



**C S FORESTER SOCIETY NEWSLETTER No. 3 March 2000**

**NEXT MEETING:**

**Chapel Public House, 8 Chapel Street, London NW1**

(near main Edgware Road underground station). Pub lunch - 1230 hrs

**Saturday 1<sup>st</sup> April 2000 at 2.00pm**

Annual General Meeting

Reading of Play *U97*

Submerge yourself in a great submarine story of World War I; take part in the mission to sink the British Scapa Flow fleet. Join in the thrills of trying to hasten the end of the war.

**THE GRAND TURK VISIT - 21 November 1999**

The GRAND Turk...a good name for a grand ship dominating a dock by the Tower of London and Tower Bridge. A modern, Turkish-built, square-rigger built for Michael Turk to use for making series - notably the Meridian TV 'Hornblower' series and subsequently 'Longitude'.

Our costumed guide expertly recounted the story of life on board a ship in Hornblower's time as a midshipman. It became easy to imagine that it was us who were out of place and should instead have been living cramped 'tween decks, washing our clothes in urine, wiping greasy hands on the frayed rope's ends and bearing all the miseries of life at sea during the Napoleonic wars. Modern regulations and

requirements of film crews had caused the deck heights to be more generous than the original,

but to stand upright came as a welcome interlude while we were treated to gory tales of the terrible damage brought by cannon balls fired at close range into wooden ships.

Flying splinters caused more injuries than

conventional missiles. Ship's surgeons probably did yet more damage; meanwhile, disease carried off a couple of malnourished crewmen each day.

Handling the ship at sea and in the dark, reliant on seamen balanced on the yards 60 feet above the deck looked impossible enough in

the tranquillity of St Katherine's Dock. The *Grand Turk* also has big diesel engines but her huge windage poses problems almost forgotten in these days of Euro-tunnels.

Some of the trials and tribulations imposed by the needs of film-makers were touched upon - a ship with full sails is far more photogenic even though the story is meant to show her being towed (British fashion, line-ahead) in a dead calm.

Critics of the TV series, I think, left with a new respect for the achievement in producing a plausible *HMS Indefatigable* from scratch and fitting in with much of the story. The rumour of a sequel to the Meridian Hornblower series gives scope for another chance to win over critics and new readers.

CEB

Does anyone know of electronic versions of the Hornblower stories?

**Items on sale by Nautica at St Katherine's Dock**

**Audiotapes by Ioan Gruffudd**

Mr Midshipman Hornblower

Lieutenant Hornblower

A Ship of the Line

Hornblower and the Atropos

**For those empty evenings with nothing to do!**

A kit of the African Queen (approximately £48).

A further £20 is needed to put a working steam engine in it.



## THE THIRD MEETING AND SOCIETY BUSINESS

Third Meeting of the Society on Sunday 21 November 1999 was an informal meeting held on board the wooden ship created for filming 'Hornblower' as *HMS Indefatigable*. It is currently moored at St Katherine's Haven, Tower of London. An excellent and appropriately dressed guide took a party totalling some 23 members and guests around everywhere accessible on the ship. A most entertaining and interesting experience. Minutes of the meeting held on 4 July 1999 were summarised in the newsletter and published, and were agreed.

- **Members are still invited to send in lists of collected books and ephemera and indicate willingness to allow access to other members.**

The **next meeting** in the UK could be on the theme of *The Ship* – is anyone interested in having a meeting nearer to their base? If you are please let us know – you only need to find a venue for about 10-15 people. We will do the rest!

### C S FORESTER SOCIETY LIBRARY

Arrival of first book - *Eine Bootsfahrt in Deutschland*. (*The Annie Marble in Germany*). The publishers, Koehler-Mittler, have presented a copy to the Society. They held a very successful reading on 21 February 2000 in Hamburg.

We have also been kindly sent a copy of both *The Hand of Destiny* and *The Unsinkable*.



## FUN SECTION

### Quiz No. 3 on *The Ship*

1. First published by Michael Joseph in: a) 1940 b) 1939 c) 1946 d) 1943
2. The real model for HMS Artemis, was:
  - a) HMS Archimedes b) HMS Belfast c) HMS Penelope d) HMS Amaryllis
3. The class of cruiser was: a) Achilles b) Arethuse c) Ajax d) Antilles
4. The ship used as a model was visited by CSF in:
  - a) Portsmouth b) Plymouth c) Chesapeake Bay d) San Francisco
5. HMS Artemis was considered stronger than a destroyer because she was:
  - a) Faster b) carried torpedoes c) flew a helicopter d) had greater fire power
6. Among the crew of Artemis, one of the following has a history of personal violence:
  - a) Jerningham b) Trigg c) the Torpedo Gunner's mate d) the Captain
7. The Italian force was made up of: a) 2 battleships, 3 cruisers, 6 destroyers b) 2 battleships, 4 cruisers, 6 destroyers c) 2 battleships, 5 cruisers, 6 destroyers d) 2 battleships, 6 cruisers, 6 destroyers
8. What character has, in part, the same name as C S Forester's?:
  - a) Torpedo Gunner's mate b) Gunnery Officer c) Captain d) Commander
9. In Chapter XIV an encounter with Admiral Beatty is told. The connection CSF has with Beatty is:
  - a) CSF wrote a short biography of him b) they met at Dulwich College c) they were related d) there was no connection
10. What does the acronym ASDIC stand for?

## HORATIO HORNBLOWER'S NAVY —

**National Maritime Museum, Greenwich.** This series of lectures held last year attracted large audiences. The speakers and range of topics were well presented in a modern lecture theatre within the National Maritime Museum. This was a fine venue and enabled participants entrance to look around the museum. Although an ideal setting, it is not the easiest place to reach. Topics ranged from various aspects of life in the Navy, through the sea fiction of C S Forester, to the building of the *Grand Turk*. The speakers were all authorities in their fields and presented a wealth of information which gave new insights into energy expended by CSF into ensuring accuracy in his writing.

### New Book – "lost Hornblower story"

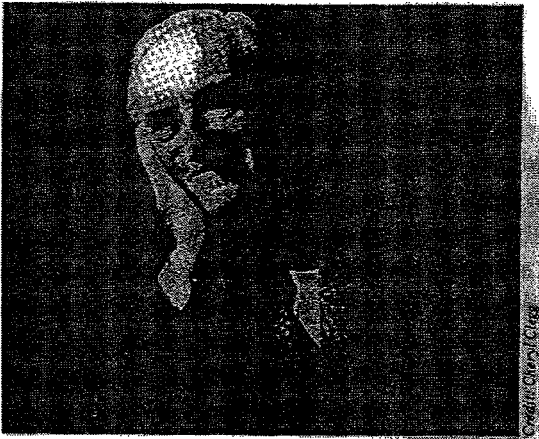
Hornblower's Charitable Offering in *The Mammoth Book of Men O'War* stories from the Glory Days of Sail, published simultaneously in Britain and United States. 1999. Paperback. Edited by Mike Ashley. Introduction by Alexander Kent. Carroll & Graf Publishers Inc. 19 West 21<sup>st</sup> Street, New York, NY 10019-6805  
Robinson Publishing Ltd, 7 Kensington Church Court, London W8 4SP

### Revised edition

Sanford Sternlicht; *C S Forester and the Hornblower Saga*. New York, Syracuse University Press. Revised edition 1999. ISBN 0-8156-0621-4

**C S Forester and Patrick O'Brian**  
1899-1966                      1914-2000  
©Colin Blogg, March 2000

credit: Ralph Crane



Patrick O'Brian 1914-2000



C S Forester 1899-1966

Patrick O'Brian died on 6<sup>th</sup> January 2000 in Ireland, opening the opportunity to compare his life with C S Forester's.

Both were prolific writers. C S Forester's list of 50 published books fails to indicate his vast output of short stories and magazine articles. O'Brian's reputation rests principally on the 20 consecutive Aubrey seafaring novels – few novelists have sustained a series of such length. He also wrote significant biographies of Picasso and Joseph Banks, volumes of short stories and translations of several French authors. CSF also wrote 'biographies', but he himself considered only that of Nelson to be of real significance. The others were more historical pot-boilers to earn much needed cash. Once O'Brian hit the rich seam of the Aubrey novels, he wrote little else, whereas C S Forester developed further. Writing *Hornblower* became a comfort, both financial and emotional, as CSF's health and marriage failed. He continued to expand his range into the more philosophical writing of *Randall and the River of Time* and major naval histories as *The Naval War of 1812*. His outflow of short stories remained virtually undiminished.

O'Brian's father was a doctor who specialised in venereal disease, whereas C S Forester's father and indeed all his relatives were teachers. However, there was a fictional medical link in that *Hornblower's* father was a humble country physician – possibly an apothecary.

Neither O'Brian nor Forester came from a wealthy background. O'Brian's father, according to the Daily Telegraph obituary "frittered away the wealth left to him by his father", a successful society furrier. O'Brian's mother died when he was three years old leaving him to be brought up by his cold and indifferent father who then married the governess. Cecil Forester left his father behind in Egypt when he was three years old and was then brought up for several years by his mother, Sarah, until his father re-joined them.

C S Forester's childhood was sufficiently poverty stricken to permit his brother Hugh to accept a scholarship to the charity school, Christ's Hospital. But their prosperity had increased enough, by the time CSF was eleven years old, to bar him from entry despite passing the examination.



They both came from large families. Each was the youngest or almost so, O'Brian the eighth of nine children, and CSF the fifth and last. O'Brian's schooldays were dogged by repeated lung problems, which allowed him time for reading. C S Forester was not particularly robust and failed the physical examination for entry into the forces at the end of World War I.

They were both below average height, lean and with a rather bird-like facial appearance in later life.

O'Brian apparently did not go to University but liked to give the impression of having done so. CSF made a half-hearted attempt to study medicine at Guy's then abandoned medicine for writing.

Patrick O'Brian published his first book (*Caesar*) when he was only 15 years; C S Forester published his first (*Payment Deferred*) at 21 years.

C S Forester left England in 1939 to live in Berkeley, California. The British Government employed him to write propaganda to try to persuade the Americans to enter the war on the side of Britain and her Allies. O'Brian was also a non-combatant, having been rejected on medical grounds by the Royal Navy. Initially, he was an ambulance driver and then, because of his ability to speak French, joined the Political Intelligence Department – a disinformation propaganda organisation. Neither was an active combatant. They had little experience of sailing ships or even small sailboats. CSF's passion had been for motor boating, whereas according to O'Brian's son (Stuart Wavell) he never mastered the fundamentals of sailing.

Both authors adopted their pen names. Thus Cecil Lewis Troughton Smith became Cecil Scott Forester and Richard Patrick Russ became Patrick O'Brian. With the loss of their natural identity, much of their personal history became deliberately obscured.

O'Brian and CSF both married twice. Patrick O'Brian married Sarah in 1935 and apparently abandoned his family in Norfolk. C S Forester divorced his first wife in 1945 and secretly married Dorothy Foster who remained in England for two years before moving to California. Both authors had two children by his first wife and none by his second. C S Forester's eldest son, John (a fluent writer) has written a so-far unpublished biography of his father. Patrick O'Brian's stepson is the noted historian and author Count Nikolai Tolstoy, author of several tightly researched books, including a history of the Tolstoy family.

C S Forester allowed himself to be interviewed, went on radio chat shows, addressed luncheons, and rarely, attended signings. He even appeared on the Groucho Marx show and bested him.

O'Brian became a recluse. He took part in a television interview broadcast in 1998 which was filmed in the historic operating theatre on the Guy's Hospital campus. Forester became confined to a wheelchair by arteriosclerosis. His walking distance of 50 yards, limited his social and business life.

Has the time come to look for a successor? – A youngest son of a large, impoverished medical family, living under a pen name and, perhaps, even now leaving the British Isles to live in a warmer climate, and preparing to weave new tales of the men who go to sea.

#### Sources:

Tolstoy, Count Nikolai. Personal communication (29 February 2000)

Wavell, Stuart. The author who navigated around the truth. (Sunday Times, 5 March 2000)

News Review, p5 (quotes Patrick O'Brian: A Life Revealed. King Bryan, unpublished UK)

Obituary: Patrick O'Brian. (Daily Telegraph, January 2000)

The Great Storyteller, Forester John. An unpublished biography of C S Forester. Harry Ransom Humanities Research Library, University of Texas, Austin, USA.

Life Before Forty, Forester C S. Michael Joseph, London (1967)

C S Forester and The Hornblower Saga. Sternlicht Sanford. (1999 revised)

## Historical Notes on "Hornblower and His Majesty"

by ©F. Arnold Romberg, 1997 (revised May 1999)

This short story (originally published in Collier's Magazine in March, 1941) contains several historical references that may not be altogether clear to every C. S. Forester aficionado. Some historical details may be of interest.

King George III's unfortunate mental illness is a major factor in the tale. Every student of either British or American history at the end of the 18th and the start of the 19th century is aware that the King had bouts of madness. In fact, George III was subject throughout his life to attacks of a disease that was probably porphyria. This metabolic disorder, unrecognized in those days, usually results from inherited abnormalities and has symptoms that closely resemble madness. The King had serious attacks in 1788, 1801, 1804 and 1810. His recovery in 1789 was of sufficient importance to the nation that several silver medals were issued commemorating the return of his mental powers. He recovered substantially from the next two attacks also, but from 1810 until his death in 1820 he was unable to rule, and his eldest son (King George IV from 1820 to 1830) acted as Regent.

Hornblower observes that on board the royal yacht *Augusta* the King displays satisfactory sea legs, and speculates about his past nautical experience. George III may have spent considerable time at sea, but not professionally and it does not receive notice in short biographies. This contrasts with his third son (later King William IV from 1830 to 1837) who served actively in the British Navy from 1779 to 1790, rising from midshipman to post-captain and showing considerable ability. He remained in the Navy, though inactive, until 1828, ultimately reaching the rank of Lord High Admiral.

George III is quoted twice in the story as saying, "Good boys get guineas." Forester notes "That desirable and elegant coin had disappeared from circulation altogether now that England was in arms against all the world." During the Napoleonic wars England was indeed at times the only country officially at war with France, while most other western European lands were either annexed to, allied with or cowed by "le petit caporal." However, for much of the twenty-year duration of the struggle, England was providing money or manpower in various parts of Europe to support the struggle against the French tyrant. John Bull's vast trading empire brought in a huge quantity of money, but much of it was exported to encourage potential or actual allies and to pay for British military action. In 1797 the Bank of England had suspended most cash payments in gold and silver, relying thenceforth on paper currency for domestic transactions. Abandonment of the gold standard lasted the rest of the war (to 1815).

From 1808 British military activities in the Iberian Peninsula demanded increasing amounts of hard money. Reports from Wellington (Hornblower's brother-in-law) in Portugal and Spain are filled with pleas for more cash. By and large the government at home was wise enough to find it for him. A legal loophole specifically allowed the export of guineas to pay British troops abroad. Wellington's instructions urged him to use them to meet a variety of other expenses too. The cost of the Peninsular War was a major cause of the disappearance of the guinea from circulation in Britain.

At various times during the wars with France and her intermittent ally Spain, the capture of Spanish treasure ships and, indeed, whole fleets provided astonishing amounts of precious metals to the British government. In October 1796, for example, a Spanish treasure fleet was brought into Plymouth laden with about a thousand boxes each containing 3000 silver dollars, or some three million coins in all. Sixty three wagons were required to convey the loot to London. In 1804 another captured fleet yielded two million pounds sterling in silver dollars and gold ingots. Probably at least half of the value was in dollars, making the yield over four million coins.

In 1797 the Bank of England decided to issue counterstamped Spanish dollars to relieve the shortage of circulating coin. The Bank sent some of the captured treasure dollars they were holding for the government to the mint, where the Spanish king's portrait was marked on the neck with a small bust of George III. The stamp used was a small oval one such as used by

the Goldsmith's Company (a professional guild) for marking silver plate. Rather more than two million of these dollars were issued with an official value of 4 shillings and ninepence. Since Spanish dollars could be bought on the open market for less than that, the punch of the King's bust was soon counterfeited. After seven months, the countermarked dollars were withdrawn from circulation. The English silver dollar sized five shilling piece has always been known as a "crown", so the valuation of 4s. 9d gave rise to the comment that the counterstamped pieces were "two kings' heads not worth a crown"!

In 1803 the issue of counterstamped dollars was resumed, and in 1804 the counterstamp was changed to a larger head of King George in an octagon. About half a million counterstamped dollars were issued in this effort, but again counterfeiting was a problem, and the coins were again promptly demonetized. The mint switched to stamping the Spanish dollars with full sized dies, in most cases completely obliterating the Spanish coin design.

Nevertheless the counterstamped Spanish dollars continued to circulate in diminishing quantities, and many of them were no doubt put aside as curiosities. Today many of them are in collector's hands. It is interesting to note that in "Hornblower and His Majesty" the King hands one of them to Hornblower a good many years after the last one was issued. Because of their availability and the shortage of officially recognized coins, the King may have kept (or been given) a supply of them for distribution as signs of favor. This is certainly how he used the one he gave to Hornblower.

**References:**

- Britain and the Defeat of Napoleon*, Rory Muir, Yale Univ. Press, 1996, pages 2, 137, 206
- Encyclopedia Britannica*, 1953, volume 16, page 303
- The Oxford Companion to Ships and the Sea*, edited by Peter Kemp, Oxford University Press, 1976, page 940
- The Frigates*, James Henderson, Leo Cooper Ltd., London 1994, page 106
- "The Royal Mint", H. G. Stride, printed serially in *Seaby's Coin and Medal Bulletin*, 1958, page 359.



Figure 1. The gold "Spade" guinea of George III, so called because of the shape of the shield on the reverse, struck in large numbers from 1787 to 1799

Figure 2: Silver Spanish dollar, countermarked with the head of George III in an octagon(1804)



**FORGING AHEAD IN THE USA**

**AandE TV – Horatio Hornblower Book Club**

Your Chairman is moderating the March 2000 discussion (*Hornblower in the West Indies*) on the A&E Horatio Hornblower Book Club website. He did get off to a bad start – not knowing how to put messages on the 'board' – but things improved and is now thoroughly enjoying this way of holding discussions. Available on the Internet website: [www.aande.com](http://www.aande.com)

**HORNBLOWER  
IN THE  
WEST INDIES**



**Proposal for a meeting in San Francisco in October 2000.** This is still in the 'thinking' stage as we are trying to gauge the level of interest. It is planned to be a one-day meeting and the dates offered are the 12<sup>th</sup>, 13<sup>th</sup>, 14<sup>th</sup>, 15<sup>th</sup>, 16<sup>th</sup>, 17<sup>th</sup>, 18<sup>th</sup>, 19<sup>th</sup> October 2000. If enough people show interest then the most popular day will be chosen. If anyone has any ideas please let us know.

**Book sales**

Book Baron of Anaheim – are selling the Feldman collection of 1500 volumes. [www.bookbaron.com](http://www.bookbaron.com)  
The Book and Magazine Collector (Jan 2000 No 190 p63-71) carried a report by its editor, Crispin Jackson, on the Christie's sale of the Peter Apap Bologna collection of modern first editions. A set of the first 19 Aubrey/Maturin novels fetched the top price (£9775), an average of £515 each! By contrast, a 'very nice' copy of *The Happy Return* sold for £632; *Flying Colours* in near fine condition cost £345 and a set of remaining eight novels were snapped up for £598.  
Book and Magazine Collector £2.80 monthly

**Places to visit**

**National Trust Coastline Campaign – The Grand Turk** is sailing around the coast of Britain and Ireland. She will be visiting Ipswich (12pm-16 May); Hull (20-22 May); Newcastle (25-27 May); North Shields (28-30 May); Dundee (2-4 June); passing by Inverness and Fort William; Belfast (14-18 June); Whitehaven (am 21-22 June); Liverpool (24-28 June); Cardiff (2-7 July); Brest, France; Falmouth (pm 21-24 July); Plymouth (27-30 July); Dover (3-8 August); London (10-20 August).  
[www.nationaltrust.org.uk/coastline](http://www.nationaltrust.org.uk/coastline)

**HM Frigate Unicorn** - the oldest British-built ship afloat. Unicorn is berthed in Victoria Dock, Dundee.

**Chicago – Tall Ship Festival 1-4 September 2000**  
Social events are being organised for fans of Horatio Hornblower to coincide with the festival. For further details please contact Captain Nora at: [wipnewski@email.msn.com](mailto:wipnewski@email.msn.com)

**Please read our new literary supplement.**

Contributions always welcome.



**QUIZ No. 2**

1. Lord Nelson
2. Single-handed
3. The Pride & The Passion  
or One Cannon to Win a War
4. Commodore Hornblower
5. Beat to Quarters
6. Captain Horatio Hornblower
7. The Daughter of the Hawk
8. Ship of the Line
9. Sink the Bismarck!  
or The Last 9 Days of the Bismarck
10. The Age of Fighting Sail
11. To the Indies
12. Admiral Hornblower in the West Indies

**Answers**

- Nelson  
Brown on Resolution  
  
The Gun  
The Commodore  
The Happy Return  
Captain Hornblower RN  
The Shadow of the Hawk  
A Ship of the Line  
  
Hunting the Bismarck  
The Naval War of 1812  
The Earthly Paradise  
Hornblower in the West Indies

**Tie breaker**

Can Dead Men Vote Twice?  
(published in Today)

Dr Blanke's First Command  
(published in Saturday Evening Post)



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[www.csforester.org](http://www.csforester.org)



**C S FORESTER'S PLAY U97 (1931)** ©Christopher Smith (Norwich), February 2000

Between leaving Guy's and writing *The Happy Return*, Forester remained loyal to his resolution to become a writer, but had to try his hand at a variety of forms. The success of *Payment Deferred* in a stage version starring Charles Laughton (as in the later MGM film) was possibly a factor in Forester's decision to write another play, while the choice of theme most likely reflected the vogue for blending fact and fiction in evocations of the Great War that was given impetus in 1928 by Remarque's *All Quiet on the Western Front*. The historical basis of *U97* was one of the final episodes in the German submarine campaign that nearly defeated the Allies.

**Historical background**

The historical basis of *U97* was one of the final episodes in the German submarine campaign that nearly defeated the Allies. From the outbreak of the Great War, fears that a U-boat might attack the Grand Fleet in its base at Scapa Flow had haunted the Royal Navy. Complacent opinions that strong currents provided protection against intruders soon gave way to elaborate fixed and mobile defences. In autumn 1918, with the German army retreating on the Western Front and the High Seas Fleet mutinying, UB116, commanded by Hans-Joachim Emsmann, was ordered to the Orkneys. In fact, the Grand Fleet had moved south to Rosyth, and the submarine was not even to have the opportunity of attacking the cruisers and destroyers then at Scapa Flow. On 28 October, UB116 was destroyed with the loss of all hands, before it could enter the anchorage, by mines operated electronically from a shore station. According to many British sources, UB116 had been crewed by officers volunteering for this desperate mission to vindicate the German Navy. Whatever the truth, this penultimate episode of the U-boat war (the last was the torpedoing of the pre-Dreadnought *Britannia* off Gibraltar in early November) provided the background for *U97*.

**Act I – The Naval Mess**

The first of the three acts is in the Naval Officers' Club at Cuxhaven. General untidiness mirrors impending collapse, like the insolence of the mess steward, whose name – Engel – is suggestive in these revolutionary days. Drink is in short supply. A portrait of the Kaiser is flanked by photographs; on one side are submarine officers known to be lost, and on the other, those reported missing and uncertainty about the latter particularly saps morale. The arrival of a succession of officers prompts discussion of operations and the war. Britain's naval strength is admitted, not without some exaggeration of numerical superiority. Talk of war crimes makes one U-boat commander stir uneasily. Krause – the name may suggest a lack of straight-forwardness – has the sinking of a hospital ship on his conscience. Spiegel – 'mirror', doubtless of good qualities – proposed taking out *U97* for one last strike. He knows the difficulties of navigating near Scapa, though he makes a strange slip when remarking that he

has been preparing by studying charts of Shetland. Next appears Admiral Reinhold – 'pure and fair'; exuding authority born of experience, he has to be won over to permitting the mission, and then requests the privilege of taking part himself, though only in a subsidiary capacity: Spiegel, with his experience, must command. The act ends with Engel caught eavesdropping; to ensure secrecy, Spiegel decides Engel must be kept locked up aboard *U97*.

**Act II – Tea party**

After an entirely male first act, Act II is largely female. Stage directions disparage German fashions in furniture and mourning customs. As Reinhold's wife first prepares and then hosts a tea party for officers and their wives, the extent of German suffering becomes apparent. Food is virtually unobtainable, casualties have strained the womenfolk to breaking point, and, like General Curzon, but more competent, the Admiral conveys the pressures of command. Frau Reinhold presides, keeping emotions in check, for she holds it her duty not to trouble the men with any show of distress.

**Act III – Inside the submarine**

Levers, wheels, gauges and rheostats, together with sound effects that are continuous yet ever changing, form the setting for Act III, the middle section of *U97* with the hull cut away. Tension, orders, crashes and scraping, first hopes of success, then realisation of failure build up excitement and menace. Krause is tortured by memories before dying, Engel meets his fate less satisfactorily, and as Spiegel perishes, Reinhold, briefly re-asserting authority, takes command for a last time. The curtain falls as fate is awaited with resignation.

Though no professional performance of *U97* in London in the 1930s is recorded, it may have been played by amateur groups or in the provinces. Forester displays a real capacity for presenting stirring events with persuasive historical – and technical – detail and well-differentiated imagined characters related to historical personalities. Whether the British public in 1931 could really be expected to warm to a story of the U-boat war from the perspective of German officers is, however, another matter.

Ref: RH Gibson, Maurice Prendergast, *The German Submarine War* (London: Constable, 1931) provides an account of UB116's attempt to break into Scapa Flow.

**Quiz No. 2 Winners**

First prize bottles of champagne –  
John Perrott and Andy Hooker  
Both founder members of the C S Forester Society  
they each turned in immaculate answer forms.  
BUT they both failed the tiebreaker – Under what  
other title was the short story *Dr Blanke's First  
Command* first published?