

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. 85 August/September 2020

Greetings Members-

It's wonderful to have Spring weather upon us once again and many of us will be looking forward to the upcoming sailing season with anticipation.

This year marks the 75th anniversary of WW2 and the 80th anniversary of the Battle of Britain. I have two friends who were directly affected by the battle; one was born during a raid on London. His mother placed him in a chest of drawers to protect him; the area around his home was bombed and he survived. Another, the son of Squadron Leader Richard Bungey, an Australian war ace who was shot down in the Battle of Britain but survived to fly again. His is an amazing (and tragic) story documented by the SA Aviation Museum. I have included a story of pilot Ray Holmes, one of the most incredible flying exploits of the war.

Thank you to those who have sent in contributions for this edition of the Newsletter. Ken Messenger has provided the President's Report. John Braendler, Captain Peter Thomas, Bruce Macky, Ian Small and Peter Allen all provided articles.

Ian has asked me to request members to suggest topics and speakers for our 2021 Dinner Meetings; please forward this to Ian; his address is on the last page.

Also, Ian has had a request from the Public Schools Club that members advise of attendance to dinner meetings by the Friday before the Wednesday meeting in order to have more time to plan staffing for the dinner.

Please consider sending content for future editions of the Newsletter. A start may be to send a suggested reading list as Bruce Macky has provided this month.

I look forward to the next meeting.

Terry Beaston

PRESIDENT'S REPORT

Ken Messenger

Ahoy Members,

So, as we struggle through the constraints of Covid19, the Club remains active and vibrant!

Our meeting at the Public Schools Club on 19/8/20 was a most pleasant gathering with yet another interesting guest speaker, Michael Simms, on a very informative topic re shipping logistics at our state's ports.

Thanks to Vice-President John Braendler for efficiently chairing the meeting as I took it easy alongside whilst recovering from new double-knee modifications.

There have been changes at our venue and we are enjoying the convenience of the facility with sufficient attendance of our members to approach a break-even point, but it is essential that earlier advice of attendance at meetings is given. Prior to the last meeting the response was poor until beyond the normal cut-off, creating some worries for our organizers, particularly our secretary Ian, handling it from afar whilst chasing 32 degree N.T. sun.

We need to ideally strengthen the membership base, as is being worked on by the Focus Group, but all members can always help by bringing along guests to improve attendance numbers.

Of course, attendees should ideally be enthusiastic joiners, but even casual attendees assist us---and may be able to act as referrers of future new members or speakers.

Who can you bring to the next meeting?

Ongoing club communication is desirable and to keep the monthly newsletter being produced so well by Terry Beaston, it can be made more interesting with topical items contributed by members.

A reasonable deadline to forward information should be two weeks before our next monthly meeting. Please contribute!

Actually, if any of our presenters of Historical Notes can send their monthly copy to Terry, it would be of interest to those who have not been able to attend, to see what they missed. I am missing seeing all the friends/partners of members, and me-thinks it is time for an outdoor social gathering/BBQ—per distancing rules, of course. We can finalize this at the forthcoming Mancom meeting, so watch for the announcement! Cheers,
Ken Messenger

Althorpe Island

An excerpt from the book by
Capt. Peter Thomas- Part 2



Althorpe Island – looking south



Snapper

Quite often I would sail to Port Lincoln stopping off at Althorpe Island. It was a good halfway point and is normally sheltered in the eastern bay.



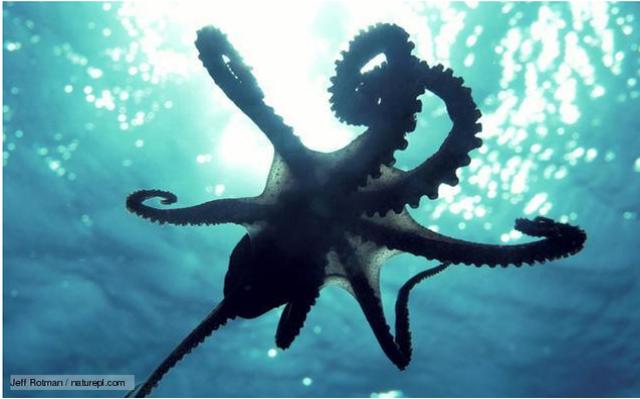
Very short rough airstrip – 350 metres long slightly uphill



Eastern Bay Jetty – Flying Fox (zip line) and crane on end of jetty

I ferried *First Class*, an 11-metre Beneteau yacht, from Adelaide to Port Lincoln. After we anchored in Athorpe's eastern bay, the crew wanted to go ashore. We had a small rubber dinghy with no engine, powered by oars only. I stayed on board while the shore party successfully rowed to the sandy beach. They then walked up to the lighthouse, via a rough path hewn in the side of the limestone cliffs; and some hours later they returned to the beach. In the meantime, a particularly vicious south-easterly wind had sprung up. The bullets of wind came swirling round the rugged headland in strong gusts. I thought to myself that it was going to be quite difficult rowing out to *First Class* in these conditions. I was not wrong, as the little dinghy got halfway between the shore and the yacht and was caught by the wind.

I could see my crew was about to be swept out of the bay. Hurriedly I grabbed every piece of rope that I could find and joined them all together. I then attached a life ring to the end and threw it towards the stricken sailors and they grabbed the life ring just in the nick of time and a crisis was averted. At our next port we purchased a small outboard to use on the rubber dinghy for the return ferry trip from Port Lincoln to avoid any further incidents.



Octopus

One stormy night I was anchored in the northern bay adjacent to a moored crayfish boat. Around midnight I heard a commotion from this vessel. As I staggered out my bunk to see what was going on; I saw a lady about to dive over the side with a large knife in her hand. A couple of minutes later she surfaced with a large octopus wrapped round her arm – all very strange! When talking to the fishermen the next morning they told me what had happened. The previous evening, they heard their “live” crayfish in the hold becoming restless and moving around. In the “wet well” of a crayfish boat there are holes in the bottom of the hull to allow fresh seawater in to keep the crayfish alive. When crayfish let their legs dangle through these holes it provides a temptation for any nearby octopus. They come up to the bottom of the boat and rip the legs off the crayfish and then eat them. This renders the crayfish relatively worthless without legs. Thus, our female friend dived over the side to catch the culprit that was decimating her and her brother’s livelihood.

One day I was returning by air from Port Lincoln with my family. We decide that it might be a nice treat to visit the island on the way home. Having rung our friends for permission to land and visit, all seemed well. Not so! We overstayed our visit and hence our departure was very late in the afternoon. We all stood in front of our little Cessna 182 and had our photos taken.



Another successful trip (Capt Pete on RHS)

We boarded the aircraft and after all the normal pre-take off checks I commenced my run down the short airstrip. She wasn’t accelerating very well. I needed 45 – 50 knots of airspeed to be capable of flight. The end of the strip was coming up at an alarming rate with the airspeed hovering round 45 knots. At the end of the strip the terrain drops over a cliff 300 feet high. With the stall warning horn sounding, we became airborne over the cliff. Even my mother who didn’t understand “*aeroplane*” things was reciting the Hail Mary. After we “dropped off” the top of the cliff, I lowered the nose to increase airspeed and made a turn back to the island to “wiggle my wings” to wave goodbye to our island friends.

It was a couple of days later when I picked up the photos of our trip and the cause of our unusual situation was made clear. In the photo it was quite obvious that we were standing in long wet grass. These conditions had impeded my take off speed and performance.

“Beware wet grass” was firmly entrenched on my mind.

Battle of Britain- Ray Holmes



Raymond Towers "Ray" Holmes (20 August 1914 – 27 June 2005) was a British Royal Air Force fighter pilot during the Second World War who is best known for his notable act of bravery, while taking part in the Battle of Britain.

On 15 September 1940, Holmes saved Buckingham Palace from being hit by German bombing, when he used his Hawker Hurricane to destroy a Dornier Do 17 bomber over London by ramming. He was feted by the press as a war hero for his saving of Buckingham Palace. The British pilot became a King's Messenger after the war, and died at the age of 90 in 2005.

In June 1940 he joined No. 504 Squadron RAF. He became known among his flight comrades as "Arty" which was taken from the initials of his name R.T.



Rudolf Heitsch's [Dornier Do 17](#) in Castle Farm [Shoreham](#).

The flame throwing device is just visible on the aft fuselage.^[2] The device had not been tested at high altitude and when used, squirted black oil over Holmes' windshield and attracted the attention of British fighters. The Do 17 was shot down by [John Dundas](#) and his wingman.

On 15 September 1940, known as Battle of Britain Day, Sergeant Holmes was flying a Hawker Hurricane fighter when he spotted a formation of three Dornier Do 17 bombers of Kampfgeschwader 76 heading for central London, to make a bombing attempt. As he made an attack on one of the bombers, the bomber fired a flamethrower at him, and Holmes' windshield was covered in oil.

The flamethrower, obviously intended for use on the ground, was not working properly at 16,000 feet, giving a jet of flame only some 100 yards long. The oil had not caught fire, and it was this that had found its way onto the Hurricane. Knowing that the airflow would clear the oil away, Ray Holmes waited for his view to be restored. As his windscreen cleared Ray realised that he was dangerously close to the Dornier, and ramming the stick forward, passed beneath the bomber.

I made my attack on this bomber and he spurted out a lot of oil, just a great stream over my aeroplane. blotting out my windscreen. I couldn't see a damn thing. Then, as the windscreen cleared, I suddenly found myself going straight into his tail. So, I stuck my stick forward and went under him, practically grazing my head on his belly.

He attacked the second Dornier, causing a crew member to bail out.

I got to the stern of the aeroplane and was shooting at him when suddenly something white came out of the aircraft. I thought that a part of his wing had come away but in actual fact it turned out to be a man with a parachute coming out. I was travelling at 250 miles per hour, it all happened so quickly, but before I knew what had happened this bloody parachute was draped over my starboard wing. There was this poor devil on his parachute hanging straight out behind me, and my aeroplane was being dragged. All I could do was to swing the aeroplane left and then right to try to get rid of this man. Fortunately, his parachute slid off my wing and down he went, and I thought, Thank heavens for that!



Robert Zehbe's Dornier falling on Victoria Station after being rammed by Ray Holmes, 15 September 1940.

Holmes then spotted the third Dornier still heading onwards, making directly for Buckingham Palace. Avoiding the bomber's machine gunfire, Holmes quickly climbed ahead of it, then swung around to make a head-on attack on the Dornier. However, upon firing discovered his machine guns failed. Holmes decided to ram the bomber hoping his plane could withstand the impact and cut through it. He flew his plane into the topside of the German bomber, cutting off the rear tail section with his wing.

As I fired, my ammunition gave out. I thought, Hell, he's got away now. And there he was coming along and his tail looked very fragile and very inviting. So I thought I'd just take off the tip of his tail. So, I went straight at it along him and hit his port fin with my port wing. I thought, that will just take his fin off and he'll never get home without the tail fin. I didn't allow for the fact that the tail fin was actually part of the main fuselage.

Although I didn't know it at the time, I found out later that I had knocked off the whole back half of the aircraft including the twin tails.

On the ground, the event was captured on film, and witnessed by a large group of people in nearby Hyde Park. Jimmy Earley was playing football at the corner of Ebury Bridge Road, near Victoria station. The air-raid siren had gone off, but as usual he and his friends ignored it. Suddenly they heard gunfire. Earley recalled, "We ran up to the Ebury Bridge and I can remember the Hurricane seemed to go underneath the Dornier, which split and all of sudden - wallop! - it came down in no time. Obviously, the Hurricane pilot had no care for his own safety, he couldn't have done. He just hit it and the back of it came off."

Holmes' own plane began to dive to the left and was no longer responding to the controls. As the Hurricane went into a vertical dive, Holmes bailed out. As he climbed out, the airstream caught him and smacked him down on to the roof of the Hurricane. Then, as he was thrown backwards, his shoulder hit his own tail fin. When he finally managed to pull his ripcord, the jolt shook off his flying boots and he found himself swinging violently about. He could see the Dornier dive out of control and crash near Victoria tube station.

The pilot of the Dornier, Feldwebel Robert Zehbe, bailed out, only to die later of wounds suffered during the attack.^[1] The Observer of the aircraft, Unteroffizier Hans Goschenhofer, and Gunner, Unteroffizier Gustav Hobel, did not survive the crash. However, Radio Operator, Gefreiter Ludwig Armbruster, bailed out over Sydenham, and Flight Engineer, Unteroffizier Leo Hammermeister, bailed out over Dulwich. Jim Earley watched Holmes' Hurricane crash twenty yards from where they had been playing football, near the grounds of Buckingham Palace. Earley recalled, "As soon as it hit the road, it went straight down and burst the water main. Water was all over the place, my feet were soaked.

Holmes came down in a narrow back garden and ended up dangling inside an empty dustbin.

I got hold of the guy ropes and stopped the spinning and looked down. I was right over the railway lines running into Victoria Station. I thought, "Hell, I'm going to get electrocuted now after all this!" Then I was swinging towards a row of houses. I hit the roof of one and could not get any grip on the slates in my stockinged feet. I slithered down the roof until I got to the gutter and thought, Now I'm going to break my back and kill myself falling off a three-story house! But as I fell there was a sudden jerk and I stopped with just my toes on the ground. My canopy had snagged over an up pipe running past the gutter and that had stopped me. But both my feet were inside a dustbin, the lid was on the ground; the bin had obviously had just been emptied. My two toes touched the bottom of the bin but my heels were off the ground.

Calmly, Holmes undid the parachute harness and dusted himself down. In the next garden were two girls who had seen him come down. Holmes recalled, "I

went over the fence and we all kissed each other". Jim Earley recalled the ecstatic crowd that greeted the downed pilot as he made his way out into the street. "The blokes were shaking his hand, but it was mostly women gathered around him. I wish it had been me, they all cuddled him and kissed him. Then he was carried over their heads towards Chelsea Barracks. Everybody was touching him as he was taken over the bridge. You know, I don't think he wanted to go to Chelsea Barracks, I think he wanted to stay where he was being made a fuss off!"

Holmes was feted by the press as a war hero for his saving of Buckingham Palace. As the RAF did not practice ramming as an air combat tactic, this was considered an impromptu manoeuvre, and an act of selfless courage. This event became one of the defining moments of the Battle of Britain and elicited a congratulatory note to the RAF from Queen Wilhelmina of the Netherlands, who had witnessed the event.^[12] The bomber's engine was later exhibited at the Imperial War Museum in London.

Later activities

When recovered, he became part of No 81 Squadron, and was sent to the Northern Front near Murmansk in Soviet Russia to help train the Russian air force in flying the Hawker Hurricane. Here he claimed a further kill; a Bf 109 F. He married Elizabeth Killip in April 1941^[6] and was commissioned as a Pilot Officer on 10 June 1941,^[13] promoted to Flying Officer on 10 June 1942,^[14] and Flight Lieutenant on 10 June 1943.

Returning from Russia, Holmes served as an instructor with 2 FIS, Montrose, from 1942 until 1944. He then flew PR Spitfires with 541 Squadron from February 1945.

-Wikipedia

On the Lighter side of Life

A woman took her Volvo to her mechanic. She told him;

"Every time I take any of my friends out in my car after a while there is this terrible smell. It never happens when I am on my own"

This quite intrigued the mechanic so he said, "OK, let's go for a spin and see what the problem is". Off they went.

She drove down a one-way street in the wrong direction at 100 KPH, swerving, hitting the curb on both sides of the street, narrowly missed three pedestrians in pedestrian crossings, ran several red lights, and just missed a policeman on street traffic duty.

They returned to the shop and she said, "There it is now; there's that terrible smell. Can you smell it?"

"Smell it? Hell lady, I'm sitting in it".

Recommended Reading List for members

The following is a list of recommended books, forwarded for the newsletter by John Braendler, from Bruce Macky:

For **non-fiction**:

The Ghost and the Bounty Hunter

William Buckley, John Batman, and the theft of Kaliningrad Contry. by Adam Courtenay. (Bryce Courtenays son, and a great writer.)

The Ghost was William Buckley, and escaped convict who lived with the Warrawardung people around what is now the Geelong area.

The bounty hunter was John Batman.

The book is a fascinating look at how Melbourne was established, and the locals dispossessed.

Salmon

A Fish, The Earth, and the History of a Common Fate. By Mark Kurlansky. All you could ever want to know about our prized fish. Mark Kurlansky is among my favourite authors. A food writer and historian, his titles include: Cod, the Biography of the Fish that changed the World.

Salt. A world economic history

1968. The year that rocked the world.

A Basque History of the world. Paper. And others.

Non+Fiction, and very current, but fairly weighty.

The Deficit Myth by Stephanie Kelton.

Kelton is a professor of economics, and one of the founders of Modern Monetary Theory. This theory argues that for countries that have a fiat currency, (US, Aust, NZ, UK Canada among many), the measure of success of policy is not the deficit, but whether the economy is fully employed, without inflation. If it is not, then print more money until the economy starts to grow. As it reaches near full employment, then is the time to look for surpluses.

Too Much and Never Enough. By Mary L

Trump. Donald's niece. A prof of Psychology, examines Donald's family background, and explains how he got to be what he is. Actually, a scary read. Dark Towers. Deutsche Bank, Donald Trump, and an epic trail of destruction. David Enrich.

Lending to Donald nearly broke, Deutsche Bank US, which would have brought down the whole bank.

Fiction:

The Order, by Daniel Silva.

Another in the marvellous series featuring Israeli assassin and spy Gabriel Allon. They are all great reads.

A knock at the Door. T W Ellis.

She answers the door, and is confronted by two people claiming to be FBI agents. They claim her husband is wanted for money laundering. They make a couple is small errors, which makes her doubt their claims. She runs. It is a great chase, that will keep you guessing to the end.

Non-fiction again.

The Sydney Hobart Yacht Race by Rob Mundle. A history of the great race.

The Outlaw Ocean by Ian Urbina.

“Traffickers and smugglers, pirates and mercenaries, wreck-thieves and repo-men, vigilante conservationists and elusive poachers, sea bound abortionists, clandestine oil-dumpers, shackled slaves and cast-adrift stowaways.....”

I think that explains the book.

Want a bit of crime?

Anything by Peter James that has Dead in the title. (English)

Any by Ian Rankin. Mostly but not exclusively, Scotland.

Michael Connolly. All set in LA. The TV series Bosch is based on his books.

Dervla McTiernan, if you want a bit of Ireland.

Want the old square riggers?

Patrick O'Brien has written a 20 book series of novels about the English navy during the Napoleonic wars. O'Brien was a history professor, and the writing is, historically, very accurate. His hero, Jack Aubrey, is thought to be loosely based on Admiral Cochrane, who was also the model for Forester's Hornblower, and Julian Stockwin's Kydd. (those series cover the same period and same battles as O'Brien, but are much simpler and lighter reading.)

I hope that lot will keep you occupied during any future “lockdown”.

Regards,

Yours aye, Bruce Macky



Greyhound is a 2020 American war film directed by Aaron Schneider and starring Tom Hanks, who also wrote the screenplay.^[5] The film is based on the 1955 novel *The Good Shepherd* by C. S. Forester, and also stars Stephen Graham, Rob Morgan, and Elisabeth Shue. The plot follows a commander of the US Navy on his first war-time assignment in command of a multi-national escort group defending a merchant ship convoy under attack by submarines in early-1942 during the Battle of the Atlantic, only months after the U.S. officially entered World War II.-Wikipedia

This is an action packed film, with amazing special effects depicting the exploits of a Naval Destroyer (downloaded on Apple TV using the free trial period) Highly recommended-Terry

The Fate of the “Minnow”

The sad story of the wooden boat grounded at North Haven in July. The boat was being towed with a dinghy from Port Adelaide to Port Pirie when the owner ran into trouble when the dinghy parted from the sailing boat while the crew were sleeping. It was towed to an anchorage off North Haven by the Police boat, where it dragged its anchor and ended up on the beach. After several attempts, the Port Adelaide Council stepped in and was successful in getting the

boat back in the water. The SA Fire boat then towed it to a public ramp at North Haven, only to have it sink again during strong winds during the night. It was then scrapped. Sad ending for a historic wooden boat built in 1950.



Digging a trench to relaunch the boat



Several attempts were made by the owner



Finally refloated, it was then towed to North Haven

-Photos-Terry Beaston

Genesis of the Baxter & Grimshaw Foundation Inc.

The Baxter & Grimshaw Foundation Inc. superseded the Seven Seas Club Australia Baxter & Grimshaw Trust in April 2020.

The Trust was independently administered by Trustees under a Deed from 2001 to 2020. It funded many scholarships for disadvantaged, both financially and disabled, young people to gain nautical training and experience. Information on the Trust and its achievements are given at www.sevenseasaaustralia.com.au. Planning meetings with the Trust's Trustees, service providers, beneficiaries of the Trust and COM SSC during 2018-2019, the decision was made that it was appropriate for the Trust to incorporate under the *Associations Incorporation Act 1985*, SA, as the Baxter & Grimshaw Foundation Inc., having the same objects as the Trust — a result achieved in April 2020.

The Foundation is registered as a charity with the Australian Charities and Not-for-profits Commission (ACNC). ACNC has forwarded the Foundation's request seeking tax exemption and Deductible Gift Recipient (DGR) status to the ATO. Registration with ACNC can also lead to an association with Philanthropy Australia — a link to funding opportunities.

The initiative for incorporation was to strengthen the governance, accountability and profile of the not-for-profit charity which could lead to increased funding, achievements and sustainability.

The Trust, to be superseded by the proposed Foundation, was considered to be a worthwhile cause, especially as it was the only not-for-profit charity in South Australia that had its objects solely focussed on providing a wide range of nautical training and experience for disadvantaged youth.

The change to an incorporated association resulted in the (a) the Trust being closed, (b) the Foundation having the same objects as the Trust and (c) all of the Trust's financial assets being transferred to the Foundation.

The Foundation has also held discussions with the President and Treasurer of the Making Waves Foundation Inc., based in Sydney — a well-established charity with the same purpose as the B&G Foundation and one that runs a

number of sailing programs for disadvantaged youth. The President has offered to help our Foundation, including providing their templates for training programs.

The inaugural Board of the Foundation is Peter Allen, Chair; Scott Rickards, Secretary; Barry Allison, Treasurer; Roger Dunn, Director; Ken Messenger, Director; Stan Quin, Director. The strong link of the Foundation with the SSC is kept through the requirement that the Office-bearers of the Foundation are SSC members. All positions on the Board will be declared vacant prior to the 31st December 2020 and a call will be made prior to that date for nominations for each position beginning on the 1st January, 2021.

The inaugural Board considers that the appointment of Directors with a range of skills and commitment is vital for the early success of the fledgling, incorporated Foundation. Three Directors need not be a member of the SSC. Each Member of the SSC is urged to consider nominating or nominating a non-SSC colleague who may have nautical interests in philanthropy and have the entrepreneurial and business skills necessary for the Board.

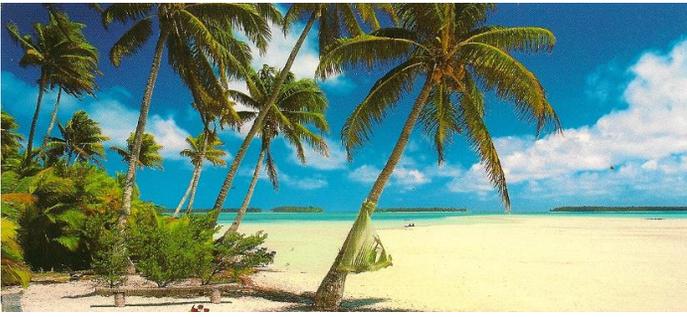
The Foundation looks forward to a continued strong relationship with the SSC and thanks its COM and members for their support during the transition from a Trust to an incorporated charity. -Thanks to Peter Allen for this article

The Battle of Actium



Sept 2nd 31BC

Roman legions under Augustus Caesar defeated Mark Anthony's naval force at Actium, Greece. -This topic is coming up in our September Historical Notes Presentation. -Thanks to Captain Peter Thomas for the photo-Ed



“The South Pacific is memorable because when you are in the islands you simply cannot ignore nature. You cannot avoid looking up at the stars, large as apples on a new tree. You cannot deafen your ears to the thunder of the surf. The bright sands, the screaming birds, and the wild winds are always with you” —Adventures in Paradise, James Michener



*“No animal, according to the rules of animal etiquette, is ever expected to do anything strenuous, or heroic, or even moderately active during the off-season of winter.” — Kenneth Grahame, *The Wind in the Willows**

-Thanks to Captain Peter Thomas



Mystery Photo-Taken at Outer Harbour in 1936, does anyone recognise the two naval ships in the photo?

September DINNER MEETING
Guest Speaker is Carolyn Spooner, on the Smith Brothers and the Great Air Race of 1919.

Ross & Keith Macpherson Smith grew up on Mutooroo sheep station in the far north of South Australia and educated at Queens School, North Adelaide.

They were both highly decorated pilots in WW1. When the Prime Minister of Australia, Billy Hughes, offered 10,000 pounds to fly from London to Darwin in 30 days they were one of six entrants. Please come and hear the story of their great adventure.

Carolyn is the Curator of the ‘Heroes of the Skies’ exhibition at the State Library of SA. She has previously spoken at the Seven Seas Club on the Nautical Book Collections of the State Library. She is now the Community Learning Contact Librarian.

PLEASE NOTE : A register of attendees will be taken at the Meeting for possible COVID 19 tracking.

-Please advise of attendance by 12noon 11th September

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

Ian Small Hon. Sec.

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