



THE SEVEN SEAS CLUB of AUSTRALIA

“TO PROMOTE AND FOSTER THE COMRADESHIP OF THE SEA”

Founded 1968

Incorporated 1996

Patron

His Excellency the Honourable Hieu Van Le, AC
Governor of South Australia

An elected COM shall run the Club in accordance with the Articles of Incorporation & Standing Orders

NEWSLETTER No. 83 June 2020

Greetings Members-

You should have received notification from Ian Small as to the relaxation of social distancing in South Australia to allow the next Seven Seas dinner meeting to go ahead this month, on the 17th of June.

Ian has received confirmation from the Public Schools Club that the arrangements will be in accord with all of the requirements. It is important to note that the social distancing (1.5Mtr) rule will apply at the meeting.

The Guest Speaker will be Member Brent Blanks on the topic of Sir John Franklin, which was featured in the last issue of the SSC Newsletter.

Thank you to those who have sent in contributions for this edition of the Newsletter. Ken Messenger has provided the Presidents Report. Ken Wood has sent in an excellent extract from his book, “The Largest Shipbuilding Town in the World-Sunderland.” John Braendler provided the “Naval Terminology” (It’s amazing how many of these terms are part of our everyday language now) and Ian Small for “Puns for the Educated Mind.” Also included is an Obituary from the Australian Naval Architect on Neil Cormack. John Ford sent his stunning paintings of the Endeavour and Buffalo he completed while in lockdown.

Thanks for all of the contributions and please consider sending content for future editions.

I look forward to the resumption of our dinner meetings this month! -Terry Beaston



HMS Buffalo and HMS Endeavour by John Ford



PRESIDENT'S REPORT

1 JUNE, 2020

Ken Messenger

Ahoy Members,

Great news! We can meet again---this month!! Although Ladies' Night is on our annual programme for June, it unfortunately can't happen.

This is because of venue arrangements due to virus restrictions during this unforgettable time. Talking with Chris Ashton of the Public Schools Club, they are eager for our return. They have already opened for ongoing functions, now with a daily coffee facility on the front terrace.

They can host us currently to a maximum of 40 people using the two L-shaped front rooms, so please rsvp to Secretary Ian asap to signify your attendance. So, we will be able to have a 'normal' monthly meeting, this time with member Brent Blanks as our speaker.

On some general matters, administrative activity has continued during the last two and a half months, including a productive management committee meeting using the 'GoTo' audio/video app arranged by member Tim Readman being used for our remote conversations.

We are considering various points aimed at strengthening the Club. It will be great to again see members gathering in our normal format. Cheers, Ken



Ken and his crew on his sailboat "Musketeer 11" on the Port River recently -Photo T Beaston

Hello Gentlemen,

Attached please find an extract from a book I am writing entitled "A City by a River (Reflections of an exiled Mackem). The chapter is called Once the Largest Shipbuilding Town in the World. Definition: Mackem –A person born in Sunderland, UK. I thought might be of interest to put into our newsletter.

Best regards,

Ken Wood

Once the Largest Shipbuilding Town in the World

Sunderland

We can trace shipbuilding on the River Wear back to the building of boats in 1346. The first ship was built by Thomas Melvin in 1439 at Hendon, throughout its history over 400 shipyards were registered.

Records showed they stretched several miles upriver to North Hylton and down to the mouth.

It once held the mantle of being the largest shipbuilding town in the world. By the nineteenth century, it was to become the most famous shipbuilding centre in the country with over 65 yards in operation. Famous names such as Austin & co (1826), William Doxford (1840) and William Pickersgill (1851) opened up for business.

Some of the achievements throughout its history are truly remarkable.

In 1864, at the height of shipbuilding on the Wear, **The City of Adelaide** was built by William Pile, Hay & Co. She is the oldest surviving clipper ship in the world, the other being **The Cutty Sark (1869)**, now housed on permanent display at Greenwich, London. Of composite construction of both wood and iron.

She was designed to carry immigrants to Australia. She managed 23 round trips during her sailing life, transporting wool and timber on return journeys. Accommodation for passengers was noted to be quite comfortable for its time. It once held the record of the fastest crossing of the voyage from London to South Australia of only 65 days.

It is estimated a significant number of Australians can trace their lineage from passengers who took that trip. Unfortunately, the city of Sunderland missed out by failing to raise enough money for her restoration. Reclaimed from a river in Irvine, Scotland, she was transported by barge to my adopted home in 2014, to her permanent resting place, in Port Adelaide, Australia.

The vessel is in the process of being restored. It is planned to be used as a museum depicting Australia's colonial history.

Australia's strong connection with Sunderland is further strengthened by the **James Craig** launched in 1874 by William Bartram as the **Clan McLeod**. The three-masted barque made 14 round trips around Cape Horn to Australia. Seemingly ending her days in a loch in Tasmania. That is until the Sydney Maritime Heritage Society refloated her, before returning to Sydney for restoration. Today she is berthed at Darling Harbour (This author sailed on her a few years ago, feeling immensely proud). One of the last remaining ships of her line.

In my mind, as much as the above historical achievements are outstanding. There is one that we and the whole world should celebrate; after all, it played its part in allowing us in how we live today.

During the 1930's depression, no ships were built at JL Thompson's yard.

Cyril Thompson used this time to pioneer the design of an efficient cargo vessel. It burnt less coal than traditional ship designs of its type. It was launched in 1939 and named **The Dorrington Court**, a cargo vessel of some 10,000 tonnes.

Early in World War II, The Admiralty became interested in the ship because of mounting losses to supply convoys in the North Atlantic, caused by U-boat attacks. It was worried this could affect the war effort.

Winston Churchill charged Thompson with leading a delegation with a gentleman called Harry Hunter, from the engine builders company North Eastern Marine to the United States to convince their government to build sixty ships using the design, they were to be called **The Empire Class**.

Unfortunately, they refused the request claiming existing capacity was to only use for their own domestic naval requirements.

The party toured the U.S. and found an American industrialist, Henry Kaiser, who agreed to build two huge drydocks. One on the west coast the other on the east coast, each constructing 30 ships. Thompson participated in the set-up of the drydocks.

On the return journey, Thompson's ship, the **Western Prince**, was torpedoed, and he spent several days floating

in a lifeboat, clutching his valuable plans. In an astonishing career, he later joined the war, he served as an aircraft mechanic overseas.

Later the Roosevelt government had a change of heart and started to build the ships. In total, 3174 ships were built around the world, including in the United States, Canada and the United Kingdom the President dubbing them "The Ugly Ducklings" of the sea.

The Americans bemoaned that vessels built in Sunderland would only take 336000 man-hours while the ships built in their shipyards took to 510,000 to construct. Some of the American built ships experienced severe cracking of the hull plates leading to catastrophic failure.

At the end of World War II, Dwight Eisenhower said the reason the war was won was down to four things; one was the **Liberty Ship**. Who could have envisaged that a town such as Sunderland would play a part in one of the world's most significant victories?

Sunderland's involvement in modern maritime history did not end there. In the 1960's Austin & Pickersgill designed a vessel called the SD.14, which replaced many of the ageing Liberty Ships. Today many of those ships are still in service and fetch a reasonable price on the charter market testament to the craftsmanship and skills of the people who built them.

In the 1970s & 80,'s the Wear took several blows, which ultimately sounded the death knell for its industries. In 1973 OPEC announced it was quadrupling the price of oil, setting in train a worldwide recession. This led to a reduction in demand for ships. Shipowners' requirements were changing, and the impact of the development of containers had brought new "players" into the market, such as Japan, Korea. Competitiveness was influenced by cheap finance supplied by their respective governments. Something, the British government, refused to do.

This, coupled with numerous industrial disputes in the industry which was increasingly making shipbuilding in the U.K. uncompetitive, even though the workmanship was of a very high calibre. Misguided illogical thinking on all sides hastened the demise of the industry.

That lack of support cumulated in the last shipyard closures in 1989 at Southwick and Pallion at North East Shipbuilders. Together with the closing of Doxford Engine Works.

The people at Doxford Engines and on Wearside were especially angry at this decision. The company had formed a collaboration agreement with Hawthorn Leslie of Tyneside. Jointly they developed a multi-purpose marine engine. **The Seahorse**, able to run on low-grade fuel and power electricity plants on land. Great interest was shown by shipowners around the world. Still, the project was

scrapped as the Thatcher government withdrew funding and support.

The closure of all the yards meant the collapse of all ancillary businesses such as forges and other engineering partners. Attempts were made to retain ship repair engineering capability on the river, but this has been to no avail.

The river channel is completely silted up, and there no chance of any revival, the sad fact the shipbuilding industry has gone forever. Berths and slipways have been redeveloped and utilised for other industries.

Today ageing ex shipyard workers spend their time trawling their memories for the many ships they helped to build. The multiple builds for Bank Line of Liverpool at Pallion, The innovative 65000-tonne Borgsten with no bridge only a strange looking conning tower at North Sands. In 1963, as a boy of eleven, I watched the launch from the opposite bank. She glided effortlessly down the slipway and into the main channel of the river. The last levitations, the OBO carriers, **Naess Crusader & Nordic Chieftain** at 162000 -tonnes, were also built at North Sands, the biggest vessels to be launched on the river.

It is estimated through the life of shipbuilding on the Wear the number of ships built was **12700**.

I often muse if Britain's hero Lord Horatio Nelson were to look down from above at the river today what we might say, perhaps something like this.

"Here lie the bones of what was once a noble venture, killed by friend and foes alike."

Naval Terminology

Over the Barrel -The most common method of punishment aboard ship was flogging. The unfortunate sailor was tied to a grating, mast or over the barrel of a deck cannon.

To Know the Ropes -There were miles and miles of cordage in the rigging of a square rigged ship. The only way of keeping track of and knowing the function of all of these lines was to know where they were located. It took an experienced seaman to know the ropes.

Dressing Down -Thin and worn sails were often treated with oil or wax to renew their effectiveness. This was called "dressing down". An officer or sailor who was reprimanded or scolded received a dressing down.

Footloose -The bottom portion of a sail is called the foot. If it is not secured, it is foot-loose and it dances randomly in the wind.

Booby Hatch -Aboard ship, a booby hatch is a sliding cover or hatch that must be pushed away to allow access or passage.

First Rate -Implies excellence. From the 16th century on until steam powered ships took over, British naval ships were rated as to the number of heavy cannon they carried. A ship of 100 or more guns was a First Rate line-of-battleship. Second rates carried 90 to 98 guns; Third Rates, 64 to 89 guns; Fourth Rates, 50 to 60 guns. Frigates carrying 20 to 48 guns were fifth and sixth rated.

Pipe Down -Means stop talking and be quiet. The Pipe Down was the last signal from the Bosun's pipe each day which meant "lights out" and "silence".

Chock-a-block -Meaning something is filled to capacity or overloaded. If two blocks of rigging tackle were so hard together they couldn't be tightened further, it was said they were "Chock-a-Block".

Leeway -The weather side of a ship is the side from which the wind is blowing. The Lee side is the side of the ship sheltered from the wind. A lee shore is a shore that is downwind of a ship. If a ship does not have enough "leeway" it is in danger of being driven onto the shore.

Windfall -A sudden unexpected rush of wind from a mountainous shore which allowed a ship more leeway.

Groggy -In 1740, British [Admiral Vernon](#) (whose nickname was "Old Grogam" for the cloak of grogram which he wore) ordered that the sailors' daily ration of rum be diluted with water. The men called the mixture "grog". A sailor who drank too much grog was "groggy".

Three Sheets to the Wind -A sheet is a rope line which controls the tension on the downwind side of a square sail. If, on a three masted fully rigged ship, the sheets of the three lower course sails are loose, the sails will flap and flutter and are said to be "in the wind". A ship in this condition would stagger and wander aimlessly downwind.

the sails, crew were sent aloft to haul them over the sails. This was called overhauling.

Pooped -The poop is the stern section of a ship. To be pooped is to be swamped by a high, following sea.

As the Crow Flies -When lost or unsure of their position in coastal waters, ships would release a caged crow. The crow would fly straight towards the nearest land thus giving the vessel some sort of a navigational fix. The tallest lookout platform on a ship came to be known as the crow's nest.

Buoyed Up -Using a buoy to raise the bight of an anchor cable to prevent it from chafing on a rough bottom.

By and Large -Currently means *in all cases or in any case*. From the nautical: by meaning into the wind and large meaning with the wind: as in, "By and Large the ship handled very well."

Cut and Run -If a captain of a smaller ship encountered a larger enemy vessel, he might decide that discretion is the better part of valor, and so he would order the crew to cut the lashings on all the sails and run away before the wind. Other sources indicate "Cut and Run" meant to cut the anchor cable and sail off in a hurry.

In the Offing -Currently means something is about to happen, as in - "There is a reorganization in the offing." From the 16th century usage meaning a good distance from shore, barely visible from land, as in "We sighted a ship in the offing."

Skyscraper -A small triangular sail set above the skysail in order to maximize effect in a light wind.

The Bitter End -The end of an anchor cable is fastened to the bitts at the ship's bow. If all of the anchor cable has been payed out you have come to the bitter end.

Toe the Line -When called to line up at attention, the ship's crew would form up with their toes touching a seam in the deck planking.

Back and Fill -A technique of tacking when the tide is with the ship but the wind is against it.

Overhaul -To prevent the buntline ropes from chaffing

Slush Fund -A slushy slurry of fat was obtained by boiling or scraping the empty salted meat storage barrels. This stuff called "slush" was often sold ashore by the ship's cook for the benefit of himself or the crew. The money so derived became known as a slush fund.

Bear Down -To sail downwind rapidly towards another ship or landmark.

Under the Weather -If a crewman is standing watch on the weather side of the bow, he will be subject to the constant beating of the sea and the ocean spray. He will be under the weather.

Overreach -If a ship holds a tack course too long, it has overreached its turning point and the distance it must travel to reach its next tack point is increased.

Gone By the Board -Anything seen to have gone overboard or spotted floating past the ship (by the board) was considered lost at sea.

Above Board -Anything on or above the open deck. If something is open and in plain view, it is above board.

Overwhelm -Old English for capsize or founder.

Between the Devil and the Deep Blue Sea -The devil seam was the curved seam in the deck planking closest to the side of the ship and next to the scupper gutters. If a sailor slipped on the deck, he could find himself between the devil and the deep blue sea.

The Devil to Pay -To pay the deck seams meant to seal them with tar. The devil seam was the most difficult to pay because it was curved and intersected with the straight deck planking. Some sources define the "devil" as the below-the-waterline-seam between the keel and the adjoining planking.

(Paying the Devil was considered to be a most difficult and unpleasant task.)

Rummage Sale -From the French "*arrimage*" meaning ship's cargo. Damaged cargo was sold at a rummage sale.

A Square Meal -In good weather, crews' mess was a warm meal served on square wooden platters.

Son of a Gun -When in port, and with the crew restricted to the ship for any extended period of time, wives and ladies of easy virtue often were allowed to live aboard along with the crew. Infrequently, but not uncommonly, children were born aboard, and a convenient place for this was between guns on the gun deck. If the child's father was unknown, they were entered in the ship's log as "son of a gun".

Overbearing -To sail downwind directly at another ship thus "stealing" or diverting the wind from his sails.

Taking the wind out of his sails -Sailing in a manner so as to steal or divert wind from another ship's sails.

Let the Cat Out of the Bag -In the Royal Navy the punishment prescribed for most serious crimes was flogging. This was administered by the Bosun's Mate using a whip called a cat o' nine tails. The "cat" was kept in a leather or baize bag. It was considered bad news indeed when the cat was let out of the bag. Other sources attribute the expression to the old English market scam of selling someone a pig in a poke (bag) when the pig turned out to be a cat instead.

No Room to Swing a Cat -The entire ship's company was required to witness flogging at close hand. The crew might crowd around so that the Bosun's Mate might not have enough room to swing his cat o' nine tails.

Start Over with a Clean Slate -A slate tablet was kept near the helm on which the watch keeper would record the speeds, distances, headings and tacks during the watch. If there were no problems during the watch, the slate would be wiped clean so that the new watch could start over with a clean slate.

Taken Aback -A dangerous situation where the wind is on the wrong side of the sails pressing them back against the mast and forcing the ship astern. Most often this was caused by an inattentive helmsman who had allowed the ship to head up into the wind.

At Loggerheads -An iron ball attached to a long handle was a loggerhead. When heated it was used to seal the pitch in deck seams. It was sometimes a handy weapon for quarrelling crewmen.

Fly-by-Night -A large sail used only for sailing downwind and requiring rather little attention.

No Great Shakes -When casks became empty they were "shaken" (taken apart) so the pieces, called shakes, could be stored in a small space. Shakes had very little value.

Give (someone) a Wide Berth -To anchor a ship far enough away from another ship so that they did not hit each other when they swung with the wind or tide.

Cut of His Jib -Warships many times had their foresails or jib sails cut thinly so that they could maintain point and not be blown off course. Upon sighting thin foresails on a distant ship a captain might not like the cut of his jib and would then have an opportunity to escape.

Garbled -Garbling was the prohibited practice of mixing rubbish with the cargo. A distorted, mixed up message was said to be garbled.

Press Into Service -The British navy filled their ships' crew quotas by kidnapping men off the streets and forcing them into service. This was called Impressment and was done by Press Gangs.

Touch and Go -This referred to a ship's keel touching the bottom and getting right off again.

Scuttlebutt -A butt was a barrel. Scuttle meant to chop a hole in something. The scuttlebutt was a water barrel with a hole cut into it so that sailors could reach in and dip out drinking water. The scuttlebutt was the place where the ship's gossip was exchanged.



Steam engine on an Historic Wooden Boat featured at the Wooden Boat Festival, Picton, NZ, January 2010 -Photo-T Beaston

-From the May edition of Australian Naval Architect

Neil Cormack -It is with sadness that The ANA records the passing of Neil William Cormack on 25 June 2015. Neil was the son of William Roy (Bill) and Alice Cormack, and first lived in the house built by his father on Lot 42 in the Hundred of Port Adelaide (now 42 Roslyn St, Largs, SA), the first house in the street. He was born into a family of mariners, shipwrights and sailmakers. He became a shipwright himself, then a naval architect, and rose to be the Senior Shipwright Surveyor with the SA Department of Marine and Harbours. His career positions included Shipwright Foreman for J.P. Clausen and Sons, former Commanding Officer RANRC at HMAS Encounter, the Official Measurer for South Australian Royal Yachting Association in the UK, and the Official Measurer for the 5.5-metre class at the Melbourne Olympics in 1956. In the course of his career, Neil designed at least 17 fishing vessels ranging in length from 28 ft. (8.53 m) to 85 ft (25.91 m), including five tuna vessels, Sirenia Pearl, Glen Morry, Hermay, Cape Baron and Southern Bluefin, the crayboats Carolyn Star and Nereus, and the lineboat Joymay. Three of the tuna vessels were built in timber, the 85 ft (25.91 m) Sirenia Pearl, which was built by W.G. Porter and Sons at their Birkenhead slipway for Fairwell Fisheries of Port Lincoln, the 57 ft 6 in (17.53 m) Glen Morry, which was built by Culhoy Engineering for a subsidiary company, Culhoy Fisheries, of Kirkaldy, SA, and the 59 ft 10 in (18.24 m) Hermay, which was built by W.G. Porter and Sons at their Birkenhead slipway for Hermay Ltd of Port Lincoln. He presented a written paper on the design and construction of the first two of these vessels, On the Building of Two Wooden Tuna Vessels in South Australia, to a meeting of the Australian Branch (as it was then) of RINA in Sydney in the late 1960s. His interest in square-rigged sailing ships began at an early age, when he saw them coming and going from the Largs anchorage at the end of Roslyn Street, and it resulted in an abiding love of the tall ships. He analysed the stability of a number of them, including Herzogin Cecilie (about which he also wrote a book) [for a review of the book, see The ANA, May 2000 —Ed.], Admiral Karpfanger ex L'Avenir which was lost at sea with all hands in the vicinity of Cape Horn in March 1938 with a cargo of wheat in bags en route from Port Germein, South Australia, to Falmouth, UK, for orders under the Hamburg-Amerika flag (a report, and then a paper with Captain Roger Ghys which was published in Marine Technology), and Garthneill ex Inverneill (another book!) He was a Member of the International Association of Cape Horners [membership is open to sailors who have rounded Cape Horn under sail —Ed.], and attended their last international congress in 2003 in St Malo, France (where the first congress was held in 1937), when it became more difficult for the ageing members to travel internationally. He was awarded the St Malo Medal by the International Association of Cape Horners for his contribution to the

history of the square riggers. He also had an abiding interest in half models of ships, most built at a scale of 1/8 inch to the foot (1:96 for those who like it that way). These include Herzogin Cecilie, Hougomont, Pommern, and Lawhill. These were all made showing both the waterlines and the buttock lines, using alternating lifts of light and dark timber. He learned this method from his father who, in turn, was taught by the master tradesman, Bob Lambie, the foreman shipwright and senior loftsmen at Poole and Steele's yard at Osborne. The models of Herzogin Cecilie and Hougomont lived on Neil's lounge-room wall [for photographs, see The ANA, May 2003 —Ed.] In all, Neil wrote at least twenty books, with subjects including the tall ships, the shipbuilders of South Australia, sailing clubs, and fishing vessels, and wrote many more papers on these subjects. Many of his books are in the National Library of Australia and in other libraries around the world [for a list, see https://trove.nla.gov.au/book/result?q=exact_creator%3A%22Cormack+Neil+W+1923%22 — Ed.] He received an Industry Stalwart award for service to the industry from the Boating Industry Association. Neil was a Fellow of the Royal Institution of Naval Architects, Member of the Society of Naval Architects and Marine Engineers, and a long-time member, Past President (1987) and Life Member of the Seven Seas Club of Australia. When he was able to attend SSCA meetings he would present his Nautical Notes which became an important part of the club's dinner format. His encyclopedic knowledge of ships, especially sailing ships, was unsurpassed. Neil was the husband of Beth (who predeceased him), father and father-in law of Kathryn and Allan, Margaret and John, grandfather of five and great-grandfather of eleven. He was privately interred on 1 July 2015.

Phil Helmore



The “One and All” is undergoing a major refit at the North Arm in the Port River this month.

HMAS Hobart Memorial Lookout - Yankalilla SA

On a recent drive down the coast, my wife Meridith and I called into this Lookout at Lady Bay near Yankalilla.

The views from the Lookout are stunning and the display set up by the District Council of Yankalilla is excellent, with informative signage and an artistic presentation of the anchor from the Hobart.



The ship HMAS Hobart 111 was commissioned in 1965 and saw action in Vietnam. She was decommissioned in 2000 and laid to rest near this viewpoint 2002 as a diving attraction, artificial reef and Marine Park.



The Memorial commemorates two of the HMAS Hobarts, one of which was a Cruiser and the men who served on them.

If you have not taken the time to stop and have a look at this wonderful Memorial, I suggest that you include it in your next drive down the coast!

-Terry Beaston



There were three HMAS Hobarts, the sign above shows photos and a story of each one



She was a Guided Missile Destroyer and had the nickname "Green Ghost"



The landscaping is excellent and incorporates seating.

Puns for Educated Minds

1 The fattest knight at King Arthur's round table was Sir Cumference.

He acquired his size from too much pi.

2 I thought I saw an eye - doctor on an Alaskan island, but it turned out to be an optical Aleutian.

3 She was only a whiskey - maker, but he loved her still.

4 A rubber - band pistol was confiscated from an algebra class, because it was a weapon of math disruption.

5 No matter how much you push the envelope,

it'll still be stationery.

6 A dog gave birth to puppies near the road and was cited for littering.

7 A grenade thrown into a kitchen in France would result in Linoleum Blownapart.

8 Two silkworms had a race. They ended up in a tie.

9 A hole has been found in the nudist - camp wall. The police are looking into it.

10. Time flies like an arrow. Fruit flies like a banana

11. Atheism is a non-prophet organization.

12. Two hats were hanging on a hat rack in the hallway. One hat said to the other:

'You stay here; I'll go on a head'

13. I wondered why the baseball kept getting bigger. Then it hit me.

14.A sign on the lawn at a drug rehab center said:

'Keep off the Grass.'

15. The midget fortune-teller who escaped from prison was a small medium at large.

16. The soldier who survived mustard gas and pepper spray is now a seasoned veteran.

17. A backward poet writes inverse.

18. In a democracy it's your vote that counts.

In feudalism it's your count that votes.

19 . When cannibals ate a missionary, they got a taste of religion.

20. If you jumped off the bridge in Paris, you'd be in Seine.

21. A vulture carrying two dead raccoons boards an airplane. The stewardess looks at him and says, 'I'm sorry, only one carrion allowed per passenger.'

22. Two fish swim into a concrete wall.

One turns to the other and says , 'Dam!'

23. Two Eskimos sitting in a kayak were chilly, so they lit a fire in the craft. Unsurprisingly it sank, proving once again that you can't have your kayak and heat it too.

24. Two hydrogen atoms meet. One says, 'I've lost my electron.' The other says, 'Are you sure?'

The first replies, 'Yes, I'm positive.'

25. Did you hear about the Buddhist who refused Novocain during a root - canal?

His goal: transcendental medication.

26. There was the person who sent ten puns to friends, with the hope that at least one of the puns would make them laugh.

No pun in ten did. (Thanks to Ian Small)

Six Mystery Photos-Sent in by Bruce Macky

(From the April Newsletter)

There is a bottle of Hugh Hamilton Wine for the first person who can identify these six photos correctly! Send your entry to: brucemacky@gmail.com

Perhaps we can find out the winner at our June meeting?

We are always looking out for interesting topics and speakers for next year so please pass on your suggestions to me.

Regards, Ian Small Hon. Sec.

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