

THE SEAMASTER



The
OFFICIAL JOURNAL
OF THE
TORPEDO AND ANTI-SUBMARINE
INSTRUCTORS' ASSOCIATION
(1955)

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

1 MAY 1967

THE TORPEDO AND ANTI-SUBMARINE

INSTRUCTORS

ASSOCIATION AND SOCIAL CLUB

PATRONS OF THE ASSOCIATION

Vice-Admiral	Sir W.A. Copeman (Rtd)
Rear-Admiral	Grant (Rtd)
Rear-Admiral	R.C. Giles (Rtd)
Rear-Admiral	R.W. Mayo
Captain	E.A. Blundell (Rtd)
Captain	G.B. Pound
Captain	H.L. Lloyd
Captain	D.W. Stobie

The Official Journal of the Association

Chairman	C.P.O. Lissamer
Vice-Chairman	P.O. Linn
Treasurer	P.O. Greaney
Secretary	P.O. Grubey
Committeeman	C.P.O. Bryan
Committeeman	P.O. Trotter
Editor	P.O. Loftus

HEADQUARTERS: H.M.S. VERNON PORTSMOUTH

LETTER FROM REG.

Once again the Chairman's page of the seamester has forced me to pick up my pen. The pen moves !! Now, what can a S.O.B. like me write that would interest the readers of today ?

I did not spend my time up and down the Norwegian Fjords. I think that the author of that article could talk of the first magazine in our Branch - sorry Carl, I have forgotten the name of it. However, I do remember the story of the 'Braves' who lived in the wooden huts in the mud, while the 'Chief' sat in front of his big fire in a stone palace

Did it do any good ? The huts were still there when I left the old place.....

We say that those were the days of good clean fun ! We needed the social life to ease the strain of work - then we needed the work to ease the strain of social life ! ! ! All good clean fun...

We remember the time; after a "NIMROD" social, the POs' from "NEMISIS" were making their way to the boat at 0230 when 'Liberty', who was one of us but not really with us, failed to execute the right turn into the boat and carried on down the steps; thereby proving that a wartime P.O.'s cap did not float....

2/ The Seaman Gunner (Patrol Service) who fired the 4" at the dome of the local cinema. He missed, but caused a few heart-throbs to miss a beat on "Ben Gulon" - the local lovers lane. Come to think of it, he may have caused actual damage on "Ben Gulon".....

Reg Norley.

VICE-CHAIRMAN'S PAGE

GONE

BUT

NOT

FORGOTTEN!!

Missing from School:-

One Vice-chairman, last seen
rocketing over the chasm at Corsham, violently....
Come home, Ron, all is forgiven.

The Chairman of the Association, C.P.O. Lissamer, will be leaving "Vernon" in the near future. The post of Chairman will therefore be taken over by P.O. Linn, the Vice-Chairman until the next A.G.M.

CHAIRMAN'S LETTER

To begin this letter, I would like to thank all of you who replied to the proposal, regarding the revision of the Association's title, etc. This proposal was sent out to all of our members and several of you cast your postal vote.

At the time of going to press there are some fifty T.A.S.I.'s who have sent their subscriptions to become members of the new T.A.S.I. Association and Social Club.

We resisted the temptation of making the subscription £2. or even £5, because the Committee felt that 10/- was a sum that could be afforded by all of us.

This will be my last letter as Chairman of the T.A.S.I.'s Association because I leave 'Vernon' in May to become the first of the new "Geographical T.A.S.I.s", so perhaps I may have the good fortune of meeting some of you in the far-flung out-posts in the near future.

Best wishes to you all,

Bill Lissamer.

TREASURER'S REPORT

Enclosed in this magazine is the balance sheet of the audit held in January. However, the sum shown in the current account gives an unrealistic picture, as the audit was carried out before the bills for the Annual Dinner, Warmfire and some others had been met. The financial report shown below shows the true state of the Association's finances up to the 31st. March 1967.

Cash at the bank;	Current Account.	£ 64 - 16 - 5d.
	Deposit Account.	£ 13 - 9 - 9d.
	Cash in Box.	£ 24 - 8 - 10d.
	Total	<u>£102 - 15 - 0d.</u>

Out of this sum, we hold the A.F.R. Snowball on deposit which to date is £44 - 6 - 6d., which gives us in hard cash the sum of £58 - 8 - 6d.

As members can readily see, this is not a great deal and we must build up our resources. The only way that this can be done is greater promotion of the sale of Tote Draw tickets.

The final point which I would like to make is that the funds of the Association and those of the Sonar Club are being combined following their amalgamation. I am in the process of combining the two Bank Accounts and the audit in July will be carried out by the auditors, WARD & CO., on all of our assets.

P.O. Greaney, T.A.S.I.
Treasurer.

SECRETARIAT

A lot has happened since my last letter. A reformation has taken place within the Association, as you all know, and has resulted in an amalgamation with the Sonar Club.

To my way of thinking, this has been all to the good and I am sure that any one who has the future of the Association at heart must agree.

We all said that the Association needed a shot in the arm. Now we have the chance to promote our main aim, which is "Esprit de Corps".

Personally, I wish this new venture "Bon Voyage" and would like to think that you are all behind the Committee in it.

Applications for new membership are rolling in and we, the Committee, can see the interest which you are all taking in the rebuilding of the Association.

Yours Aye,
Bob Grubey.

FOR THE 31ST. DECEMBER 1966

Printing Machine as last account	£ 224 - 17 - 7d.	
Less written off	£ 13 - 13 - 11d.	£ 211 - 3 - 10d.
Electric Typewriter as last account	£ 77 - 17 - 0d.	
Less written off	£ 4 - 15 - 0d.	£ 73 - 2 - 0d.
Typewriter as last account	£ 13 - 16 - 9d.	
Less written off	£ 16 - 9d.	£ 13 - 7 - 0d.
Investment at cost		
£ 181 Imperial Chemical Industries Ordinary Stock		£ 220 - 1 - 0d.
Sundry Debtors		£ 104 - 0 - 0d.
Stock of Badges and Ties.		£ 36 - 0 - 0d.
Cash at Bank: Current Account	£ 241 - 3 - 11d.	
Deposit Account	£ 13 - 9 - 9d.	£ 254 - 2 - 10d.
Cash in Hand: General Fund	£ 14 - 12 - 9d.	
Sick Fund	£ 1 - 7 - 0d.	
Postage Account	£ 3 - 17 - 0d.	£ 19 - 9 - 0d.
		£ 933 - 0 - 0d.

The above is an extract from the full audit. If any member wishes to study the full audit, this is available at the Association office.

P.O. Greaney, T.A.S.I.

DOUBTS ABOUT THE NEW A/S FRIGATE

It was reported in the Sunday Times, dated 6th. October 1966, that there were doubts being voiced about the Type 82 missile destroyer, which costs approximately £ 20 million.

They were designed as successors to the County Class and the design was prepared to compliment the new carrier programme. These aircraft carriers were designed to keep the distant approaches to a task force clear of enemy aircraft, with the Type 82's forming an inner screen whose radius was that of the new and highly efficient Sea Dart missile. With the cancellation of this carrier programme, the system ceases to be a basic reality.

The problem for the enemy is in providing a missile at a point outside the range of the Sea Darts. Although secret at the moment, this is estimated to be between 17 and 30 miles. This enemy missile must be capable of overcoming the Sea Dart.

It is claimed by supporters of the project that the Sea Darts built-in electronic counter-measures are adequate to be sure of its success in the foreseeable future.

However, it is stated by critics of the system that it may already be out of date, and they quote infra-red target seeking devices and laser developments, as well as more sophisticated devices in support of their argument.

The basic fault with both Sea Slug and Sea Dart is that they are not small enough to be carried on all ships. Such a weapon is under development and many senior officers feel it would be more logical to accelerate this programme than to proceed with the building of new and expensive specialist ships.

HOW ENIGMA FROM THE CLASSICS

SEARCH: Romeo, Romeo! Wherefore art thou Romeo? (Shakespeare)

DETECTION-PASSIVE: Suddenly there came a tapping,
As of someone gently rapping. (Poe)

DETECTION-ACTIVE: From ghoulies and beasties
and things that go bump in the night, (Wells)

AVOIDANCE: I came like water, like wind I go. (Omar Khayyam)

FALSE CONTACTS: ...VARIETY IS THE SPICE OF LIFE (Cowper)
A play acted by idiots,
All sound and fury, signifying nothing. (Shakespeare)

EVASION: I am escaped with the skin of my teeth. (Bible)

CLASSIFICATION: little more than kin and less than kind. (Shakespeare)

ROMEO and JULIET play a very fine DUET

OAK TREES from little ACORNS Grow. (Proverb)

WATER DISTURBANCE: Much Ado About Nothing. (Shakespeare)

ISOTHERMAL: As You Like It. (Shakespeare)

POSITIVE CLASSIFICATION: Great Expectations. (Dickens)

FINAL SUCCESS: The Taming of the Shrew. (Shakespeare)

Any member's comments will be welcome for the next edition. I

THE ULTIMATE IN ANTI-SUBMARINE WARFARE

The future developements of under-sea warfare are fast reaching the ultimate state when it will be possible to track a submarine from its home base, throughout its cruise, and return to base once more. It could well be destroyed, if necessary, at any time during this tracking period.

To us in the T.A.S. Branch, this may well seem to be a long way off and will probably not be achieved in our time. However, this type of operation could well become common practice before the present crop of new entries go to pension, if all the schemes at present under review bear fruit.

It is possible that a series of sea-bed mounted sonars may be set up to cover the world. These would be augmented with mobile sonars mounted in a variety of ships patrolling vast areas. The majority of these would probably be submarines especially equipped for the task. Other information regarding the whereabouts of the enemy submarines would be provided by aircraft, or perhaps even by satellite.

The technical data provided by these sources would have to be co-ordinated and evaluated according to the constituted threat, and then the necessary action could be taken to intercept and destroy the enemy submarine.

All things are possible and the technical knowledge is already available for such an extensive programme in many respects. It is the availability of money which mainly inhibits their implementation.

I cannot see that we, the T.A.S.I., will become redundant yet, but the day of the technician and artisan is here, and as these new and highly computerised sonars are developed, there will be a decline in the necessity for Aural Teachings and the T.A.S.Branch will be vastly changed. We must develop with it.....

WHERE DO WE GO FROM HERE

The world of the T.A.S.I. appears to be in a state of suspended animation. The T.A.S.I. had a job of work and a purpose in life ten years ago and the T.A.S. Branch looked set to become the premier one of the service with the increase in under-sea warfare. Then someone conceived the idea that the T.A.S.I. would be unable to cope with the advent of electronics and computers.

Since that day, in about 1957, we have steadily lost our position to the great creeping monster known as the Weapon/Electrical Branch. Our present title of "User" tells us the content of our work. We can do little else but teach the Sonar operating and Mortar drills.

The T.A.S. Empire is crumbling... surely it is time that a long hard look was taken at the Branch as a whole? Can nothing be done to bring back the pride which once went with the knowledge that one was doing a really worthwhile job?

Like industry, we must accept that automation is the only answer to the future A/S Warfare, as is evident with the coming of ADA. The question posed is simply this; can we, as T.A.S.I.s', be of real value in this technical age? The answer is quite plainly that we are not qualified to maintain the future equipments, and no one in authority will allow us to be trained for this work. Thus our sole purpose in life is to train Sonar operating teams and Mortar Crews - and even this latter function may soon be denied us - then we shall become only Sonar Operating instructors.

Is this to be our fate? Surely some of the T.A.S.I.s' can be found a more worthwhile and rewarding task than this.....

Bill Lissamer.

OPEN LETTER TO THE T.A.S.I. ASSOCIATION

Gentlemen,

I have just received a copy of the "Seamaster" (undated, which I assume went to print just prior to the A.G.M. This letter will confirm that the issue has achieved one of its objects, it has jolted a letter from at least one irate T.A.S.I.

I qualified T.A.S.I. in 1960 and was a keen shiny-eyed recruit to the Association at that time. Prior to actually becoming a T.A.S.I., I had been an enthusiastic onlooker (as a U.C.1) into the ideals and the achievements of the Association since 1956.

I left VERNON in August 1964 to commence 3 years service with the Royal Malaysian Navy, serving first in K.D. HANG TUAH, which commissioned in Portsmouth in October 1964. Immediately before we left U.K. I made a special trip into VERNON for the express purpose of ensuring that my new address and particulars were correct in the Association files.

In March 1965 I duly received my copy of the "Seamaster". Still enthusiastic, I wrote a short article for the magazine and enclosed my 10/- voluntary subscription. This was never acknowledged, but I returned to the charge with another letter in July 1965, mentioning C.P.O. Smart, C.P.O. Waterworth and P.O. Lear, none of whom had heard from the Association. In March 1966, the sleeping giant coughed forth a voting form for the A.G.M. - it arrived too late!!! My memory may be at fault here, but I seem to remember receiving another "Seamaster" at this time.

Dazed by this flood of correspondence, I wrote another article, though I never did discover if it was ever used, or even received.

It was 12 months before the next correspondence arrived, in the form of another copy of the "Seamaster" and a copy of the Agenda for the A.G.M. With this copy of the magazine, and some shrewd cross-examination of an O.A. who had recently been banished from Valhalla,

I brought myself up to date with the happenings in VERNON and within the Association. Which brings me , at last, to the present time and to my views on the Association and its future. First let me quote from the latest "Seamaster" :-

1. Much more material required from outlying sources.....
2. At the time of writing about 20 members actively interested...
3. Poor support and response given by older members.....

As far as this outlying source is concerned, you live in a glass house. The sermonising about lack of interest and active participation tends to stick in the gullet somewhat. From my own personal experience it would appear that a T.A.S.I., once out of VERNON, is also out of mind out of range, and outside the pale.

If only 50% of the T.A.S.I.s outside of VERNON return to the fold with my frame of mind regarding the Association, I find it a source of some wonder that you can muster even 20 active members!!

This is a bitter letter, it is at times sarcastic, for these faults I crave indulgence. The only thing I must point out is that the reason for the bitterness is possibly because very few people enjoy discovering that something like an Ideal - or an Association - has feet of clay, and is built on sand.

Naturally, I realise that, since I am no longer a member of the Association (if my reading of the A.G.M. minutes is correct) I have no hope of getting this printed - it did relieve my feelings however!!!

Yours bitterly,

R. Thornhill P.O. T.A.S.I.

"Stalky"

Unfortunately, there has been far too much reason for this type of letter in the past. We can only apologise and hope that the T.A.S.I.s' Association can learn a lesson from this and never let the outlying members be forgotten again. (EDITOR)

POINTS TO PONDER

The graph, shown opposite, is a calculation of points gained over a period of 12 years. The assessment of Merit Points shown is from 20 to 80 points. It commences with the 4th. year in the Petty Officer Rate and includes 360 points accumulated before the entry into the roster. (These are Basic Points, awarded at the rate of 10 points for each month that the rate is held).

To work out the approximate time that a P.O. will wait before being rated C.P.O. it is necessary to ascertain his average points. e.g./ If a P.O. was rated 10 years ago, it is likely that he will have served a General Service Commission, Home Port Service and a Foreign in that time. He will probably received higher Merit Points whilst on a ship than in VERNON:-

4th. year - 60 points	G.S.C.	9th. year - 50 points
5th. year - 60 points		10th. year - 50 points
6th. year - 45 points		
7th. year - 45 points	H.P.S.	
8th. year - 45 points		

Average = 50 points.

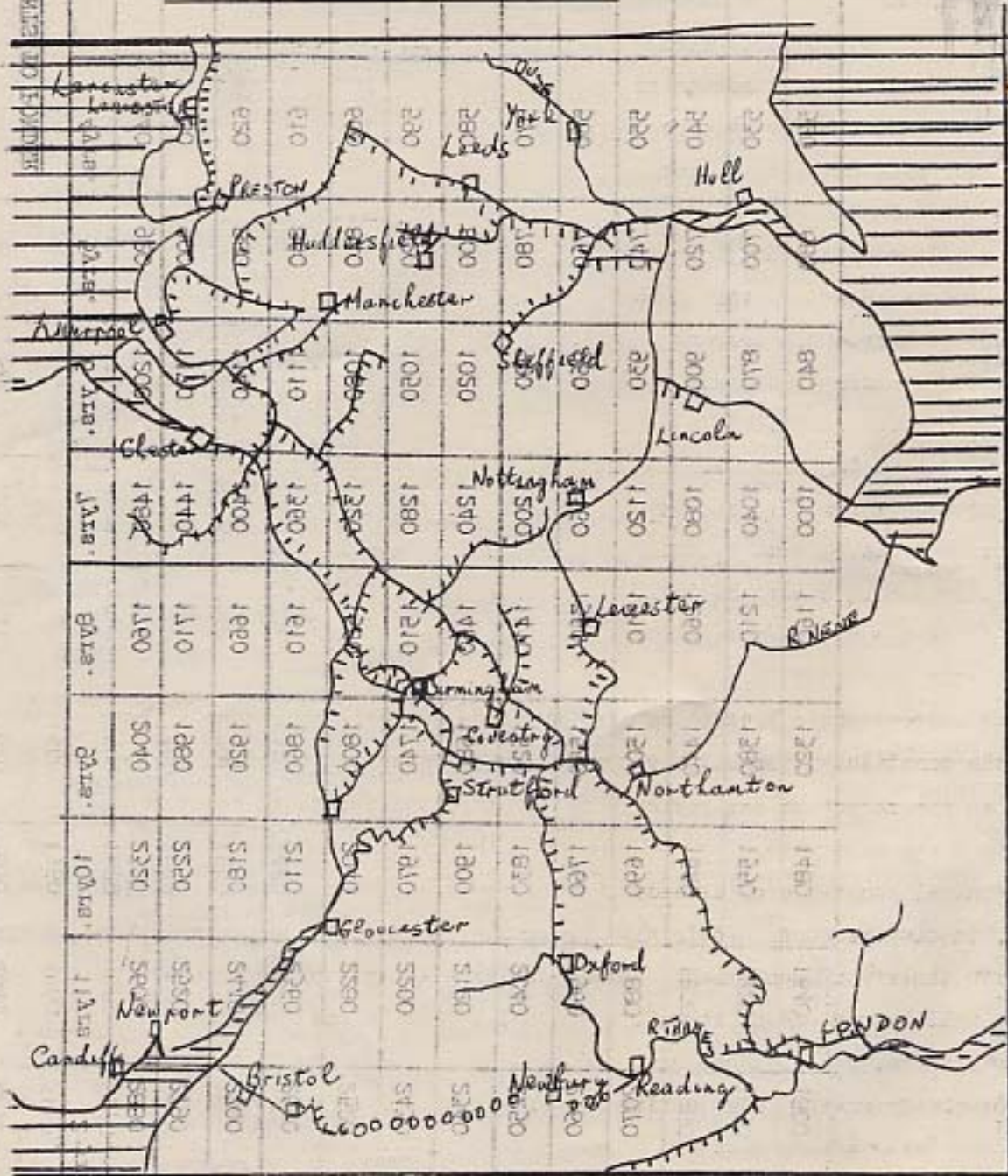
$$\begin{aligned}\text{AVERAGE} &= \frac{\text{Total Points} - 120x}{2y} & (x = \text{No. of years as P.O.}) \\ & & (y = \text{No. of years on roster}) \\ &= \frac{1910 - 120 \times 10}{2 \times 7} \\ &= \frac{1910 - 1200}{14} = \frac{710}{14} = 50 \text{ points average.}\end{aligned}$$

Enter the table at 50 points - find the number at which C.P.O.'s are being rated - read off the number of years to wait at the top. If the top man on the roster has 2040 points, it can be seen that it will take 9 years to become a Chief, even with 80 Merit Points at each six-monthly assessment.

POINTS TO PONDER

INTS	4yrs.	5yrs.	6 yrs.	7yrs.	8yrs.	9yrs.	10yrs.	11yrs.	12 yrs.
80	640	920	1200	1480	1760	2040	2320	2600	2880
75	630	900	1170	1440	1710	1980	2250	2520	2790
70	620	880	1140	1400	1660	1920	2180	2440	2700
65	610	860	1110	1360	1610	1860	2110	2360	2610
60	600	840	1080	1320	1560	1800	2040	2280	2520
55	590	820	1050	1280	1510	1740	1970	2200	2430
50	580	800	1020	1240	1460	1680	1900	2120	2340
45	570	780	990	1200	1410	1620	1830	2040	2250
40	560	760	960	1160	1360	1560	1760	1960	2160
35	550	740	930	1120	1310	1500	1690	1880	2070
30	540	720	900	1080	1260	1440	1620	1800	1980
25	530	700	870	1040	1210	1380	1550	1720	1890
20	520	680	840	1000	1160	1320	1480	1640	1800

MAP OF NAVAGABLE INLAND WATERWAYS



LYKES SYSTEM OF TRANSPORT

The Lykes Bros. Steamship Co., Inc. of America has recently announced a new concept in cargo carrying on lines similar to the Royal Navy assault ships.

The design is described as a double-decked ocean carrier that can haul commercial cargo over long sea passages in specially designed barges. The title given to these ships is 'Sea Barge Clipper'.

Specially designed terminals would have to be built where the carrier could submerge while her bages were floated off and others floated on. The carrier would then steam to its next port of call, while the barges were towed to their inland destinations. This would entail opening up more inland waterways, but many of these are already in existance and navigable in the U.K. (See map opposite of Midland) Only ports which were connected to the waterways would be served by the clippers, but the turn-round, in-port costs for those ships would be cut to a minimum. It is estimated that in-port costs account for over half of the shipping bill and any effort to cut these costs would be worthwhile. This system might make for a more efficient delivery of cargo and so, indirectly, cut costs to the consumer also, and one never knows, the government might be able to reduce the shipping cost to the taxpayer in time.

These clippers should be able to accommodate about 24 barges each and the main defect would appear to be the need for deep-water berths at the selected terminals. However, this system has some merit and an investigation into the possibilities would be well worthwhile.

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PRESENT FULL MEMBERS OF THE
T.A.S.I.s' ASSOCIATION & SOCIAL CLUB

C.P.O. LISSAMER	C.P.O. HOUGHTON
P.O. STANLEY	P.O. LOFTUS
P.O. LINN	P.O. BECKER
P.O. SOMERTON	P.O. WRAITH
P.O. HEARN	P.O. TOULSON
C.P.O. LAMBERT	P.O. POWELL
P.O. MADGE	P.O. ROBERTS
C.P.O. HEAVER	P.O. ELSEY
C.P.O. WALK	P.O. MORRALEE
P.O. WHITE	P.O. CLARK, T.C.
P.O. KINNAIRD	P.O. ANDREWS
P.O. COUNSELL	P.O. GRUBBY
P.O. YATES	C.P.O. CONNER
C.P.O. DENNIS	P.O. McPHERSON
P.O. TOWNLEY	C.P.O. VASS
P.O. FRANCIS	P.O. EASTMAN
P.O. GREANEY	C.P.O. CADDELL
P.O. WILLIAMS, W.G.	P.O. NICHOLS
P.O. GODFREY	P.O. FOWLER
P.O. THOMPSON	MR. COOP
P.O. WILLIAMS, L.A.	C.P.O. BRYAN
P.O. WALTON	P.O. RICHARDSON
P.O. TROTTER	

The above is a list of the Members who have enrolled as Members under the new rules of the Association which were voted at the Annual General Meeting in February of this year. If any other T.A.S.I., ex-T.A.S.I., or Honorary Member, who has not already done so, wishes to apply for membership they may do so by returning this slip with their subscription.

.....
Application for Full Membership of the T.A.S.I.s' Association and Social Club.

Name..... Rank/Rating.....
Address.....

AN ODE TO ANODE

Many folk are non-believers

In the A.V.C. receivers.

Nearly every odd device

Stirs up lots of predudice.

(Don't it)

Up till now reverberations

Have not helped our operations.

Sometimes they were much too strong,

Or persisted far too long.

(Annoying)

Echoes when they did come back

'Punch' and 'Body' seemed to lack,

Just because they all got drowned

By the noises in background.

(Crackle)

Now reverbs do not appear

As strong as those we used to hear.

Everything is quite alright

If the echoes clear and bright.

(Don't worry)

When at first the gear you're trying

You may get a noise like 'frying'

Don't resort to words profane.

Change V 1 and try again.

(Often)

This may be a little tricky,

Amplifier still seems dicky?

Well, the next best thing to do,

Inter-change Valves 1 and 2.

(Could Be)

Don't condemn the valves you threw

Out of sockets 1 and 2.

One of them - or both you see

May work well in socket 3.

(Strange)

Number 4 - next valve or bottle

Keeps reverbs down to half throttle

When the button key is pushed.

Background noises should be hushed.

(Not the echo)

AN ODE TO ANODE

Recorder stylus marking well ?
V5's O.K., sure as hell.
But if the papers virgin white
A new V5 may set it right. (Maybe)

If the results are simply NIX,
Take a look at number Six.
This, the mixer, keeps in order
Phones and speaker - not recorder.

Number 7, next in line,
Functions as the Hetrodyne.
Sets up oscillations near
your frequency and so you hear (1000 cycles)

If loudspeakers won't loudspeak,
but just whispers low and weak,
Faulty power valve - V8,
Or dud speaker sure as fate. (Broken leads)

Phones are dead ? Maybe V9,
Or perhaps external line.
Disconnect, just to be sure
Terminals marked 3 and 4. (Junction box)

If, when the button key is pressed
The relay C remains at rest
And both the others work - well then-
Try another number 10. (Got one ?)

Eleventh-and last- the rectifier
Provides 350 volts - or higher.
The proof that this one's working right
Is the amplifier neon light. (The top one)

If you still need confirmation,
Practice - gather information.
You will change your mind a bit
When you've got the hang of it. (Get cracking)

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EDUCATION CORRECTION

A letter has been received from the Education Officer of R.N.A.D. Culdrose pointing out an error in the article regarding correspondence courses for G.C.E. 'O' levels, which appeared in our last issue.

The application must be made through the Education Officer of your ship, establishment, or base. This officer has special forms which are to be completed by the candidate and then to be forwarded, by the Education Officer, to the Correspondence Course Officer, R.N. Barracks, Portsmouth.

If any T.A.S.I., or other reader, wishes to avail himself of these opportunities, and has no Education Officer available to help him, he should write to the "Seamaster" and the Editor will do everything possible to organise the course through the Officer concerned in "Vernon".

Thank you for your assistance, sir.

(Editor)

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DROPPING BOTH ANCHORS

A letter has recently been received in this office to the effect that "Cock" Heron is finally leaving the Service after a grand total of fifty years at the White Ensign.

There must be hundreds of us who remember him well and who join me in wishing him a quiet and peaceful harbour for his retirement. He will not sever his connections with the branch completely, however, as he will continue to live in Portland and has kindly offered to submit the occasional article to this magazine. For this we are grateful, as he must have hundreds of good stories tucked safely away after his long service with the Navy.

One interesting point which he has brought to light is the notice dated August 1921, regarding entry into the branch..... It reads - "Volunteers are required for the Anti-Submarine School at Portland. They must be between the ages of 21 and 25; highly recommended by their Commanding Officer, and with a last assessment of VG-SUPR. They must be passed for Higher Rating and be trustworthy when not under supervision. They must not be prone to sea-sickness as they are to operate in small craft only. They must be able to make quick AURAL decisions on under water sounds/noises, must have first class hearing and pitch-discrimination. Finally, no candidate will be considered who has contracted V.D.".....unquote.

(Whatever happened to those standards ? - ED.)

CLUB MANAGERS REPORT

Since the last issue of "Seamaster" many things have happened in the Sonar Club. We have had two changes in the management and have also gained the other half of the building from the 'Vernon Wives' at long last. Also the amalgamation of the Association and the Club has meant some work behind the scenes. Full particulars of these changes will be contained in my next report and displayed shortly in the Club.

When the magazine last went to press P.O. Jackson (D.W.) was holding down the job of manager, but 'Draftie' has sent him to Belfast and Bill Issamer stepped in for a period up until the February audit. Since then I have been in office and 'Draftie' says that I will be here for awhile so we can settle down in No. 77 building for a time at least.

Now that we have acquired the South end of the Club building there is considerable amount of work to be done. Much has been done already, but as any member or visitor will be aware, there is still a great deal to be completed before the whole Club is really up to a decent standard.

To get the work done three things are required. First, we need a plan from which to work; secondly, we need willing workers; and lastly we want the things to work with. The first two are easy as we can provide them as required. The last thing is not so easy, as timber, wall-covering and paint, etc. all costs money and the amount required is more than the Association can afford.

To off-set these costs it will be necessary for the Club to make a larger profit - this means that it must be used more frequently. Business is getting better but the Committee have agreed that the price of spirits must be increased to give a bigger profit margin. The new prices are displayed at the Club and Members will see that our prices are still below those of bars outside the gates. These new prices will be in operation from the 1st. Nov. and they will be reduced again as soon as possible, when the Club has been given the full lift. Why not drop in and see how your Club is developing.

EDITORIAL

Once again I have returned to the fold and have again taken over the Editorial Chair. In the past I have found this to be a rewarding task and hope that I shall be able to produce a reasonable magazine for the Association during the coming months.

My aim will be to produce one edition of the magazine for each term, on a smaller scale if necessary. I shall try to make it a better production if this is possible, without incurring any rise in the cost of producing the "SEAMASTER". This may entail using fewer articles, but the idea will be to be more selective in the choice of material. However, please do not allow this to stop you sending in any letters or articles. They are always welcome and help to reflect your feelings with regard to the magazine and to the Association.

The best of luck to you all,

Especially those away from "Vernon",
R.C. Loftus.