



THE SOUTH AFRICAN LEGION

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Once again a happy and prosperous New Year to all Legion members and their families' from the Chairman and Committee of the PE Branch of the SA Legion. 🍷

SA Navy gets second submarine

The second of the South African Navy's three new submarines, the *SAS Charlotte Maxeke*, arrived at its home base in Simonstown outside Cape Town recently. The submarine travelled directly to Simonstown from the port of Rota in Spain, following its launch from Emden in Germany, escorted by the SA Navy's combat support vessel, the *SAS Drakensberg*.

Defence Minister Mosiuoa Lekota said the submarine's arrival was another milestone in the re-equipping of the South African National Defence Force and welcomed the 30-member crew, referring to them as the "**cream of the crop**". ThyssenKrupp Marine Systems manufactured the diesel-electric submarine in German naval shipyards at Emden. According to ThyssenKrupp Marine Systems spokesperson Stephen Laufer, the total cost of the three submarines is €660-million, a price that includes the intensive training of the submariners and ongoing logistical support.

Minister Lekota said the training was needed due the nature of the technologically advanced submarines, which come equipped with "**some of the best underwater sensor and weapon systems in the world**". "**The development of technological expertise and the retention of scarce skills is not only important but fundamental to the accomplishment of our strategic objectives**," he said.

With a coastline that stretches around 3 000 kilometres, Minister Lekota said that the primary role of the submarines was to defend South Africa's interests and territorial integrity. However, their role was "**far greater**", he said, as they brought "**to the region and the African continent a significant strategic deterrent capability**".

He added that the submarines, together with the four new MEKO-class frigates already present at Simonstown, had strengthened the capabilities of the navy, enhancing South Africa's regional reach

and providing security for the entire Southern African Development Community.

"It is our opinion that the contribution of extra-continental role-players in this arena will continue to reduce," Minister Lekota said. The first submarine, the *S101*, arrived at Simonstown, where all three submarines are to be based, in April 2006, and the third and last submarine is expected in April 2008.

SA navy commissions third frigate into service

The South African Navy brought the South African Valour Class frigate, the *SAS Spioenkop*, built in Hamburg and Kiel by German engineering firm ThyssenKrupp Marine System (TKMS), into service on recently.

Speaking at the commissioning ceremony in Simon's Town, senior vice president for programme management at TKMS's Blohm and Voss shipyard, Herbert Lauffs said that reports from exercises with other navies involving the sister ships of the *SAS Spioenkop* which were already in service, the *SAS Amatola* and the *SAS Isandlwana*, indicated that the new vessels were able to compete at the highest levels internationally.

The delivery of the vessel formed part of South Africa's Department of Defence's drive to transform its Navy's human and technical terms. The vessels are fitted with a new exterior design and a water jet propulsion system as well as conventional diesel power plants. "**Their innovative shape makes it extremely difficult to locate them using radar. Their infra-red emission signatures - normally another give away for ships of this size - have been drastically reduced through an exhaust system which emits very hot engine fumes at water level rather than through a funnel above deck**," TKMS claimed.

The frigates' combat, surveillance, and countermeasures systems, many of them integrated in the ships in South Africa, equip them for a number of defence, fisheries protection, and economic-exclusion-zone patrol roles.

The frigates have also been specially designed for a number of additional tasks within an African context. Besides cargo lifting cranes, they have large clinic areas, which include fully equipped operating theatres, both for use in peacekeeping and disaster relief work.

Lauffs said the latest frigate "**is a ship which symbolises the renaissance of the South African Navy as a force for peace and stability on the continent and beyond. Perhaps even more**

importantly, she is the third in a fleet of ships which truly symbolise the technical and human transformation of the South African Navy into a force for future good, a balanced, well-equipped contributor to the welfare of all South Africans and the peoples of this continent”.

Referring to the German Frigate Consortium's (GFS) offset obligations, Lauffs confirmed the company's determination to meet its contractual undertakings. Since construction of the ships had started, he said, the GFC had worked on, and invested in, a number of major industrial participation projects in many parts of South Africa.

“And we are consistently developing further projects which not only aim to bring investment and technologies to South Africa, but, in doing so, also assist under the guidance of the Department of Trade and Industry in transforming the South African economy.” 🇷🇺

SA Navy bares its teeth

On Thursday 01st November 2007, the SA Navy successfully tested its weapons systems in full view of the media during a live missiles firing in area Pandora, 50 nautical miles South of Cape Point.

The missile firing was part of the annual military exercise of the SA Navy called Red Lion, which started on 22nd October 2007. The two frigates, SAS *Amatola* and SAS *Isandlwana*, fired the two missiles at a target *Konstanz*, a derelict German-built Minesweeper, which was used for spares by the SA Navy's City Class Minesweepers.

The two frigates each fired an Exocet MM.40 block 1 missile from its launchers and within seconds the target was blown up into small pieces of floating wood. The block 1 MM.40 Exocet missile is world-renowned for its effectiveness, and has been extensively used since 1967 by many countries including France, Argentina, and Brazil.

Director Fleet Force Preparations, Rear Admiral (JG) Hanno Teuteberg, explained to the media. **“The SA Navy must constantly test its weapons systems and sailors to evaluate our capabilities from time to time”.**

Before the missile firing could go ahead the SA Navy had to comply with strict requirements from the Department of Environment Affairs and Tourism before a permit could be issued. The target had been prepared by ensuring that the effects of missile firing do not harm the marine environment and marine life. Furthermore, the range safety clearance was carried out with the assistance of the Warrior Class Strike craft SAS *Isaac Dyobha* and an Oryx helicopter from the 22 Squadron in AFB Ysterplaat. SAS *Drakensberg* towed the target to the firing range.

The media were so impressed by the missile firing exercise that all major newspapers in the Western Cape carried front-page articles and photographs of the sinking target. The event was also broadcasted

on the national broadcaster on SABC 2, SABC Africa News channel and SABC Morning Live.

The successful firing of the missiles has proven once again that SA Navy is combat ready and is capable of fighting, winning and to be unchallenged at sea. Exercise Red Lion, ended on 27 November 2007.

Due to safety restrictions the helicopter viewing the target was quite far away from the point of impact. Unfortunately the sea was quite misty at that time and the camera crew could not use telephoto lenses. After hearing the impact the helicopter quickly flew to the impact site and by that time the ship had all but disappeared. 🇷🇺



Before



After

SA military-vehicle servicing firm seeking out African niche

South African defence company, Emerging World Technologies (EWT, formerly Mechanology), part of the Virleo group, of Pretoria, is forging a market for itself among African armies with the provision of not only upgrade kits for armoured and other military vehicles, but also servicing kits for the upgraded vehicles as well.

“African armies operate vehicles from about 50 manufacturers”, points out EWT Business Development Director Major General (Rtd) Johan Jooste. With many countries operating heterogeneous fleets, it is unsurprising serviceability is low.

The company can now provide African armies with complete servicing kits for vehicles, containing everything required, right down to the various required lubricants for each routine service. As a servicing interval approaches, the army concerned

can order the appropriate servicing kit (for example, a 5 000 km kit, or a 10 000 km kit), on a scale of one kit per vehicle.

This obviates the need for an army to buy all the necessary elements separately, and, perhaps, have to store them in hostile environments. Parts and replacement items designed for storage in European climates can deteriorate very rapidly when stored in African conditions. EWT's kits ensure that the client gets everything needed, when needed, no surplus, no waste.

The company has developed these servicing kits as a follow-up and complement to its refurbishment and upgrade kits. The latter see everything needed to upgrade a specific individual vehicle to a specific standard packaged into a container, which is then shipped to the client country, where the upgrade can then be carried out. There is no need to send the vehicle to South Africa.

The upgrade can be carried out by EWT specialists, or by local specialists, or by a mixture of the two. The company describes this approach as **"putting military industrial capability in a box"**. Training local personnel to carry out the upgrades is one of the services the company offers.

It has developed, and is developing, refurbishment, and upgrade kits for both South African and foreign vehicles. The Eland armoured car (and the original French Panhard, on which the Eland was based), the Ratel infantry fighting vehicle (IFV), the RG-12 internal security / riot control vehicle, the Rinkhals mine-protected vehicle, the British-designed Land Rover, the Russian BTR 60 armoured personnel carrier (APC), and the Brazilian Cascavel armoured car.

The company's record includes development of the Ratel Mk III upgrade, the Eland Mk VII, refurbishing and upgrading ex-South African Police Service RG-12s for a foreign police force, and doing the same for various clients' Land Rovers.

The company has supplied Ratel Mk IIIs to five countries. It has also developed the Ratel Mk IV reconfiguration, in which the vehicle's engine has been relocated and the turret removed, producing a lighter vehicle and turning the Ratel from an obsolete IFV into a credible APC, suitable for high-risk peacekeeping operations.

"We mostly work outside South Africa, as the local market is somewhat overtraded," explains Jooste. The company has so far sold servicing kits to the armies of Benin and Burkina Faso, both as part of deals in which these countries obtained EWT's refurbishing and upgrade kits for ex-South African armoured vehicles, Eland armoured cars in both cases. The company currently has tenders out in three other countries.

It has also been involved in Jordan, in cooperation with the King Abdullah II Design and Development Bureau (KADDB), in projects to upgrade and convert obsolete Centurion tanks into IFVs, and in the development of the Falcon un-crewed tank turret.

"We did a lot of good things with them, but that relationship has now come to an end," says Jooste. None of the joint projects with the KADDB has passed beyond prototype stage. Martin Zhuwakinyu. 🙄

A R13m loss to the SA Army

Lohatla. A tragedy was narrowly averted last week when a Rooikat armoured vehicle got stuck in a ditch, was overrun by a veldt fire and reduced to ashes during a military exercise near Lohatla in the Northern Cape. The driver of the vehicle and the rest of the crew tried in vain to get the vehicle out of the ditch.

Shortly before it went up in flames, the crew was ordered to leave the vehicle and run to safety.

The estimated loss was about R13m, Brigadier General Nick Roets, Commanding Officer of 46 SA Brigade, said. The incident happened during Exercise Seboka, the army's annual battle readiness programme in which more than 4 300 soldiers took part. Roets said veldt fires, caused by lightning, repeatedly occurred since the start of the exercises about two weeks ago. The air force helicopters, which took part in the exercises, had to be used to fight the fires with Bambi water buckets. About 100 of these enormous buckets full of water were used to prevent farms in the area from burning down. Each bucket can carry 2 000 litres of water. Roets said the buckets were filled from all available water sources, including swimming pools. Erika Gibson and the Beeld. 🙄

Lesser know facts of WW II

Air raid shelters: During the war, a total of 2,250,000 Anderson air raid shelters were erected in Britain. Named after its designer, Dr David A Anderson, they cost seven pounds for those earning over 250 pounds Sterling per year, free for those earning less. The Ministry of Home Security ordered that these shelters must be up by June 11, 1940, and that they be covered by earth to a depth of 15 inches on top, and 30 inches on sides and back. In the spring of 1941, the Morison shelter was introduced. This was a low steel cage for use indoors. Cost was the same as for the Anderson shelter. When the sides were folded down the steel top could be used as a table. A total of 38 million gas masks were also distributed. Stacked in warehouses were millions of cardboard coffins in expectations of many dead from air raids.

Bomb shelters: After the German Luftwaffe was defeated in the Battle of Britain and the cancellation of **'Operation Seelowe'**, the planned invasion of Britain, in late 1940, Germany set about protecting its own citizens from attack by enemy bombers. In October 1940, Hitler ordered the construction of bomb shelters and flak towers in all the major cities.

The cost was enormous. Around 120 thousand million Reich marks, and 200 million cubic metres of reinforced concrete was the estimate given prior to the work proceeding. Thirty major cities were included in the programme, which employed some

80,000 workers and aimed at 3,000 shelters being built. In addition to this, thousands of smaller shelters were built into tunnels, caves, and mines. In late 1941, construction was somewhat delayed by the building of the Atlantic Wall, and construction of U-boat pens in France. After the war many of these shelters and bunkers were blown up by the Allied authorities, but were used first as emergency accommodation for Displaced Persons. By the end of the war, 131 cities, and towns in Germany had been bombed. (Air raid deaths in Germany have been calculated at 543,000). One may ask where is the moral justification in killing hundreds of thousands of innocent civilians in the hope that doing so will force a military surrender?

Home to the Reich: This was the motto on the party badge of the Luxembourg VDB party formed in July 1940, after the German occupation. The VDB (Volksdeutsche Bewegung) was a movement whose avowed aim was to bring Luxembourg into partnership with Hitler's Third Reich. Founded by 62-year-old Professor Damian Kratzenberg, son of a German father and Luxembourg mother, its membership grew to around 69,000 by the end of 1942. Most members were blackmailed into joining with the threat of losing their jobs if they refused. After the war, hundreds of Luxembourgers were brought before the courts on charges of collaboration with the enemy. Eight death sentences were actually carried out, among them Professor Kratzenberg.

Mercy killings: The first discussion on '*mercy killing*' took place in the Kasino Hotel in Zoppot, near Danzig, where Hitler was celebrating his victory over Poland. At this time about a quarter of a million hospital beds were being used in Germany's mental institutions, beds that were more urgently needed for the treatment of wounded soldiers. Hitler confided to his personal surgeon, Dr Karl Brandt, that half of the permanently hospitalised insane patients could be put away, adding "*under no circumstances was the real cause of death to be divulged to the next of kin*".

Hiding Britain's treasures: Between August 23 and September 2, 1939, Britain's art treasures and other historical artefacts were removed from the National Gallery and from Hampton Court and transported to Wales for safe keeping. They were eventually housed, 1,750 feet above sea level, in the tunnels of the slate quarry at Manod, near Ffestiniog in North Wales. The atmosphere was maintained at steady 65°F degrees, with 40 degrees of humidity. All were returned safely to London in 1945. But the best kept secret of all, was the destination of the Crown Jewels. To this day, the hiding place has never been revealed.

In the biggest financial traction in history, part of Britain's gold reserves, bonds and stock, valued at seven billion US dollars, were shipped to Canada on the British light cruiser the 7,500 ton *HMS Emerald*. Other ships followed with their cargo of '*fish*' as it was then called. This consignment of '*fish*' was stored in the specially constructed vaults of Montreal's Sun Life of Canada insurance building on

what was then Dominion Square. The vaults were guarded for the next five years by Royal Canadian Mounted Police officers. Some sources state that the Crown Jewels were also stored here but this has not been confirmed. SLOCs strongest vaults were in their building in New York, but as the USA was not in the war at this time, it was considered politically incorrect to have the gold stored there.

The Motherhood Cross: This award was presented each year on the 12th of August (the birthday of Hitler's mother) to all German mothers of large families.

- The Motherhood Cross of Iron was given to mothers with four children
- the Silver Cross to mothers of six
- the Gold Cross to a mother of eight
- the Cross in Gold and Diamonds for ten, plus, Hitler always acted as honorary godfather.

This was a continuation of the practice initiated by President Hindenburg. Hitler Youth organizations were expected to salute mothers wearing the Cross. By 1939 around three million German mothers had been so decorated by what the ordinary man in the street called the '*Order of the Rabbit*' (Kaninchenorden).

Gun accidents: Copenhagen, in German occupied Denmark, was a favourite spot for German officers on R & R. In an effort to '*get their own back*' members of a Danish resistance group opened up an Arts and Craft shop specializing in scroll work. They offered to personalize the officers side weapons by fitting ivory handles to their Lugers and cover the gun with artful designs and scroll work. Some were customized as gifts for fellow officers serving on other fronts. Trade was brisk, but what was not explained was that the barrels were being modified by reducing the diameter inside and weakening the breach of the gun, which, when fired for the first time would blow up in the officers face. Of course these guns were never fired while the officer was on leave and any 'accidents' at the front were put down to '*casualties of war*'. According to Harry Jensen, the only survivor of the resistance group, hundreds of these Lugers were modified this way before they closed shop and fled. 🤡

Disclaimer

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