



Air Bubbles

The Newsletter of the North Shore Frogmen's Club

Volume 52, Number 12

December 2010

President's Message, 11/29/2010

As we wave goodbye to Thanksgiving and get ready for Christmas, spare a thought for your friendly local dive store. Of course the prices on the internet may be a little better, and you can shop in your pajamas. But when that last store goes to the wall, who will you get your air from? How are you going to take that latest PADI course? And where will you get your equipment serviced? To the best of my knowledge nobody ever got rich running a dive store. Most store owners are in love with diving, they can't wait to spread the word, offer advice, and introduce the next generation to the sport we all care so much about. So, take your hand off that mouse, delete LeisurePro from your bookmarks, step away from the computer and go and see a real advocate for diving, go to your local dive shop.

Speaking of waving goodbye, it's almost time for a new crop of officers. We have a group of stalwarts ready to man, and woman, the head table. To try and collect dues, raffle prizes, cajole funds, organize speakers and do the lots of little thing required to make a successful club. Please give them your support.

Graham Smith

Below are Graham's choices for diver/member of the months.

Month	Diver of the Month	Member of the Month
January	Marcus Diersbock	Mike Denneler
February	Tony Vieira	Dodie Carvalho
March	Jack Munro	Vinny Egizi
April	Tony Vieira	Mary Howard
May	John Sears	Dodie Carvalho
June	Jesse Leslie	Faith Ortins
July	Annette Spaulding and Patrick Madden	
August	Adam Hartnett	Amy Maurer
September	Ray Porter	Bill Werner
October	Paul Sauvageau	Dan Herring
November	John Ferrier	Mary Howard
December	Meg Tennison	Laura Gallagher



Coming Club Events

December 2: Photo Contest – Come vote for the best pictures entered into this year's contest.

December 9: Presentation by Andy Martinez will speak to us about marine life of the north Atlantic.

December 11: Annual NSF Banquet

December 30: Pizza Night



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Deadline for submissions
to the January 2011 issue
of **Air Bubbles** is
Monday, December 20

Please have all articles and
information to **Erika Parsons**,
the **NEW** Air Bubbles editor
by that date.

Meeting Summaries

04-Nov-2010

Presentation - Abbreviated Meeting

Meeting called to order: 8:14 PM

Attendance: 3 Officers, 27 Members

Treasurer:

-Banquet tickets are half way filled; price is staying at \$35. If pay dues by banquet, get \$10 worth of raffle tickets.

-We have 98 members this year - paid, officers and life members

Correspondence: Undersea divers having annual holiday sale Dec 1-24.

Committees:

-**Membership:** Dan Hering - sent 3 apps out, hasn't heard back

-**Photo contest** - A lot of people have said they'll submit. Categories have been changed this year. Unlimited entries.

-**Air Bubbles:** Mary Howard - November Air Bubbles is out. Let Mary know if you didn't get it. There's an article about what they did with the money for Paul Blanchette.

-**Activities:** MWDC Wrecks and Recreation Symposium is this weekend.

Old Business: Nominations for Club officers ongoing; no additions since last week, so confirmed nominees still stand as:

- Pres: Jesse Leslie
- Treas: Vinny Egizi
- Sec'y: Meg Tennissen

Dive Talk:

-**Amy** dove at Folly Cove on Sunday; saw 2 Atlantic torpedo rays; 51°F.

-**Lauren B** and **Meg** at Ft. Sewall. 32ft for 43 minutes; saw big red sea raven. Lauren got a bug first dive back after her lung issue.

-**Laura** went diving Back Beach 2 week ago, saw 5 sea ravens in a live lobster pot. Did night dive and the squid were still out. Usually don't see them this late in the year.

Raffles: Dollars Box: Dodie Carvalho
Mystery Prize: Mike Denneler
Bug Bag: Bill Werner

Presentation – by Annette Spaulding, Patrick Madden and Dave Collins about their attempts to find another lost airplane in a lake in Canada.

11-Nov-2010

Meeting called to order: 8:11 PM

Attendance: 3 Officers, 14 Members

Correspondence - Hans Hug sent in check for next yrs dues.

Secretary: Minutes read and accepted as amended.

Treasurer: report read and accepted.

- About half the slots for the banquet are filled. We have money. Have about 50 more tickets.

- Need people to go out to try to get raffle prizes for the banquet (free of expense to the club). In years past got gift certificates for banquet prizes. We can decide the week before.

- Consider giving Bobby 2 tickets for the banquet. We will offer him 2 tickets.

- Bob is offering a deal on air fill cards for Froggies, need 10 members to participate.

Committees:

- Bay State Council:

- At the meeting held last night, it was decided to schedule next year's the Treasure Hunt for Sunday, 9/25/2011. It worked out well this year to have it on the same day as the Club picnics. Would the Froggies like to plan to have the Club picnic same day? Decision was YES.

- Marissa Wozniak of Stellwagen Alive! Brought flyers with the dive site in Stellwagen Bank. Mary will bring copies of it next week.

- Program: see calendar

- **11/18** - Barbara Warren of Salem Sound Coastwatch will give update on invasive marine species.

- **12/30** - Pizza night should be planned for Dec 30th. Pizza can be delivered to PCYC. Decision made to stay at PCYC.

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- Any plans for a New Year's Day Dive, or Party?
- Some type of PR to old Froggies who belong to PCYC to get them active again.

Old Business:

- Officer nominations: John Sears was nominated and would accept if Adam does not accept.

New Business:

- Point of order – per by-laws notice must go out to all members 10 days before elections, which will be on Dec 2, so on or about 22nd November. Meg will send an email blast.

Dive Talk: Meet at BK at 9AM if meeting there.

Graham went to BK Sunday, but no one else showed up. Niles Beach was only place with divers.

Jim D and Shon D dove last Wed – Palmer Cove, 15' vis, couple bugs and crabs; a few lobsters over the big gauge, big ones in traps. Jim used a drysuit; tried latex seal for first time, stayed in for an hour, but was getting cold after 1/2 hour. A sea lion popped his head and followed him when he headed back for the boat. Got 4 bugs and has been eating lobster, crabs and mackerel he caught. Asked what good are crabs? The answer: get ones with big legs, center of the body has lots of meat.

General Discussion:

- Paul and Arnie went to Dougie's house, their friend Bob Siebel has his comedy routine.

- Hats, patches, and pins are available tonight

- Mike's Moments:

- US Navy has a ship powered by biofuels for which they spent \$424/gal for 20,500 gallons.
- Someone decided to use an underwater scooter called B.O.B. It's 240lbs, goes about 2 knots, spent 70 min at 10-25' depth
- Ghost Hunters TV show planning trip to Titanic. Areas of extreme trauma can be active place for ghosts

- Whales are getting sunburned due to the thin ozone layer
- On the large cruise ship that broke down, the passengers were fed Spam

Raffles: Dollars Box: John Ferrier
Mystery Prize: Paul Sauvageau
Bug Bag: Graham Smith

18-Nov-2010

Presentation - Abbreviated Meeting

Meeting called to order: 8:07 PM

Attendance: 4 Officers, 25 Members

Guests: Barbara Warren & Niels Hobbs of Salem Sound Coastwatch, Charlene C., and others.

Secretary: not read

Treasurer: abbreviated report read.

Old Business: Website – Markus has a few more hours of work, he's requested login names and password for all – please respond. There needs to be a public area of the website, there's no point if no one else can see it to find out about our Club.

Dive Talk:

- **Richard T** at Ft Wetherill, RI; saw frilled anemones, few bells of jellyfish, water still in the 50s. Most of the divers still in wet suits, vis not good.

- **Amy** also at Ft Wetherill. Temp 51°F and about 2' vis. She did not see Richard.

- **Graham** at BK, great vis from his car!

- **Adam and Jesse** - FL Keys, 21 dives, lots of wrecks. The best dives were in 10' water; there was a school of 11 eagle rays; a hammerhead, and about 20 barracuda following the hammerhead. It was probably a Great Hammerhead. Jes got 5 bugs, only 2 were legal, other 3 thrown back. These bugs don't have claws. They also dove the Vandenburg, not a lot of growth yet; looked down doing safety stop, saw manta playing around. Most of the time, no other boats around, except on Spiegel Grove where it was busy and someone swam right into Jes. Adam thinks the Eagle is the best wreck.

Raffles: Dollars Box: John Marren

Mystery Prize: Collin White
Bug Bag: Collin White

Presentation – Barbara Warren and Niels Hobbs showed slides and also tanks of invasive marine species.

18-Nov-2010

Thanksgiving – no meeting

**Diver of the Month
for December
2010**

**Meg
Tennissen**

**Member of the Month
for December
2010**

**Laura
Gallagher**

Upcoming NSF Club Events / Activities:

PRESENTATION

Dec 9: Andy Martinez, author of the book **Marine Life of the North Atlantic**, will be giving a presentation to the Club at the meeting on Thursday, December 9, at the Palmer's Cove Yacht Club. The 4th edition of his book has recently been released.

NSF Officer Elections for 2011

Elections for Club officers will be held at the meeting on December 2. Nominees are:

President: Jesse Leslie
VP: John Sears
Treasurer: Vinny Egizi
Secretary: Meg Tennissen

2010 NORTH SHORE FROGMEN'S CLUB PHOTO CONTEST

The photographs submitted to the 2011 North Shore Frogmen's Club Photo Contest will be on display at the meeting on December 2, and voting for Best Pictures will be held that night. Please come and help choose the winners of this year's contest.

Many thanks to Laura Gallagher for running the contest this year!

NSF Banquet – December 11

North Shore Frogmen's Club Annual Banquet

The Annual Club President's Banquet will take place on December 11 at the Beverly Golf and Tennis Club. Beginning at 6:30 PM with a cocktail hour, then dinner with a great menu, and ending about 11PM with dancing to music provided by DJ Dawn Boltas. This will be our big social event of the year.

Tickets are on sale by contacting Treasurer Vinny Egizi. Don't be left out!

Other Events of interest to SCUBA divers:

BSC Meeting

The next Bay State Council of Divers meeting is scheduled for Wednesday, February 9, 2011 (snow date Wednesday, February 16, 2011) at the South Shore Neptunes' Clubhouse in Quincy.

All are welcome and encouraged to attend these meetings.

New England Aquarium Lecture Series

The Aquarium has been providing free lectures and films by scientists, environmental writers, photographers and others since 1972. The Aquarium Lecture Series is presented free to the public through the generosity of the Lowell Institute which has been providing funding for free public lectures at universities and museums since 1836.

Lectures are free and open to the public. Registration is requested. All programs start at 7 p.m. in the Aquarium's Harborside Learning Lab. Programs last approximately one hour followed by a reception.

Monday, December 13

In Search of Dragons

Jeremy Brodt, Aquarist, New England Aquarium

Sea dragons are masters of ornate camouflage. Their bodies are covered on frond-like appendages, giving them the appearance of a floating piece of algae or kelp. Endemic to the temperate waters along the south Australian coastline, the biology and life history of these unique fish are still not well understood. Mr. Brodt will show photos and videos from his 2009 trip to Australia to observe and learn more about these charismatic fish and their habitat.

For more information and how to register go to the website http://www.neaq.org/education_and_activities and see the Events Calendar.



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December 2010			1	2 8:00 PM Meeting ELECTIONS	3	4
5 Sunday Dive?	6	7	8	9 8:00 PM Meeting PRESENTATION	10	11 NSF Banquet
12 Sunday Dive?	13	14	15	16 8:00 PM Meeting	17	18
19 Sunday Dive?	20	21	22	23 8:00 PM Meeting	24	25 Christmas
26 Sunday Dive?	27	28	29	30 8:00 PM Meeting Pizza Night	31 New Year's Eve	1 New Year's Day Dive
2 Sunday Dive?	3	4	5	6 8:00 PM Meeting	7	8
9 Sunday Dive?	10	11	12	13 8:00 PM Meeting	14	15
16 Sunday Dive?	17	18	19	20 8:00 PM Meeting	21	22
23 Sunday Dive?	24	25	26	27 8:00 PM Meeting	28	29
30 Sunday Dive?	31	January 2011				

Activities List

- **Dec 2, Thur** **NSF 2011 Officer Elections**
- **Dec 2, Thur** **NSF Photo Contest** – Vote for Best Pictures!
- **Dec 9, Thur** **Presentation: Andy Martinez** (previous page)
- **Dec 11, Sat** **Annual President's Banquet** at Beverly Golf & Tennis Club (previous page)
- **Dec 30, Thur** **Pizza Night, 7PM**
- **Feb 26, 2011, Sat** **Boston Scuba Show** (see more info next page)

60th BOSTON SCUBA SHOW

with

CATHY CHURCH

Directed by Alan Budreau

Including

MOONGLOW

with Janet MacCausland

February 26, 2011

10:00 A.M. to 3:00 P.M.

Holiday Inn and Resort

Jct Rtes 495 and 20

Marlboro, Mass

Always Free Parking

Two free scuba books by F.Calhoun, to the first 200 attendees

Tickets at \$25 at the door or in advance by writing

Cecile Christensen

2 Ocean Ave (1-H)

Magnolia, MA 01930

Checks payable to Cecile Christensen

Wrecks: On Saturday, November 6, Meg Tennissen and Arnie Pettiglio “manned” the Froggy table at the MetroWest Wrecks and Recreation Show in Framingham.



(Photos this page courtesy of Paul Sauvageau)

November Presentations:

On November 4th, Patrick Madden and Annette Spaulding gave us a great presentation on their attempts to find a lost Hawker Hurricane, with help from their friend Dave Collins. There was quite a surprise ending to their story!



Pictured L to R, Pat, Dave & Annette

On November 18th, Barbara Warren and Niels Hobbs of Salem Sound Coastwatch updated us on the situation with marine invasive species in Salem Sound. You can check out their website at www.salemssound.org, or email them for information or send them photos of what you see underwater at info@salemssound.org.



Pictured, Niels seated, Barbara in the blue hat, surrounded by attendees at the meeting examining the invasive species.

PIGBOATS

by Commander Edward Ellsberg

Story retold by Jack Munro

Lieutenant Tom Knowlton was a skipper of C-3 in Cavite in the Philippines in 1914. He met a German skipper named Lt. Hans Erhardt of the *SMS Cormoran* who was interned there until after WWI was over. Although the US did not get into the war until late 1917, the *Cormoran* stayed in Manila Harbor under American and British authority.

One night, the two captains had supper and a few drinks. Erhardt, who wanted to get into the war, spiked Knowlton's drink, stole his uniform and IDs and boarded the *Willemstad*, a Dutch steamer, and left Manila. Knowlton awoke to find Erhardt's German uniform, no IDs, and his sub, C-3, out on maneuvers with other subs. Lt. Knowlton realized he was in deep trouble and by late afternoon, the paper was out and Knowlton, to his horror that the C-3 was missing with all hands on deck and the Navy sent a diver and salvage crew to check a contact at 304 feet. At this point, Knowlton could do nothing but surrender to the Navy or change his identity to Tom Knowles.

He spent the next two years as a mate on steamers all over the Far East and drinking a lot to forget his past. He finally worked his way home to a shipyard in Quincy, Massachusetts where he joined the Iron Workers Union as a riveter building ships for the war effort. Tom Knowles and fellow riveter, Pete Mullaney, were building destroyers for the British, and decided they want to get unto the war and join the Navy. Knowlton, then known as Knowles, because of his Merchant Marine and shipyard experience entered the Navy as a 2nd Class Quartermaster hoping to hide his past. He and Mullaney ended up on the *Walton*, a 4-stack destroyer given to the British war effort. Just before the US officially finally got into war they were on duty as convoy protection out of England in mid-1917.

Day after day, they patrolled, looking for U-boats. Then a distress call came in from the *Rolland* which had been hit by a torpedo and were going down, so they rushed to the scene. When they got closer, *Rolland* was loading their lifeboats while a short distance away the *U-38* was on the surface with deck guns firing to finish off *Rolland*. *Walton* opened up on the *U-38*, damaging the conning tower. The U-boat crash dived, leaving the gun crew in the water, then the *Walton* ran over the spot where the U-boat was and dropped depth charges. As *Walton* started to turn back toward the lifeboats to drop more charges, they were hit by a torpedo which nearly cut off the bow. *Walton* was still making headway but a fire was burning forward and threatening the magazine. Knowles, who was at the bridge steering at the time, saw the skipper blown off the bridge and killed the XO. Knowles, who was wounded but still able to walk, surveyed the damage, started his men fighting the fire, and went aft to get the emergency steering going. Next, he talked to the engine room gang who were on deck getting ready to abandon ship. Since all of the officers and chiefs on board were dead, Knowles became the senior man. The *U-38*, although damaged, now on the surface was preparing the finish off *Walton*. At this point, *U-38* had enough and headed for port. *Walton* headed into the wind, put some water over the magazine, picked up lifeboats, and headed stern first back home to England. Knowles was appointed Chief Petty Officer and the Navy Cross for bringing home *Walton*. Even though it would take months to repair and rebuild, and he and the others were wounded, it did not deter them from going back to sea. He and his buddy Pete went to check out the submarines moored to sub tender *Melville*, *L-18*, and *L-20*. *L-20* was short handed but getting ready to go to sea except for needing a skipper. The *L-18*'s Captain was tapped to take *L-20* out and Lt. Rolfe, Knowles, and Mullaney also joined the crew and got underway for Helgoland.

A day or so after getting underway, the crew talked in small groups about Lt. Rolfe and *L-18*, and were afraid to sail with him after a few blunders he pulled and nearly lost the boat. Tom and Pete had no idea that Lt. Rolfe could have done things that even rookies wouldn't do, never mind a skipper, so they decided to watch him very closely. After several days of watching, they saw a large group of German warships heading for Allied waters through the periscope; they knew the ships could move much faster than the *L-20*, so they only had one chance. Rolfe was not going to fire on them but Knowles reminder him of standing orders to the contrary. Reluctantly, Rolfe fired at several of the ships. Only one torpedo hit but it was enough to get the ships turned around and headed back to port. The cruiser started taking on water, but quickly got under tow by two mine sweepers while three of the destroyers went after *L-20*.

After being depth charged for a couple of hours, under the advice of Knowles, *L-20* had trouble holding depth and Rolfe used the HP pump instead of HP air to get rid of the water. The Germans found them and drove them much

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deeper than they wanted to go; 350 feet past their test depth. All of the lights were knocked out. In the pitch black, with flooding down by the stern, Knowles managed to stop a very bad leak only to have several crew members run him over in the dark. Randolph, the electrician, found some small flashlights and managed to get some light on the electrical panel. They disconnected all circuits and then tried to light the circuits one by one. With some lights on they could start to find out how bad the damage was. Rolfe, Knowles, and the electrician worked on the ventilation and pumps. They had about 1500 lbs of air in the air banks which Rolfe wanted to use to get the boat up. Knowles knew that it was not enough to get it up and would put an angle on the boat which in turn might spill acid out of the battery or spill sea water into the well, making chlorine gas fumes and killing everyone. At this point, Rolfe insisted on blowing the air tanks and wouldn't back down. The crew took Rolfe to his stateroom and Knowles was put in charge. The first thing Knowles did, with knee-deep water in the control room, was to use a small pump to fill their equalizing tank to lower their level and get rid of the extra water and weight. They also checked the depth gauge, which only goes to 300 feet, by removing the stop pin. The gauge went around some more and they could only guess 350 to 400 feet which was way past the safety limit, allowing rivets to keep giving out. They tried the HP pump but it started to come apart so it was shut down. A crew member re-tightened the bolts in between vertical pipes in spaces so small they had trouble even getting to them to tighten the bolts. Finally Knowles finished and once again tried the pump. It started to work but the belts slipped and smoked and then shut down again, creating a foul smell getting worse by the minute. They continued to pump water into the equalizing tank, building air pressure, blowing it over the side, filling the small pump and over again. All of a sudden, Rolfe burst into the control room with a 45 Colt and threatened Knowles for taking over his boat. He trained the gun on him and stated that he knew Knowles was really Knowlton from the C-3! Rolfe fired at Knowles, who tripped the light circuit as Rolfe fired, hitting him twice. Knowles found a large pipe wrench which he threw at Rolfe when he fired at him again, hitting him in the head. The lights came on again, the air filled with the smells of gun smoke and burnt rubber. Pete and Biff, the torpedo man, tended to Knowles's wounds and decided to rest for a short time.

Knowles was out for a very short time and knew if he rested too long he would die with the rest of the crew. In the battery compartment, he could see and smell chlorine gas and yelled to the crew to get out. Everyone who could get up did, and moved into the control room, others were dragged in and the door was shut. They no sooner shut the door when taps could be heard from inside. Pete and Knowles opened the door and grabbed bodies and tossed them into the control room and shut the door again. Nearly everyone was gasping and choking; the air was very bad. In addition, the water they had pumped out over the past few hours was back to previous levels and sea water had gotten into the battery well. If the water reached the bus bars on top of the battery, it would short out everything, leaving them with no power. Knowles dragged himself into the engine room, found a sharpening wheel, which he broke into powder and pieces, placed the pieces inside a rag and then back to the control room where he dusted the powder onto the pulleys and belts of the pump.

At this point, things were so bad after 16 hours underwater that it was a last-ditched effort at best. They started the pump and it smoked but very slowly it stopped slipping and started to pump. All of a sudden there was a huge flash and smoke and the pump stopped, the wire had burnt through and parted. Knowles yelled for help and he and the electrician ripped out the wire to the ship's stove and spliced it into the pump as fast as they could. They wrapped it in rubber tape to prevent another short circuit. They started the pump again, this time one man dusted the pulleys as the pump turned to keep it from slipping. The pump smoked and strained with the pressure but little by little the water went down; first from the control room, then from the motor room bilges, then finally from the engine room. It was so cold on the boat in order to keep the pump cool enough to keep working. The men were happy but knew that time was running out. Randolph, the electrician, who had been complaining for hours about never seeing his family again and dying, found the Colt 45 and shot himself. Unfortunately, Knowles and Pete did not get to him in time but decided to empty the remaining bullets from the gun to prevent any more deaths. The wait was agony. The crew were all gasping for air and trying to stay awake in the foul air. They knew if they fell asleep, they would never wake up.

Suddenly, Pete felt the boat move up at a slight angle, and they stopped the pump because the bilges were dry. The angle increased but the stern was still stuck in the mud. It finally let go and up they went. Knowles could feel movement in the sea and willed himself to climb the ladder in the conning tower. He reached the hatch only to fall down again. Wounded and with little strength, by sheer will-power he grabbed the wheel to release the hatch. He got the last turn to release the dogs and the hatch sprung open! The cold fresh air revived him and he yelled below for the crew to come up. The seas were tossing them around and they were freezing, but breathing. They managed to get the diesels going; the gyro compass would take hours to get up to speed and work, so they used the stars to find their way

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home. It was 4 am when they came up, so daylight was only hours away. Thankfully, there were no enemy ships which was a blessing because they wouldn't have been able to dive or defend themselves, and with only 5 men, they could do nothing being totally exhausted. The compass finally started working but Knowles had no foul weather gear or shoes so he used the ward room green curtains to wrap around himself. They made it back home. All but one man, who died later, would have respiratory problems for life due to the chlorine gas exposure.

After a full week in the hospital, Knowles, Pete, Biff, and Cobb went with Admiral Sims to see the Queen, who greeted them warmly. They could not talk about their experience until after the war was over and a cover story was put out to the Germans. A week or so after meeting with the Queen, Knowles went back to see Admiral Sims about his plan to deal with the U-boat problem. After Knowles went over details of how to deal with the boats with the Admiral, the Admiral asked Knowles who he could send out to do this project, and Knowles stated, "Me, of course!" The Admiral agreed but told Knowles that in order to go, he would have to be an officer and full lieutenant in the Naval Reserve. He told him he would supply the men and materials to make it happen. Knowles's plan was the use a tramp steamer as a decoy, make it as unsinkable as possible, and tow *L-20* out behind so he would be able to surprise the U-boats. Many trips went by before *U-19* showed up and started shelling the steamer which unhitched *L-20* and put out lifeboats. *L-20* backed off from the steamer, tracked *U-19* and fired two torpedoes using the steamer to hide; *U-19* sank in deep water. Knowles plan appeared to be working very well indeed.

Over the next few months, 6 more U-boats fell victim to Knowles's decoy plan. Several more steamers were set up with other subs to do the same job, and the Germans couldn't figure out why their boats kept getting attacked and sunk. Knowles came ashore in Queenstown and reported to Admiral Bayly, the British Admiral in charge of Decoy Ops. They sat down to supper with Bayly's daughter Mary, whom Knowles was very fond of. During dinner, the Marine Orderly told the Admiral that a destroyer was bringing U-boat victims into the Custom House. They all got up from dinner and hurried down to the Custom House to greet the victims; coffee, cakes, cigarettes, and whatever they had was hastily prepared. The victims came in wet, wounded, and freezing from their ordeal at sea. As they all cared for the victims, Mary introduced Knowles to a Swedish captain, Capt. Swenson who was torpedoed by a U-boat. Knowles took one look at Swenson and recognized him as his old enemy, Lt. Hans Erhardt, captain of *U-38* – the man who stole his identity and uniform nearly four years before! Erhardt had come ashore with the victims, pretending to be one, to learn what was happening to his U-boats in order to report back to the high command in Germany. Knowles filled his head with stories of a secret weapon the allies had against the U-boats and arranged for him to escape to Germany knowing full well Erhardt would come out in *U-38* to check his story and report back to Headquarters.

Shortly afterwards, Knowles went out in tow by *Galway* and went underwater waiting for the next U-boat. He does not have to wait long; *Galway* was hit by two torpedoes and in spite of making *Galway* unsinkable, it was hit in the stern, buckling bulkheads, springing huge hull plates and when water goes in, flotation goes out. Worst of all, *Galway* could not let go the pelican hook holding the tow line to *L-20*. *L-20* is still 15 feet underwater, so as *Galway* goes down, so does *L-20*. By the time Knowles found out, the *U-38* was awash on the surface. He was going down with *L-20* connected to *Galway*. Knowles came to the surface and put his 2 best guys on deck with sledgehammers and chisels to cut the tow lines on *L-20*'s bow. Pete and Biff had nearly 90% of the rope cut when *Galway* suddenly sank, taking *L-20* with her. The men were lost to the sea and *L-20* was going down fast, blowing tanks, planing with bow and stern planes speed slowing, but the cable wouldn't break yet. At nearly 300 feet, they had to change to going down then change to all up again. This put slack on the tow line which finally snapped and they were so buoyant they popped to the surface like a cork. As fast as they could, the deck crew manned the 3-inch deck gun at *U-38* just as *U-38* started to run away. Knowles was very surprised to see *U-38* run, but then it came to him that *U-38* was out of torpedoes, so every 8 minutes or so *U-38* turned broadside firing his 4" deck gun, killing a gun crew member and wounding others. *U-38* was trying to get to shallow water to hide, and behind *L-20* a destroyer was coming up fast. Knowles had one more card to play. He reset his torpedoes' depth to 10 feet and fired at *U-38* the next time they turned. One hit, even as *U-38* saw the torpedo and dove; he was now on the bottom flooding, battery almost gone. Knowles and the sound man listened for breaking up of *U-38* when they heard Morse code: "Congratulations Lieutenant Knowlton. Deutschland über Alles". Then gun fire, 27 shots, then silence from *U-38*. Both Knowles and the sound man had identical messages and the 2 sound man on the destroyer *Walton* copied the same message. The secret was out; Knowles was Knowlton, former captain of *C-3* from 1914. The whole story was hushed up by the Admirals.



The Bay State Council of Divers

Supporting and promoting the recreational diving community in Massachusetts.

The Bay State Council of Divers (BSC) is a diver's advocacy group. The BSC monitors local, state and federal regulations that may affect the recreational diving community in Massachusetts. When required, the BSC represents the interests of the diving community in these matters.

The BSC serves as a liaison between dive clubs and dive stores to promote recreational diving activity in Massachusetts. All divers are encouraged to support the BSC with an annual contribution of \$5. Your contribution will allow the BSC to continue to be a strong advocate for the recreational diving community in Massachusetts.

For more information see the new BSC website at <http://www.baystatecouncil.org>.

Bay State Council of Divers DUES

Membership dues for the Bay State Council of Divers are \$5 per year per person, a minimal charge to keep the Council funded and supported by local divers.

If you are a **LIFE MEMBER** of the NSF Club, you have benefited from the work of the Bay State Council over the years. Since you don't pay dues to the NSF Club any longer, you will need to make a separate payment for your BSC dues.

Regular dues-paying members can pay their Bay State Council dues with their regular club dues, and the money will be forwarded to the treasurer of the Council.

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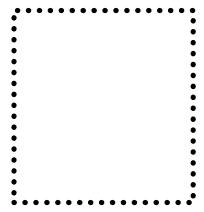


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Air Bubbles – December 2010

The North Shore Frogmen's Club Inc
PO Box 3604
Peabody, MA 01961-3604



Upcoming Club Events!

- December 2: Elections & Photo Contest
- December 9: Presentation: Andy Martinez
- December 11: Annual NSF Banquet
- December 30: Pizza Night

Sunday morning Club dives:

Meet at Burger King on Rte 128 in Beverly.

For "Winter" dives, be ready to leave for the chosen dive site at 9AM.

The North Shore Frogmen's Club

meets at 8PM at the

Palmer's Cove Yacht Club in Salem
at 74 Leavitt Street
Salem, MA 01970

Parking is available in the Harbor Sweets lot across the street.

Parking will be more available in the PCYC lot after the boats are in the water.