost to the earliest days of naval guns. It

apparently originated as a sign of good faith; by discharging your guns, you temporarily disarmed yourself and thereby showed yourself to have peaceful intentions.

- During WWII John F. Kennedy commanded the patrol boat PT-109. He was run over by a Japanese destroyer. He and the survivors had to make their way to an island, find food and shelter and signal the Navy for rescue.
- The Cat O'Nine Tails, also known as the Cat, was an instrument used in former times for flogging at sea. It consisted of nine pieces of cord with three knots in each cord, the whole attached to a short thick rope as a handle. Flogging was done on the bare back of a sailor by a ship's boatswain mates.
- Originally, sailors would remove their headgear to a superior. Queen Victoria instituted the hand salute in the Navy to replace uncovering when she sent for certain officers and men to Osborne House to thank them for rendering help to a distressed German ship, and did not like to see men in uniform without headdress.
- The normal military salute had the palm of the saluting hand facing outwards. The navy salute had the palm facing inwards because sailors' hands were covered in



Boatswain's Pipe

tar from the sheets and rigging and it was considered unseemly to show an officer or a member of the Royal family a dirty palm.

- In the Royal Navy commissioned ships and submarines wear the White Ensign at the stern whilst alongside during daylight hours and at the main-mast whilst under way. When alongside, the Union Jack is flown from the jackstaff at the bow, but can only be flown underway on special circumstances i.e.: when dressed with masthead flags (when it is flown at the jackstaff), to signal a court-martial is in progress (when it is flown from the starboard yardarm) or to indicate the presence of an Admiral of the Fleet, including the Lord High Admiral or the Monarch (when it is flown from the highest hoist).
- A ship's rate class was typically determined by the number of guns it had. "First Rate" ships tended to be the largest and had the most guns and thus were the flagships. Second Rate, Third Rate, and Fourth Rate ships were progressively smaller. Fifth and Sixth Rate ships were the frigates.
- In the Royal Navy Chaplains are a vital part of the service and nicknames are an endemic part of military cul-

ture. As such, even the holiest of holy men can't escape the nicknames they get in the service, which include: Padre, Bish, Bible Puncher, Bible Basher, Devil Dodger, Dodgy Deacon, God Both-er, Maker's Rep, Holy Joe, and Sin Bosun.

- The Boatswain's Pipe, also known as a Bosun's Pipe, is one of the oldest and most distinctive pieces of nautical equipment. The pipe or flute, was used in Greece and Rome to keep the stroke of galley slaves. The pipe was used in the Crusades to call English cross bowmen on deck for attack. In time, the pipe came to be used as a badge of office by commanders. The whistle was used for salutes to distinguished persons as well as to pass orders.
- Here are some pipe calls used by the US Navy. Click on the link to listen to them.

[Clear Mess Decks.](#)

[Dinner for crew.](#)

[Knock-off ships work.](#)

[Mail, POs pick up mail.](#)

[Muster Reports Due.](#)

[Relieve Watch.](#)

[Reveille.](#)

[Secure fuel detail.](#)

[Secure mess line.](#)

[Set normal underway watch.](#)

[Set special sea anchor detail.](#)

[Smoking lamp out.](#)

[Sweepers.](#)

[Taps](#)

- In the US Navy a ship with a hull number beginning with DDG is a Guided Missile Destroyer.
- Britain invented the steam catapult, used to launch aircraft from an aircraft carrier.

One of the nicknames for the Royal Navy is "The Andrew" and its origin is subject to speculation. Some say the name comes from Andrew Miller, seen as an over-zealous officer of the Impress Service, or the "press gang", that forced sailors into service. Other suggested origins are that Andrew was also a name of a Man O' War ship or that Miller was such a huge supplier of provisions to the Navy that it was said between those and the sailors that he owned the Navy.

- While many ship losses resulted from sea battles, some of the highest death tolls were caused by the bombing or torpedoing of vessels carrying refugees and other civilians. The German liner *Wilhelm Gustloff*, laden with civilian refugees and wounded German soldiers and sailors, was torpedoed off the coast of Poland by a Soviet submarine, S-13, on 30 January 1945. Although imprecise, some sources even suggest a figure as high as 9,400, the probable death toll being some five times as great as that of the *Titanic*.
- Clean water was hard to get out in the middle of the ocean, so sailors' supply of rum wasn't a luxury, it was a necessity. Sailors received a daily ration of rum, known as "grog", that was pretty high in alcohol content at 70-80%. Eventually, the Navy started to dilute it with water and citrus, the latter helping to combat scurvy. There was legend that when Admiral Nelson was mortally wounded in battle, he

asked for his body to be brought back to England in a rum cask. Occasionally, the sailors would partake of rum from the cask, leading Royal Navy rum to have the nickname “Nelson’s Blood”.

- In 1740 Admiral Vernon, the commander in chief of the West Indies, replaced the neat rum which was then issued to all sailors twice daily, with a watered-down version. The Admiral was a well-known figure and had the nickname ‘Old Grog’ because of his trademark Grogam coat (a rough mixture of mohair and silk). According to *The Guardian’s Notes & Queries, Series I*, the unhappy sailors of the fleet soon began calling the new watered-down ration ‘Grog’ and as a natural progression drunk sailors were considered ‘groggy’.
- If you watch most films featuring the Royal Navy in the 17th and 18th Centuries, it can seem like a brutal life full of floggings and lashes for any number of punishments. However, the legal system on board ship was actually more lenient than it was in civilian courts. This is because sailors were a valuable commodity and while discipline had to be kept, death was a punishment reserved for only the most serious of crimes.
- In many navies an informal hearing for minor offenses by the unit, ship or station commander is known as ‘Captain’s Mast’ and is not the same as a court martial.
- Of the four American presidents depicted on Mount Rushmore, only Thomas Jefferson does not have a US



WORLD FIRST: The *USS Enterprise* became the world’s first nuclear powered aircraft carrier.

aircraft carrier named after him. The other three, Theodore Roosevelt, Abraham Lincoln and George Washington, all have aircraft carriers named after them.

- In US Navy terms, to ‘deep six’ something means to throw it away. Originally, ‘deep six’ was the call of the leadsman signifying that the water is more than six fathoms deep, but less than seven. Now, it’s a euphemism for throwing something overboard or away.
- In the US Navy a Boatswain’s Mate is also known as an Anchor Clanker. The history of the Boatswain’s Mate is as old as the Navy itself. From the beginning of seafaring ships, there’s been a need for able-bodied men to lower the thick masts, swab the decks and pipe 12 o’clock reports. This need formed into the Boatswain’s Mate rate in 1797.
- The boisterous ceremonies

of “crossing the line” are ancient and their derivation is lost. It is well known that ceremonies took place long ago when the ship crossed the thirtieth parallel, and also when going through the Straits of Gibraltar. Early ceremonies were rough and to a great extent supposed to try the crew to determine whether or not the novices on their first cruise could endure the hardships of life at sea. The custom then, as at present, is primarily a crew’s party.

- During the Falklands War in the 1980s, *HMS Sheffield* and *HMS Coventry* were sunk by Argentinian forces on different days in May 1982. On both occasions, as the ships’ crews awaited rescue, the sailors began to sing Monty Python’s “Always Look on the Bright Side of Life”.
- The expression “Son of a gun” began as a dismissive, contemptuous remark,



NOT JUST A YACHT: This Royal Navy vessel was the yacht of the British Royal Family.

sive, contemptuous remark, although now it has developed into a more friendly expression, often implying shock and disbelief. Back on the high seas, in the days when women were allowed to live on board the ships, unexpected pregnancy was a regular occurrence. The area behind the mid-ship gun, and behind a canvas screen, was usually where the infant was born. If paternity was uncertain, and it isn’t hard to imagine this happened more often than not, the child would be entered into the log as the ‘son of a gun’.

- Toasting is an old tradition in the Royal Navy wardrooms. Following the Loyal Toast to the monarch by the most junior officer, a toast is offered depending on the day of the week. The toasts are as follows: Sunday - Absent Friends, Monday - Our Ships at Sea, Tuesday - Our Men, Wednesday - Ourselves (as no one else is likely to be concerned for us), Thursday - A Bloody War or a Sickly Season (and a quick

promotion), Friday - A Willing Foe and Sea-Room, and Saturday - Our Wives and Girlfriends (may they never meet). In 2013, in keeping with political correctness, the Tuesday and Saturday toasts were officially changed. The Tuesday toast is now “Our Sailors (to reflect female members of the service) and the Saturday toast is now “Our Families|. Despite the change, many personnel still prefer the traditional toasts and they are still widely used.

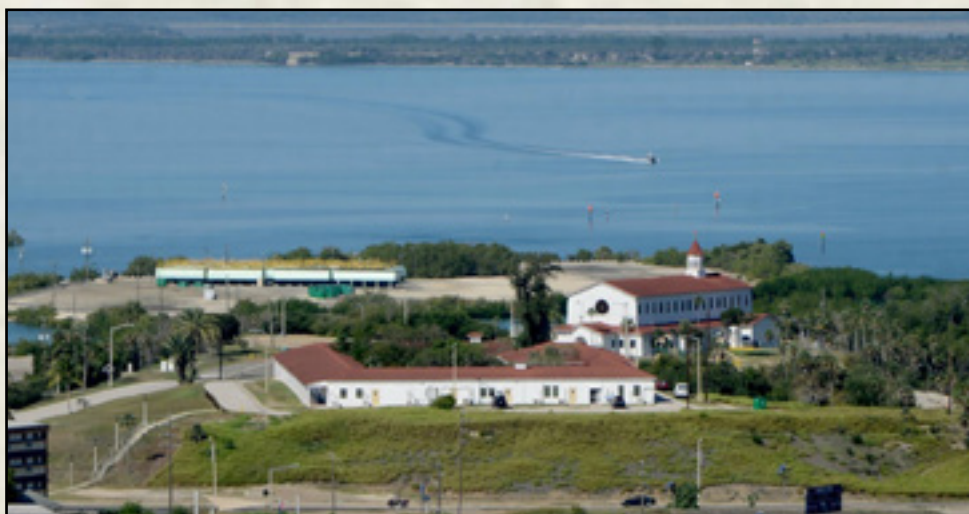
- The first battle that showed that aircraft could inflict serious damage to the heaviest armoured warships either at sea, or anchored in a bay or harbour was not, as many may believe. Pearl Harbour. It was in fact the Battle of Taranto. In November of 1940 more than a full year before Pearl Harbor the British attacked the Italian Navy at the Gulf of Taranto. Using only aircraft from the *HMS Illustrious* and a few from the *HMS Eagle*, the British sent two attack waves using

old Swordfish planes. They sank the Italian battleship *Littorio* and severely damaged two other battleships.

- Launched on 24 September, 1960 by Newport News Shipbuilding and Drydock Co, the *USS Enterprise* (CVA(N) 65) became the world’s first nuclear powered aircraft carrier.
- Telling a person to Shake A Leg means encouraging them to get on with a task. In recent centuries the phrase was well used in public school dormitories, prisons and other institutions where people sleeping in communal rooms would be ordered out of bed at dawn every day. The origin of the saying dates back to the time when civilian women were first allowed on board a ship. At that time the bosun’s mate would traditionally rouse the sailors with the cry ‘Shake a leg or a purser’s stocking.’ When a stocking-clad female leg appeared the lady was allowed to stay in her bunk until the men were all up and departed. This was an obvious attempt to preserve her modesty while dressing, but it would seem fair to suggest that a lady on board a ship full of 18th-century sailors may not have had much modesty left worth preserving.
- On September 30, 1954, the *USS Nautilus* (SSN-571) became the first commissioned nuclear powered ship in the United States Navy.
- *HMY Britannia*, was more than just a Royal Navy vessel, it was also the yacht for the Royal Family. Larger ships have a Catering Branch specialist whose ti-

tle is Supply Officer. On the *Britannia*, that officer's title is Keeper and Stewart of the Royal Apartments. The *Britannia* was also the only ship where plimsolls were a standard part of a sailor's uniform, in order to keep noise down and not damage the timber boards of the deck. Since the 1990s, sailors wore deck shoes on the yacht. *HMY Britannia* was retired in 1997 and is now a museum in Edinburgh.

- Most of the Los Angeles class submarines are named after cities. The *USS City of Corpus Christi* is the only one with the words 'City' as part of its name. This was to quell religious groups that protested naming a hunter-killer submarine 'Body of Christ'. So 'City of' was added so that it could be said that the sub was named after the city specifically, not the body of Christ.
- In the US Navy destroyers and other small combat ships are known as tin cans, presumably because their armour was as thin as the metal on a tin can.
- US Navy submariners are referred to by personnel on surface ships as bubbleheads.
- Geedunk is a generic term used by US sailors for any kind of sweet, but usually it implies candy. The US National Defense Service Medal, which was given to everyone who served during specific periods of time, is sometimes called the "Geedunk Medal."
- When travelling at top speed, sailors will often say that the ship or boat is going "balls to the wall." This



GITMO: The US Naval Station in Guantanamo Bay, Cuba.

term has nothing to do with the male anatomy. An early type of engine governor (speed control) consisted of two metal balls connected to a shaft. As speed increased, centrifugal force made the balls move outward. At maximum speed they would be horizontal, nearly touching the walls of the space that contained them. Hence, when a ship is going "balls to the wall," she is cruising at high speed.

- When given an unpleasant task to perform, you might hear US sailors using the term, "Bohica". This is short for "Bend over, here it comes again."
- Sailors refer to US Marines as 'jarheads'. They are also known as a bullet sponge or gyrene.
- The U.S. Naval Station in Guantanamo Bay, Cuba, was established in 1903. It is nicknamed 'Gitmo'.
- In the US Navy a Mustang is an officer who has 'come up through the ranks', i.e. started out as an enlisted man and earned a commission.
- Over 200 years old and originally launched on 21 October, 1797, the *USS Constitution* is the oldest

commissioned US Navy ship.

- Admiral Hyman G. Rickover is considered to be the 'father' of nuclear propulsion in the US Navy.
- A Nimitz-class aircraft carrier, with embarked airwing, carries a crew of 5,680.
- The aircraft carrier *USS Nimitz* went a remarkable 26 years between its launch and its first refuelling.
- In 1910 Curtis and Ely developed the equipment for landing a plane on a carrier. They used strands of rope with the ends tied to sandbags stretched across the flight deck. They used 22 ropes for each attempted landing. They had a hook attached to the tail of the aircraft to grab one of the ropes and eventually slow the plane down. Although the technology used today has changed greatly, the basic concept is still the same today as it was back in 1910.
- The first naval battle at sea where neither force ever saw the other, no surface action occurred, and only carrier based aircraft were used by both sides was the Battle of the Coral Sea between the US and Japan in May 1942.



JOLLY ROGER: During World War I Lt Commander Max Horton would fly the Jolly Roger when returning from successful submarine patrols.

The Americans lost one carrier and a destroyer. While the Japanese lost one light carrier and had two others damaged. Neither of the two fleets ever sighted the other, only their naval aviators.

- In the US Navy engineering ratings (Machinist's Mates, Boiler Tech's, Electrician's Mates, etc.) are referred to as "snipes." Non-rated (i.e., E-3 and below) personnel who work in engineering are known as firemen, not seamen. They can be distinguished by the fact that they wear red stripes on their uniforms, whereas seamen wear white stripes.
- Radiomen are almost always called "Sparky" or "Sparks." Electrician's Mates are sometimes referred to by this same name. It comes, of course, from the early days of the Navy when radio equipment was likely to emit sparks.
- The "Goat Locker" is the berthing space for Chief Petty Officers onboard a Navy

ship. It may get its name from the fact that CPO's are older than most of the crew (i.e., are "old goats"), but another explanation says that goats were once carried onboard Navy ships to provide milk for the sick, and the CPO's were in charge of the goats.

- The Jolly Roger is a symbol that has been used by submarines, primarily those of the Royal Navy Submarine Service and its predecessors. The practice came about during World War I. Remembering comments by First Sea Lord Admiral Sir Arthur Wilson, who complained that submarines were "underhanded, unfair, and damned un-English" and that personnel should be hanged as pirates, Lieutenant Commander Max Horton began flying the flag after returning from successful patrols.
- The Smoking Lamp stems from the days of the square-rigger. It was a lamp from

which pipes or cigars could be lit. It was a safety measure to keep the fire hazard away from highly combustible woodwork and gunpowder. It was usually located in the forecastle or the area directly surrounding the galley. When the officer of the deck gave the order "The smoking lamp is lit" it meant that smoking was permitted in the allocated area. Likewise, when the officer of the deck gave the command "The smoking lamp is out", usually before drills, refuelling or taking on ammunition, it was the navy's way of saying that smoking was now forbidden. While you will no longer find smoking lamps on board ships these days, the figure of speech has survived in many navies around the world.

- Article 1282 of US Navy Regulations directs that all persons on deck aboard ships passing the USS Arizona Memorial at Pearl Harbour, Hawaii, between sunrise and sunset be called to attention, and that those not in formation render the hand salute as the ship passes the memorial, which symbolizes the losses suffered in the surprise Japanese attack on the morning of 7 December, 1941. In addition, it is customary for distinguished visitors to Pearl Harbour to pay tribute at the memorial, normally by laying a wreath in front of the memorial tablets bearing the names of those who were lost aboard the battleship and by throwing a flower lei into the sea above the sunken hull.

Where did you come from?

Ever wonder where some of the expressions we use come from? You'd be surprised at just how many of them originated from the military or warfare. We look at just a few of them.

I really want to get this article finished soon. Mainly because I wanted to take a bit of a break over Christmas. So I'd better *bite the bullet* and *pull my finger out*.

Ever wondered where some of those expressions we use originated? You'd be surprised to discover just how many of them came from the military or from warfare. Here are the origins of a few of them.

To take someone **Down A Peg Or Two** means to reduce their status among their peers. It is possible the origin of this phrase is found at sea, and the peg used to fly a ship's colours. The lower the peg, the less impressive the achievement.

Yet there is also a reference dating as far back as the 10th century and King Edred's sheer anger at the amount that his army was drinking.

Aware that he needed his soldiers sober for the great battles against the Vikings, Edred ordered pegs to be put into the side of ale barrels and no man was allowed to drink below the level of the peg in a single sitting.

But as soon as this rule was

applied soldiers would drink from other people's kegs and take them down a 'peg or two'. Just goes to show that even back then soldiers knew how to gypo.

To Be Hoisted By One's Own Petard means to become a victim of your own deceit, or caught in your own trap.

Back in medieval times a petard was a thick iron container which was filled with gunpowder and set against medieval gates, barricades and bridges.

The wicks, however, were unreliable and often detonated the gunpowder immediately,

Gauntlet



blowing up the engineer in the process. In which case he was 'hoisted (blown up) by his own petard (container of gunpowder)'.

Hanging Fire is often used to describe a pause before begin-

ning a task.

Sixteenth-century muskets were always slow to fire their charge due to the delay between lighting the gunpowder in the touch-hole and detonation.

This was known at the time as 'hang-fire' and the expression was soon used to describe any person delaying or slow to take action.

To Throw Down The Gauntlet is to lay a challenge, originally of combat but latterly to any form of contest.

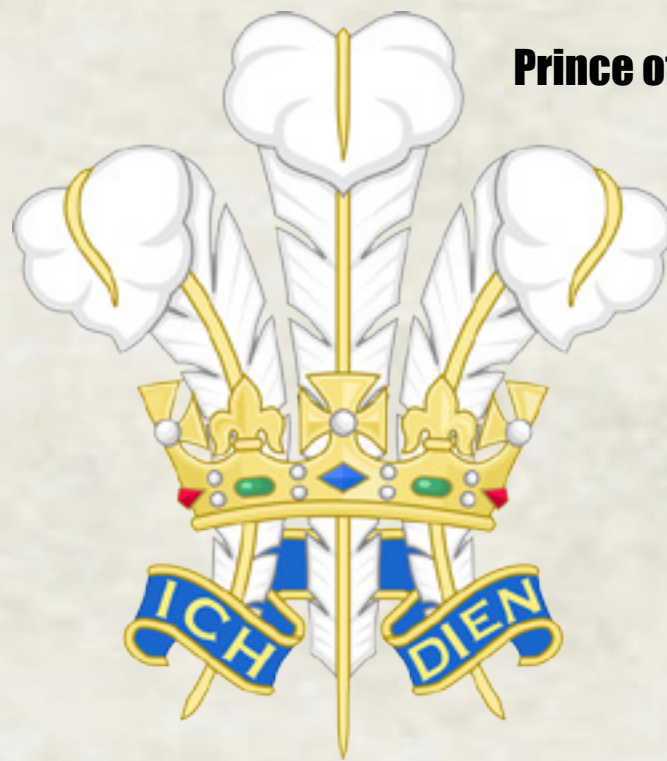
A gauntlet is a medieval armoured glove, forming part of a knight's suit of armour. Traditionally a knight would challenge another to a duel by throwing down his gauntlet. If his opponent picked it up it meant he was

accepting the challenge and battle would begin.

Taking Up The Gauntlet has since been a phrase used for accepting a challenge.

Flash In The Pan is used to describe something or somebody making a great impression at the outset but ultimately failing to deliver any real result.

Prince of Wales Crest



Of military origin, the phrase emerged during the use of early flintlock muskets. Sometimes gunpowder would ignite with a flash in the lock-pan but the main charge failed to light, meaning the shot in the barrel did not discharge.

It was a 'flash in the pan' and the expression was in regular use by 1741.

The phrase **Pull Your Finger Out** is associated these days with encouraging someone to get a move on, or hurry up and complete a task more quickly.

Like so many English phrases it has a military or naval origin. Loaded cannons would have gunpowder poured into a small ignition hole and held in place with a wooden plug.

But in times of battle, when speed was of the essence, the powder would be pushed in and then held in place by a gun crew member using his finger. Impatient artillerymen, anxious to fire their cannons at the enemy, would shout at the crew member to 'pull his finger out' so

any tangible means other than by having a 'feather placed in your cap'.

In medieval England knights who had shown great courage in battle were afforded plumes to wear in their helmets.

The Black Prince, 16 year old Prince Edward, the Prince of Wales of his day, showed such courage at the Battle of Crecy in 1346 (the first great battle of the Hundred Years War) he was awarded the crest of one of his defeated enemies, John of Bohemia.

That crest, of three ostrich feathers, remains the crest of the Prince of Wales to this day.

To Chance Your Arm is to take an uncalculated risk, where the outcome is completely unknown: a blind bet, if you like.

It dates back to Ireland as long ago as 1492. During a feud between two distinguished families, the Kildares and the Ormonds, during which Sir James Butler, the Earl of Ormond, and his family took sanctuary in-

that the gun could be fired.

It has not been recorded how many digits were lost on the battlefields.

A Feather In Your Cap means you have done something well and it has been duly noted, although not rewarded by

side St Patrick's Cathedral in Dublin. The Kildares laid siege outside until Gerald Fitzpatrick, the Earl of Kildare, decided the feud had gone too far and attempted a reconciliation.

But the Ormonds were suspicious of his offer of peaceful settlement and refused to leave the cathedral. As a desperate measure to prove his good intentions Fitzgerald ordered a hole to be cut into the cathedral door and then thrust his outstretched hand through, putting his arm at the mercy of those inside as it could easily have been cut off. Instead, Butler took his hand and peace was restored.

To Bite The Bullet is to carry out a task against the doer's wishes. It means getting on with something that just 'has to be done'.

This phrase has its origins in the British Empire as the Victorians made friends around the world at the point of a gun.

At the time of the Indian Mutiny, gun cartridges came in two parts with the missile part being inserted into the base and held in place by grease made of either cow or pork fat.

To charge the bullets the two parts had to be bitten apart and the base filled with gunpowder before they could be fired.

This task was usually left to low-ranking Hindu soldiers who eat neither beef or pork. The cow is regarded as a holy animal and is sacred, while pigs are regarded as 'unclean'.

However they were forced, against their wishes and their religious beliefs, to 'bite the bullet' in times of battle.

To **Beat A Hasty Retreat** means to abandon something, to leave quickly and avoid the consequences of remaining in the same position.

This term dates back to the time when a marching army would take its orders from the drummer. Positioned next to the commanding officer, the drummer boy would beat the orders to an army on a battlefield.

At night time, or during a battle when things were not going well, the drummer would be ordered to beat a 'retreat' and on hearing the signal a fighting army would immediately cease battle and return to company lines as quickly as they could.



Once **The Balloon Has Gone Up** you know there is trouble ahead.

During the First World War, observation balloons would be sent into the sky at the first suspicion of an enemy attack, in order to monitor distant enemy troop movements. To most this was a sign of impending action.

During the Second World War, strong barrage balloons connected to the ground with thick steel cable were raised around English cities.

The idea of these was to impede low-flying enemy aircraft, which might crash into them in the darkness or clip their wings on the steel cable.

Memorable Order of Tin Hats (MOTH)

This month we look at the Memorable Order of Tin Hats, a veterans organisation that was started after World War I.

The Memorable Order of Tin Hats or the MOTH as it is more popularly known is an ex-serviceman's organisation founded in Durban, South Africa, in May 1927 by Charles Alfred Evenden.

The Order is an independent brotherhood of ex-service men and women as well as serving men and women whose membership is confined to those who served or currently serve their country in the armed services in an active theatre of operation.

The Order is added on concord and harmony and operates independently of race, religion or politics in the same way as front line service, but with full democracy.



The three MOTH ideals are True Comradeship, Mutual Help, and Sound Memory.

The order is made up of the General Head Quarters (GHQ), situated in Durban. There are nine Provincial Dugouts which each have a number of District Dugouts.

Each district will have a number of Shellholes. These Shellholes are where the Moths gather for their monthly meetings and social events.

Each Shellhole has an executive that consists of an Old Bill, Deputy Old Bill, Adjutant, Pay Bill and Shellhole Sergeant Major.

There are Shellholes throughout South Africa, as well as in Zimbabwe, Zambia, Malawi, Namibia and the United Kingdom.

To find out more about the Memorable Order of Tin Hats, visit their website by clicking on the link [here](#).

Military myths and urban legends

Over the next few months we will be looking at some well-known, and some lesser known, myths and legends about the military and seeing if they are true or not.

Last month we looked at a few military myths and urban legends and discovered that most of them were not true.

During World War I the British were not saved from being annihilated at Mons by angels.

During World War II war crimes were not only committed by the SS. The *Wehrmacht* played their part as well.

The US Navy did not develop technology to make ships invisible in the "Philadelphia Experiment".

And finally, Hitler did not escape Berlin and live out the rest of his life in Argentina.

Let's look at a few more military myths and see if they are true, or nothing more than myths.

The Myth

In 1942, Los Angeles was attacked by the Japanese - or aliens.

The Verdict

False.

The Reality

The "Battle of Los Angeles" was a real event that took place in February, 1942.

The 'battle', however, had nothing to do with the Japanese, or alien invaders for that matter. It was more about jittery gunners and public panic.

You have to take into account that the attack on Pearl Harbour had taken place only two months before. So residents

on the West Coast were justifiably afraid of what was coming next. Rumours were flying that Japanese submarines, ships and paratroopers were on their way.

So when a weather balloon broke free on a dark night and was illuminated by searchlights, it's not surprising that anti-aircraft batteries were convinced they saw Japanese aircraft. Naturally they opened fire.

By the time it was over they had fired more than eight tons of shells into the air. They old saying "what goes up, must come down" came into effect.

And the shells did come down - onto the panicked residents of Los Angeles. Five people died in car accidents or heart attacks, and thousands of buildings across the city were damaged.

It wasn't until 1983 that the Air Force finally divulged what the exact cause of the panic had been, ensuring four decades of speculation about aliens, hoaxes, false flags and secret Japanese technology could take hold. But none of the supporting documents from either 1942 or any other time confirm anything other than a panic taking place in the fog of war.

The Myth

The Nazis used fluoride in water to keep concentration camp prisoners docile. This is because fluoride affects the brain and can make a person submissive.

The Verdict

False on both counts.

The Reality

Although this is a theory often cited by opponents of fluoride's use in municipal water supplies, there is no supporting evidence to show this.

Fluoride hasn't yet been found to have any kind of effect on human physiology.

And not a single reference to fluoride can be found in any of the paperwork recovered from any German POW or concentration camp.

The idea of the Nazis subduing their victims with fluoride originates with a self-published pamphlet by Australian anti-fluoride partisan Ian E. Stephens. The pamphlet is titled *Fluoridation: Mind Control of the Masses?*

Stephens cites Charles Elliot Perkins, an American chemist who traveled to Germany after the war and claimed he was told by "German chemists" of:

"a scheme to control the population in any given area through mass medication of drinking water. In this scheme, sodium fluoride occupied a prominent place.

"Repeated doses of infinitesimal amounts of fluoride will in time reduce an individual's power to resist domination by slowly poisoning and narcotizing a certain area of the brain and will thus make him submissive to the will of those who

wish to govern him.”

Stephens never offers anything science-based to back these claims up, while Perkins was asked on numerous occasions for more evidence, but continued only repeating his initial claim.

The Myth

Adolph Hitler had only one testicle.

The Verdict

False.

The Reality

He almost certainly had two. A German medic who claimed to have saved Hitler's life in World War I also claimed that the future leader of Germany had one of his testicles either shot off or damaged by shrapnel at the Battle of the Somme.

While military records indicate Hitler was wounded in the left thigh at the Somme, they're silent on the matter of his reproductive organs.

A Soviet autopsy of Hitler's body that was released in the 70's also claimed that the left testicle was missing, but this was probably just a propaganda gesture.

In reality, the “Hitler has only one ball” rumor almost certainly comes from a British song of the same name written in 1939 to satirize the leader of the country England had just gone to war with. While the medic's account of Hitler's monarchism has been accepted by many media outlets, there's no compelling evidence to support it, and is mostly the stuff of tabloids.

The Myth

In a shocking display of foolish bravery, Polish horse caval-



ry charged German tanks with their lances, dying in the process.

The Verdict

False.

The Reality

This is one of the most repeated urban legends of the war, and is completely incorrect. The real Charge at Krojanty was a Polish cavalry charge, but against infantry caught in the open. And it worked, with Polish lancers breaking up a German attack and sending panic through their lines. It was only after a German counterattack with armored cars that journalists were shown the bodies of fallen Polish troops and horses and told they charged tanks. But the “charge against tanks” was German propaganda swallowed, hook, line and sinker by Allied writers.

The Myth

Field Marshal Horatio Herbert Kitchener was killed at sea by a German mine in 1916. His

body was never recovered.

The Verdict

True.

The Reality

Kitchener won notoriety for his imperial campaigns, most especially his scorched earth policy against the Boers and his establishment of concentration camps during the Second Boer War.

In 1914, at the start of the First World War, Kitchener became Secretary of State for War. On 5 June, 1916, he was making his way to Russia to attend negotiations.

He was travelling aboard the HMS Hampshire when it struck a German sea mine 2.4 km west of the Orkney Islands in Scotland. It was 19h40, visibility was poor, it was raining, and the seas were very rough.

On board, the crew scrambled to lower lifeboats, but their efforts were futile. The huge north sea waves smashed the lifeboats to kindling against the cruiser's side.



FROM PILOT TO PRESIDENT: Lieutenant George H. Bush was not only a fighter pilot during World War II, he was also shot down and almost captured by the Japanese.

Of the 655 people on board, only twelve were saved, drifting to land clinging to small floats. Lord Horatio Kitchener was never seen again.

Today, the wreck lies upside down at a depth of around 40 fathoms and is designated as a war grave. We must assume that the bones of Lord Kitchener still lie there.

The Myth

During World War I soldiers from opposing sides deserted and went into hiding together. They stayed hidden during the day and came out at night to rob the dead and dying of their supplies.

The Verdict

False.

The Reality

This rumour was very popular, especially during World War I itself.

Wild stories about deserters living together in abandoned caves, villages, and even trenches were rife.

It was said that they would remain hidden during the day, but

at night they would come out in large, armed groups and rob the dead and dying of uniforms, supplies, weapons and ammunition.

Eventually these groups became so numerous and uncontrollable that the military authorities on both sides decided to wipe them out with gas.

No one knows exactly where this urban legend began, but there are no records of it ever happening.

The Myth

George H. Bush narrowly escaped being executed and eaten by the Japanese in World War II.

The Verdict

True.

The Reality

In September 1944 the submarine USS Finback surfaced a few kilometres off the coast of Chichi Jima, an island some 1,126 km South of Tokyo. It's periscope had popped above the water and spotted the man they were there to save.

Lt. George H. W. Bush (a

man who, in forty odd years, would be president of the United States), was delirious, bleeding, vomiting off the side of his small life raft, and lucky.

Of the more than 100 American pilots that were shot down during the raids over the Bonin (Ogasawara) Islands preceding the landings on places like Iwo Jima, Bush was only one of three airmen that were rescued. Scores of others perished with their aircraft or died in the cold waters.

The most unfortunate of all were those that flew in the bombing raid with Bush on 3 September, 1944. Some of the pilots were shot down and captured by the Japanese soldiers stationed on Chichi Jima. There were nine, in total, and only one survived. The others disappeared, their files sealed by the U.S. government until decades later.

The horrific fate of these aviators was virtually unknown past the war trials after World War II until James Bradley, author of *Flags of Our Fathers*, investigated the now unsealed files, found living eye-witnesses, and published the book *Flyboys: A True Story of Courage*, in 2003. The fate of the pilots that were captured by the Japanese - they were beaten, tortured, beheaded and eaten.

And that's about all we have space for this month. This will probably be the last in this series of *Military Myths and Urban Legends* for the time being.

We will try and find some more military myths to examine later in the year.

This is our song

Ever since Joshua brought the house down at Jericho, music and the military have shared a close relationship. We look at some music that has become synonymous with certain units, regiments and corps.

In the November issue we brought you an article about theme music from some iconic war movies. And in December we did an article titled “Music to March to”.

In these articles you could click on links and actually listen to the music. From the feedback we received, many of our readers seemed to enjoy this. So this month we’re bringing you more of the same.

Music and the military have shared a close relationship for thousands of years. Much of the military music has been composed to announce military events as with bugle calls and fanfares, or accompany marching formations with drum cadences, or mark special occasions as by military bands.

However, music has been employed in battle for centuries, sometimes to intimidate the enemy and other times to encourage combatants, or to assist in organization and timing of actions in warfare.

Depending on the culture, a variety of percussion and musical instruments have been used, such as drums, fifes, bugles, trumpets or other horns, bagpipes, triangles, cymbals, as well as larger military bands or full orchestras.

Instruments such as the bugle and trumpet have been used as an effective way of giving or-

ders and communicating. Think of bugle calls such as *Taps*, *The Last Post* and *Reveille*.

Certain songs and marches, whether sang a cappella or played by a full military band or orchestra, have become synonymous with certain units, regiments, corps and even armies.

[Dixie](#), also known as Dixie’s Land, was written by Daniel Emmett. During the American Civil War it was adopted as a de facto anthem of the Confederacy (The South).

[Garryowen](#) is a suburb of Limerick in Ireland. It was also the name of an Irish drinking song.

It later became the marching tune for the American 7th Cavalry Regiment during the late 19th century. The tune was brought to the 7th Cavalry by Brevet Colonel Myles W. Keogh and other officers with relations to the Fifth Royal Irish Lancers and the Papal Guard. The name of the tune has become a part of the regiment, the words Garry Owen are part of the regimental crest. Listen to the [original](#).

The American Army, Marine Corps, Navy, Air Force and Coast Guard all have their own official songs.

The United States Army song is [The Army Goes Rolling Along](#). It was adopted in 1956 and used the melody from the [U.S. Field Artillery March](#) but

with new lyrics.

[The Marine’s Hymn](#) is the official song of the United States Marine Corps and was introduced by the first Director of USMC Band, Francesco Maria Scala. It is the oldest official song in the United States Armed Forces.

The third verse of the song is also used as a toast during formal events, such as the birthday ball and other ceremonies.

[Anchors Aweigh](#) is the fight song of the United States Naval Academy and march song of the United States Navy. It was composed in 1906 by Charles A. Zimmermann with lyrics by Alfred Hart Miles. Another Academy Midshipman, Royal Lovell (class of 1926), later wrote what would be adopted into the song as its third verse.

The [Air Force Song](#), also known as Off We Go, was originally titled “Army Air Corps”.

Robert MacArthur Crawford wrote the lyrics and music during 1938. During World War II, the service was renamed “Army Air Force”, and the song title changed. In 1947, when the Air Force became a separate service, the song became the “Air Force Song”.

[Semper Paratus](#) (Latin for “Always Ready”) is a 1928 song and the official march of the United States Coast Guard (USCG), having been composed



SWIRL OF THE PIPES: Many Scottish and Highland regiments would be led into battle by a piper.

in 1927 by USCG officer Francis Saltus Van Boskerck.

[Le Boudin](#) is officially titled *Marche de la Légion Étrangère* and is the official march of the French Foreign Legion.

“Le Boudin” is a reference to *boudin*, a type of blood sausage or black pudding. *Le boudin* colloquially meant the gear (rolled up in a blanket) that used to be carried on top of the Legionnaires’ backpack.

[Képi Blanc](#) is another song of the French Foreign Legion. It is sung to the tune of the *Panzerlied*, a popular German Wehrmacht song during World War II. The Foreign Legion adopted it in the late 1940s.

Talking about World War II and the Germans, they had a number of songs that became synonymous with certain regiments and formations.

The [Panzerlied](#) is one of the best known Wehrmacht songs. It was composed in June 1935 by Oberleutnant Kurt Wiehle. Since then the song has done the rounds.

It is the official hymn of the armored forces in the Chilean army and is sung during parades. It has been translated to Castilian Spanish, but the title was left unchanged.

The song is also sung by some motorized and parachute units of the Italian army, most especially by the 185th Paratroopers Division Folgore under the title of *Sui Monti e Sui Mar*.

The Korean adaptation of the song is also used by the South Korean Army as a march for the country’s tank and motorized units.

The first, second and fifth stanzas of the song are used by the Brazilian Army under the title of *Canção Da Tropa Blindada* (Song Of the Armored Troops) with the lyrics translated to Portuguese.

The second half of the *Panzerlied* tune is used as chorus for the unofficial anthem for the German community of Namibia, and the unofficial anthem of the then South African-ruled South-West Africa (present day

Namibia). This song is known as *Das Südwesterland* or *Hart wie Kameldornholz*.

In 2017, the German army was banned from publishing song books containing *Panzerlied* and other marching songs by the Minister of Defence Ursula von der Leyen as part of new efforts at denazification.

[Erika](#) is a common German female name and is also the German word for heather. Herms Niel wrote the song, *Erika*, in the 1930s. It would not only go on to become a popular marching song of the German military, it would also become the marching song of the Waffen SS.

The [Funkerlied](#) was the official march of the German Signal Troops. The word *funker* means ‘radio operator’.

Not to be outdone, the South African Corps of Signals had their own march titled [Certa Cito](#), which is their motto. It means ‘Swift and Sure’.

[Battotai](#) was the official march of the Imperial Japanese Army during World War II.

[Katyusha](#) is a 1938 Russian song that gained fame with the Red Army during World War II as an inspiration to defend one’s land from the enemy. In Russia, the song is still popular.

The song is the probable source of the nickname of the BM-8, BM-13, and BM-31 “Katyusha” rocket launchers that were used by the Red Army in World War II.

The Rhodesian African Rifles had a long and proud history.

During 1942, when they were still known as the King’s African Rifles, troops were sent to the South African city of Durban to escort Italian prisoners of war.



A HELL OF A WAY TO DIE: Blood Upon The Risers is a paratrooper song that originated in World War II.

It was there that the Regimental song [Sweet Banana](#) first began and, although it would evolve significantly, it would retain its chorus of ‘I will buy you a sweet banana’, influenced by the abundance of the fruit in Natal.

Popular singer John Edmond included a version of [Sweet Banana](#) on his album Troopiesong.

[Sarie Marais](#) is a traditional Afrikaans folk song created either during the First or Second Anglo-Boer Wars. The Royal Marines (RM) are the marine corps and amphibious infantry of the United Kingdom. Sarie Marais was adopted in 1953 as the official march of the Royal Marines Commandos and is played after the Regimental March on ceremonial occasions.

Interesting enough, it is also the official song of the Girl Guides of Sri Lanka who heard Boer prisoners of war singing the song while in British POW camps. Back then Sri Lanka was still known as Ceylon.

[Heart of Oak](#) is the official march of the Royal Navy of the United Kingdom. It is also the

official march of several Commonwealth navies including the Royal Canadian Navy, and the Royal New Zealand Navy.

The [Royal Air Force March Past](#) is the official march of the Royal Air Force (RAF) and is used in some other Commonwealth air forces.

The original score was completed by Walford Davies in 1918 for the new RAF; it combined the rhythm of the bugle call of the Royal Flying Corps with that of the Royal Naval Air Service. The call appears in both the introduction and the coda. It was originally known as the Adastral I (in reference to the RAF’s motto). The second part of the march past, the trio, was composed by Sir George Dyson.

The march can be played both as a slow march and a quick march, and has been used as both when the Queen’s Colour Squadron and RAF Central Band perform public duties such as mounting the guard at Buckingham Palace.

The British Special Air Service (SAS) use the [Marche des Parachutistes Belges](#) (March

Of The Belgian Paratroopers) as their official quick march and [Lili Marlene](#) as their slow march. The British Parachute Regiment have [Ride of the Valkyries](#) as their quick march and [Pomp and Circumstance No 4](#) as their slow march.

The Royal Regiment of Scotland has [Scotland The Brave](#) as its official quick march.

[Fare Thee Well Inniskilling](#) is the regimental quick march of The Royal Dragoon Guards. [The Enniskillen Dragoon](#) is an Irish folk song associated with the Inniskilling Dragoons, a British Army regiment based at Enniskillen, County Fermanagh, in what is now Northern Ireland.

And finally, [Blood Upon the Risers](#) is an American paratrooper song from World War II. It is also known as *Mancha Roja* (Spanish for “Red Stain”) in many airborne units from multiple Latin American countries. In Spain it is called *Sangre en las cuerdas*. The song uses the melody of the [Battle Hymn Of The Republic](#).



Bush War Books has probably one of the finest collections of military titles available. Especially on the South African Border War.

Click [here](#) to visit their website.

“War does not determine who is right - only who is left”

Strongest navies in the world

This month in head-to-head we wanted to explore modern-day navies. Which 10 countries currently have the strongest navies in the world?

The first thing to decided was the criteria upon which this would be based. We couldn't base it on manpower. The Mexican Navy, for example, employs 56,000 people, but it only has two destroyers. If we used manpower as the criteria, the Mexican Navy would be the seventh biggest in the world.

Likewise, we couldn't go with

the number of vessels a navy has. The Korean People's Navy has over 700 vessels and 98 are in service. Yet most of these are light craft such as patrol boats. They wouldn't last long against a 100,000 ton Nimitz-class supercarrier.

So we decided to look at the total tonnage of each navy's warships.

Back in 1979 pop group The Village People had a number one hit with In The Navy. Part of the chorus to the song went, "In the navy, you can sail the seven seas." Sadly, for most na-

vies, this is not true.

Of the 113 countries that maintain a navy, very few of them have blue-water capability. A blue-water navy is one that can commit its vessels to locations around the world, thousands of kilometres from home bases. Navies that can literally sail the seven seas.

So, basing our results on total tonnage, let's take a closer look at the 10 strongest navies in the world.

Database Source: CIA World Factbook.



10. Indonesian Navy 199,250 metric tons

The Indonesian Navy (*Ten-tara Nasional Indonesia-Angkatan Laut*), is not a blue-water navy.

It's role is to patrol Indonesia's long coastline and patrol and enforce the territorial waters and Exclusive Economic Zones. It is also tasked with protecting Indonesia's maritime strategic interests, protecting the islands surrounding Indonesia, and defending against sea-borne threats.

The Indonesian Navy is the largest navy in South East Asia based on the number of active personnel and ships.

The Indonesian Navy is headed by a Navy Chief of Staff (*Kepala Staf Angkatan Laut – Kasal*). The Indonesian Navy is

strengthened by two major fleets known as "Armada" which are *Komando Armada Barat* (Western Fleet Command) located in Tanjung Priok and *Komando Armada Timur* (Eastern Fleet Command) located in Surabaya with one Military Sealift Command (*Komando Lintas Laut Militer*). The Navy also heads the Marine Corps.

All commissioned ships of the TNI-AL have the prefix KRI, standing for *Kapal Republik Indonesia* (Republic of Indonesia Ship).

Their motto is *Jalesveva Jayamahe*, which is Sanskrit for "Victorious on the Sea".

MARITIME STRENGTH

Frigates - 6
Corvettes - 24
LPDs - 5
LST/LSMs - 23
Landing Craft - 55
Mine Warfare Ships - 11
Patrol Ships - 70
Total Ships 194

Conventional Attack
Submarines - 2
Total Submarines - 2



Indonesian first Sigma-class frigate completes sea trials.



9. Republic of Korea Navy 233,805 metric tons

Places of Origin
South Korea

Active Since
1945

Force Type
Main Navy

Number of Personnel
70,000 (Includes Marine
Corps personnel)

Ships
195

Submarines
23

The Republic of Korea Navy (*Daehanminguk Haegun*), is also known as the ROK Navy.

The ROK Navy is the oldest branch of the South Korean armed forces. It is responsible for conducting naval operations and amphibious landing operations.

Since the end of the Korean War, the South Korean navy has concentrated its efforts to building naval forces to counteract the North Korean navy, which has littoral naval capabilities.

As a part of its mission, the ROK Navy has engaged in several peacekeeping operations since the turn of the 21st century.

Since the 90s, the ROK Navy has been steadily upgrading its naval forces. In 1995, Admiral An Pyong-tae, the Chief of Naval Operations, presented his plan for the future of the ROK Navy, which included building a blue-water navy by 2020.

As a part of a plan to strengthen the surface combatant forces, the ROK Navy launched the lead ship of the *Gwanggaeto the Great* class destroyer in 1996 to replace the former U.S. Navy destroyers.

For building up a submarine force, the ROK Navy purchased its first submarine (other than midget submarines), the *Chang Bogo* (SS 061), from *Howaldtswerke-Deutsche Werft* of Germany in 1992. In order to replace its antiquated S-2 Tracker anti-submarine warfare airplanes, South Korea purchased a squadron of P-3C Orion maritime patrol aircraft. These were delivered to the ROK Navy starting in 1995.

South Korea has a joint military partnership with the United States as outlined by the Mutual Defense Treaty signed in 1951.

Their motto is *Bada-ro Segye-ro* - To the sea, to the world.

MARITIME STRENGTH

Destroyers - 12
Frigates - 11
Corvettes - 35
LPDs - 1
LST/LSMs - 4
Landing Craft - 41
Mine Warfare Ships - 10
Patrol Ships - 80
Total Ships 195

Conventional Attack
Submarines - 2
Coastal and Midget
Submarines - 9
Total Submarines - 23



A Chamsuri class patrol craft and a Sohn Won-yil class submarine

8. Republic of China Navy 241,654 metric tons



Places of Origin
Taiwan (ROC)

Active Since
1924

Force Type
Main Navy

Number of Personnel
38,000 (Includes Marine Corps personnel)

Ships
384

Submarines
4

The Republic of China Navy (*Zhōnghuá Mínguó Hǎijūn*), is also known as ROCN.

The ROC Navy's primary mission is to defend ROC territories and the sea lanes that surround Taiwan against a blockade, attack, or possible invasion by the People's Liberation Army Navy of the People's Republic of China. Operations include maritime patrols in the Taiwan Strait and surrounding waters, as well as counter-strike and counter-invasion operations during wartime.

The Republic of China Marine Corps functions as a branch of the Navy.

Traditionally, most ROCN equipment is purchased from the United States, though several ships have been built domestically under licence or through domestic development.

The ROCN has also purchased *Lafayette*-class frigates from France and *Zwaardvis*-class submarines from the Netherlands as well as four U.S. Kidd-class (renamed *Keelung*) destroyers originally intended for Iran.

Despite the ROCN refurbishing and extending the service life of its vessels and equipment, it has suffered from procurement difficulties due to pressures exerted by the People's Republic of China (PRC). It has only two useful submarines.

They could have bought four Nazario Sauro-class refurbished submarines decommissioned by the Italian Navy, but Tapei rejected the offer, saying they wanted new submarines.

The ship prefix for ROCN combatants is ROCS (Republic of China Ship).



ROC Navy Kang Ding-class (Lafayette-class) frigate with S-70C helicopter.

MARITIME STRENGTH

Destroyers - 4
Frigates - 22
Corvettes - 1
LSDs - 1
LST/LSMs - 13
Landing Craft - 278
Mine Warfare Ships - 14
Patrol Ships - 51
Total Ships 384

Conventional Attack
Submarines - 4
Total Submarines - 4

7. French Navy 295,790 metric tons



Places of Origin
France

Active Since
1624

Force Type
Main Navy

Number of Personnel
36,776 (Includes Marine Corps personnel)

Ships
100

Submarines
10

The French Navy (*Marine Nationale*), is informally known as *La Royale*.

It is one of the world's oldest naval forces and can trace its roots back to 1624. It played a major role in establishing the French colonial empire.

Since the early foundings, maritime force roles of the French Navy have been defined around the seven seas within formulating permanent and non-permanent deterring forces, including aeronaval, maintaining intelligence, protecting populations, preventing crises, intervening wherever necessary to reestablish peace, and deterring by permanent oceanic missions any threats against vital French interests.

The 42,500 metric ton aircraft carrier *Charles de Gaulle*

means that the French Navy is a blue water one.

The Navy is organised into four main operational branches. *The Force d'Action Navale* (Naval Action Force), the *Forces Sous-marines* (Submarine forces), *Aviation Navale* (Naval air force), and *Fusiliers Marins* (Naval riflemen - including the Navy special forces *Commandos Marine*).

In addition, the National Gendarmerie of France maintain a maritime force of patrol boats that falls under the operational command of the French Navy - *Gendarmerie maritime* (Coast Guard of France).

Their motto is *Honneur, patrie, valeur, discipline* - Honour, Homeland, Valour, Discipline.

MARITIME STRENGTH

Aircraft Carriers - 1
Destroyers - 9
Frigates - 13
LHD/LHAs - 3
LPDs - 1
LST/LSMs - 2
Landing Craft - 41
Mine Warfare Ships - 18
Patrol Ships - 12
Total Ships 100

Ballistic Missile
Submarines - 4
Nuclear Attack
Submarines - 6
Total Submarines - 10



The French nuclear aircraft carrier *Charles De Gaulle*.

MARITIME STRENGTH

Aircraft Carriers - 1
Destroyers - 11
Frigates - 14
Corvettes - 23
LPDs - 1
LST/LSMs - 9
Landing Craft - 32
Mine Warfare Ships - 7
Patrol Ships - 72
Total Ships 170

Ballistic Missile
Submarines - 1
Nuclear Attack
Submarines - 1
Conventional Attack
Submarines - 13
Total Submarines - 15



INS Chakra, the Indian Nav
nuclear attack submarine.



6. Indian Navy
317,209 metric tons



5. Royal Navy
415,390 metric tons

Places of Origin
India

Active Since
1830

Force Type
Main Navy

Number of Personnel
58,350 (Includes Marine
Corps personnel)

Ships
170

Submarines
15

The Indian Navy (*Bhāratīya Nau Senā*) can trace its roots back to 1612 when the East India Company’s Marine was founded to protect British merchant shipping in the region.

In 1830 the colonial navy was titled Her Majesty’s Indian Navy. When India became a republic in 1950, the Royal Indian Navy as it had been named since 1934 was renamed to Indian Navy.

The primary objective of the navy is to safeguard the nation’s maritime borders, and in conjunction with other Armed Forces of the union, act to deter or defeat any threats or aggression against the territory, people or maritime interests of India, both in war and peace. Through joint exercises, goodwill visits and humanitarian missions, including disaster relief, the In-

dian Navy promotes bilateral relations between nations.

The 45,400 metric ton aircraft carrier *Vikramaditya* makes the Indian Navy a blue water navy.

The Marine Commando Force (MCF), also known as MARCOS, is a special forces unit that was raised by the Indian Navy in 1987. They are also actively deployed on anti-piracy operations throughout the year.

The names of all in service ships (and Naval Bases) of the Indian Navy are prefixed with the letters INS, designating Indian Naval Ship or Indian Navy Station, whereas the sail boats are prefixed with INSV (Indian Naval Sailing Vessel).

Their motto is *Sham No Varunah* - May the Lord of the Water be auspicious unto us.

Places of Origin
United Kingdom

Active Since
1660

Force Type
Main Navy

Number of Personnel
32,8800 (Includes Marine
Corps personnel)

Ships
101

Submarines
11

The Royal Navy traces its origins back to the 16th century. It is the oldest of the UK’s armed services, it is known as the Senior Service.

“Rule Britannia, Britannia rules the waves”. And often she waived the rules. From the mid 18th century it was the world’s most powerful navy until surpassed by the United States Navy during the Second World War.

At the start of the Second World War in 1939, the Royal Navy was the largest in the world, with over 1,400 vessels

The Royal Navy played a key part in establishing the British Empire as the unmatched world power during the 19th and first part of the 20th centuries.

The Royal Navy is made up of five arms. The Surface Fleet,

the Fleet Air Arm, the Submarine Service, the Royal Marines, and the Royal Fleet Auxiliary.

It remains one of the world’s foremost blue-water navies. However, reductions in naval spending have led to the Royal Navy suffering from multiple problems during the 21st century, including a personnel shortage and a reduction in the number of warships.

The major roles of the Royal Navy are to prevent conflict, provide security at sea, help cement relationships with the UK’s allies, maintain a readiness to fight, protect the economy, and provide humanitarian aid.

Their motto is “*Si vis pacem, para bellum*” - If you wish for peace, prepare for war.

MARITIME STRENGTH

Aircraft Carriers - 1
Destroyers - 6
Frigates - 13
LHD/LHAs - 1
LPDs - 2
LSDs - 3
Landing Craft - 37
Mine Warfare Ships - 16
Patrol Ships - 22
Total Ships 101

Ballistic Missile
Submarines - 4
Nuclear Attack
Submarines - 7
Total Submarines - 11



HMS Vanguard was the Royal Navy's first Vanguard-class nuclear powered submarine.

4. Japan Maritime Self-Defence Force
462,007 metric tons



Places of Origin
Japan

Active Since
1954

Force Type
Main Navy

Number of Personnel
50,800 (Includes Marine
Corps personnel)

Ships
112

Submarines
19

The Japan Maritime Self-Defense Force (*Kaijō Jieitai*) was formed in 1954 following the dissolution of the Imperial Japanese Navy after World War II. Its main tasks are to maintain control of the nation's sea lanes and to patrol territorial waters. It also participates in UN-led peacekeeping operations (PKOs) and Maritime Interdiction Operations (MIOs).

The JMSDF frequently carries out joint exercises with the US Navy. They also participate in RIMPAC, the annual multinational military exercise near Hawaii that has been hosted by the US Navy since 1980.

The JMSDF dispatched a ship to the Russian Vladivostok harbour in July 1996 to participate in the Russian Navy's 300th anniversary naval review. They

have also conducted joint naval exercises with the Indian Navy.

With an increase in tensions with North Korea following the 1993 test of the Nodong-1 missile and the 1998 test of the Taepodong-1 missile over northern Japan, the JMSDF has stepped up its role in air defense. A ship-based anti-ballistic missile system was successfully test-fired on 18 December 2007 and has been installed on Japan's Aegis-equipped destroyers. The JMSDF, along with the Japan Coast Guard, has also been active in preventing North Korean infiltrators from reaching Japan and in December 2001, engaged and sank a North Korean spy ship.



The Kongo-class destroyer JDS Kirishima returns to Hawaii at the end of exercise RIMPAC '98.



3. Russian Navy
1,017,584 metric tons

Places of Origin
Russia

Active Since
1992

Force Type
Main Navy

Number of Personnel
133,000 (Includes Marine
Corps personnel)

Ships
237

Submarines
62

The present Russian Navy was formed in January 1992, succeeding the Navy of the Commonwealth of Independent States, which had itself succeeded the Soviet Navy following the dissolution of the Soviet Union in December 1991.

Yet its roots go back far longer than that. The regular Russian Navy was established by Peter the Great in October 1696, making it one of the older navies.

The Russian Navy possesses the vast majority of the former Soviet naval forces, and currently comprises the Northern Fleet, the Russian Pacific Fleet, the Russian Black Sea Fleet, the Russian Baltic Fleet, the Russian Caspian Flotilla, Naval Aviation, and the Coastal Troops (consisting of the naval infantry and the Coastal Missile

and Artillery Troops).

The Russian Navy is a blue-water one and currently has one aircraft carrier, the 55,500 metric ton Admiral Kuznetsov.

The 1991 dissolution of the Soviet Union led to a severe decline in the Russian Navy. Defense expenditures were severely reduced. Many ships were scrapped or laid up as accommodation ships at naval bases, and the building program was essentially stopped.

In 2012, President Vladimir Putin announced a plan to build 51 modern ships and 24 submarines by 2020. Of the 24 submarines, 16 will be nuclear-powered.

The Russian Navy motto is "С нами Бог и Андреевский флаг!" - God and St. Andrew's flag are with us!

MARITIME STRENGTH

Aircraft Carriers - 4
Destroyers - 38
Frigates - 6
LST/LSMs - 3
Landing Craft - 20
Mine Warfare Ships - 35
Patrol Ships - 6
Total Ships 112

Conventional Attack
Submarines - 19

Total Submarines - 19

MARITIME STRENGTH

- Aircraft Carriers - 1
- Battleships/Battlecruisers - 2
- Cruisers - 3
- Destroyers - 15
- Frigates - 10
- Corvettes - 73
- LST/LSMs - 20
- Landing Craft - 25
- Mine Warfare Ships - 53
- Patrol Ships - 35
- Total Ships 237**

- Ballistic Missile Submarines - 13
- Nuclear Attack Submarines - 18
- Conventional Attack Submarines - 23
- Total Submarines - 62**



The flagship of the Russian Navy, the aircraft carrier *Admiral Kuznetsov*.

KEY

- LHD/LHAs - Amphibious Assault Ships**
- LPDs - Landing Platform/Dock**
- LSDs - Landing Ship/Dock**
- LST/LSMs - Tank Landing Ships**

2. People’s Liberation Army Navy
1,245,513 metric tons

The People’s Liberation Army Navy, also known as the PLA Navy, is the naval warfare branch of the People’s Liberation Army, which is the armed wing of the Communist Party of China and, by default, the national armed forces of the People’s Republic of China.

Before the 1990s the PLAN had traditionally played a subordinate role to the People’s Liberation Army Ground Force. By 2009 the PLA Navy had become a green-water navy.

In 2008, General Qian Lihua confirmed that China plans to operate a small fleet of aircraft carriers in the near future, but for the purpose of regional defence as opposed to “global reach”. As of 2013 PLA officials have also outlined plans to oper-

ate in the first and second island chains. Chinese strategists term the development of the PLAN from a green-water navy into “a regional blue-water defensive and offensive navy.”

The People’s Liberation Army Navy is composed of five branches; the Submarine Force, the Surface Force, the Coastal Defense Force, the Marine Corps and the Naval Air Force.

The PLA Navy is divided into three fleets. The North Sea Fleet, based in the Yellow Sea, the East Sea Fleet, based in the East China Sea, and the South Sea Fleet, based in the South China Sea. Each fleet consists of surface forces (destroyers, frigates, amphibious vessels etc.), submarine forces, coastal defence units, and aircraft.



Places of Origin
China (PRC)

Active Since
1950

Force Type
Main Navy

Number of Personnel
255,000 (Includes Marine Corps personnel)

Ships
639

Submarines
65



China’s *Liaoning* aircraft carrier with accompanying fleet conducts a drill in an area of South China.

MARITIME STRENGTH

- Aircraft Carriers - 2
- Destroyers - 32
- Frigates - 55
- Corvettes - 32
- LPDs - 4
- LSDs - 15
- LST/LSMs - 85
- Landing Craft - 153
- Mine Warfare Ships - 53
- Patrol Ships - 208
- Total Ships 639**

- Ballistic Missile Submarines - 6
- Nuclear Attack Submarines - 8
- Conventional Attack Submarines - 51
- Total Submarines - 65**

1. United States Navy
3,450,878 metric tons



Places of Origin
United States of America

Active Since
1775

Force Type
Main Navy

Number of Personnel
508,046 (Includes Marine Corps personnel)

Ships
450

Submarines
68

The United States Navy is the largest and most capable navy in the world. It has the world’s largest aircraft carrier fleet, with eleven in service, one in the reserve fleet, and two new carriers under construction.

It has 276 deployable combat vessels and more than 3,700 operational aircraft as of June 2017.

The 21st century U.S. Navy maintains a sizable global presence, deploying in strength in such areas as the Western Pacific, the Mediterranean, and the Indian Ocean. It is a blue-water navy with the ability to project force onto the littoral regions of the world, engage in forward deployments during peacetime and rapidly respond to regional crises, making it a frequent actor in

U.S. foreign and military policy.

The United States Navy has six active numbered fleets – Third, Fifth, Sixth, Seventh Fleet and Tenth Fleets are each led by a vice admiral, and the Fourth Fleet is led by a rear admiral. These six fleets are further grouped under Fleet Forces Command (the former Atlantic Fleet), Pacific Fleet, Naval Forces Europe-Africa, and Naval Forces Central Command, whose commander also doubles as Commander Fifth Fleet; the first three commands being led by four-star admirals.

Their official motto is “*Semper Fortis*” - Always Courageous. They also have an unofficial motto “*Non sibi sed patriae*” -Not for self but for country.

MARITIME STRENGTH

Aircraft Carriers - 11
Cruisers - 22
Destroyers - 67
Frigates - 8
LHD/LHAs - 9
LPDs - 10
LSDs - 12
Landing Craft - 245
Mine Warfare Ships - 11
Patrol Ships - 55
Total Ships 450

Ballistic Missile
Submarines - 14
Nuclear Attack
Submarines - 54
Total Submarines - 68



Places of Origin
South Africa

Active Since
1861

Force Type
Main Navy

Number of Personnel
7,702

Ships
18

Submarines
3

49. South African Navy 22,190 metric tons

And now a question that most people will have asked. Where does the South African Navy rank?

We come in at a respectable # 49 on the list.

The South African Navy comprises of the following.

- 4 x Valour-class frigates
- 3 x Warrior-class off-short patrol boats.
- 4 x River-class minehunters.
- 21 x Namacurra class harbour patrol boats.
- SAS Drakensberg - Replenishment vessel.
- SAS Protea - Hecla-class survey vessel.
- 6 x Coastal & Harbour tugs
- 6 x Lima-class utility

landing craft.

- 3 x Type 209/1400 Conventional Attack Submarines.

Although the SAN does not operate any aircraft itself, aircraft used on ships or supporting the SAN are operated by 22 Squadron SAAF:

- 1 x Atlas Oryx – medium utility helicopter (deployed on the SAS Drakensberg).
- 4 x Westland Super Lynx 300 Mk64 – ASW and ASuW helicopter (deployed on the Valour-class frigates).

There is a planned programme to equip the frigates with UAVs to supplement the helicopters.



USS Nimitz (CVN-68), a US Navy Nimitz-class aircraft carrier.

General Military Knowledge

This month we want to test your general military knowledge. We have 23 questions for you and you tell us the answers.
Answers on page 53.

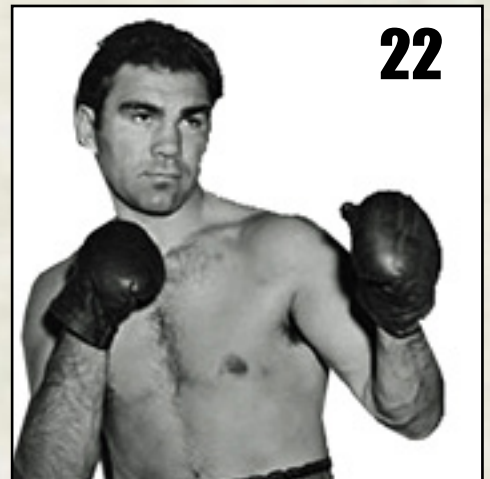
1. Who was the top air ace of World War II?
2. What was the name of the aircraft that dropped the second atomic bomb on Nagasaki?
3. By what name was the German Panzerkampfwagen V better known as?
4. What was the nickname given to Britain's Home Guard during World War II?
5. Who was the only woman to ever win the American Medal of Honour?
6. What was the NATO codename for the Russian Mig-21 fighter jet?
7. What does the military acronym HALO stand for?
8. By what name are the Russian Special Forces commonly known as?
9. What did the acronym M.A.S.H stand for?
10. Where did the shortest war on record take place, and how long did it last?
11. Which Rhodesian unit was known as "The Saints"?
12. Who said, "I fear all we have done is to awaken a sleeping giant and fill him with a terrible resolve"?
13. What famous American aviation group flew P-51 Mustangs with bright red tails?
14. During what war did Florence Nightingale help to found modern nursing?
15. What conflict is sometimes called the African World War?
16. Which island was awarded the George Cross for gallantry during World War II?
17. Lord Haw-Haw broadcast Nazi propaganda to Britain from Germany during World War II. What was his real name?
18. At the Battle of Trafalgar, what was the name of Lord Nelson's flagship?
19. Who was the only member of the South African Air Force to become Chief of the SADF?
20. Which country has the smallest army in the world?
21. Who wrote 'The Charge of the Light Brigade' about an event in the Crimean War?
22. Which former heavyweight boxing champion was a paratrooper during World War II?
23. Who was the pilot of the Enola Gay?



4



14



22

Able Seaman Just Nuisance

Able Seaman Just Nuisance was probably one of the most unique characters to ever enlist in the Royal Navy.

As this month has a bit of a naval theme, I decided that this month's Famous Figure in Military History would have to reflect that.

There was a wide selection of people to choose from, people such as John Paul Jones, Francis Drake, Horatio Nelson, Chester W. Nimitz, or even Otto Kretschmer - the most successful German U-boat commander in the Second World War and later an admiral in the *Bundesmarine*. Instead I went for someone really unique.

He officially enlisted in the Royal Navy as an ordinary seaman on Friday, 25th August 1939. He never actually went to sea and the highest rank he obtained was that of able seaman.

His official trade was 'Bone Crusher' and his religious denomination was given as 'Scrounger'. His name was Just Nuisance, and he was a Great Dane.

It is not certain when he was born, but the official date given is 1 April, 1937.

He was born in the suburb of Rondebosch, just south of Cape Town. His breeder was Mr H. Bosman, his sire was "Koning" and his dame was "Diana".

In February 1937 he was officially registered as a Great Dane under the name "Pride of Rondebosch".

The following month he was sold to Mr and Mrs Chaney. They lived in Mowbray, also to the south of Cape Town. Later

that month the Chaney's moved to Simon's Town, where Mr Chaney became the manager of the United Services Institute (USI).

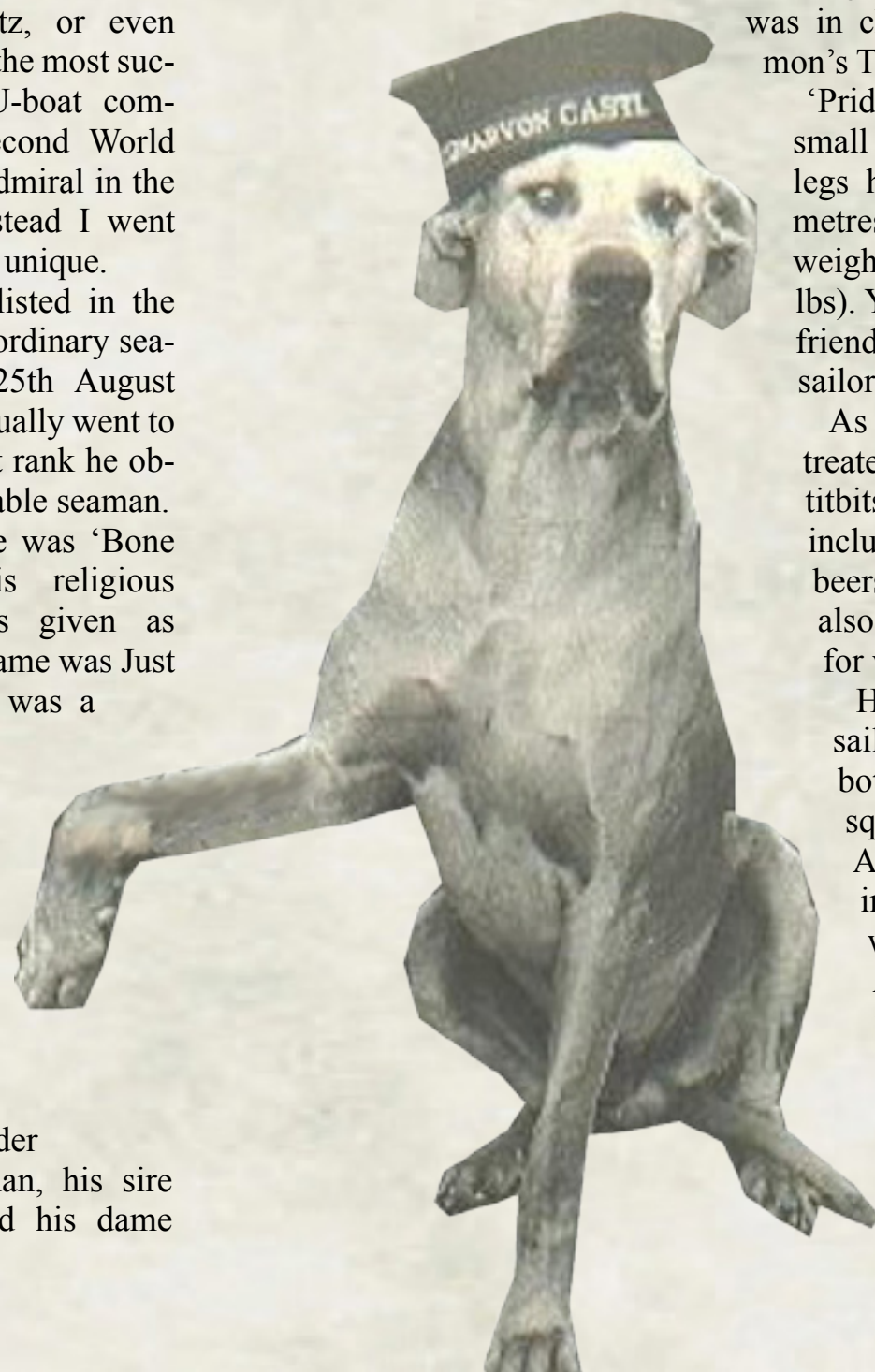
The USI was a hostel frequented mostly by Royal Navy sailors when they came ashore.

At that stage the Royal Navy was in charge of the Simon's Town Naval Base.

'Pride' was not a small dog. On his hind legs he stood at 1.92 metres (6'3") and he weighed 67 kg (148 lbs). Yet he was a very friendly dog and the sailors loved him.

As such he was treated to all sorts of titbits from the sailors, including pies and beers. They would also often take him for walks.

He recognised the sailors by their bell bottom trousers and square blue collars. Anyone dressed in that uniform was his friend. Any service men wearing different types of uniforms or civilians were normally given the cold shoulder.



MATELOT MUTT: Just Nuisance was welcome aboard any Royal Navy ship and he could always be sure of getting more than enough attention.

He would often take himself off on walks, following the sailors. His walks began to take him further and further away from the USI. First the naval base, then the dockyards, and eventually onto the Royal Navy ship at their moorings.

He was particularly fond of visiting *HMS Neptune*, where he would curl up on the brow of the deck at the top of the gangplank. His sheer size made it difficult for anyone to get past. Sailors grumbled that he was just a nuisance. And the name stuck. Just Nuisance he was, and Just Nuisance he would stay.

Sailors on shore leave would often head off for the big city lights of Cape Town, some 35 km to the north. Of course the easiest method of getting to and back from Simon's Town was by commuter train.

Just Nuisance began to follow them as well, boarding the train without a care in the world. Before long he became a regular,

and well-known, train commuter. This soon led to problems.

Dogs were not allowed to travel on the train, especially a dog that was unaccompanied. The sailors would do their best to hide him from the ticket inspector. But let's be realistic - hiding a Great Dane that is nearly two metres long is no easy task.

Just Nuisance would lie stretched out across the seat, taking up space meant for three passengers.

Much to the protests of the sailors, Just Nuisance was often forced off the train at the next station. Not that it bothered him. He would simply lay on the platform and wait for the next train heading in the same direction.

There were a few incidents with angry ticket inspectors when Just Nuisance tried to explain his side of things. He would stand on his hind legs, place his massive paws on the official's shoulders, and utter a

menacing growl.

Many of the sailors, as well as regular train commuters, offered to buy Just Nuisance a train ticket. One civilian even offered to buy a monthly pass. The railway authorities, however, were having none of it.

They sent a stream of demands to Mr. Chaney to confine the dog or get rid of it. Finally they warned that they would have the dog put down if he persisted in boarding trains.

The sailors were determined that nothing was going to happen to Just Nuisance. A stream of letters were written to the Commander-in-Chief of the Navy. His solution was nothing short of genius - he would enlist Just Nuisance into the Royal Navy.

During the war years service men were issued with free passes for travelling on the trains. As a serving member of the Royal Navy, Just Nuisance would be fully entitled to travel on any train he wished.

Regulations were followed to the letter. Just Nuisance was given the prescribed medical examination and was declared fit for active duty. He signed his enlistment form with one of his huge paws.

On his official papers his Christian name was given as "Just" and his surname as "Nuisance". His trade was given as "Bone crusher" and his religious denomination was listed as "Scrounger". This was later updated to the more dignified "Canine Divinity League (Anti-vivisection Body)".

He commenced his duties with the Royal Navy on Friday, 25 August 1939, with the rank

of ordinary seaman. He was issued with his own sailors cap and a special collar was made for him in the Naval Dockyards. His free rail pass was attached to the collar.

Just Nuisance was quartered at *HMS Afrikaner*, where he had his own bunk. He would lie stretched out to full length with his head on the pillow. He also had a bed at the Union Jack Club in Cape Town.

He was given his own batman, a sailor that was responsible for his personal hygiene and ensuring that he was dressed in his navy cap for parades.

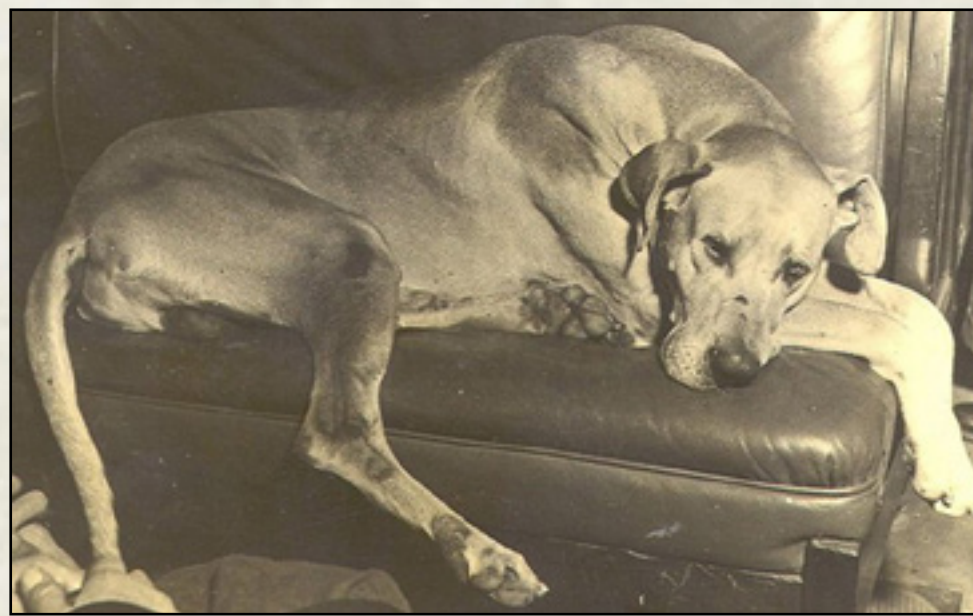
His train journeys did not stop with his enlistment. Just Nuisance took it upon himself to escort drunk sailors on the train back to a bunk in Simon's Town. Some of the sailors that he "helped back home" were not even stationed in Simon's Town.

One thing that Just Nuisance really disliked was when sailors would fight amongst each other. As soon as fists began to fly, he would leap into action, standing on his hind legs with his paws on their chests, pushing them apart. It was almost as if he were saying, "that's enough of that."

It wasn't that long before he was promoted from Ordinary Seaman to Able Seaman. And his new rank came with additional perks - naval rations.

From the moment Just Nuisance joined the Royal Navy his actions and activities began to make news wherever he went. He became an overnight celebrity.

Any ship that visited Simon's Town knew who he was and he



OKAY, TRY AND MOVE ME: Just Nuisance would lie stretched out on a train seat meant for three passengers.

was at home on any ship that called in at the port.

Due to his celebrity status, he was often required to assist the War Effort by attending special functions. A marriage between him and Adinda, another Great Dane, was arranged. Five puppies resulted from this union and two of them, Victor and Wilhelmina, arrived to an almost ticker-tape welcome at Cape Town station where they were auctioned by the Mayor of Cape Town for war funds.

Sales of a book about him, *Just Nuisance - Able Seaman Who Leads A Dog's Life* written by Leslie Steyn in 1941, as well as postcards of him with his pups, raised large sums of money for the War Effort.

While Just Nuisance never went to sea, he would often go AWOL (Absent Without Leave) and head off to Wingfield. Here he would go flying with the pilot of a Fairy Fulmer - a coastal reconnaissance plane used to spot enemy submarines off the South African coast.

As his official 'Conduct Sheet' shows, he wasn't always an an-

gel. Three recorded offences shows that he was charged with traveling on the railways without his pass, sleeping in a bed in the Petty Officer's dormitory, and resisting ejection from the Sailors' & Soldiers' Home.

For the first offence he was confined to the banks of Froggy Pond, Lily Pool, with all lamp posts removed. He was deprived of bones for seven days for the second offence. No punishment was awarded for the last offence.

There were other offences for which he was not charged. These included going AWOL, losing his collar, and resisting eviction from pubs at closing time. His most serious offence was fighting with the mascots of other Royal Navy vessels. He caused the death of the mascots on both the *HMS Shropshire* and the *HMS Redoubt*.

On Monday 1 January, 1944, Able Seaman Just Nuisance was given an honourable discharge from the Royal Navy. A thrombosis following a car accident was slowly paralysing him.

The prognosis from the vet-



GOING NOSE TO NOSE: Just Nuisance's size meant that he could look any sailor in the face.

erinary surgeon was that nothing more could be done for him. On 1 April 1944, the day of his seventh birthday, Just Nuisance set off on his last trip. Accompanied by some sailors, he was taken by lorry to the Simon's Town Naval Hospital where he was put to sleep.

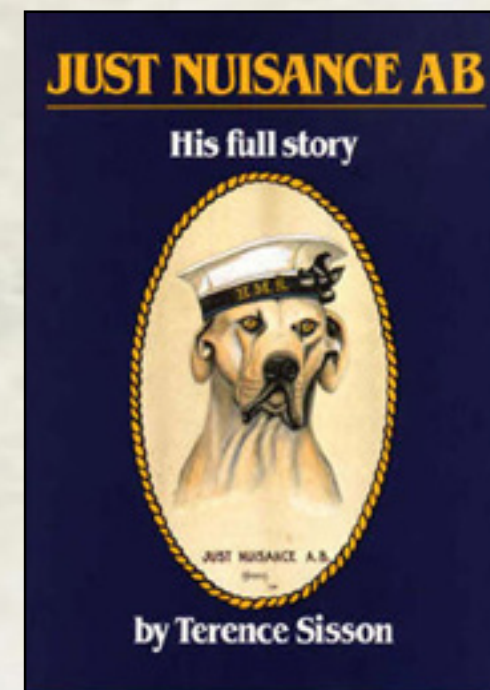
At 11h30 on 2 April 1944, in accordance with naval tradition, his body was wrapped in a canvas bag and covered with a white Royal Navy Ensign. Able Seaman Just Nuisance R.N. was laid to rest with full military honours at Klaver Camp at the top of Red Hill, Simon's Town. A party of Royal Marines fired a salute and a lone bugler played *The Last Post*. A simple granite gravestone stands guard at the

DESIGNER COLLAR: The collar made for Just Nuisance at the Naval Dockyards. His free rail pass would be attached to the collar.

head of his last resting place.

Considering the fact that the Royal Navy was heavily engaged in fighting the War, it is remarkable that the naval signal announcing Just Nuisance's death and burial, was sent to every naval ship and establishment, worldwide!

Since then, the life and story of Just Nuisance has become so much a part of Simon's Town. There is a statue of him on Jubilee Square and his grave on Red



HIS FULL STORY: This book about Just Nuisance is still available for purchase.

Hill is a regular stopping point for visitors.

The Simon's Town Museum has in its collection all Just Nuisance's official papers, his collar and many photographs. A special display has been mounted in the Museum and a slide show giving the story of this famous dog is shown daily to children and tourists from all over the world. Visit their website by clicking [here](#).





FINAL REST: Able Seaman Just Nuisance R.N. was laid to rest with full military honours. This included a Royal Marine firing party and a bugler sounding The Last Post.

GRAVE: The grave of Just Nuisance at Klaver Camp, Redhill. The inscription reads:
Great Dane
Just Nuisance
Able Seaman R.N.
H.M.S. Afrikander
1940 - 44
Died 1 April 1944
Age 7 Years



STILL KEEPING WATCH: This statue of Able Seaman Just Nuisance stands in Jubilee Square, Simon's Town. It looks over the harbour where he once spent much time aboard the ships during World War II.

Memorable Moments

By AB (SCC) Daniella Grootboom, TS Lanherne

The SA Navy hosted the annual Sea Cadet camp at SAN barracks in December 2017 with the opportunity being managed by SAS Simonsberg.

More than 90 Sea Cadets from eight units around the country participated in various experiences and training designed to give them an experience of naval life. The opportunity also provided for new skills and the "Navy way" of doing things so that the Sea Cadets can transfer this knowledge back to their Units.

On our second last day we visited the dockyard and a variety of ships berthed alongside. This was the highlight of the camp as we were able to see first hand what happened on board the ships and what tasks the sailors performed.

Several of the Sea Cadets were afforded the opportunity of going to sea on board one of the tugs which brought the SAS Amatola alongside. She had been out of port and on patrol and exercises for several weeks and it was a privilege to welcome her home.

We were afforded a rare opportunity of experiencing the role of the tug in providing assistance to a frigate when berthing and the seamanship required to ensure that all evolutions were successfully completed.

The Sea Cadets also witnessed a school of dolphins swimming alongside the tug and hearing from the experi-



WELCOME HOME AMATOLA: Sea Cadets and SA Navy Instructors on board a tug in False Bay awaiting to take F145 SAS Amatola alongside.

ences seamen that these mammals often protected those who fell overboard.

This was a very inspiring, fun and learning experience to see the SA Navy in action.

Thank you to the SA Navy and staff for making this opportunity available to the Sea Cadets from different Units, many who came from Gauteng and seldom see the sea. ■

The Sea Cadet in South Africa movement traces its origins back to the first South African Training Ship (TS) located on Woodstock beach Cape Town. TS Woltemade was opened on 08 June 1905. The movement spread throughout South Africa and currently there are 15

Training Ships; nine are active and developing those values and skills required to ensure that the maritime industry is provided with recruits who have a passion for the sea.

Sea Cadets are taught and assessed on practical skills including seamanship, communications, engineering, catering, first aid, survival at sea, fire fighting, restricted maritime radio and welding.

Several of the courses are certified and accredited via national bodies providing the Sea Cadets with the necessary certification towards their chosen career.

Whilst undergoing the training they also develop their leadership, team building and self-discipline under the watchful eye of experienced Instructors.

Nimitz-class Aircraft Carrier

The city at sea

Each month "Forged in Battle" looks at weapons, equipment or units that have been tried and tested on the battlefield. This month we look at the US Navy Nimitz-class Aircraft Carriers.

Standing 20 stories above the water and stretching 333 metres from bow to stern, the sheer size of a Nimitz-class super aircraft carrier is impressive. What's really impressive, however, is watching the activity on the flight deck.

Currently the US Navy has ten nuclear-powered Nimitz-class aircraft carriers in service.

The lead ship of the class is named after World War II United States Pacific Fleet commander Fleet Admiral Chester W. Nimitz, the U.S. Navy's last fleet admiral.

Then ten carriers in service are:

Nimitz subclass

- USS Nimitz.
- USS Dwight D. Eisenhower.
- USS Carl Vinson.

Theodore Roosevelt subclass

- USS Theodore Roosevelt.
- USS Abraham Lincoln.
- USS George Washington.
- USS John C. Stennis.
- USS Harry S. Truman.

Ronald Reagan subclass

- USS Ronald Reagan.
- USS George H.W. Bush.

Instead of the gas turbines or diesel-electric systems used for propulsion on many modern

warships, the carriers use two A4W pressurized water reactors which drive four propeller shafts. They are categorized as nuclear-powered aircraft carriers and are numbered with consecutive hull numbers between CVN-68 and CVN-77.

As a result of the use of nuclear power, the ships are capable of operating for over 20 years without refueling and are predicted to have a service life of over 50 years

The lead ship of the class, was commissioned on 3 May 1975, and USS George H.W. Bush, the tenth and last of the class, was commissioned on 10 January 2009. Since the 1970s, Nimitz-class carriers have participated in many conflicts and operations across the world, including Operation Eagle Claw in Iran, the Gulf War, and more recently in Iraq and Afghanistan.

Let's begin by looking at the figures for a standard Nimitz-class aircraft carrier.

Crew

- 3,184 (including 203 officers)
- 2,800 aircrew (366 officers)

Length

- 317 m

Beam

- 40.8 m

Draught

- 11.9 m

Flight Deck

- 333 m x 77 m

Displacement

- 102,000 tons (full load)

Speed

- 30 knots

Surface-to-air-missile

- 3 x Raytheon GMLS Mk29 eight-cell launchers for Sea Sparrow

Guns

- 4 x Phalanx Mk15 CIWS (three in CVN 68 and CVN 6)

ESM

- AN/SLQ-32(V)4

Decoys

- 4 x SRBOC, SSTDS torpedo defence system
- AN/SLQ-25 Nixie torpedo decoy

Air Search

- ITT AN/SPS-48E E/F band
- Ratheon AN/SPS-49(V)5 C/D band
- Raytheon Mk23 TAS D-band

Surface Search

- Northrop Grumman AN/SPS-67V G-band

Navigation

- Raytheon AN/SPS-64(V)9



USS Nimitz



USS Dwight D. Eisenhower



USS Carl Vinson



USS Theodore Roosevelt



USS Abraham Lincoln

I/J-band

Combat Data System

- ACDS block 0 or block 1

Weapons Control

- 3 x Mk91 MOD 1 fire control system (for Sea Sparrow missile)

Engines

- 2 x GE PWR A4W/A1G - 194MW
- 4 x emergency diesels - 8MW

Fixed Wing Aircraft

- 12 x F/A-18E/F
- 36 x F/A-18
- 4 x E-2C Hawkeye
- 4 x AE-6B Prowler
- 6 x S-3B Viking
- 2 x ES-3A Shadow

Helicopters

- 4 x SH-60F
- 2 x HH-60H Seahawk

At its most basic level, an aircraft carrier is simply a ship outfitted with a flight deck - a runway area for launching and landing airplanes.

This concept dates back almost as far as airplanes themselves. Within 10 years of the Wright Brothers' historic 1903

flight, the United States, the United Kingdom and Germany were launching test flights from platforms attached to cruisers.

The experiments proved largely successful, and the various naval forces started adapting existing warships for this purpose. The new carriers allowed military forces to transport short-range aircraft all over the world.

One of the major obstacles of using air power in war is getting the planes to their destination. To maintain an air base in a foreign region, the United States (or any other nation) has to make special arrangements with a host country, and then has to abide by that country's rules, which may change over time.

Needless to say, this can be extremely difficult in some parts of the world and impossible if the nation is hostile.

Under international Freedom of Navigation laws, aircraft carriers and other warships are recognized as sovereign territories in almost all of the ocean. As

long as a ship doesn't get too close to any nation's coast, the carrier can operate as if it is on American soil.

Composition

An aircraft carrier basically has to do four things. It needs to:

- Transport a variety of aircraft to any destination.
- Launch and recover aircraft.
- Serve as a mobile command centre for military operations, and
- House all of the people needed to accomplish this.

To get everything done, an aircraft carrier has to be a ship, an air force base, and a small city at the same time.

Among other things it needs:

- **A flight deck** - a flat surface on top of the ship where aircraft can take off and land.
- **A hangar deck** - an area below deck to stow aircraft when not in use.
- **An island** - a building on top of the flight deck where officers can direct flights and ship operations.

USS George Washington



USS John C. Stennis



USS Harry S. Truman



USS Ronald Reagan



USS George H.W. Bush



- Room for the crew to live and work.
- A power plant and propulsion system to move the ship from point to point, as well as generate electricity for the entire ship.
- Various other systems to provide food and fresh water, and to handle other things that any small city has to deal with. This would include sewage, trash, mail and laundry. They would also need newspapers and radio and television stations.
- Medical facilities with doctors and dentists.
- **The hull** - the main body of the ship, which floats in water.



FLOATING CITY: A single Nimitz-class carrier will often carry more aircraft than some countries have in their entire air force.

The Flight Deck

The system that is used by Nimitz-class carriers to launch and recover aircraft is known as the CATOBAR (Catapult Assisted Take-Off Barrier Arrested Recovery) system.

Steam-driven catapults are used to launch planes from the deck. The catapult officer carefully monitors the steam pressure level so it's just right for the particular plane and deck conditions.

If the pressure is too low, the plane won't get moving fast enough to take off, and the catapult will throw it into the ocean. If there's too much pressure, the sudden jerk could break the nose gear right off.

If taking off from an aircraft carrier is difficult, landing on one is even more so.

To land on a flight deck that only has about 150 metres of runway space the aircraft make use of a tailhook. The tailhook

is exactly what it sounds like - an extended hook attached to the tail of the plane.

The pilot's goal is to snag the tailhook on one of four arresting wires, sturdy cables woven from high-tensile steel wire.

The arresting wires are stretched across the deck and are attached on both ends to hydraulic cylinders below deck. If the tailhook snags an arresting wire, it pulls the wire out, and the hydraulic cylinder system absorbs the energy to bring the plane to a stop.

The arresting wire can stop a 24,500 kg plane travelling at 241 k/ph in only two seconds.

There are four parallel arresting wires, spaced about 5015 metres apart, to expand the target area for the pilot. Pilots are aiming for the third wire, as it's the safest and most effective target. They never shoot for the first wire because it's dangerously close to the edge of deck.

To pull off a carrier landing, the pilot needs to approach the deck at exactly the right angle.

Landing Signals Officers (LSOs) help guide the plane in, through radio communication as well as a collection of lights on the deck.

If the plane is off course, the LSOs can use radio commands or illuminate other lights to correct him or her or "wave him off" (send them around for another attempt).

In addition to the LSOs, pilots look to the Fresnel Lens Optical Landing System, commonly referred to as the lens, for landing guidance. The lens consists of a series of lights and Fresnel lenses mounted to a gyroscopically stabilized platform. The lenses focus the light into narrow beams that are directed into the sky at various angles.

The pilot will see different lights depending on the plane's angle of approach. If the plane is right on target, the pilot will see an amber light, dubbed the "meatball," in line with a row of green lights.

If the amber light appears above the green lights, the



GO! An F-14D Tomcat fighter jet prepares to launch from the deck of a Nimitz-class carrier.

plane is coming in too high; if the amber light appears below the green lights, the plane is coming in way too low, the pilot will see red lights. Pilots will often be instructed over the radio, "Keep your eyes on the ball."

As soon as the plane hits the deck, the pilot will push the engines to full power, instead of slowing down, to bring the plane to a stop. This may seem counterintuitive, but if the tailhook doesn't catch any of the arresting wires, the plane needs to be moving fast enough to take off again and come around for another pass.

The landing runway is tilted at a 14-degree angle to the rest of the ship, so bolters like this can take off from the side of the ship instead of plowing into the planes on the other end of the deck.

As soon as an aircraft lands, it's pulled out of the landing strip and chained down on the side of the flight deck. Inactive

aircraft are always tightly secured to keep them from sliding around as the deck rocks back and forth.

The Island

The island on an aircraft carrier is the command centre. It is from here that almost everything on the ship is run.

It stands about 46 metres tall, but it's only six metres wide at the base. This is so that it doesn't take up too much space on the flight deck.

The top of the island, however, is spread out to provide more room. It carries an array of radar and communication antennas that monitor surrounding ships and aircraft, intercept and jam enemy radar signals, target enemy aircraft and missiles, and pick up satellite phone and television signals.

Below this is the Primary Flight Control, or Pri-Fly. In the Pri-Fly, the air officer and air officer assistant (known as the "Air Boss" and the "Mini Boss") direct all aircraft activ-

ity on the flight deck and within a eight kilometer radius.

One level below is the bridge. It is from here that the captain controls the ship from a comfortable leather chair, surrounded by computer screens.

The captain directs the helmsman, who actually steers the ship, who in turn directs the engine room to control the speed of the ship.

The captain also directs the Quartermaster of the Watch, who keeps track of navigation information, and a number of lookouts and support personnel. When the commanding officer is not on the bridge, he puts an Officer of the Deck in charge of operations.

The level below the bridge is the flag bridge, the command center for the admiral in charge of the entire carrier group.

Below that, there are various operational centers, including the flight deck control and launch operations room. In this tight, windowless space, the aircraft handling officer (also called the handler or mangler) and his or her crew keep track of all the aircraft on the flight deck and in the hangar.

The handler's primary tracking tool is the "Ouija Board," a two-level transparent plastic table with etched outlines of the flight deck and hangar deck. Each aircraft is represented by a scale aircraft cut-out on the table. When a real plane moves from point to point, the handler moves the model plane accordingly. When the plane is out of service, because it needs repair work, the handler turns it over.

There are a number of additional control centers below

deck, including the carrier air traffic control center (CATCC), which takes up several rooms on the galley deck (immediately below the flight deck). Like a land-based air traffic control center, the CATCC is filled with all sorts of radio and radar equipment, which the controllers use to keep track of aircraft in the area (in this case, mainly the aircraft outside the Air Boss's supervision).

The CATCC is next to the combat direction center (CDC), the ship's battle command center. The CDC's primary responsibility is to process incoming information on enemy threats in order to keep the commanding officer fully informed.

The Hangar

While a small number of aircraft can be kept on the flight deck, there is not nearly enough room for the 80 to 100 aircraft stationed on a typical carrier.

Aircraft not in use are secured in the hangar bay. Think of it as a carrier's 'parking garage'.

The hangar bay is located two decks below the flight deck, just below the galley deck. The bay itself is 34 metres wide, eight metres wide, and 209 metres long - more than two-thirds the length of the entire ship. It can hold more than 60 aircraft, as well as spare jet engines, fuel tanks and other heavy equipment, in four zones divided by sliding doors (a safety precaution to stop a fire from spreading).

The hangar is three decks high, and it's flanked by various single-deck compartments on both sides. There are also four giant elevators surrounding the



KEEPING TABS: The Air Boss and the Mini-boss keep a close eye from the Pri-Fly as helicopters take off from the flight deck.

hangar, which move the aircraft from the hangar to the flight deck. The high-speed, aluminum hydraulic elevators are big enough and powerful enough to lift two 34,000 kg fighter jets.

Aft of the hangar bay, in the stern of the ship, you'll find the Aircraft Intermediate Maintenance Division (AIMD) shops. The men and women in these shops are constantly repairing and testing aircraft equipment to keep the flight squadron operating at maximum efficiency.

At the very end of the ship, the AIMD shops lead to an open-air engine testing area on the ship's fantail. This is the only place on the ship where the maintenance crews can safely blast aircraft jet engines to make sure they're working properly.

Life below decks

The berthing compartments (sleeping quarters) are extremely tight. Enlisted personnel share a compartment with about 60 other people, all sleeping in single bunks, generally called racks, crammed together in stacks of three.

Each person gets a small

stowage bin and upright locker for clothes and personal belongings, and everybody in the compartment shares a bathroom and a small common area with a television hooked up to one of the carrier's satellite dishes.

Officers enjoy more space and finer furnishings, but their space is limited, too. Everybody onboard has to get used to tight quarters.

The ship has everything its residents need to live, even if it's not as comfortably as they would like. There are multiple galleys (kitchens) and mess halls onboard, which collectively serve as many as 18,000 meals a day.

The ship also has a sizable laundry facility, dentist and doctor's offices, various stores and a bank of telephones where personnel can talk to their families via satellite.

Trivia

A few facts and figures:

- Number of compartments and spaces onboard - 4,000+
- Weight of each anchor - 27 metric tons
- Weight of each link in the

- anchor chains - 160 kg
- Weight of each propeller - 30,000 kg
- Weight of each rudder - 41 metric tons
- Storage capacity for aviation fuel - 12.5 million litres
- Number of telephones onboard - 2,500+
- Number of televisions onboard - 3,000+
- Total length of electrical cable onboard - 1,600+ km
- Air conditioning plant ca-

- capacity - 2,040 metric tons, enough to cool more than 500 houses)
- Storage capacity for refrigerated and dried food: enough to feed 6,000 people for 70 days.
- The desalination plant makes 1,514,164 lt of fresh water from the sea ever day – enough for 2,000 homes
- Mail processed every year by onboard post office - 450,000 kg

- Each carrier has its own zip code (postal code)
- Number of dentists - five
- Number of medical doctors - six
- Beds in hospital ward - 53
- Number of chaplains in interdenominational chapel - three
- Number of haircuts every week - 1,500+
- Number of barbershops - one

Flight Deck Crew

The flight deck crews of a Carrier Air Wing wear coloured jerseys to distinguish their functions.

Yellow	Aircraft handling officers Catapult and arresting gear officers Plane directors – responsible for all movement of all aircraft on the flight/hangar deck	Blue	Plane handlers (Trainees) Chocks and chains – entry-level flight-deck workers under the yellowshirts Aircraft elevator operators Tractor drivers Messengers and phone talkers
Green	Catapult and arresting gear crews Visual Landing Aid electricians Air wing maintenance personnel Air wing quality control personnel Cargo-handling personnel Ground support equipment (GSE) troubleshooters Hook runners Photographer's mates Helicopter landing signal enlisted personnel (LSE)	Purple	Aviation fuel handlers
White	Quality Assurance (QA) Squadron plane inspectors Landing signal officer (LSO) Air transfer officers (ATO) Liquid oxygen (LOX) crews Safety observers Medical personnel (white with Red Cross emblem)	Brown	Air wing plane captains: squadron personnel who prepare aircraft for flight Air wing line leading petty officers
Red	Ordnance men Crash and salvage crews Explosive ordnance disposal (EOD) Firefighter	White/Black	Final checker (inspector)The flight deck crews of a Carrier Air Wing wear colored jerseys to distinguish their functions.

Operation Thunderbolt

On the night of 3 and 4 July, 1976, a group of Israeli commandos carried out one of the most audacious special forces raids in history - and they travelled more than 5,000 kilometres to carry it out.

On the morning of 27 June, 1973, Air France Flight 139 departed from Ben Gurion Airport in Tel Aviv, Israel.

There were 246 passengers and a crew of 12 on board. Most of the passengers were Israeli.

The plane flew to Athens, Greece, where it picked up another 58 passengers, including four hijackers.

Flight 139 departed for Paris at 12h30. Acting under the orders of Wadie Haddad (who had earlier broken away from the Popular Front for the Liberation of Palestine (PFLP) of George Habash), two Palestinians from the Popular Front for the Liberation of Palestine – External Operations (PFLP-EO), and by two Germans, Wilfried Böse and Brigitte Kuhlmann, from the German Revolutionary Cells, sprung into action shortly after takeoff.

The hijackers diverted the flight to Benghazi, Libya. It remained on the ground for seven hours while it was refueled.

During this time the hijackers released British-born Israeli citizen Patricia Martell who pretended to have a miscarriage.

The flight left Benghazi and at 15h15 touched down at its final destination - Entebbe Airport in Uganda.

Hostage situation

It soon became evident that not only was the Ugandan government supporting the hijackers, they were expecting them. They were personally welcomed by Ugandan dictator Idi Amin.

The four original hijackers were met at Entebbe by at least four others.

The passengers and crew were transferred to the transit hall of the disused former airport terminal where they were kept under guard for the following days. Amin came to visit the hostages almost on a daily basis, updating them on developments and promising to use his efforts to have them freed through negotiations.

The hijackers separated all Israelis and several non-Israeli Jews from the larger group and forced them into a separate room.

Over the following two days, 148 non-Israeli hostages were released and flown out to Paris. Ninety-four, mainly Israeli, passengers along with the 12 member Air France crew, remained as hostages and were threatened with death.

On 28 June, a PFLP-EO hijacker issued a declaration and formulated their demands: In addition to a ransom of five million US Dollars for the release

of the airplane, they demanded the release of 53 Palestinian and Pro-Palestinian militants, 40 of whom were prisoners in Israel.

They threatened that if these demands were not met, they would begin to kill hostages on 1 July 1976.

Plans are prepared

Israel tried using political avenues to obtain the release of the hostages. A retired Israeli Defence Force (IDF) officer, Baruch "Burka" Bar-Lev, had known Idi Amin for many years and was considered to have a strong personal relationship with him. At the request of the cabinet, he spoke with Amin on the phone many times, trying to gain the release of the hostages, without success.

The Israelis also approached the United States government to deliver a message to Egyptian president Anwar Sadat, asking him to request Amin to release the hostages.

Meanwhile the IDF was tasked to prepare a military solution.

On the 1 July deadline the Israeli cabinet said that they were willing to negotiate with the hijackers if they were prepared to extend the deadline to 4 July.

Unknown to the Israelis, Amin had also asked the hijackers to extend the deadline



SHOT UP: The control tower at Entebbe Airport. Click on the photograph above to watch a short documentary on the raid.

to 4 July. He needed to take a diplomatic trip to Port Louis, Mauritius, to officially hand over chairmanship of the Organisation of African Unity to Seewoosagur Ramgoolam.

This extension of the deadline would prove crucial in giving the IDF enough time to get to Entebbe.

The raid

Even though the Israelis were trying to negotiate a political solution, they realised that their only real option was a military operation to rescue the hostages.

Naturally a rescue mission posed certain problems. First of all Entebbe was more than 5,000 km away from Tel Aviv. They would have to cross the airspace of at least three countries to get there.

They initially conceived a plan that involved dropping naval commandos into Lake Victoria.

Entebbe Airport is located on the edge of the huge lake. The commandos would then use rubber boats to travel to the airport. They would then kill the hijackers and free the hostages. They would then ask Amin for safe passage home.

The plan was abandoned because of three important factors. First of all they lacked the necessary time to plan the operation. Secondly, Amin was supporting the hijackers and would probably have not been prepared to give the commandoes safe passage out of the country. The third reason was because the Israelis received word that Lake Victoria was infested with crocodiles.

The plan that was adopted was simple. Fly a rescue force from Israel to Entebbe, rescue the hostages, and fly back to Israel.

The planes selected to be used were Lockheed C-130 Hercules aircraft. The problem was that they would have to be refueled

during the journey. The Israelis did not have the capacity to refuel four to six aircraft in flight so far from Israeli airspace. They would have to find somewhere they could land and refuel.

While several East African nations, including the logistically preferred choice Kenya, were sympathetic, none wished to incur the wrath of Amin or the Palestinians by allowing the Israelis to land their aircraft within their borders.

The raid could not proceed without assistance from at least one East African government. The Jewish owner of the Block hotels chain in Kenya, along with other members of the Jewish and Israeli community in Nairobi, may have used their political and economic influence to help persuade Kenya's President Jomo Kenyatta to help Israel. The Israeli government secured permission from Kenya for the IDF task force to cross Kenyan airspace and refuel at what is today Jomo Kenyatta International Airport.

The Mossad, the Israeli intelligence agency, built an accurate picture of the whereabouts of the hostages, the number of hijackers, and the involvement of Ugandan troops from the released hostages in Paris.

Then the Israelis had a lucky break. The terminal where the hostages were being held had actually been built by Solel Boneh, a large Israeli construction company. While planning the military operation the IDF erected a partial replica of the airport terminal with the assistance of civilians who had helped build the original.

One of the French-Jewish passengers that had been released by the hijackers had a military background and a ‘phenomenal memory’. He was able to provide Mossad with detailed information about the number of weapons carried by the hijackers, their number, and the location of where the hostages were being kept.

Task Force

On 3 July, at 18h30, the Israeli cabinet approved a rescue mission, presented by Major General Yekutiel “Kuti” Adam and Brig. Gen. Dan Shomron. The rescue mission was code named ‘Operation Thunderbolt’.

The Israeli ground task force would comprise of approximately 100 personnel. They would be made up as follows:

The ground command and control element

This small group comprised the operation and overall ground commander, Brigadier General Dan Shomron, the air force representative Col. Ami Ayalon and the communications and support personnel.

The assault element

A 29 man assault unit led by Lt. Col. Yonatan Netanyahu – this force was composed entirely of commandos from *Sayeret Matkal* (The Unit), and was given the primary task of assaulting the old terminal and rescuing the hostages.

The securing element

The Paratroopers force led by Col. Matan Vilnai – tasked with securing the civilian airport field, clearing and securing the runways, and protection and fuelling of the Israeli aircraft in Entebbe.



AMIN’S WHEELS: The black Mercedes Benz used during the raid stands in front of one of the C-130s that took part.

The Golani force led by Col. Uri Sagi – tasked with securing the C-130 Hercules aircraft for the hostages’ evacuation, getting it as close as possible to the terminal and boarding the hostages; also while acting as general reserves.

The Sayeret Matkal force led by Major Shaul Mofaz – tasked with clearing the military airstrip, and destroying the squadron of MiG fighter jets on the ground, to prevent any possible interceptions by the Ugandan Air Force; also with holding off hostile ground forces from the city of Entebbe.

The route in

The task force took off from Sharm el-Sheikh and flew along the international flight path over the Red Sea. The flew at a height of no more than 30 metres to avoid radar detection by Egyptian, Sudanese, and Saudi Arabian forces.

Near the south outlet of the Red Sea the C-130s turned south and passed south of Djibouti. From there, they went to a point northeast of Nairobi,

Kenya, likely across Somalia and the Ogaden area of Ethiopia. They turned west, passing through the African Rift Valley and over Lake Victoria.

Following the C-130s were two Boeing 707 jets. One contained medical facilities and it landed at Jomo Kenyatta International Airport in Nairobi, Kenya. The commander of the operation, General Yekutiel Adam, was on board the second Boeing, which circled over Entebbe Airport during the raid.

The first C-130 landed at Entebbe on 3 July at 23h00 with their cargo bay doors already open. The control tower had turned the landing lights on.

The aircraft stopped at the end of the runway and three vehicles were driven out. One was a black Mercedes Benz that looked like Idi Amin’s vehicle. It was accompanied by two Land Rovers that usually acted as his escort.

The Israelis were hoping that the vehicles would allow them to bypass security checkpoints. The vehicles drove to the terminal building just as Amin him-



SCRAP METAL: Some of the remains of the Ugandan Air Force that were stationed at Entebbe.

self would do.

At they approached the terminal two Ugandan sentries ordered them to stop. The sentries were aware that Amin had recently purchased a new white Mercedes Benz.

The commandos shot the sentries with silenced pistols, but did not kill them. As they pulled away, an Israeli commando in one of the following Land Rovers killed the sentries with an unsuppressed rifle.

The task force now feared that the hijackers would have been alerted by the gunfire, so the assault team quickly approached the terminal.

The hostage rescue

The Israelis leapt from their vehicles and sprinted towards the terminal.

The hostages were in the main hall of the airport building, directly adjacent to the runway. Entering the terminal, the commandos shouted through a megaphone, “Stay down! Stay down! We are Israeli soldiers,” in both Hebrew and English.

Jean-Jacques Maimoni, a 19 year old French immigrant to Israel, stood up and was killed when Israeli company commander Muki Betzer and another soldier mistook him for a hijacker and fired at him.

Another hostage, Pasco Cohen, 52, a region manager at the Meuhedet health fund, was also fatally wounded by gunfire from the commandos. In addition, a third hostage, 56 year old Ida Borochovitich, a Russian Jew who had emigrated to Israel, was killed by a hijacker in the crossfire.

At one point, an Israeli commando called out in Hebrew, “Where are the rest of them?” referring to the hijackers. The hostages pointed to a connecting door of the airport’s main hall, into which the commandos threw several hand grenades. Then, they entered the room and shot dead the three remaining hijackers, ending the assault.

In the meantime the runway lights had been switched off. This was not a problem as

the Israelis had placed infrared markers along the runway. Two more C-130s landed. Each of the C-130s carried two armoured personnel carriers. Two were used to guard against a possible attack by Ugandan forces.

The Israelis were worried that the Ugandans might scramble the squadron of MiG fighters based at Entebbe. They could have pursued the Israeli C-130s and attacked them. To prevent this the other two armoured personnel carriers were used to destroy the MiGs. They then conducted a sweep of the airfield to gather intelligence.

The forth C-130 landed and taxied directly up to the terminal building. It would be used to evacuate the assault team and the hostages.

The departure

After the assault was completed the Israelis began loading the hostages onto the waiting C-130.

Ugandan soldiers began to shoot at them from the airport control tower. A brief but intense fire-fight took place as the Israelis returned fire with the AK-47s.

At least five commandos were wounded and the Israeli unit commander, Lt. Col Yonatan Netanyahu was killed. His second in command, Major Muki Betzer, then took command.

They returned fire at the control tower with light machine guns and a rocket-propelled grenade, suppressing the Ugandans fire. One of Idi Amin’s sons later said that the soldier who shot Netanyahu, a cousin of the Amin family, was

killed in the return fire.

The Israelis finished evacuating the hostages, loaded Netanyahu's body onto the plane, and one by one the planes took off.

They flew to Nairobi, Kenya, where they refueled before setting off on the return leg of the journey.

The C-130 carrying the hostages arrived in Tel Aviv shortly after midday on 4 July. They were given a rapturous welcome by family and friends. Spontaneous celebrations broke out all over Israel as the news of the rescue spread.

The Ugandan reaction

Dora Bloch, a 74 year old Israeli who also held British citizenship, was left behind in Uganda.

During the hostage drama she had choked on a chicken bone while eating. She was taken to Mulago Hospital in Kampala.

After the raid she was murdered by officers of the Ugandan Army, as were some of her doctors and nurses that had tried to intervene.

Amin also ordered the killing of hundreds of Kenyans living in Uganda in retaliation for Kenya's assistance to Israel in the raid.

It was Kenyan Minister of Agriculture Bruce MacKenzie that had persuaded Kenyan President Kenyatta to permit Mossad to collect intelligence prior to the operation, and to allow the Israeli Air Force access to the Nairobi airport.

In retaliation, Ugandan President Idi Amin ordered Ugandan agents to assassinate MacKenzie. He was killed on 24 May 1978 when a bomb attached to



THE ROUTE TO ENTEBBE: This was the flight path followed by the Israelis on their way to Entebbe Airport in Uganda.

his aircraft exploded.

The Aftermath

During Operation Thunderbolt, of which the actual assault lasted only 30 minutes, All seven hijackers were killed, as were between 33 and 45 Ugandan soldiers. Eleven Soviet-built MiG-17 and MiG-21 Ugandan Air Force fighter planes were destroyed on the ground at Entebbe Airport.

Of the 106 hostages, three were killed, one was left in Uganda, and approximately 10 were wounded. The Israeli casualties were one dead and five wounded.

The new Chairman of the Organisation of African Unity laid a charge with the United Nations Security Council, accusing Israel of an "act of aggression."

The resolution failed to receive the required number of affirmative votes due to two abstentions and seven absences.

Western nations, however, spoke in support of the raid. West Germany called the raid "an act of self-defence". Swit-

zerland and France praised the operation. Representatives of the United Kingdom and United States offered significant praise, calling the Entebbe raid "an impossible operation".

It was an audacious military operation, planned and executed in only six days and carried out more than 5,000 km away.

Something that is interesting to note is that no fewer than three future Israeli prime ministers played a role in the raid.

Yitzhak Rabin was the serving prime minister who signed off on the rescue. His Defence Minister was Shimon Peres, a future PM, and Ehud Barak, yet another future PM was dispatched to Keya to make the arrangements for the refueling on the C-130 aircraft on the way home.

Finally, Benjamin Netanyahu, the current Prime Minister of Israel, was a member of *Sayeret Matkal* at the time of the raid. He did not take part in the raid because his elder brother, Lt. Col Yonatan "Yoni" Netanyahu, was already taking part.

TS Tiburton assists disabled fishers

By Lt Cdr Glenn von Zeil, SA Navy Reserve.

Training Ship (TS) Tiburon Sea Cadets annually assist disabled fishermen / women at the local fishing competition, that is organized by Frank Kruger of the Quad Para Association of KwaZulu Natal.

Assistance is provided by throwing in lines, dispensing refreshments, making breakfast and lunch for over 500 people.

This assistance is greatly appreciated by organisers and participants and provides the Sea Cadets with an opportunity to participate in community service whilst assisting those who enjoy the sport.

The TS Tiburon Sea Cadets who assisted were under the leadership of S/Lt (SCC) Denise Gouws and



HERE COMES THE SUN: Helpful Sea Cadets from TS Tiburon warming up in the sun.

PO (SAN) Graham Smith.

The Sea Cadets reported that they had a great outing and had some memorable conversations

with the fishermen / women that were honoured on the day, with new respect for people with disabilities.

Useful links

Every month we will be featuring a few useful links to military websites, newsletters and on-line magazines. Stuff that we think our readers will appreciate.

Here are two of our favourites. The first one is Nongqai, the unofficial police newsletter for veterans of the former South African Police Force and for those interested in Police History. The second is Jimmy's Own, the official newsletter of the South African Signals Association. Click on the magazine covers to go to the respective websites.





This month, keeping with naval theme, I wanted to look at a game that featured naval warfare.

There are quite a few good games that have a naval component. Games such as Total War Shogun or Total War Europe both feature ships and you can fight at sea. These, however, are just small elements of the game. I wanted something that was just about war at sea.

The game I ended up selecting is Atlantic Fleet, a game developed by Killerfish Games.

It's a turn based tactical and strategic naval combat that puts you in command of the Allies or *Kriegsmarine* (German Navy) in the longest military campaign of WWII, The Battle of the Atlantic.

You take command of surface ships, submarines as well as carrier and land based aircraft in the deadly struggle for control of Atlantic shipping lanes. Protect convoys as the Allies or go on the offensive with deadly submarine wolf packs and surface raiders of the German Navy.

There are a number of modes that you can select from. First of all there are 30 historic Single Missions that you can play.

You can also play a campaign mode for each navy. There are 50 missions in each campaign

and you get to build your own fleet.

My preferred mode is the Dynamic Campaign. It takes place from 1939 to 1945 and you play with limited resources, historical units, actual convoy routes and real world-based weather.

The last mode is the Custom Battle Editor. Here you can set up a mission to your exact specifications.

The game features 62 historical ship classes representing over 630 ships, 450 submarines and 13 aircraft. There is submarine warfare, wolf packs and convoys, carrier operations and land-based air strikes. The navies that are represented are the Royal Navy, Royal Canadian Navy, Royal Australian Navy, Royal New Zealand Navy, United States Navy, and *Kriegsmarine*.

As I said earlier, the game is turn based in which every ship gets a movement phase, followed by a combat phase.

Movement involves picking your ship's speed and turning angle before hitting move. When it comes to movement there are a few things you need to take into consideration. If you order a steel behemoth like a battleship which is moving at flank speed to stop or reverse, it weighs a few thousand tons. It's going to take multiple turns just

Admiral Matt O'Brien
is all at sea as he prepares to take on the might of the fleet.

to slow down.

The combat phase can of course greatly vary depending on the unit you're commanding. It can range anywhere between plain old firing ship's guns, to launching torpedoes out of a sub, to dive bombing from a carrier-launched plane.

Submarines offer a whole new concept, either playing with them or playing against them. There are three submarine classes: Triton, Type VII and Type IX.

Besides running on the surface, submarines can dive to four different depths. They can fire both fore and aft torpedoes as well as fire torpedo salvos. If a target managed to spot a torpedo in time, it can evade.

While surface ships and surfaced submarines use binocular or gun directors to view distant targets, submarines that are at the correct depth can use a periscope view.

If you are going up against submarines you will need to detect them first. While surface ships use radar to track contacts, you would use sonar to detect and track submarines. Diving deeper gives a submarine the chance to escape or avoid detection.

Once you have detected a submarine there are multiple anti-submarine weapons you



can use. These include depth charges, Hedgehog, Squid and Aerial Depth Charges, and FFAR Bombs.

When it comes to using your guns, you first need to get a target solution. You need to calculate the range to the target and the elevation you need to fire at. The more turns you track a target, the more accurate your solution becomes.

When you fire your gunnery director will report whether the last salvo was short, long or if it straddled the target.

Direct hits will cause visible damage on ships. Hits to critical areas of the ship can cause the ship to lose combat effectiveness. Let's say that three of your four gun turrets are out of action, your return fire is not going to be all that effective. Weapons, sensors, steering and other subsystems can be damaged.

One of the nice things is that surface warships have the abil-

ity to lay smoke screens. These can be used either to disengage or protect other ships.

The Dynamic Campaign uses historical convoy routes and frequency of convoys. Weather patterns are based on actual meteorological data with Westerlies, Trade winds, seasons etc. Poor weather decreases encounter detection chance and can be used as cover.

If you lose a ship in combat it is gone forever in that campaign. Ship damage and ammunition usage is also permanent. You will have to make port to repair ships or rearm.

Germany does get tender vessels for rearming at sea, but they cannot carry out any repairs.

Land based air strikes are historically based. If you are in an area that would have been within range of an airfield, those aircraft can be used in combat.

Norwegian and French ports open up to Germany as these invasions are completed (as per

historical dates).

Random events including convoy/merchant attacks, air attacks, mines and naval bases bombed (which delays repair of ships) can influence the game.

Atlantic Fleet is not a bad game at all, especially at the price. While the graphics are not bad, they are not high definition. The good news is that the game will run on a fairly low-end computer.

I'm having a lot of fun playing this game and I can recommend it.



Publisher - Killerfish Games

Genre - Turn-based strategy,

Platform - PC

Score - 8/10

Price - R109

Das Boot

Released in 1981, *Das Boot* (The Boat) is a German war film written and directed by Wolfgang Petersen, produced by Günter Rohrbach, and starring Jürgen Prochnow, Herbert Grönemeyer, and Klaus Wennemann. The sound track is in German with English subtitles.

The film is an adaptation of Lothar-Günther Buchheim's 1973 German novel of the same name, the film is set during World War II and tells the fictional story of U-96 and its crew.

It depicts both the excitement of battle and the tedium of the fruitless hunt, and shows the men serving aboard U-boats as ordinary individuals with a desire to do their best for their comrades and their country.

During production, Heinrich Lehmann-Willenbrock, the captain of the real U-96 and one of Germany's top U-boat "tonnage aces" during the war, and Hans-Joachim Krug, former first officer on U-219, served as consultants.

One of Petersen's goals was to guide the audience through "a journey to the edge of the mind". The film's tag line is "*Eine Reise ans Ende des Verstandes*," which means "what war is all about."

The film focuses on war correspondent Lieutenant Werner (Herbert Grönemeyer), who is honest but naive. He is assigned to the German submarine U-96

in October 1941. He has to accompany the boat on a patrol, taking photographs of them in action and reporting on the voyage.

He meets the submarine's captain (Jürgen Prochnow) in a French bordello where the captain and his crew are celebrating the captain being awarded the *Ritterkreuz* (Knight's Cross of the Iron Cross).

The captain is 30 years old and is openly anti-Nazi, and embittered and cynical about the war.

The next morning the U-96 leaves La Rochelle to a cheering crowd and a band playing. Werner is given a tour of the boat and introduced to the crew.

The next three weeks are spent enduring a relentless North Atlantic gale. As time passes Werner observes the ideological differences between the new crew members and the hardened veterans.

Shortly after the storm ends they encounter a British convoy and launch four torpedoes, sinking two ships. They are spotted by a destroyer and are forced to dive below test depth, the submarine's rated limit.

They are depth-charged and sustain heavy damage. The chief machinist, *Obermaschinist* Johann (Erwin Leder), panics and has to be restrained.

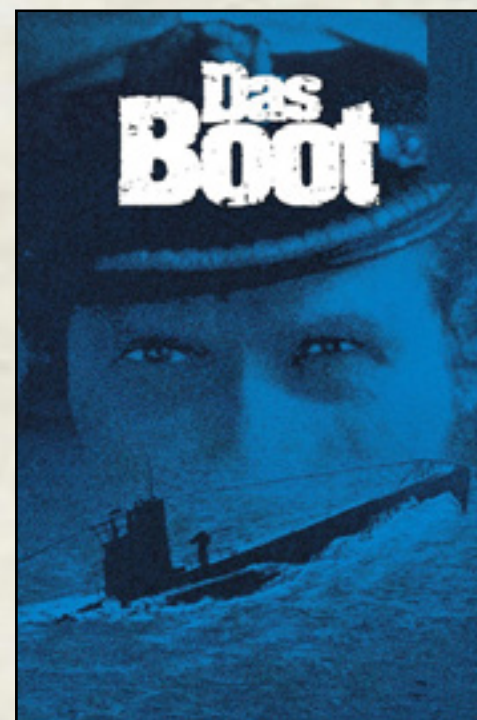
After the attack they eventually manage to surface when night falls. One of the British ships they torpedoed earlier, a

British tanker, is still afloat and on fire, so they torpedo it again, only to learn there are still sailors aboard. The U-boat men watch in horror as the sailors leap overboard and swim towards them. Unable to accommodate prisoners, the captain orders the boat away.

The crew, by this time worn out, are looking forward to returning home in time for Christmas. But they are ordered to La Spezia, in Italy. This means passing through the Strait of Gibraltar—an area heavily defended by the Royal Navy.

What follows will keep you glued to the screen. *Das Boot* is an excellent film and was nominated for no fewer than six Academy Awards, including Best Director.

This is a film well worth watching. Click on the poster below to watch a trailer for the film.



Men of the Mendi: South Africa's forgotten heroes of World War I

Written by Brenda Shepherd, this is the story of the sinking of the SS Mendi during WWI, the bravery of the men on board and the ensuing inquiry conducted by the Board of Trade in London. The story follows the small band of survivors to France where they complete their tour of duty.

The First World War rages in Europe, it is a white man's war, but when the British government calls for 10,000 black soldiers to be sent to France as a labour force, men from around South Africa volunteer for service.

At 05h00 on 21 February 1917, in thick fog about 19 kilometres south of St. Catherine's Point on the Isle of Wright, the troopship SS Mendi was struck

in the starboard quarter by the much larger cargo ship Darro.

While Darro survived the collision, the Mendi sank, killing 616 South Africans (607 of them black volunteers) and 30 crew.

Some men were killed outright in the collision; others were trapped below decks. Many others gathered on Mendi's deck as she listed and sank. Oral history records that the men met their fate with great dignity. An interpreter, Isaac Williams Wauchope, is reported to have calmed the panicked men.

This book makes use of various historical documents and the transcripts from the inquiry held in London by the Board of Trade to establish causality for the large loss of life. On conclusion of the inquiry, these tran-

scripts were declared 'secret' and concealed from view for the next 50 years. Men of the Mendi gives an in depth account of the inquiry and the apparent reason for the cover-up.

R275.00 from [Bush War Books](#).



General Military Knowledge - The Answers

1. Erich Hartmann of the German Luftwaffe with 352 kills.
2. Bock's Car.
3. The Panther.
4. Dad's Army.
5. Dr. Mary Edwards Walker. She was awarded the medal during the American Civil War.
6. Fishbed.
7. High Altitude, Low Opening.
8. Spetsnaz.
9. Mobile Army Surgical Hospital.
10. Zanzibar. They declared war on Britain and then surrendered 38 minutes later.
11. Rhodesian Light Infantry (RLI).
12. Admiral Isoroku Yamamoto, after the attack on Pearl Harbour.
13. 332nd Fighter Group (The Tuskegee Army).
14. The Crimean War.
15. The Second Congo War. It began in August 1998 and lasted 10 years. It involved nine countries and cost 5.4 million lives.
16. Malta.
17. William Joyce.
18. HMS Victory.
19. General Rudolph Hiemstra.
20. The Vatican Swiss Guard. 110 men.
21. Alfred Lord Tennyson.
22. Max Schmeling.
23. Paul Tibbets. The Enola Gay dropped the first atomic bomb on Hiroshima.

Salty sea stories

A radio conversation that was supposed to have really happened, a rewriting of history, and two jokes make up this month's 'On the Lighter Side'.

Keeping with our naval theme this month, here are four nautical stories for you.

One is about a radio conversation at sea, one is a rewriting of history, and the final two are jokes.

This first story supposedly took place during Operation Enduring Freedom. So that would place it some time between 2001 and 2004.

The conversation was conducted in Spanish. Here is the exact translation from voice recordings.

A-853: "This is A-853, please adjust your course by 15 degrees to avoid collision.

You are heading straight for us. Distance 25 nautical miles.

We advise you to adjust your course 15 degrees to avoid collision."

US Navy: "This is the Captain of a ship from the United States Navy.

We insist that you adjust your course 15 degrees north to avoid collision."

A-853: "We do not consider this possible or convenient. We suggest you adjust your course 15 degrees north to avoid collision."

US Navy: "This is Captain ***** at the command of the

Aircraft Carrier USS Abraham Lincoln, of the United States Navy. The second biggest in the American Navy.

Currently being escorted by two battleships, six destroyers, five cruisers, four submarines and support vessels.

We are currently heading to the Persian Gulf to take part in military manoeuvres for an offensive against Iraq.

I do not suggest, I order you to adjust your course by 15 degrees north or we will be obliged to take the necessary measures to guarantee the safety and security of this fleet.

You belong to an allied nation who is a member of NATO and is part of the coalition. Please obey my orders immediately and get out of our way."

A-853: "This is Juan Manuel Salaas Alcantra. We are two people currently being escorted by our dog, our food, two beers and a canary that's currently asleep.

We have the support of Coruna Daily Radio and the Maritime Emergency Frequency no. 16. We are not going anywhere since we're talking to you from dry land.

We are currently in lighthouse A-853 Finisterre on the Galician Coast. To guarantee the safety of your ship which is

going to smash itself against the rocks, we again insist and suggest that the healthiest and most recommended course of action to take is that you adjust your course 15 degrees south so we avoid colliding with each other."

US Navy: "Okay, received, thank you."

An amusing and entertaining tale. Except that it never happened.

This story is nothing more than an urban legend. Some versions state that the conversation was between a US Navy battleship and a Canadian lighthouse, while others give the above version.

Even if you didn't know that this story was nothing more than an urban legend, you should still be able to pick quite a few holes in the 'voice recording'.

First of all, with all the advanced and sophisticated navigation equipment on board a modern-day aircraft carrier they would surely have known exactly where they were. Not only that, but they would have known that A-853 was a lighthouse as well as knowing its exact location.

Secondly, they would not be broadcasting the fact that they were heading for the Persian



YOUR MOVE: A US Navy aircraft carrier versus a Spanish lighthouse. Who do you think won?

Gulf to take part in an offensive against Iraq or anyone else. This information would surely have been secret and not something that would be transmitted over an unencrypted radio network.

Lastly, the captain mentions that his escort consists of, among other vessels, two battleships. As this incident was supposed to have taken place sometime between 2001 and 2004, this would have been impossible. The last four Iowa-class battleships were decommissioned in the early 1990s, making them the last battleships to see active service.

I'm not sure who wrote the following story. It has been doing the rounds on the Internet and I know it was published in the 2016/2 edition of *Springbok*, the journal of the South African Legion of Military Veterans. Well whoever wrote the original, take a bow.

The story is about a conversation between Admiral Lord Horatio Nelson and Captain

Thomas Hardy at the Battle of Trafalgar in 1805.

The story is about how the conversation may have gone if the battle had taken place in today's politically correct military.

Nelson: "Order the signal Hardy."

Hardy: "Aye, aye sir."

Nelson: "Hold on, this isn't what I dictated to Flags. What's the meaning of this?"

Hardy: "Sorry sir?"

Nelson (reading aloud): "England expects every person to do his or her duty, regardless of race, gender, sexual orientation, religious persuasion or disability. What gobbledygook is this for God's sake?"

Hardy: "Admiralty policy, I'm afraid sir. We're an equal opportunities employer now. We had the devil's own job getting 'England' past the censors, lest it be considered racist."

Nelson: "Gadzooks, Hardy. Hand me my pipe and tobacco."

Hardy: "Sorry sir. All naval

vessels have now been designated smoke-free working environments..."

Nelson: "In that case, break open the rum ration. Let us spice the main brace to steel the men before the battle."

Hardy: "The rum ration has been abolished, admiral. It's part of the government's policy on binge drinking."

Nelson: "Good heavens, Hardy. I suppose we'd better get on with it, full speed ahead."

Hardy: "I think you'll find that there's a four knot speed limit in this stretch of water. It's an environment protection initiative."

Nelson: "Damn it man! We are on the eve of the greatest sea battle in history. We must advance with all dispatch. Report from the crow's nest, please."

Hardy: "That won't be possible, sir."

Nelson: "What?"

Hardy: "Health and Safety have closed the crow's nest, sir. No harness; and they said that rope ladders don't meet regulations. They won't let anyone up there until proper scaffolding can be erected."

Nelson: "Then get me the ship's carpenter without delay, Hardy."

Hardy: "He's busy knocking up a wheelchair access to the foredeck, admiral."

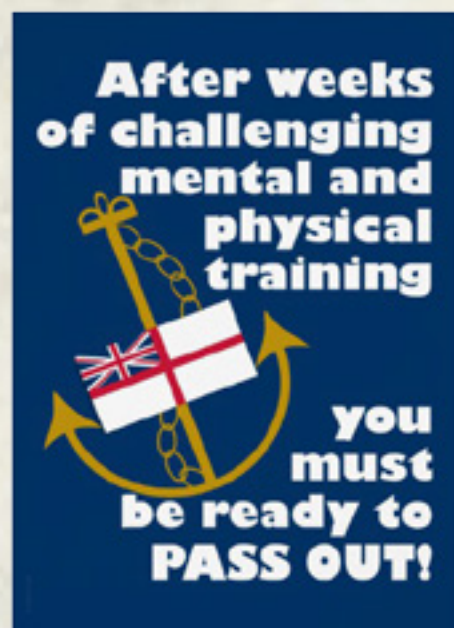
Nelson: "Wheelchair access? I've never heard anything as absurd."

Hardy: "Anti-discrimination requirements, sir. We have to provide a barrier-free environment for the differently abled..."

Nelson: "Differently abled? I've only one arm and one eye and I refuse to even hear men-



LEFT AND BELOW:
Those budget cuts are really starting to bite now.



ABOVE: They could have worded this differently



LEFT: So you think you're clever because you can do donuts in the parking lot with your Golf GTi. Try this.

tion of the word. I didn't rise to the rank of admiral by playing the disability card."

Hardy: "Actually, sir, you did. The Royal Navy is under-represented in the areas of visual impairment and limb deficiency."

Nelson: "Whatever next? Give me full sail. The salt spray beckons."

Hardy: "A couple of problems there too, sir. Health and safety won't let the crew up the rigging without hard hats. And they don't want anyone breathing in too much salt; haven't you seen the adverts?"

Nelson: "I've never heard such infamy. Break out the cannon and tell the men to stand by to engage the enemy."

Hardy: "The men are a bit worried about shooting at anyone, admiral."

Nelson: "What? This is mutiny!"

Hardy: "It's not that, sir. It's just that they're afraid of being charged with murder if they actually kill anyone. There are a couple of legal-aid lawyers on board, watching everyone like hawks."

Nelson: "Then how are we supposed to sink the Frenchies and the Spanish?"

Hardy: "Actually, sir, we're not."

Nelson: "We're not?"

Hardy: "No, sir. The French and Spanish are our European partners now. According to the Common Fisheries Policy, we shouldn't even be in this stretch of water. We could get hit with a claim for compensation."

Nelson: "But you must hate a Frenchman as you hate the devil."

Hardy: "I wouldn't let the

ship's diversity coordinator hear you saying that sir. You'll be up on a disciplinary report."

Nelson: "You must consider every man an enemy who speaks ill of your king."

Hardy: "Not any more, sir. We must be inclusive in this multicultural age. Now put on your Kevlar vest; it's the rules. It could save your life."

Nelson: "Don't tell me - health and safety again. Whatever happened to rum, sodomy and the lash?"

Hardy: "As I explained, sir. Rum is off the menu. And there's a ban on corporal punishment."

Nelson: "What about sodomy?"

Hardy: "I believe that is now legal, sir."

Nelson: "In that case, kiss me Hardy."

And finally, a joke rather than a story. Still, you may, or may not, appreciate it.

Four admirals, from the United Kingdom, the USA, Russia and South Africa, are standing chatting during a tea break at an international naval conference.

The talk turns to the courage of their respective sailors.

"Let me show you what courage is all about," says the British admiral.

He calls out to a British sailor who runs up, comes to a halt, and snaps off a smart salute.

"Sailor, I want you to stand at attention and then fall flat onto the concrete while remaining at attention."

"Yes sir!"

He falls flat on his face, breaking his nose in the process. The

sailor gets to his feet and stands at attention.

"Thank you sailor. Dismissed."

The British admiral looks at the other three and nods.

The American admiral calls over a US sailor and tells him to go to the first floor of the building and dive off onto the concrete.

The sailor does as he is instructed, hitting the ground in a heap. He lies there groaning until the medics arrive a take him off.

Not to be outdone, the Russian admiral calls over a Russian sailor. He tells him to also dive off the building. But from the second floor.

"Yes Comrade Admiral," he shouts with a salute.

The Russian sailor does as he is told, with the same results.

Finally, the South African admiral calls over one of his sailors. The man saunters over, without bothering to salute.

"Sailor, I want you to go to the top of that five storey building and dive off of it."

The sailor looks at the building, looks at the admiral and shakes his head.

"You want me to dive from where? Are you mad. Go get stuffed," he says, turning and walking away while extending a middle finger over his shoulder.

The South African admiral turns to the other three and with a look of pride says, "Now gentlemen, that takes real courage."

Hipe!

media

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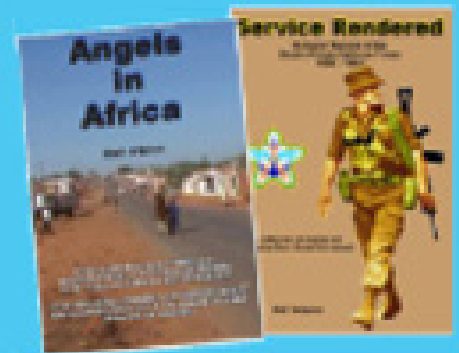
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Flip book magazines with pages that can be turned.



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Produced in any electronic format required.



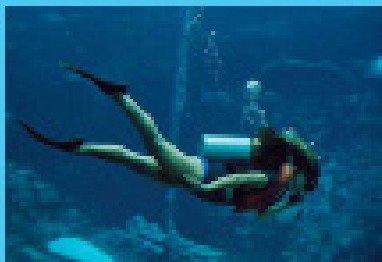
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