

THE SEAMASTER



The
OFFICIAL JOURNAL

OF THE
TORPEDO AND ANTI-SUBMARINE
INSTRUCTORS' ASSOCIATION

(1955)

Headquarters :
H.M.S. Vernon - - Portsmouth

NOV 1964

THE
TORPEDO AND ANTI-SUBMARINE
INSTRUCTORS ASSOCIATION
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Captain	H.L. Lloyd.
Captain	D.M. Stobie.

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The Official Journal of the Association
Founded in 1955.

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Vice-Chairman	P.O. R.Taylor.
Treasurer	C.P.O. V.Connor.
Secretary	P.O. T.Marchant.
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Committeeman	P.O. R.Routley.
Editor	P.O. L.Formoy.

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Headquarters: H.M.S. Vernon, Portsmouth.

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CHAIRMAN'S LETTER.

Members,

What are you doing about the Association ? The Committee still does far too much of the thinking and planning for all of you. We want your views on what should and could be done, to better our cause.

Far more chaps in Vernon are showing an interest but we would like to see all the Members and Honorary Members taking that little bit more interest in what we plan to do.

Do you, for instance, want more money spent on the magazine, what are the views now of those who are Life Members. Should we re-introduce this particular membership ?

I am sorry that the Club is taking so long to become a reality, but the past Committee were just a little too optimistic. The Commander is doing his very best for us and we will eventually open our Club if all concerned will have just that little more patience and bear with us.

Ways and means are still being investigated of improving the "Seamaster" and also we hope you will be a little better informed by the introduction of the Monthly News Letter. Two answers have been received to date with views on the latter, and we welcome all constructive criticism.

The present Committee are trying to broaden our outlook at the moment, thinking just a little of other people. The principle thought is Operation Warmfire. This will, with the Captains approval, be run again this year. Target - £100.

We are prepared to spend more money on the Social events etc, but only if you are prepared to attend.

Who do you want to see in charge of your Association ? Elections are an important part of this. Put your candidate's name with Proposer and Secunder into the Office or hand them to the Secretary as soon as possible.

W. Lissamer. Chairman.

EDITORIAL

A ships efficiency, it is often said, can be told by its boats. A Store displays its goods through its window. The Association has the "Seamaster" through which outsiders get a glimpse of the T.A.S.I. Does it do us justice ? The answer is obviously NO.

Firstly what is the aim of the Journal ? It is run for the Association and its Members. The Association is not run for the Journal. We try, through the "Seamaster" to keep all our members informed of the activities that have and are organised by the Association. With letters from Members we pass on news and views around the Branch. To stimulate interest, included in the Journal are stories and articles which we hope, give food for thought and perhaps comment. I feel myself that some of the material that is published is not up to the standard that is required. An Editor needs time in which to study and select material. The Editor in this case has not got the time nor the material. The latter fault is in your hands.

The printing and presentation is also a bone of contention with a lot of people. The present process of printing is for a proof copy to be typed, and approved. This in itself is a long process. Then each page has to be typed onto a 'Skin'. An even longer process. Photographs and drawings cannot be published. All in all a very amateur effort.

Can we therefore improve ? To employ printers is the answer. It has been mentioned before that the cost is about £70. With advertisements some of this is regained. But to get advertisers we must have a magazine that is going to be read. Back again to material. How many Members and Hon. Members would be prepared to pay for their copy ? To sell - your product must be good. Once again back to material.

I would like to see our 'Window' have a good clean off. Only with your backing can we do this. An article or even a letter would be appreciated. Let us know your ideas. Even 'Tot time' ones.

Ed.

VICE-CHAIRMAN'S LETTER.

Ladies Night is now behind us, and it was an entirely successful evening. There were unfortunately not as many Members or Hon. Members attending as we had hoped. The success of any Social Function depends upon YOU the Members and Hon. Members of the Association.

The Re-Union Dinner will be at the Rock Garden Pavilion, Southsea, on the 22nd. October. I hope that we will have a bumper attendance at this years "Do". It will only cost you £1 a head, and it is a first class menu.

We must now think about next years outing. Any member who has any good ideas of where to go, or has any good contacts, please let us have your suggestions so that we can get the wheels in motion.

There is another subject that I would like you to give thought to. Have you, as a Senior Rate, been invited to an official function, say in a Sergeants Mess ? If you have and you go, you have a wide choice of dress. No.1's or No. 6's, depending on what part of the world you happen to be in.

Do you feel as a lot of us here in Vernon feel, that we need some form of Mess undress. Something smart and comfortable in which we could attend such things as Mess Balls, Dinners, Etc.

We would like comments on this, from Association Members and perhaps suggestions on what the Rig could be.

R. Taylor.

Vice-Chairman.

SECRETARY'S LETTER.

At this time, a week or so after the 'Ladies Night' it seems to be an ideal time to reflect on this Association function.

First of all, it would appear that the majority of those attending enjoyed the evening immensely. Once again, though, our numbers were pretty small, in fact only about 70 attended.

The actual number of T.A.S.I's there was 22 and there were 6 Honorary Members which prompts me to ask the following question.

Is this the type of function that is required ? If not what would be more acceptable to a larger number of Members and Hon. Members ?

Was the date badly selected ? Would this type of function be better supported at some other time of the year.

There were, of course, other questions that crossed my mind and some of these may be answered when the response to the Invitations to the Annual Dinner are known. I am hoping, anyhow, that we shall see many more friends to support this, our one formal Social Function of the year.

If anyone has the answer to these questions, then please let me know. It is the duty of the Committee to give the Members the type of function they require and at a time which is acceptable to most. It gives much more satisfaction to organise a function that would be enjoyed by the greatest number of Members.

This letter is not intended as a drip, my apologies if it sounds that way, but more of an enquiry into the wishes of you all.

T.M. Marchant.

THE SUBMARINE - A SHORT HISTORY.

The Submarine was first used as a major war vessel during World War I, when Germany began to exploit its full potentialities. This was followed by further development until World War II and now the full impact of the submarine was felt. During the years following the defeat of Nazi Germany, there was a great advance in the method of propulsion and in the basic design of the Submarine. This process of development has, however, been a gradual build up over many years of invention and design before the submarine became the fast, silent killer of today.

The history of the submarine dates back to the Third Century B.C., when Archimedes discovered the 'Law of Floating Bodies'. By these laws it was known that a floating body could be made to submerge by either its weight increasing, or by decreasing the volume of the body. By the reversal of these processes, the body could be made to rise to the surface again. The earliest attempts to put these laws into practice appear to be mainly concerned with decreasing the displacement of the body.

A book called "Inventions and Devices", which was published in 1578, shows the design for a completely enclosed boat to be submerged and rowed under the surface of the sea. The vessel was shown to have a wooden framework covered with waterproofed leather. It was to be submerged by reducing the volume of the body by contracting the sides with a hand-vice. This vessel was designed by William Bourne, a mathematician and Gunner, but alas, it was never built. A vessel of similar construction was launched in 1605. It was financed by one Magnus Pegelius, but did not fulfill the designers expectations. This was mainly due to the fact that the vessel was not watertight at the positions where the oars fitted. However, this difficulty was overcome by a Dutch inventor, Cornelius van Drebbel, in the craft which he built in 1620. This submersible was of similar design to those of Bourne and Pegelius and was propelled by two oars extending through the sides, made water-

tight by the addition of flexible waterproof leather flaps. The inventor successfully carried out trials on this submarine, at depths between twelve and fifteen feet, in the Thames between Westminster and Greenwich and this is generally credited as being the first practicable submarine.

No further significant advances were made for many years, but designers were far from being idle. By 1727 there were no less than fourteen different types patented in England alone and the inventors in other countries were also engaged on the project.

It was not until 1747 that a change in the basic design appeared and the inventor is unknown. The previous designers had all used the principle of decreasing displacement to submerge their vessels, but the design which appeared in "Gentleman's Magazine" was intended to submerge by increasing weight. Goatskin bags were to be built into the hull and could be filled with water, thus adding to the overall weight of the craft. The bags were to be emptied by means of a rod, twisted upwards from the bottom. This was the first approach towards the ballast tank as we know it today.

The next known change in design was in the means of propulsion. An American, David Bushnell, made a submarine which was driven by a hand operated screw propeller. This submarine, "Turtle", was the first one ever to be used as an offensive weapon in Naval warfare. During the American War of Independence, H.M.S. Eagle was at anchor in New York harbour when the "Turtle" made an attack on her. A charge of gunpowder was to be attached by a screw to the "Eagles" hull, but her copper sheathing foiled the attempt and the powder exploded near the "Eagle" but the only effect was to make her change her anchor berth for one further out to sea.

For some years Robert Fulton, the inventor of the steamboat, had been experimenting with submarines and in 1801 the "Nautilus" was launched. This vessel

was made of steel and constructed in an elongated oval shape. She was driven by sails for surface maneuvering and used a hand driven screw propeller when submerged. Underwater observation was through a porthole in a built up conning tower. The periscope had not yet been invented.

During the American Civil War there was much active interest in the improvement of the submarine and it was at this time that the first recorded success of a submarine offensive took place. On February 17th. 1864, the Confederate vessel "Hunley", a submersible, sank the Union corvette "Housatonic" which was blockading Charleston harbour. "Hunley" used a torpedo suspended ahead of her bow and rammed the corvette, quickly sinking her.

Following this and other successes, interest in the building of submarines quickened, but the main drawback to all of the inventions tried was the lack of means of propulsion when submerged. Several hand driven screw propeller types were designed, and these had complements of six to eight men, but progress was limited; then in 1875, a submarine was designed by J.P. Holland of New Jersey incorporating a steam engine. This craft was submerged by water ballast and was the first one in which horizontal rudders were used in diving and in keeping a steady trim while dived. In 1880 a submarine was successfully operated using steam from a coal fired boiler. This model, which had a retractable funnel, was designed by an English Clergyman, the Reverend George William Garrett. During this same period a Swedish gun designer, Thorsten Nordenfelt, constructed a submarine which had twin propellers and was driven by steam boiler machinery. This vessel could be operated to a depth of fifty feet and also was fitted with the first practical torpedo tubes. The next advance in style and propulsion was an all electrically driven submarine which was invented by two Englishmen, Campbell and Ash, in 1884. This submarine was built in 1886 by

Wolsey and Lyon and had a speed of six knots which was achieved using two fifty horse power electric motors. Motive power was derived from a one hundred cell storage battery which gave the submarine an approximate range of eighty miles. The major fault with this unit was that the battery required complete overhaul after use before it could be recharged.

By 1895, J.P. Holland and Thorsten Nordenfelt were the recognised leaders in submarine design and the United States Government placed an order for a submarine with Holland. The "Plunger", as the vessel was to be named, was to have been propelled by steam on the surface and by electric motor when dived, but after many modifications she was scrapped and a new model, embodying all the latest principles and techniques, was constructed and delivered to the United States Government at Elizabeth, New Jersey in 1900. This was shortly followed by an order for four of the Holland submarines for the Royal Navy. This was at the instigation and insistence of Admiral of the Fleet Sir John Fisher, who was First Sea Lord from 1904 to 1910.

For several years an American designer, named Simon Lake, had been studying designs and building submarines with peaceful intentions. The "Argonaut", which he built in 1897, had a cigar shaped hull thirty-six feet long and was driven by a thirty horse power petrol engine. The craft was submerged to the bottom of a lake or river and could roll along on three wheels which were retractable. This submarine was initially constructed for use as a research station below the sea. However, it was successfully navigated, while submerged, from Norfolk, Virginia to New York harbour and thus became the first submarine to operate extensively in open sea. Lake continued to build his submarines and in 1906 he sold the "Protector" to the Russian Government and after it had passed many exhaustive trials, the Russians purchased several more.

When the First World War was over, the place of the submarine was firmly established in Naval Warfare. Both petrol and diesel internal combustion engines were

effective power plants and battery capacity for electric drive had been increased to give submarines a greater submerged range. Navigation while submerged was now much easier with the invention of the periscope; and the torpedo had been perfected for use.

Between the wars the advance of the submarine was almost halted once more and only minor modifications were made to the basic design. These were mostly concerned with submerged speeds and maneuverability and battery capacity and in no way changed the now conventional cigar shape of the hull. Except for the introduction of the Snorkel, for running on diesel engines while submerged, the Second World War brought no major advances to the design or propulsion of the submarine and it was not until the early part of the last decade that new ideas of streamlining of hull shape were tried with success. The new design of submarine was more in the shape of a whale and this is evident in most of the modern vessels. New power units were built and tested and the High Test Peroxide fuel was introduced in H.M. Submarines "Explored" and "Excaliber" with great success as far as submerged speed was concerned. However, the United States Government began an extensive survey into the use of an atomic power unit and it was on January 17th. 1955 that the signal was heard, "Under way on Nuclear Power", and the U.S.S. "Nautilus", second American submarine of that name, had led the way into a new era of the submarine.

R.C. Loftus. P.O. T.A.S.I.

ASSOCIATION OUTING OF 1964.

VISIT TO
NEW SCOTLAND YARD
AND
THE METROPOLITAN POLICE MOTOR DRIVING SCHOOL
AT HENDON.

This truly memorable outing began with the coach leaving Vernon at the early hour of 0655. Despite the hour no one was adrift and the picking up arrangements along the route went smoothly. Normal refreshment facilities were available on the coach, run very ably by C.P.O. Carter and P.O. Dant. Approaching the City through Hammersmith we experienced heavy traffic which justified the early start, for we disembarked at New Scotland Yard at precisely 1015.

The Association was met by Inspector Taylor and Sergeant Millburn and other instructors of the Driving School who renewed acquaintances made by them during their visit to Verron early in the year.

After coffee we split up into groups and commenced the tour. It would take far to long to describe everything that we were shown. Every man Jack found it more than interesting. Visits were made to the Map Room where crime and accidents are plotted on vast wall maps covering the Metropolitan area. To the Information Room where all calls for the area arrive and are dealt with and passed on to the various Divisions and cars. Whilst we were there things were relatively quiet and we did not hear a "Calling all cars" signal go out. Our visit to the Black Museum was, unfortunately, far to short. The excellent guides there had even the A/S Instructors lost for words with their tales and exhibits. Not perhaps the place to take the girl friend, as some of the items were a little gory, but with the short insight that we had it gave us a better idea of the work and headaches that the Police have to cope with in this modern age.

At 1230 we en-bussed and moved on to the Driving

School at Hendon. There we were greeted with an open bar and free drinks before we sat down to an excellent lunch. From here on things never stopped. The Skid - pan was expertly demonstrated followed by a Bandit chase on the oily surface. Apart from sitting up and begging the cars did everything. Under supervision, our Members then tried their hand at going round the Pan. Some I am glad to report gave a good account of themselves. We were particularly relieved to see that our coach driver managed very well.

During the afternoon all were taken up towards the M.1. and given an able demonstration of fast and careful driving. The fascinating part of which was the Drivers commentary on all that was, would and could be happening, on the road as the car was proceeding at 80 miles an hour plus. A tour of the classrooms convinced many that here at Hendon they go about teaching in the right way. Visual aids were abundant (and they worked). The garages would have been a joy for any Captain to do rounds in any day of the week. Every machine shone with efficiency and I am sure learning in a place such as we saw was a pleasure.

Tea was served at 1730 and already Members were commenting on the excellent day. But there was more to come. A cricket match for some of the energetic types, a game of bowls for the less so, or for those neither inclined the bar was open to exercise the right arm. It must be mentioned here that the Association won the cricket match, 55 runs to the Police 45. Thus off-setting the defeat of 49 runs to 44, when the Police played us on their visit.

Then followed a social and dance in the Police Club. It was a pleasure to enjoy the company of so many of the Schools Instructors, many of whom we had met before. Also, despite the name that is traditional to the Navy, the Police brought along their wives, who, with other invited lady guests, provided us with charming dancing partners. A most enjoyable evening was had by all.

A BONE TO GNAW.

To improve the efficiency of this mans Navy should be the thought of each and every one of us. Senior Rates are the backbone of the Navy. The Officers must be able to depend upon them for their integrity and know that orders are performed smoothly and efficiently at all times. The Junior Rates look to the Higher Rates for guidance and direct leadership. Therefore the Leading Hand, Petty Officer or Chief Petty Officer should be Super-efficient in all aspects of their work.

To qualify for Leading Seaman or Petty Officer an examination has to be taken. The standard does vary from Board to Board, but at least it is a way of assessing a mans qualities and ability to hold the higher rate. A P.O. however, does not have to pass any examination to attain the highest lower-deck rate of all. As we all know it is a case of waiting and waiting. True there is the Points System and a man of outstanding capabilities can be given a leg up by being awarded eight points and speed his way to the top of the roaster. Many a yarn has been spun about the fairness of this system but that is another subject for kicking around. The point is that a man can plod on doing a job as a P.O. not necessarily attached to Seamanship or his non-sub, he does not shine or stand out at all but eventually he reaches the top of roaster and, Bingo, he is a Chief.

A Chief Petty Officer should not just be good, he must be the best, if he is going to be of any use to the Navy at all. Therefore should he not be put in front of a board to test his qualities? This would surely sort out the wheat from the chaff.

How many of us have heard it said that once the "Buttons" are up it is a case of resting on the "Laurels" What laurels? Old age? Also there is far too often the case where a man starts off as a good Leading Seaman or Petty Officer and then, not always all his own fault, he loses his keenness and becomes just one of a bunch.

I submit that a periodic examination should be

taken by all senior rates. For instance, every three years. If the man fails then he is reverted. Would that not make quite a few of us extract the digit ? Would we not then be on top of our job, and know in ourselves that we deserve to be a Chief, P.O. or a Leading Hand. Added to this we would also know that the Buffer was there because he knew his job and he would be truly justified in trusting his Captain's of Tops and Heads of Departments. As would our Officers.

Not only would a requalifying examination for the left arm be necessary. Re-examination on the non-substantive side would also keep a man on his toes.

There are snags of course. Who would examine our Super N.C.O's ? The Board would have to consist of very efficient Officers who are really conversant and up to date on all subjects. Not that I am referring that our Officers are lacking. But often is the case where, just prior to examining, they have to get the books out. It cannot be expected that they are fully competent at their own job and ours. Perhaps a standard committee could be formed to tour the Fleet, year in year out. Again there is the odd Senior Rate who is out of touch in some quiet number remote from the normal duties of the executive and non-sub.

There is no room in the service these days for in-efficiency. We might not have the ships to rule the waves as we once did, but at least it is possible to produce the Worlds most efficiently crewed Navy. If a man is not fit for the job throw him out and let us have someone in his place who is.

L. Formoy.

A SHORT HISTORY OF NAVAL
BOMB AND MINE DISPOSAL.

Part II.

When H.M.S. "Volcano" opened one of the officers in the first course was Lieutenant Crabb. On completion of his course he was appointed as Bomb and Mine Disposal Officer at Gibraltar which at the time appeared to be a "dead-beat" job. However, when the Italian underwater saboteurs, operating from one of their ships interned in Spain, started placing charges on the bottom of our ships in Gibraltar, Crabb quickly donned a Davis Submarine Escape set and became a clearance diver. He was kept busy at this until the fall of Italy, when he gained contact with the Italians and got much valuable information from them, and also did a lot of mine clearance in Italy. At the beginning of 1944 it became apparent that large numbers of divers would be required for mine clearance when the assault on Europe was carried out. These parties were known as Port Parties ("P" parties) and were trained at H.M.S. Vernon II at Brixham. The equipment they used was the 1 bottle 'P' party set with 75/25 mixture and a 3 litre flow, followed later by a 2 bottle set using 45/55 mixture and a 4 litre flow. The suits were the Sladen, the Shallow Water Diving Dress, the 'P' suit, and towards the end of the war the Vernon Mine Recovery Suit, the latter having the advantage of having a phone. The following is a brief summary of their operations:

'P' Party Operations from Cherbourg to Bremen.
June 1944 - December 1945.

<u>No. of Diving Days</u>	<u>Area Covered.</u>	<u>Mines Dealt With.</u>
598	19,845,310 sq.ft.	210 Mines. 106 Charges. 1 V1 Bomb.

No fatal diving accidents occurred during these very hazardous operations.

Also in 1944 a large number of L.C.O.C.U. (Landing Craft Obstacle Clearance Unit) teams were trained at Horsea and Brixham, in preparation for the assault on Europe. These L.C.O.C.U. teams were used in the Normandy and other landings and one of the more senior members of the present C.D. branch was awarded the Conspicuous Gallantry Medal during these operations. When the war ended most of these special teams and parties were disbanded and the ratings and officers de-mobbed. The residue of the 'P' parties moved to Port Edgar in Scotland and the L.C.O.C.U. teams to Fort Cumberland at Easry. In 1948 the 'P' party and L.C.O.C.U. divers became known as Divers (C), and H.M.S. "Lochinvar" at Port Edgar was their base.

Then in April 1952 the Clearance Diving branch was formed, and in October of the same year it moved to its present base at H.M.S. "Vernon", Portsmouth. Since the end of the war all Torpedo Officers appointed to Bomb and Mine Disposal jobs have undergone a course in bomb disposal with the R.E.'s. These courses were first at Ripon, then at the School of Military Engineering at Gillingham, and now at Broadbridge Heath. Since taking over responsibility for all naval bomb and mine disposal in April 1952, all Clearance Diving Officers and ratings undergo a course of bomb disposal with the R.E.'s.

With the passing of the years, the number of mines dealt with become less, but some are still being found which were laid in the 1914 - 1918 war. (e.g. In February 1960 an anti-submarine net mine laid in April 1918 was washed ashore near Aberdeen. The 65lb T.N.T. charge was still in excellent condition.) In view of this, and in conclusion, it would seem that it will be many years before Naval Mine Disposal becomes a completely redundant occupation.

Summary of Mines laid in World War II

In all theatres of war a total of 209,170 British mines were laid by ships and submarines and a further

54,194 by aircraft. The losses incurred during these minelaying operations were 7 ships, 5 submarines, 4 coastal forces craft and 500 aircraft.

The total losses by the enemy due to British mines were as follows:-

Axis Ships Sunk - 1,050.

Axis Ships Damaged - 540.

Japanese Ships sunk - 21.

The Germans laid in northern waters a total of about 120,000 mines and 30,000 obstructors. Assisted by the Italians they also laid a large number in the Mediterranean.

British losses due to enemy mines were as follows:

British Warships Sunk - 281.

British Merchant Ships Sunk - 296.

Allied Merchant Ships Sunk - 521.

W.Y. McLanachan.

Lt. Cdr. R.N.

Reputed Gossary of Phraseology in
the Royal Navy.

With REFERENCE TO:- Whether it has or not this letter must begin somehow.

REFERRED FOR REMARKS:- An unscrupulous method of making a junior officer do all the work so that his senior need only add the word "Forwarded" and sign his name.

BE PLEASED TO LAY BEFORE THEIR LORDSHIPS:- Bung this round to the departments concerned.

HEREWITH ARE FORWARDED:- Or not, as the case may be but your office will be to blame if the enclosures are missing.

SUBMITTED FOR INFORMATION:- This means nothing to me but it may to you.

CONSIDERING THE WIDER ASPECTS OF THE CASE:- I have very narrow views on the subject myself.

I APPROACH THE SUBJECT WITH AN OPEN MIND:- Completely ignorant of the whole subject.

A GROWING BODY OF OPINION:- Two very senior staff officers agree.

OPINION IS WIDELY HELD:- Three very senior staff officers agree.

UNDER CONSIDERATION:- Papers temporarily mislaid.

UNDER ACTIVE CONSIDERATION:- Propose instituting a search for the file.

CONCUR GENERALLY:- Haven't read the paper yet and don't want to be bound by anything I say.

HAVE YOU ANY REMARKS:- Can you give me any idea what this is all about.

SNOWED UNDER:- Only able to take $1\frac{1}{2}$ hours for lunch.

PUTTING HIM INTO THE PICTURE:- A short and highly confusing statement made to a newcomer on the subject.

THIS WILL BE BORNE IN MIND:- No further action will be taken till you remind me.

BEING DEALT WITH SEPARATELY:- Perhaps, but with luck will be forgotten entirely.

BY COMMAND OF THEIR LORDSHIPS:- Nothing.

YOU WILL REMEMBER:- You have forgotten if indeed you ever knew.

IN DUE COURSE;- Never.

BRING UP:- A nauseating expression.

RASPBERRY, CAN, BOTTLE:- In official circles these expressions have no connection with the fruit preserving industry.

ALL ORDERS ISSUED BY MY PREDECESSOR ARE TO REMAIN IN FORCE:- I haven't read them yet, but shall take the first opportunity of altering them.

BEING IN ALL RESPECTS READY FOR SEA:- Navigator, Senior and sufficient gin onboard.

RETURN TO THE CHARGE:- Usually a meaningless boast after the day is lost.

AS YOU KNOW:- As you don't know.

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ECHOES OF THE PAST.

Following the discoveries of a certain Mr. Dubilier in the field of microphones in 1915, Captain Karl O. Leon, of the Swedish Navy, was reported to have been the originator of the microphone-guided torpedo, the idea of which was for a torpedo to be fitted with four sensitive microphones, or "ears", which, being attracted by the sound of a ship's propellers, steered the torpedo towards her. This invention was advanced a further stage by Mr. E.F. Chandler, an American, who was described as the inventor of the system of harbour defence which was being tested by the United States Navy, and the father of the torpedo-steering gyroscope.

The inventiveness of our French Allies also shone in the provision of microphones for anti-submarine work. An illustration issued officially in March, 1917, gave some idea of the 'Telemetrisme', as it was called, a strangely constructed instrument placed aloft in some of the French warships at that time, which was used to detect the sound of submarines and also gauge their distance away.

The importance of perfecting such an instrument as this was obvious. It was the key to the success of the greater proportion of our anti-submarine efforts, for so many appliances and weapons depended for their proper employment upon those using them being able to locate the U-Boat.

It appears that in our own Houses of Parliament a great need was felt for perfecting a submarine detection device. On March 20th. 1918, the M.P. for Dundee said, "I should like to ask the Admiralty if they have given all the encouragement they could to scientific invention to spot the submarine in the water? That is the one thing wanted. If we could only get a machine like Marconi's wireless, or something of that nature, by which we could spot the submarine in the water, then we would be able to get over the menace. We are building flying boats and machines of

many descriptions, but I would urge that they should give every assistance so that we may be able to spot the submarine in the water. The Admiralty took note.

Submitted by Carl Hayman.

-*-*-*-*-*-*-*

YANKEE DOODLES.

At the U.S. Naval Academy a group of young candidates were asked to predict their lives 20 years hence. They prophesied:-

"I want to be a scipper of a necular submarine."

"In 20 years I will know more than 3 Army generals."

"I feel that I am a person who knows what he wants to do but I'm worried about doing it."

"20 years from now I see myself as a Navy Officer with four more years to go before I get a govt. pension."

I put in my accuplication in navel to become a polit."

"I would like to be a Naval Officer and have my own little fleet of boats and children."

"20 years from now if I pass this physical I'll be in the navey. If I don't pass I'll still be at college."

"I want to get a good education and make a carrier of the navy, Ithink ?"

"I hope to be an officer but this is not truly necessary."

These young seers were not appointed midshipmen. It is encouraging to know that other Navies have their Howlers.

From Ankers Away.

BITTER SWEET.

"Requestmen, Defaulters! Attention."
Called 'Swain, in the real 'Jaunty's form'.
The 'herberts' all gathered in their No. Ones
Looked 'Chocker', tearful and forlorn.

The Captain strode up to the table,
And said to the 'Swain with a grin
"It's Friday today, if you know what I mean,
"So if you don't mind, we'll begin."

They rushed 'em real fast at that session,
Badges were lost and were won,
Then 'Buster' came up to see Guv'nor,
His crime ? He'd strayed too far from gun!

As the tale of his lapse was unfolded,
Poor 'Buster' looked up at the sun;
Said Captain, "Come lad, there's no need to be fright,
I'M here to see justice is done."

"Well, Sir," began 'Buster', undaunted:
"Enough!" cried the Captain "Enough.
"You will have to be quick with your story
"Cos Friday in Mess we have 'duff'".

"Yes, Friday is field day in Wardroom,
"The 'Chef' has excelled at his art,
"There's Roast Beef and Yorkshire, but better than that
"For sweet we have Manchester Tart!"

Now 'Jimmy', his mouth it were watery;
If there's one thing he liked it were jam
With custard on top and some pastry below:
Bad thoughts in his head had that man.

So leaving his Captain still talking,
Away to the Wardroom he stole,
Leaving 'Skipper' delivering Lecture
As how 'hock should be 'Buster's' main goal.

When the Captain he got to the Wardroom,
'No.1' was in a contented state
With his feet on a chair and a haze in his eyes
As he looked down at 'Skippers' bare plate.

"Tha's not ate my 'duff' have you 'Jimmy' ?"
Said culprit, "Aye, every crumb gone."
"You mean to sit there and tell me barefaced
"Tha's polished two sweets off in one ?"

"Why, you know, lad, how much I like 'clacker'
"All covered with custard and jam,
"It's not often we get it and now tha's ate mine,
"Tha's a bit of a Gannet, old man."

Now 'Bloke' had a terrible 'weed on'
And he gave 'Jimmy' all that he'd got
"There's one thing that's certain" he panted,
"It's my turn to scrape out the pot."

Now the 'Subby' had sat in the corner,
His face you could just about see;
You could tell that he'd got guilty conscience,
Said Captain "And what's wrong with thee ?"

"Well, Sir" said 'Subby', quite bashful,
"I too, like the custard a lot
"So while you were holding 'defaulters',
My tongue, it were licking out pot."

So Captain, for Cos'n he hollered
"Bring that rating 'Buster' to me;
"Twas through him, by keeping me talking
That I missed the 'clacker' for tea".

So 'Buster' was rushed up to table
To pay for the crime he had done;
So, brother, take note of Fable,
And think twice - before leaving Gun.

Poetical Moments
H.M.S. Concord.

Whilst in an 'Odd Ode' frame of mind here is
a reply to 'Stalky's' article in the last edition
of the Seamaster.

ALL FOR A SHILLING A DAY.

The T.A.S. Instructors are a happy band,
Some serve at sea and some on land.
He has a lot to learn and to say
And all for that, gets a Bob a day.
The Air Force and the Army, quick to tell,
They have their Instructors as well
They do not get any extra pay.
So be thankful for your shilling a day.
But like all sailors we do like to drip
When shall we see a G.I. 'Part of Ship' ?
There's no difference between us I would say,
Don't ALL qualified Instructors get a shilling
a day ?

E.H.C.

HELL DIVERS.

The details are a bit faded in my memory but the main facts are easily recalled.

During World War II one of our submarines had to be repaired in a U.S. Dockyard, and their crew had been invited to see the U.S. Navy planes in combat practice.

Very soon the entire crew were airborne and suffering the torments of the damned as the planes rolled, turned and were thrown across the sky. When at last they landed they were just shadows of their former British selves.

As courtesy demanded, an invitation was made to the Hell-Diver Squadron to spend a day at sea in the submarine on her trials.

On the dot, the aviators arrived and were shown around the boat and then led into the Control Room so as to see the R.N. at Diving Stations and all other tasks dear to the submariner anywhere in the world.

The klaxon hooted as the Skipper came through the hatch. "Emergency - dive - dive - dive." It was a bit hot below and the airmen watched with interest, the Coxswain on the after hydroplanes and the man at the wheel.

"100 feet" snapped the Commander. The depth gauge steadily recorded the increase in depth as the motors throbbed.

Number One showed the visitors the red line on the dials that indicated 300 feet, the submarines limit, "Below which," he concluded, "we would be crushed like an old tin can."

The leader of the airmen said that his men would like the boat to go deeper - "just for the hell of it."

Swiftly the order was passed. "200 feet." The bird men watched the Quivering depth gauges. "250 feet." Over went the needles as the men swiftly turned the wheel. "Stop trim."

Suddenly the Coxswain on the after hydroplanes shouted, "Planes not answering." and then immediately the forward planes operator made the same report.

The Skipper wiped the sweat off of his brow and said "Planes in emergency." Meanwhile the needle crept to 260.....270.....280 feet. The operators wrestling with the controls reported complete breakdown. The dial recorded 290.....300 feet. Peculiar creaks and cracks came from the other compartments in the boat.

The airmen began asking questions in loud whispers from the Navigator who pointed to the red line and shrugged his shoulders.

The T.I. suddenly arrived with D.S.E.A. sets and began a hasty instruction to the startled visitors on how to abandon the submarine if it were at all possible. The needles quivered at 300 and then slowly crept back to 290.....280.....270 feet. A huge sigh of relief flooded through the submarine. "Surface" roared the Skipper. The conning tower hatch was opened and as one man the flyers made for the open air..... ONLY TO DISCOVER THAT THE SUBMARINE HAD NOT LEFT THE DOCKSIDE!!!!

Carl Hayman.

THE ROYAL MARINES.

It is just 300 years ago, in October, that the first Marines were formed and I feel that some small tribute to the Corps might be made through the pages of our magazine. Most of us have watched the Royals at Earls Court or have served in ships with them and may even have had them as Squid or Mortars crew. We all know how versatile they can be and how well they can carry out any given task, but how many of us really know much of their history and the great traditions under which they serve ?

"I never knew an appeal to their courage or loyalty that did not more than realise my expectations. If ever the hour of real danger should come to England, they will be found as the country's sheet anchor."

These stirring words are those of Lord St. Vincent speaking of the Marines during the Napoleonic Wars and they are most apt in phrasing the glory and honour which is the Royal Marines.

The origin of the sea-soldiers is lost in antiquity. The Phoenicians and Persians employed soldiers in amphibian operations in similar style to that of the Royal Marines during beach landings of the Second World War. At Salamis, Greek soldiers manned the decks of the triremes. Marines were held in high regard by Romans who maintained a body of several thousand soldiers with each of their two squadrons in the Mediterranean Sea. These sea-soldiers have proved their worth many times during the history of the sea and the Royal Marines are proud successors to this great tradition.

The first authentic reference to sea-soldiers in Britain is to be found in an Order in Council dated October 28th. 1664. This order directed that troops should be raised to be distributed in the Fleets, prepared for sea service. In consequence of this order, the Duke of York and Albany's Maritime Regiment of Foot was formed. This regiment, brilliantly arrayed in yellow coats, red breeches and hats trimmed with gold braid, fought in many gallant actions during the Second and Third Dutch Wars. They set a pattern of

of heroic loyalty which has been followed by the Maritime Regiments ever since. Two men were commissioned in that regiment who were later to find fame in British history. They were George Rooke, who became the hero of Gibraltar in 1704, and a young captain by the name of John Churchill, who became the almost legendary Duke of Marlborough.

This first Maritime Regiment was disbanded in 1689 but the following year two more were authorised by William III. These two were amalgamated after eight years of active service and three more regiments were formed. However, all four were again disbanded when a brief period of peace was established in 1699. This was to be the pattern for about fifty years as regiments were formed and then disbanded again as the country alternated between war and peace.

It was not until 1756 that the Marines were formed in anything resembling their present Corps. The fine traditions of the sea-going soldiers were maintained at all times and it was the storming of Belle-Isle in 1761 which earned the Marines the privilege of wearing the Laurel Wreath on their Colours. At this time however, their badge was the foul anchor. It was after the title "Royal" had been conferred on them by George III in 1802 that a new badge was designed and this was presented, together with new Colours, in 1827 by the Duke of Clarence, then Lord High Admiral and General of Marines. The King had said that as it was impossible to show all the battle honours won by the Marines, their new badge would be the Globe surrounded by the Laurel Wreath won at Belle-Isle. The King also decreed that the single word Gibraltar should appear above the Imperial Crown to commemorate their earliest great distinction. The Corps at this time was in two branches, the Royal Marine Artillery and the Royal Marine Light Infantry, and each of these has a long record of active service both in peace and war. Following the First World War, the Marines and other fighting services were reduced to minimum and these economies caused the amalgamation of the

two units into one Corps which was to be known as the Royal Marines. This Corps has continued to live up to its outstanding reputation and has served in all quarters of the world. It has added to its laurels the many heroic exploits of the Second World War and the Korean War. The Malayan anti-terrorist campaign and the Kuwait incident have further proved their worth and the latter has served to show that a carrier borne Marine Commando Force is most useful in meeting trouble swiftly.

In all its varied history the Royal Marine Corps has held its head high and fully justified the regard of such men as Lord St. Vincent and it is certain that they will continue to serve loyally and heroically for many years to come. Many tributes have been paid to this great Corps during the past months and no doubt there are still more to come, never the less, we of the T.A.S. Branch of the Royal Navy are convinced that Napoleon was right when he said,

"One might do much with 100,000 soldiers such as these."

R.C. Loftus.

MIDDLE WATCH MUSES.

The Chief Sonar Instructor entered the Sound Room. He quickly checked that the watch were carrying out their duties as Sonar Operators in the prescribed manner. He then checked all the displays and instruments to ensure that everything was functioning correctly.

He also checked the automatic sonar logger, back as far as the beginning of that watch. A few contacts had been detected, tracked for a while before being cancelled.

Van Heekoan the Sonar Controller of the watch nodded to the C.S.I. "All quiet, 'I'. I am one short in the watch at the moment. I've had to send Koblinski to the Bay, he is having trouble with his ears. I am waiting for the spare operator now."

The C.S.I. went into his office which was next to the Sound Room and sat down at his desk. He picked up the patrol reports that still had to be tabulated. Gonzales opened the door, "Like a cup of coffee, 'I'?" Fred Macbeth looked up, "Yes, please," he said.

Macbeth sat back and started to think. - Fred old son, this is your last operational patrol. You will be going back to the School at the end of this trip, wonder what is lined up for me this time? Classes again, or will I get a quiet number until I go to pension?

Gonzales came in with the coffee. "You know, son," said Fred. "things have changed a hell of a lot since I first joined the Sonar World. Why, when I did my first course some people were still saying 'Asdics'. I spent a lot of time at sea between course's and that was with primitive equipment like 170. Have you ever seen that set, lad? You really had to think when you operated that set. I'm sure I've still got the scars of my old instructors 'Cut Left' stick."

"Yes, you youngsters have it easy these days, almost all your operating is automatic now."

Gonzales slipped back into the Sound Room. He said to his 'oppo', Le Blanc, "These old chiefs are all the same, always on about the old days."

By the way Fred Macbeth was the C.S.I. of a MIXED MANNED NUCLEAR POWERED HOVER PATROL CRAFT.

R. Taylor.

LADIES NIGHT.

On July 31st. the Association invited the members Ladies out for the evening. This was a continuation of the event that was started last year. It is hoped that it will continue in future years.

The Ballroom at the Sandringham Hotel was booked for the occasion. This is ideally situated at Southsea, and with its medium sized room for dancing suited our purpose admirably. Unfortunately our numbers were not very large and a little time elapsed before things really got moving. The Chairman escorted Mrs. Stobie to the floor and started a Snowball, which is a good way to get as many people on the floor as early as possible. Dancing continued as more members and their guests arrived. Barry McCarthy and his Sandringham Band provided the music, with Barry McCarthy, himself as Master of Ceremonies.

Our Guests included besides Captain and Mrs. Stobie, the Commander and Mrs. Johnston and the Training Commander and Mrs. Temple. All appeared to be enjoying themselves both at dancing and swapping yarns over refreshments.

Being in the middle of a glorious English summer the temperature soared and very soon the jackets were being disgarded in order that the Twist, Shake and the Waltz could be executed in greater comfort.

A welcome respite came half way through the evening with an excellent Buffet. This was served by waiters and in the subdued lighting of candles.

Following on from this was a mystifying act in magic and mind reading, given by Mr. Fred Lowe and Katrina. Endeavouring to out-wit this professional team were S/Lt. Self and P.O. Herbert, who were called upon by the Artists.

With more dancing to follow the rest of the evening went with a swing. The Spot prizes won through some ingenious tests and riddles thought up by the M.C.

With the clock beating us the proceedings finally came to an end at 0100 and the transport was ready to

take everyone back home. It was agreed by those present that it had been a most enjoyable and entertaining evening. I hope that the word does get around to those unable to attend this year that these occasions are well worth supporting. To those who will be home next year do try and take advantage of this night out for the little lady. Both she and you will enjoy yourselves, as we who went to the Sandringham did this year.

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Captain D.M.H. Stobie
D.S.C. R.N.
H.M.S. Vernon.

Dear Petty Officer Lissamer,

My wife and I very much enjoyed the T.A.S.I.'s Association Ladies Night on Friday. It was a very kind and courteous gesture to invite us. I say this in all sincerity because you know, of course, that there is no obligation to invite the Captain of Vernon - albeit I would personally hate to miss such an occasion.

I would be grateful if, at some convenient time, you could convey our thanks to the Association and also our congratulations on a very excellent and smoothly run party. I hope you have many more of them.

Lastly I must thank you personally and your very charming wife for looking after us so very well.

yours sincerely

D.M.H. Stobie. D.S.C.

Captain R.N.

--*--*--*--*--*--*--

Dear Sir,

May I, on behalf of Mrs. Mann, Mrs. Jones and myself thank the Members of the T.A.S.I's Association for a most enjoyable evening on the night of July 31st. Ladies Night Dance.

We appreciate the work which must have been put in to make the evening so much of a success for all who attended.

Had there been more Members present, I doubt very much whether my husband and I would have walked away with so many 'Spot' prizes, but we are not complaining, far from it.

Yours Sincerely,

Mrs. J. Hearn.

It is gratifying for the Committee and the Association to receive letters such as these from Members wives. Ed.

--*--*--*--*--*--

Dear Ed,

A line from Ajax during a quiet spell after a hectic time at Portland doing our work-up.

We commissioned from Birkenhead during December last year. On the way South to Portsmouth we came across a Spanish coaster with fouled props. We took her in tow (8 inch Nylon) and got her safely into Cherbourg; so we are all hoping for a little salvage money in about a years time.

I mention this, as to my mind it proves that Jack has not changed at all in his determination to save life and ships. Remember that this tow was done by seamen who had not even had time to find out where the gear was stowed, let alone rig it. (I might add that the Q.D on these frigates are T.A.S. part of ship.)

When we arrived at Portsmouth we found a long list of Testing and Tuning to be done. We had our Xmas leave, and stayed in the Portsmouth area until these had been carried out. Not, I might add, without lots of overtime for the Air Conditioning people. Will we ever get one that works first time?

The dreaded day came for us to sail for Portland (named after an old Anglo Saxon god 'Porl' meaning Rainmaker) This proved to be a period of lots of snags, laughs and darned hard work; but we improved as we went along and by heck - we learnt a lot.

Here a word of thanks to F.O.S.T's T.A.S. Staff for their understanding, tact and ideas. A particular Thank You to George Elgy for his help.

We are due to sail for the Far Flung on 26th May. When we get out there, via Suez, we are taking over as Captain 'D' of the 24th. E/S with Zest, Lincoln, etc.

I hope all is well in the old home. Please try and teach the basics a little more 177 drill. I hope that the affairs of the Association are going strong. By the way, Bill, if we T.A.S.I's in the Far East get together and have an outing will you subsidise us from the Funds? We might have a run to the Seven Stories or something like that.

All the best to all the Members. Good Luck. Next postmark "Singapore".

M.A.C.

H.M.S. Falmouth.

Dear Ed,

Here are a few lines from the sunny 'Med' to thank you for the regular edition of the Seamaster. Also the two monthly editions of the News Letter. The letter is certainly of value, as it does keep us outlying members up to date with all news items. One error in the last Seamaster, it stated that Jim Oxlade

was now on the Falmouth. If he is, he is certainly in hiding.

Well we relieved the 23rd. Squadron in May and now we remain the only Squadron out here. At the moment we are still short of 'Brighton'. She is having troubles and remains in Home waters doing trials. The remainder of the Squadron consists of 'Aisne' and 'Cassandra'.

A/S wise has not proved to bad as we are holding our head above water with the submarine world. Apart from the regular excercises, we have, as yet to take part in any extensive ones. Mostly things remain fairly quiet as it is just the odd cruise here and there.

I do not think that there are any other members out here, as Malta has seen many changes.

With 'Aisne' we are off to 'Venice', after which it is back to Malta for a week. That is about all the news for now, so thanks again for the News Letter. All the very Best,

'Windy' Gale.

H.M.S. Falmouth.

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Careers Office.

R.N. and R.M.

Dorchester.

Dear Ed,

Many thanks for your regular supply of Seamaster which I always look forward to reading. Which also keeps us "Landlubbers" in touch with the drafting movements, Sea and Civvy wise.

As some of you probably know I am a member of the Careers Service.

Regarding my job, which little is known of in the Service, it is, firstly, a good one, varied between office work and travelling to schools and local Sea Cadets. It entails testing and interviewing prospective candidates. You think that you get

the 'rough' boy, you should see what is turned down. Education ? Well, what is it ?

I have enclosed some notes on the selection requirements, which should give you some idea of the test that they do.

Of the applicants, we get, approximately one third go out educationally, one third, medically leaving us with the other third. The brighter boy naturally wants a trade, so they choose the Electrical Branch, not leaving us many of the brighter boys for the Seaman.

The method of entry into the Careers Service is done through the Commanding Officer. The Ministry of Defence (Navy) Orders give all the routine for the application. After your request has gone through it is a matter of patiently waiting to see if you are selected. If so then off you go to London for an interview with the Director of Naval Recruiting. Also a session with the physiologist. If then successful you are informed of vacancies arising and usually six months prior to going to pension, drafted to the Office allocated to you. On arrival you have a medical and sign on the dotted line for a further period of five years. This you can do up to the age of 55. Now if you have a G.C.E or H.E.T. in English and have completed three years in the Careers Service you can, if recommended by the Regional Careers Officer and selected by the Board at Headquarters, be made up to Lt. Careers Officer, and then retire at the age of 60.

All pensions and gratuities accumulate as for 5th. and 6th. five, etc. That is the one draw back, you do not get your gratuities until completion of all your service. Although we get out of quarters allowance we are not allowed married quarters. So the solution is to buy your own place.

Kindest regards to all members and happy hunting to the Sea goer's.

Wishing you all the Best

J. Phillips. C.P.O.

GOING TO PORTLAND WITH YOUR CLASS ?

WHY NOT STAY IN THE COMFORT OF AN HOTEL ?

THE PORTLAND ROADS HOTEL

OFFERS SPECIAL TERMS FOR SERVICE PERSONNEL.

CHILDREN ARE ALWAYS VERY WELCOME.

PORTLAND'S LARGEST FULLY LICENSED HOTEL, OVERLOOKING
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WATER. COMFORTABLE INTERIOR SPRUNG MATTRESSES ON
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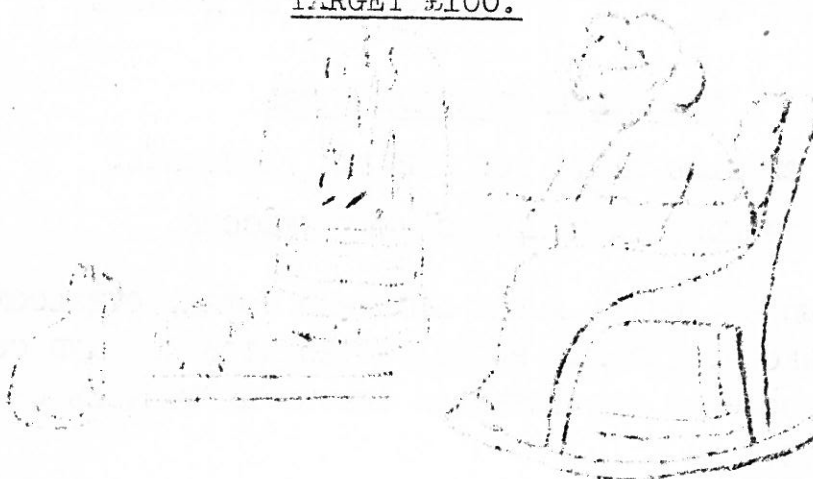
THE PROPRIETORS ARE: MR. & MRS. G. BAXTER.

THE TELEPHONE NUMBER: PORTLAND 3117.

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OPERATION WARMPIRE.

TARGET £100.



A BOB A KNOB ----- TO FILL THE HOB.

A COLLECTION IS BEING MADE IN AND AROUND VERNON TO
PROVIDE CHRISTMAS COAL FOR THE AGED AND NEEDY.
ALL DONATIONS SHOULD BE SENT TO THE ASSOCIATION
OFFICE OR ANY T.A.S.I. ATTACHED TO VERNON.

Footnote:- Last year the Fund realised £66.

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HERE AND THERE.

The appearance of Vernon is ever changing these days. The latest improvement is the disappearance of the old familiar landmark, which guided many a T.A.S. Rate back to the School after a run ashore. I mean none other than the Vernon Steel Chimney attached to the old Boiler House. Much to the disappointment of Demolition Experts the chimney was dismantled by a civilian firm using cutters and not by the use of explosives. Now it will never be known just how many 1 lb. charges would have been required to do the job nor whether it would have straddled the Creek or demolished Hecla Block. In the place of the Boiler House a new accomodation block is expected to arise.

There has also been a few changes in the Instructors of Vernon. C.P.O. Manders has now taken up residence on the Thames at H.M.S. President. C.P.O. Vass, who he relieved, is back in Vernon. C.P.O. 'Spike' Mullane has been drafted to Hove to look after our interests there with the R.N.R's. Some consternation was caused after Summer Leave when N.D.A. asked for three T.A.S.I's to join the Training Staff at H.M.S. Raliagh. C.P.O. Dennis and P.O. Perry, who has recently qualified, have been dispatched and are expecting to be joined by P.O. Kensall. H.M.S. Eastbourne has had a change round in their T.A.S.I. P.O. Jim Oxlade is now in Vernon. P.O. 'Lofty' Hearn had a 'Hurry up' chit to join her sooner than expected due to the sudden change round of the Med. and Home Fleets.

H.M.S. Loch Inch has now been turned over to the Malaysian Navy and is now sailing under the name of HANG TUAH. On board we have P.C. 'Stalky' Thornhill, who will, no doubt, be able to cope with any Indonesian infiltrator quite adequately. Also gone to that part of the world is C.P.O. Smart. He is now in H.M.S. Terror.

In from sea we have been joined by P.O. Pearce from Nubian, P.O. Greaney from Ghurka and P.O. Clemson from Centaur.

From one chalk face to another, P.O. 'Topsy' Turner has recently arrived from St. Vincent.

To all who have left we wish 'Bon Voyage' and a hearty welcome to those who have arrived back home.

A welcome must also be extended to the Members of A.W. 24, T.A.S.I's qualifying. They are P.O. Blackburn, P.O. Hollings, P.O. Manion, P.O. Laker, P.O. Toner, P.O. Perry, P.O. Ford, who promptly picked up a draft to Sea Eagle, and P.O. MacKay, who is now serving at H.M.S. Ganges.

It is our pleasure to give our congratulations to 'Sam' McCombe, 'Dicky' Dant, 'Pat' Underwood, Pete Smerdon, Johnny Hobart, 'Lofty' Hanneman, Ben Lawrence and Bob Curtis on being rated to Chief Petty Officer.

Despite the changes and upheavals, Vernon still manages to improve on the standard that has been set by our predecessors. None the less we would welcome suggestions and criticisms from both those at sea and those outside.

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STOP PRESS:- Our congratulations to P.O. and Mrs. Eastham on the birth of their daughter Leanne Michelle who was born on 22nd October 1964. She topped the scales at 8lbs. 2ozs.

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P.O. ADAMS