

THE SEAMASTER



The
OFFICIAL JOURNAL

OF THE
TORPEDO AND ANTI-SUBMARINE
INSTRUCTORS' ASSOCIATION

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THE TORPEDO AND ANTI-SUBMARINE INSTRUCTORS

ASSOCIATION AND SOCIAL CLUB

MEMBERS OF THE COMMITTEE

Chairman.....	P.O. LINN
Vice Chairman	P.O. TONER
Treasurer	P.O. GREANEY
Secretary	P.O. MEALING
Club Manager	P.O. WALTON
Committeemen	P.O. POWELL
	P.O. TROTTER

THE CHAIRMAN'S REPORT.

The past year has seen the amalgamation of the Sonar Club and the Association. This has made easier the accounting and everyday running of the organisation. We have also seen the opening of the extension to the Club. The decor of the extension, favourably commented on by all, cost approximately £40 and a lot of work on the parts of C.P.O. Lissamer, P.O. Walton, P.O. Clarke and P.O. Hearn.

Thankyou Gentlemen.

In June we had the Metropolitan Driving School as our guests in Vernon. I was assured that they enjoyed themselves; thanks to all the TASI's who acted as hosts.

The return visit was in July. An excellent visit, as I am sure everyone who went will agree. The trip included a look around the the new premises of New Scotland Yard, we had lunch there and then went on down to the driving school at Hendon. Here the skid pan and demonstration drives were laid on for us; these were followed by a cricket match and Social. After the Social, the Association was presented with an advanced driving school car badge. This has been mounted and now hangs in the Sonar Club.

This year the Association Dinner is to be held at the Solent Hotel, Southsea. The date of the Dinner is Nov 10th. As there will be no official Service guest, the dress will be optional-Lounge Suits or Uniform.

The cost per head will be 30/-. I would like to point out that the cost of the Dinner will be met by the overall charge, this is in accordance with the majority vote taken at an Association meeting. As no subsidy is necessary from

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Association funds, these will be allowed to build up again after the expensive Summer Term. The only commitment to be met by the Association will be the cost of the coaches required to conduct attending members home safely; bearing in mind the current drinking laws.

November will also see us trying to win the PRIGITASI trophy, held at present by the GI's. The challenge we have made is to be at Darts, and this will takeplace at the Club. It will be nice to hold the Trophy again, we have not had it for some time. I hope to see a good turnout on the night.

I think that this has been an eventful year, and we now have the basis of a strong association. Remember this is our association, and we can only expect to get out of it what we the Members put into it. We have a good reputation in Vernon and with outside organisations, this is worth preserving, in fact our efforts can only serve to improve the reputation of this, Our Association.

I hear drips, usually indirectly, from the 'knockers' of the association. These people never turn up at the meetings which is where we, the committee, want to see them. After all we can thrive on fair and constructive criticisms, but backbiting and sniping can do the Association nothing but harm.

I would like to take this opportunity to thank my committee, past and present, for their support. If I may single one out? Our Treasurer, P.O. Greaney, has carried out his duties with great efficiency, his is a difficult job that often goes unnoticed.

I am afraid that my term of office as Chairman must soon come to an end, I am due to leave Vernon for a spell at sea in January. I hope however to remain in touch with the Association. Might I add, an association that will go from strength to strength.

By the way, I shall be needing a relief as Chairman so consider your nominees gentlemen. (If I may offer an opinion, I notice a remarkable lack of C.P.O s on the Committee..)

R.LINN

Chairman T.A.S.I's Association.

£ £ £ THE TREASURER'S REPORT. £ £ £

The following is the value of the Association's assets allowing for depreciation, at the last Audit held in June.

ITEM	£	s	d.
Printing Machine	200	12	6
Electric Typewriter	69	8	11
Portable Typewriter	12	7	0
T.V. Set	35	18	3
Stock in Hand	114	13	4
I.C.I. Shares	<u>220</u>	<u>16</u>	<u>8</u>
	<u>653</u>	<u>16</u>	<u>8</u>

The stock in hand refers to Bar Stock, Ties, Badges etc. The share value indicated is at Stock Exchange rates for June.

Cash in hand to date 31st Sept:-

ITEM	£	s	d
Current Account	119	7	9
Deposit Account	23	14	5
A.F.R. Snowball	12	0	0
Club Manager's Float	50	0	0
Ready Cash	<u>25</u>	<u>7</u>	<u>8</u>
	<u>230</u>	<u>9</u>	<u>10</u>

A point of interest is that at the last Audit, The Club showed a margin of profit of approx 15%. This indicates it is self supporting and not subsidised by association funds.

May I conclude by saying the books, as ever are open for scrutiny by any member.

R. GREANEY (Treasurer)

THE SECRETARY

Dear Members,

I had the honour to be elected secretary to the Association at the last meeting. I relieved P.O. Ben Grubey whose term of office had expired.

At present I am busy trying to find out how many members wish to attend the Annual Dinner which is to be held at the Solent Hotel, Southsea on Nov. 10th.

Elsewhere in this edition of the magazine, is a list of fully paid up members and life members. If you are not a member and wish to join; or if you have paid your dues and are not on the list, please contact me at Vernon. Furthermore, if there are any problems outlying members may have, I shall be only too pleased to hear from you. Members serving in Vernon can refer to any member of the committee at any time.

It is hoped to get an Editor for the magazine as soon as possible. Any volunteers?

It only remains for me to say once again, I am always pleased to hear from you, and us at Vernon are still overworked.

All the Best.

L.C.Mealing.

(Secretary T.A.S.I's Association.)

SONAR CLUB MANAGER'S REPORT.

As stated in the Treasurer's report, the Sonar Club is self supporting. The last Audit showed a profit margin of 15%, This in terms of hard cash depends of course, on the amount of business we handle; the more ale we sell, the more profit to the association.

Support for the Club at lunchtimes is quite encouraging, but the evening Social functions are a different matter. The attendances at Socials at the end of last term were disheartening to say the least. The main reason for non attendance would appear to be that members didn't know; this copy of Seamaster carries the Social programme for the remainder of this term in full. Please make a note of these dates, I am always glad to see you all.

The opening of the new extension to the Club means more room to have a swinging time. (We do not supply cats; swinging for the use of.) We do however supply free eats and drinks at reasonable prices.

I hope to see you all at the Club.

A.Walton.

Sonar Club Manager.

SOCIAL PROGRAMME TO DEC. 1967.

20th Oct.....Sonar Club; Darts and Tombola

Guests:- R.N.A. Gosport.

3rd Nov.....Sonar Club; Darts v G.I's.

Challenge for PRIGITASI Trophy

10th Nov Solent Hotel, Southsea.

Annual Dinner.

1st Dec Sonar Club; Darts.

Guests:- Local Police.

15th Dec Sonar Club.

End of Term Social.

All events start at 2000 unless otherwise promulgated
and gentlemen, your co - operation is invited to help
in making the above programme a success.

EDITORIAL

As there is now no Editor, I was sorely tempted to leave this page a blank. P.O. Loftus, after some valuable time in the post, has assumed the mantle of Chief of the Officer's Courses Section and finds that he cannot cope with both jobs. The vacancy was made known, but nobody appears to be interested in the post. As my class is away for a time, and with the kind permission of the Head of Section, I thought I would try to produce some sort of Magazine albeit three months late.

In the past, there have been many calls for a higher standard in the Seamaster. Valid comment, but to me, Editors of the past have done very well to produce any sort of magazine at all with the limited material and equipment at their disposal. Of course a 'glossy' would be the answer, a magazine one would be proud to show around the mess, not one to stow away in the locker or in the gash bucket. To improve the magazine beyond its present standard raises a point or two;

1. An Editor is required, one with sufficient time to do the job properly. Ideally perhaps the Secretary could do both tasks but he would have to have the time free from instructional duties, this rests with the powers that be.
2. Given we manage to get a man to do the job properly, he would have to learn to run the machine properly, this could be done. So then we would have a well produced magazine... What about the contents? The standard of entries, of the material to be edited must surely be raised. This depends on us, the readers. Among our members there must be an absolute ocean of Ditties that would make interesting copy. Some members are already

feeding the magazine, but surely we can have more articles etc. from the remaining majority.

3. Given an increased standard of material, but no Editor. We could have the Seamaster produced professionally. This would be expensive and a waste of the investment put into the printing machine and the electric typewriter.

The fourth alternative is to put the Seamaster into voluntary oblivion.....

A thought that will no doubt create a massive amount of indifference within Vernon, but may be of some concern to outlying members, those far removed from the 'College of Knowledge.'

Having aired my views, permit me to continue with this edition of our magazine with a vote of thanks to Bob Loftus for the time and effort he has put into the previous editions. I must admit to having no knowledge of the amount of work involved in producing the Seamaster. If I had this knowledge, I may not have even started on this venture.

R.P.Toner.

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THOUGHTS

Do those who sit here as I am,
Invigilating some exam,
Find other ways to pass the time?
Or listen to the Guildhall chime.

Just watch the pens aquickly fly
Jotting down the answers why;
Perhaps to pause awhile and think.
Or is it all a waste of ink ?

The worried looks come from the class,
Why, what the hell, they'll all pass.
And all the time in contented glow,
I sit here and watch and know.

For there once I did sit,
And schoolie nearly had a fit.
But now exams for me are past,
A TASI - Knowing all at last.

BoB

THE EXPENDABLE BATHY SYSTEM

In the near future, the Bathy Dip as we now know it will be obsolete, for it is hoped to introduce the Expendable Bathy in place of the conventional model. The new system, developed in America, consists of a probe, a launching tube and Data Recorder.

The Probe contains a sensor able to measure temperatures between -2 and $+30$ degrees Centigrade to an accuracy of ± 0.2 degrees. It also contains a spool of fine wire that is used to transmit the sensor's reading to the parent ship.

The launcher provides a means of release for the probe, and ensures its clear passage to the water. The probe is loaded into a breach with electric contacts that link the probe to the Data Recorder. The launcher also contains a spool of wire, thus on streaming, no tension comes onto the connecting wire.

The readings, displayed on a removeable trace of size 11 by 7 inches gives a far clearer picture than the slide of the Bathy. Depth reading of the graph, is obtained by knowing the sinking rate of the probe, this is to an accuracy of $\pm 2\%$ or 15ft.

The probe is expended after each dip, the graph we get in one minute presents a profile of 1500ft of water. This system may be used in sea states 0 to 5 with the ship making up to 30 knots.

The cost per probe compares favourably with the cost of fuel expended in the speed changes required to take a Bathy Dip, further the new system means we can get the readings, essential to us while the ship stays on station.

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T.A.S. School,
H.M.N.Z.S. Philomel.
Auckland., N.Z.

It must be many moons since the Association has had a run down on the activities of the R.N.Z.N.

After many years of frustration with the A.T.H., we have finally 'come with the money', and have installed a 1071 trainer. We can now train our own Sonar rates, but the other side is a different story. Two years ago it was decided to amalgamate the U.W's with the Gunbusters. However time alone will tell how this will affect the efficiency of our Branch, naturally we were very reluctant to see our weapon go.

It will be noted that our three S.D's have additional qualifications:-

- a) S.D. (TAS) (G) Not to be confused with Gunnery (Golf.)
- b) S.D. (TAS) (R) Not to be confused with a down under expression. (Rugby.)
- c) S.D. (TAS) (GG) Certainly confusing. (Greg.)

Of T.A.SI's, we have;

C.P.O. V.White. (ex R.N.)

TARANAKI

C.P.O. S.Young. (ex R.N.)

WATSON (R.A.N. Loan service.)

P.O. M.Shepherd. (ex. R.N.)

PHILOMEL

P.O. D.Stephens.

PHILOMEL

P.O. M.Willoughby-Graham.

WAIKATO

P.O. V. Hoffman.

BLACKPOOL

We are still doing our work ups at Pearl Harbour, but unfortunately, the emphasis is on Damage Control. We sure miss F.O.S.T.

We were recently visited by the AJAX and a Survey vessel. They found the natives fresh, freindly and available ? The T.A.S.I. from the Ajax took his lads to the demolition range and successfully demolished the one and only shelter, even the sheep are complaining. However the Survey ship put THE Dockyard Crane out of action for six months without the use of explosives, or the help of a T.A.S.I.

Two R.N. Submarines also visited our shores but they unfortunately did not come to Auckland, must be that they were scared of our ASW reputation ?

The Powers that be are investigating possible Branch structure changes. What with this and the changeover to Decimal Currency this year, and the fact we may become Sonar Men, we will leave you to decide on which side our bread is buttered.

To the serious side, we all appreciate the Magazine and hope to keep you up to date with the activities of the R.N.Z.N

Yours Sincerely,

M.W.SHEPHERD. T.A.S.I.

VOICES FROM THE DEEP No.1.HMS BRIGHTON

It is now eighteen months since I left the front of the pay queue in Vernon, and I am glad to say that I have had regular copies of the Seamaster, for which I am grateful to all concerned.

I confess that I am one of the guilty ones in the I have never written to the Editor while I have been away. I could say that all the paper in the ship had been used for Gunnery Firing Orders, but this would not be quite true. But if I get this letter finished, I can walk into the Club without too much of a guilty conscience when we arrive back in the U.K.

Brighton left U.K. (with me on it) in August '66 bound for the Far East, it was mid December when we finally arrived on station. We were caught for a fair old whack of the Beira Patrol on the way.

A lot of you chaps who have spent some time off Beira, will agree with me when I say that it is much healthier than the Icelandic Patrol. Personally I enjoyed that part of the commission. Three week spells at sea, think of the money one saves; of course one must have the strength to beat off the Jungle Bunnies when the ship is at Mombasa during the vacation period.

Am I boring you ? To continue, on arrival at the Far East station in mid December, we had a short stay in Singapore to get the Ship's Company acclimatised. We then went to Hong Kong for a three week self maintainance period.

I am afraid that I cannot tell you much about Hong Kong over the Christmas and New Year, it is a blank period in my memory. I think that I enjoyed myself, the names San Miguel and Tiger seem to ring a bell.

A visit to Bangkok followed Hong Kong, there the Ship's Company got the inclination to go ashore for a bath. (Of all things a bath.) Why the sudden urge for cleanliness? I never did find out, I think it must be put down to the Thai soap and water. However I do know of one gentleman who had three baths in one evening.

We were now destined to spearhead the Far East Fleet. The early months of the New Year were spent on excercises of various sorts, I am told we even did some Gunnery.

An assisted maintainence period at Singapore in February gave us the chance for a spot of station leave, this was to let us be rested and ready for the major Fleet Excercises that took place in March.

April found us on a string of visits, Kagoshima and Fukeaka in Japan, Chinhae in South Korea, and finally Hong Kong. I cannot say very much about Japan without writing a book, when I win the Pools, I shall definitely take my wife there for a long holiday. When the ship sailed from Kagoshima, myself and five staunch companions were privileged to travel on a modified expedition across the Island of Kyushu, rejoining the ship three days

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later in Fukuoka. This is a story in itself which I hope to recount some day when I have the time.

This brings us to May, we find ourselves back in Singapore for a couple of days, then out into the Indian Ocean for exercises with the Big Flat Tops. Suddenly we are back at Aden, we all know what goes on there.

As I write this, we are on our way back to the Far East; crossing the Indian Ocean for the second time in a month. What happens next? Well our future movements are uncertain.

Did I tell you about the young U.C. on the Brighton who, when changing the paper of the Range Recorder got his finger stuck in the Take-up Roller? A visit to the Sick Bay was necessary to take his finger out.

The best regards to all our readers from myself; Lt. Leach, our T.A.S. Officer; and S.Lt. Barnes our Bullet Buyer.

Best Wishes

D.G. Macpherson. P.O. TASI.

VOICES FROM THE DEEP No.2.. H.M.S.PROTECTOR

This trip has been an interesting one, the first time that I have been in this part of the World. Protector, now 30 years old, still plods along although she is soon due to retire.

We left the U.K. on the 26th Oct '66 and after calling at Gib., much quieter than last remembered; Freetown, Salvadore and Mar del Plata, The Brighton of the Argentine, arrived at Port Stanley in the Falklands on Dec. 7th.

Between Freetown and Salvadore we crossed the line. Our Neptune arrived by helicopter. Dismounting from his chariot, His Royal Highness was quite white about the gills. I am not sure if this was due to the rather bumpy ride, or to the fact that the tail rotor smashed to pieces on the safety nets when his craft touched down.

During our spell on station we have managed to carry out a survey of the Cape Kater area, a job that has been tried for about 6 years. We succeeded with the help of some marvellous weather and despite a couple of incidents.

The first was when one of our choppers fell out of the sky. The petrol pigeons tell me this is likely to happen when the engine suddenly stops. Fortunately there was no loss of life and the chopper concerned sits in the hangar happy to be used as a dark room.

The second incident occurred when some mountaineers among us tried their skills on an iceberg. Unfortunately the one selected did not prove to be too stable, and before long our Sherpas were swimming.

Again there were fortunately no casualties, the lads were fished out by the whaler and put to thaw in the laundry. With the help of a tot. (Some people will do anything for a tot of neaters.)

March 15th '67 found us at Punta Arenas embarking Press and T.V. reporters, we then sailed to wait for Francis Chichester and Gypsy Moth to round the Horn. He was sighted early on March 20th, I don't know what the reports at home said about the weather, but the American News gave the wave height as 75ft and a wind speed of 100 m.p.h. A report that must have come from the 'Windy City.' It was rough though, and I for one was glad to be in a larger craft than his. We stayed with Gypsy Moth for seven to eight hours then left him to continue his lone journey home.

After dropping our passengers, we made our way North to Valparaiso; five glorious days were spent there. While at Valps. we held our Mess Dinner. The dinner was held at Vina del Mar, Southsea of Valparaiso, it was a great success. A great deal of credit for its organisation must be given to Mr. George Gubbins Of the British Embassy. He did a great deal for us and I heartily recommend him to anyone who is out this way and has thoughts of holding a similar function.

I am writing this letter from Callao, not such a good run but I hope to soon rejoin the fold, when I do manage to walk into the Club; MINE'S A PINT PLEASE MANAGER.

Ron Brewitt

H.M.S. Protector.

DISCARDED

He grabbed me round my slender neck,
I could not call or scream.
Then dragged me to his dingy room,
Where we could not be seen.

He tore away my flimsy wrap,
And looked upon my form;
I was so cold and damp and scared,
Whilst he was hot and warm.

His feverish lips he pressed to mine,
I gave him every drop,
He drained me of my very self,
I could not make him stop.

He made me what I am today,
That is why you find me here;
A broken bottle, cast away,
That once was full of Beer.

Anon. (Trad.)

THE SUEZ CANAL

I feel sure that most of us have, at some time or other, been through the Suez Canal. We will all have realised how much quicker this route is than the long haul around the Cape. I wonder though, how many of us have given more than a passing thought to this stretch of water?

The Canal as we know it today, is the result of work and dreams which span thousands of years. In ancient times, approximately 2000 B.C., around the time the baby Moses was pulled out of the bullrushes, there was a canal that linked the Pelusiac branch of the Nile with the Bitter Lakes. A second canal was dug from the Bitter Lakes to the Red Sea. This was done to provide an outlet to the Seaways from the Upper Nile region; even then it was realised that exports stimulated the economy. The Nile, itself connected to the Mediterranean, was now linked by the canals to the Red Sea, and thus to the rich spice areas of the East Indies

After the Persian conquest of Egypt, Darius the Great was credited with the restoration of these canals, their upkeep was continued by the Romans and the Arabs that followed the Persians.

These canals were suitable only for small craft such as the dhow, and the discovery of the Cape route to India and the Far East in 1498 meant disaster for the small Arab traders. The route from the markets of Europe to the East was no longer their monopoly, in fact the larger Ocean going craft rounding the Cape, meant larger cargoes

for the Traders in Europe and financial ruin for Egypt.

It is certain that the rich traders of France and England were aware of the advantages of the shorter and safer route; but due perhaps to the uncertain political and economic situation that then existed between these countries, no action was taken until 1798.

It was then, during the French Wars, that Napoleon occupied Egypt. A distinguished engineer, Charles le Pere was ordered to survey and report on the possibility of constructing a canal through the Isthmus of Egypt. His findings, in line with the general belief of the time, was that the Red Sea, 30ft higher than the level of the Mediterranean, made a sea to sea canal impossible. He was however, in favour of reopening the ancient canals. Soon after the submission of this report, the French were defeated at the Battle of the Nile, so the project was abandoned.

In 1853, another French engineer Linent de Bellefonds proved that the difference in the sea levels was of no consequence, thus was the major obstacle of a direct canal removed. Great interest was taken in Bellefonds discovery by the French Consul General of the time. Later on retirement, he returned to Egypt and applied for the concession rights to build a canal.

On November 10th 1854, Mohammed Said, Viceroy of Egypt, signed the concession authorising his friend Ferdinand de Lesseps to form Le Compagne Universalle du Canal

Maritime de Suez. The terms of this concession were that the Company build a canal through the Isthmus of Egypt with a port at each end. This concession was for 99 years.

It must have been thought that the original terms were insufficient, for in 1856 a second concession was drawn up. This gave the period as 99 years from the opening of the canal, after this time, the canal was to pass to the Egyptian Government unless a further lease was granted. A fresh clause stated that the canal and its ports should be a neutral waterway, open at all times to ships of all nations, providing transit dues were paid.

The British Government of the time, opposed the construction of the canal fearing the the safety of its lines of communication with India. The effect of this opposition was such that the Sultan of Turkey did not sign an agreement for work to be carried out on his domain until March 1866; ten years later. De Lesseps did not wait for this, years before the permission was given work was started on Egyptian soil.

The project was financed by putting shares in the Company on the market. Blocks of shares were made available for each of the Western Powers. One fifth was to be Britain's shares, but neither Britain or America took up their option. France had more than half the shares and Egypt 177,642. The money now assured, de Lesseps turned the first spade of sand on April 25th 1859, at what was to be called Port Said.

Ten years, a lot of work, and 432,807,882 Francs later, the Suez Canal was officially opened. To mark the occasion, the French Imperial Yacht was at the head of the first convoy; the Empress Eugenie aboard. The dream of de Lesseps had been realised.

On the insistence of Premier Disraeli, Britain bought shares in the Canal; by 1924 we were the major stockholder with 353,204 of the 800,000 shares.

On July 26th 1956, Gamel Abdul Nasser nationalised the Canal. He stated that the profits of the Canal were to be used to finance the Aswan Dam project. I think that we are all aware of the events that followed this declaration.

At the time of writing, the future of this great waterway is still in some doubt, but whatever its future, and despite his statue's demolition in 1956, the Suez Canal is in itself a tribute to the foresight, dreams and efforts of Ferdinand de Lesseps.

BoB.

LUCKY DIP.

The destroyer concerned will not be named; the characters portrayed, if still around, will recognise themselves. The background of the story is the Battle of the Atlantic. The occasion, a single ship attacking a lurking U Boat.

As the moon shone down on the smooth ocean at midnight, the Asdic operator was in firm contact. 1500 yds on the Starboard bow lay the U Boat.

The enthusiastic young ASCO arrived breathless at the Bridge Hut that housed the Type 128. "How is it going?" said he switching on the ATU.....at the wrong range interval. This coincided with a sudden movement of the target.

The operator quickly switched off the ATU muttering, "Try the Recorder." Undaunted, the ASCO switched on the Recorder...out of gear.

At that moment the Captain said. "I am going to, attack."

Noticing no movement of the Recorder, the ASCO whipped off the lid...and tore the paper.

"What is the range now?" asked the Captain.

The operator, struggling with the handwheel and the chronoscope, replied, "1300yds."

Noises from the U Boat indicated more movement.

"What is the range now?"

The operator had his work cut out holding the target and moving the wheel, so the ASCO grabbed the chronoscope... putting his thumb through the glass and breaking the finger.

" Range. " Roared the Captain.

The experienced operator quickly estimated, "1000 yds."

"Try the stopwatch." he muttered to the ASWO.

"Attacking," said the Captain. "Standby depth charges, full pattern, set depth 400ft."

The ASWO grappled with the stopwatch for a moment. It slipped from his hand and shot into a pool of water in the bottom of the hut. If it was still working, it could not be recovered due to the dark and lack of space or time.

"What now?" whispered the ASWO.

"Fire by Log." replied the operator, and to the Captain, "Range 300, bearing moving rapidly right."

"The log has stopped," said the ASCO.

"Use the Plot." said the almost frantic operator.

"That's stopped too."

"Standby." said the operator.

"Standby." said the ASCO.

"Standby." said the Captain.

"FIRE....FIRE....FIRE...."

Minutes later the conning tower of the enemy submarine broke surface.

Later the U Boat Commander stated he had been surprised at the skill with which the attack had been carried out.....

Carl Hayman.

LIST OF MEMBERS.

P.O. ANDREWS	P.O. GODFREY	P.O. RICHARDSON
C.P.O. ADAMS	P.O. GRUBEY	P.O. RUSSELL
C.P.O. BRYAN	P.O. GREEN	P.O. ROSENTHAL
P.O. BECKER	C.P.O. HOUGHTON	P.O. STANLEY
P.O. BUSH	P.O. HERBERT	P.O. SOMERTON
P.O. COUNSELL	C.P.O. HEVER	P.O. SNELLING
C.P.O. CADELL	P.O. HEARN	P.O. TAYLOR, R.G.
C.P.O. CONNOR	P.O. HYDE	P.O. TAYLOR, R.
P.O. CHERRY	C.P.O. HOVENDON	P.O. THOMPSON
C.P.O. CURTIS, J.C.	S/Lt. JENKINS	P.O. TOULSON
C.P.O. CURTIS, R.C.	P.O. KINNAIRD	P.O. TROTTER
P.O. CLARKE	C.P.O. LISSAMER	P.O. TOWNLEY
C.P.O. DENNIS	C.P.O. LAMBERT	P.O. TONER
P.O. EASTHAM	P.O. LINN	P.O. THORNHILL
P.O. ELSEY	P.O. LOFTUS	P.O. VERNON
P.O. FEAST	C.P.O. LIGHTBURN	C.P.O. WALK
P.O. FOWLER	P.O. MADGE	P.O. WRAITH
C.P.O. FORMOY	P.O. MACPHERSON	P.O. WILLIAMS, L.
P.O. FRANCIS, BS.	P.O. MORRALEE	P.O. WILLIAMS, W.
P.O. FRANCIS, Y.	C.P.O. MALTHOUSE	P.O. WALTON
P.O. FORREST	P.O. MEALING	P.O. WHITE
P.O. FITCH	P.O. POWELL	P.O. WATSON
P.O. GREANEY	P.O. ROBERTS	P.O. YATES.

LIFE MEMBERS

Mr. ABERY	Mr. DENNETT	Mr. LLOYD
Mr. BOUNDS	Mr. FAIR	Mr. RUSSETT
Mr. COOP	Mr. LITTLE	Mr. WOOD
Mr. BURLEY	Mr. Hayman.	

If there are any errors or omissions, please contact the Secretary. These will then be rectified.

