LESS WE FORGET :

"TO PROMOTE ESPERIT DE CORPS AMONGST ALL MEMBERS OF THE ANTI-SUBMARINE WARFARE INSTRUCTORS ASSOCIATION WHEREVER THEY MAY SERVE"

ANON

MR K. LAKE
BARROW-IN-FURNESS

The Seamaster

THE OFFICIAL JOURNAL OF THE

ANTI-SUBMARINE WARFARE INSTRUCTORS ASSOCIATION

SEAMASTER

THE OFFICIAL JOURNAL OF THE ASWI's ASSOCIATION

All correspondence should be sent to:

The Secretary
ASWI's Association
SMOPS
HMS Dryad
Southwick
Fareham
Hants PO 17 6EZ

Phone: Cosham 210522
Extension ~~4515~~ 4696

ASWI ASSOCIATION COMMITTEE

PRESIDENT	CAPTAIN A G M A PROVEST
VICE PRESIDENT	CDR D A PHILLIPS
CHAIRMAN	WO(OPS)(S) S WILL
VICE CHAIRMAN	MR PAT HERBERT
SECRETARY	NIGEL UNGER 4696 CPO~~(OPS)(S) J SMITH~~
TREASURER	CPO(OPS)(S) H J MARTIN
SEAMASTER ED	CPO(OPS)(S) A BROWN
SOCIAL SEC	CPO(OPS)(S) D MARSHAL
OSPREY REP	CPO(OPS)(S) D WILLIAMS
DEVONPORT REP	CPO(OPS)(S) P CLIPSTONE
PASSIVE REP	CPO(OPS)(S) T ENGLISH
EX SERVING REP	MR PAT HERBERT

CHAIRMANS ADDRESS

Dear Members,

as you will realise from the receipt of your first Seamaster whilst I've been in the chair, we as an Association have quite a lot going on now, a social function every month, monthly meetings in our own clubhouse at Dryad, fund raising for charities and the Association itself, all this besides the AGM/ANNUAL DINNER & DANCE and then the poorly attended Symposium in Plymouth.

I recently spoke to an ex-serving member who is concerned that the Association isn't doing much these day's, I hope that this puts your mind at ease Phil.

Of course no Association can flourish without the support of its members and neither can this change unless your feeling are addressed to the committee. If you are at sea then it's obvious that you cannot attend the meetings but should you get an idea, then put pen to paper and let us know of it.

It is my intention to have an annual trophy presented to the Association non committee member who does the most to promote *ESPIRIT DE CORPS*, so pull your fingers out.

I believe that we ARE the best Association, so lets prove it, support your Association.

Yours Aye

Steve

MINUTES OF THE TWENTY FOURTH MONTHLY MEETING OF THE ASWI's ASSOCIATION AND THIRD TO BE HELD IN THE NEW CLUBHOUSE S/R's MESS, HMS DRYAD ON WEDNESDAY 30th MAY 1990.

MEMBERS PRESENT

WO STEVE WILL	CHAIRMAN
MR PAT HERBERT	VICE CHAIRMAN
CPO SMUDGE SMITH	SECRETARY
CPO PINCHER MARTIN	TREASURER
CPO TEX MARSHALL	SOCIAL SECRETARY
CPO BUSTER BROWN	SEAMASTER EDITOR
MR SAM SNELLING	EX SERVING MEMBERS REP
PO BAGSY BAKER	DRYAD(BARMAN)
PO GEORGE ROUNDTREE	DRYAD
CPO ROBBIE CRAIG	DRYAD
PO MICK LYONS	DRYAD
PO ARCHIE GEMMILL	DRYAD
WO ROBIN HOOD	DRYAD
CPO OSCAR WILD	DRYAD
PO DANNY KAYE	DRYAD
PO WIGGY BENNETT	DRYAD
MR JOHN ADAMS	PURBROOK
MR SAM McCOMBE	GOSPORT
MR HARRY MINCHIN	SOUTHSEA
MR DAVE BEKKER	DRAYTON

APOLOGIES RECEIVED FROM

WO STEVE RODGERS	DRYAD
CPO PAUL BAKER	DRYAD
PO NIGEL LINGER	DRYAD
MR JOHN ASHTON	HORNDEAN
MR DERBY ALLEN	WATERLOOVILLE
MR DIZZY DENNETT	CLANFIELD

The meeting opened at 2030

article(s) you send in are not in the next issue.

b. The committee were approached by CPO Jan Pearce "Foreign Training", suggesting that we might like some memorabilia from 43 building,HMS VERNON, for our Clubhouse. This was thought to be a Good Idea.

Action: CPO Pearce.

c. The Chairman stated that WO Paddy Kennedy was now on his new throne at FOST and is now the Portland Rep.

d. The Chairman stated that the main charity event this year would be the same as last year, a cycle ride to Portland and back. Date for the event would be 19/20th of July 1990. More volunteers are required.

e. The last item from the Chairman was to inform the members that the post of Secretary would be becoming available from September. Nominations and Proposer/Seconders to the Chairman please.

TREASURERS REPORT

A/C to-date	27/6/90
Main A/C	1167.58
Charity A/C	377.56
TOTAL	1542.14

MEMBERSHIP

Stands at:	
Serving	106
Ex Serving	77
TOTAL	183

SEAMASTER REPORT

The ED stated that the Seamaster will no longer

be printed at A.R.E Portsdown. This due to a reshuffle of work loading and offices.

All Dryads printing is now done at HMS Collingwood. We have to give them 6 weeks to do the printing so this will put more strain on the Editors team. The standard of the printing is also unknown to us so watch this space.

BUT KEEP THE DITS COMING

EVENTS COMPLETED FOR CHARITY

a. PO BOB BURTON ran the GUZZ MARATHON raising over 350 and as promised spilt it between the Association and the Local Sea Cadet Unit. The total Donation to the Association was 125.73 pounds.

b. PO(S)107 completed a 12hr non stop sponsored swim during which time the course covered 13.5 miles raising 70 pounds for the Association.

The swimmers were:
CPO BROWN,PO MANNERS,PO ANTROBUS,PO SINGH and PO GILL

ON BEHALF OF THE ASSOCIATION THE CHAIRMAN AND COMMITTEE WOULD LIKE TO THANK ALL THOSE MEMBERS WHO HAVE RAISED MONIES FOR THE ASSOCIATION CHARITIES SO FAR THIS YEAR

WELL DONE

TAS JOTTINGS

1. Sting Ray * it's here at last, and so to are the amendments to the appropriate publications. If you have'nt already, have a read of CB08680A (1B) Chapter 3-1. This will put you in a good position to answer the questions I am sure that people will be asking. Also keep an eye on FOTI 0814.
2. STWS 2 in the last Seamaster I indicated you would be getting your Edition 9 bits and pieces soon - would you,believe that there has been a delay ! Therefore you ask how do you get by with your current Edition 7 firmware with the Sting Ray *. The answer is simple - very soon you will be receive a "Green Page - Special Change" to BR 8589(2). These "Special Drills" will enable you to use the updated weapon with success. Dont just stick them in the book without first having a GOOD look - you will notice some quite major changes - enough said. (any problems phone Dryad 4383)
3. MATCH FOTI 0813 Annex A - Appendix 1
Gentlemen if you are experiencing any problems with the above instructions raise a S2022 to tell somebody officially - dont just sit on it.
4. RECORDS in the last issue of the Seamaster I asked for comments on the last update to the recording procedures, no sooner had the issue gone out - the phone range - recording the bearing of the smoke with CAAIS was not easy - the book has now been amended BR4023(3) Change 4 solves this problem - thanks to your efforts.
5. KEY ISSUES Paz losses a "Brownie Point"

Yours Aye

Tony Walton

H.M.S VERNON

(A Rating's View Part II)

I found HMS VERNON still the same as when I left early in 1948, except the Captain had changed and was now Captain Robertson, there were rumours doing the rounds that the Captains wife did not like the noise of the early morning milk van and the British Rail trains passing Donegal Lodge which was the Captains house by the Main Gate, of which she complained to the appropriate people.

The TD2's course was much harder, with additional subjects to learn such as Torpedo Control, and the theory of sound, magnetism, electric motors and trigonometry; the instruction took place at the same venues as the previous course. Our course Officer was a Lieutenant Keating RAN.

Torpedo instruction was far more advanced to such an extent that after the theory, one was let loose in the Parting Shop to actually strip a torpedo tail down and re-assemble and carry out A and O routines. This was to prepare the class for the big day when a Torpedo Firing Exercise would occur in Weymouth Bay.

A/S instruction was becoming interesting, because the knowledge gained in HMS ZODIAC helped one to understand the operation of the various components such as HFMA's, LFMA's, AVC receivers, Tuning Panels and Transducers etc, and when the snagging lessons in No 50 building happened under the guidance of Mr Clarke, one was wise to the sticky tape conveniently placed behind the contacts giving an open circuit. Practical operation of the A/S type 144 continued in the ATH at the top floor of Warrior Block, in preparation of yet more sea training at Portland, with the same organisation of

moving the class to Portland by sea in a minesweeper.

Torpedo Control required the class to be taught in 17A Building. This building was divided into various units. At the seaward end on the top floor was the Sea Trials section, and below it the ASTT, where Tactical warfare games were played, with the rest of the building allocated to Torpedo Control systems, complete with torpedo tubes for Cruisers and Destroyers. The far end of this section was devoted to the new "Cyclorama" comprising of a large dome construction where images of foreign warships could be projected on to chosen panorama of sea and moonlit sky. This was then attacked by the "ship", with some of the class occupying a "Moving Bridge", with torpedo sights fitted, relaying the necessary "war cries" back to the static Operations Room where the "Angle on the Bow" TSA etc were applied to the Torpedo Calculator, and hence the attack was carried out. The analysis of the attack was provided by two mechanical crabs each filled with red or blue ink which in turn marked a large white table. At the point of firing the blue mark would lift off the table and mark the points of the rear and van torpedoes. This would enable the CPO Torpedo Instructor to draw the tracks and spread of the torpedoes.

Also tucked away on the ground floor of 17A building, there was a small section devoted to Seaward Defence, with two famous characters, namely CPO's Seaweed Brown and Loopie Coop. Their task was to instruct the class on harbour defence, both theoretically and then onboard VESUVIUS or NIGHTINGALE laying a back to back loop.

After qualifying TD2, I returned to sea in HMS MYNGS, another emergency class destroyer, which like the ZODIAC was part of the 2nd Training Squadron.

A project was under way in the vicinity of the South Gate at the beginning of the 1950's, a pig farm of all things. Food for the inhabitants was provided by the 3 galleys, with the Sullage party controlling the state of the pig swill, ensuring that it be negative of razor blades, a form of self sufficiency existed with the monies raised from the abattoir going to selected funds, Warrior Block fund in particular.

I returned to HMS VERNON early in 1954, having now sub categorized to a UC2. The branch split in 1952 to Under water Control and Under water Weapons, but in the Algerine Minesweeper HMS LIONESS, stationed in the far east, which I had been drafted to, one still did both weapons and control duties.

There were structural changes completing on the south side of VERNON creek, these building were divided into various wings namely Creasy South, Creasy West, and the later building being Creasy East, and the last of all Creasy Centre. These blocks were to form all the instructional facilities for the school to be on the south side of the creek, with the Administration and accommodation blocks and the other services to the north of the creek, the exception to this was the Torpedo Instruction blocks, which remained in their present position until the mid sixties.

Situated to the west of the quarterdeck was a Torpedo Tube and Torpedo Recovery Davit, the purpose of this was to instruct classes in above water discharge, using a positively buoyant Mk 9** Mod 1 torpedo with a length of line attached, and the art of recovering the same.

During all the structural changes to HMS VERNON I was busily qualifying as a UC1, a highly professional course with only six students, just enough to form a SCR's crew. The course curriculum was Sonar, still only dealing with 144, but the talking point was the 164/174

which was coming into the fleet, with the magic black box which would remove "own ships movement", this was to be called the Ships Component Mechanism (SCM). One was able to maintain the sonar to a operational standard and repair any faults. Time was also ,spent in the Torpedo Control Section, in continuation of the previous instruction mentioned in a earlier paragraph.

Mohawk Building (Torpedo Instruction) was soon demolished to make way for the new Petty Officers accommodation block. and the Torpedo Instruction moved to a prefabricated hut opposite Vesuvius building (torpedo parting shop), these were known as Pound Huts, one of these next to the administration building was the Chapel.

The original church was destroyed during the war, this was adjacent to the No 43 building. The crypt was filled with water and made into a duck pond, which became home to many species of duck. Their antics attracted numbers of sailors especially during the morning stand-easy periods, and CPO Bill Parkin wise to this, set up a small business by selling cheese rolls at the mining tank end of Creasy South building at a cheaper price than the NAAFI charged.

The famous chimney which was part of the skyline feature of HMS VERNON was soon to be demolished. One morning "WHOOPEE WHALEY" was to be found painted on it , supposedly carried out by Sub Lieutenants from HMS EXCELLENT. There was always a friendly rivalry between the two schools at officer level, which I was to find

out later. In the area where the boiler house and chimney stood, a new block was to be built, namely the Scott accommodation Block.

Having spent time at sea in HMS CHAPLET as a UC1, I returned to HMS VERNON at the end of 1957 to await the next stage in my career, to qualify TASI.

With the newly built Petty Officers Mess in operation, the old Chief Petty Officers and Petty Officers Mess at Acteon Block were to be changed. The sleeping accommodation upstairs was to become the Junior Seaman's block, named Osprey. Prior to this arrangement the Junior Seaman were housed in a camp at Stokes Bay, this was HMS VERNON II, so it was obvious from previous out station (RAMILLIES and MALAYA) any additional unit was to be called VERNON II, incidentally the brass plaque bearing the title HMS VERNON II is in the ground floor corridor of LEWIN BUILDING at HMS DRYAD to gether with the photographs of the Long Torpedo and Long TAS Courses. The bottom floor of Acteon Block was used as a cafeteria, divided into three separate units, the Petty Officers occupying the end nearest to their new mess, the junior rates in the centre section, whilst the Chief Petty Officers had the end nearest to Warrior Block, the reason being, the new CPO's Mess was to be the old Warrant Officers accommodation at the rear of the Wardroom Mess. The main galley and Marlborough Block in front of Warrior Block were demolished, the small parade ground, previously used for ceremonial, turned into a car park, and a new parade ground come helicopter landing pad was constructed on the rough terrain to the seaward of Creasy West. The new accommodation blocks were officially opened by Admiral Sir William Davies, Commander in Chief, Home Fleet in 1958.

Progress for the average seaman was to eventually become a TASI, the highest non

sun-stantive rate in the TAS branch, and having been connected with the underwater control side of the branch since sub-catagorising to UC2, only had to cover the weapons side of the branch of which was completed in 1958 and rated TASI by the Training Commander. I was then let loose in the Torpedo Section. The idea was that having qualified TASI, UWI's were sent to the Sonar Section, and all the previous UCI's were sent to the various Weapons Sections, obviously to improve the general standard of knowledge. After instructing UW3's, UW2's, UWI's, TASI's and SD(TAS), I was drafted to a type 14 Frigate HMS DUNDAS, my first experience with Sonar type 170, and on my return to HMS VERNON, was designated to become the rating instructor of the 1961 Long TAS Course, and to work closely with Lieutenant Commander JJ Streatfield James RN and Lieutenant RSC Robinson RN.

This was a different aspect to previous instructional work, as not only teaching was involved, but the organisation of movement of the Course to places like Portland and Londonerry was quite an achievement, which under the guidance of the two course officers seemed a success. The Long Course Lecture Room was situated on the upper floor of 17A Building above the torpedo control systems layout, the majority of the lessons took place in this room, with exception of the practical instruction such as Mining and Torpedoes.

The room next to the Long Course Lecture Room was the Senior Officers War Course Lecture Room, where on a Monday or Wednesday evening, a member of the Long Course would be required to give a lecture of his choice to a selected audience. The audience comprised of the Captain, Director of Studies, Training Commander, any high ranking officer who wished to attend, plus members of the course and staff. The reason for this venue was that it had all the modern visual

aids, such as a screen where an assistant could project pictures from behind without being in the room. The assistant was in fact the course instructor. Some of the lectures were exceedingly good, but unfortunately there were those who because of pressure or lack of preparation, reached a state of collapse in front of the audience. The subject one poor unfortunate was talking about was "Ancient Religious Tribes in the Middle East", he only completed his wall drop for his lecture five minutes before the lecture was due to start, and it was noticed that the blue ink that he had used to draw the river Jordan was actually running down the wall drop when it was hung up for the presentation.

Also during the Long Course year, a challenge would be made by either VERNON or EXCELLENT to an OLYMPIAD, whereby the course would arrange the theme. The 1961 Long TAS Course dressed as Sheiks, complete with a mobile oil rig and harem, and mustered at noon on Whaley's summer parade ground (the lawn in front of the Wardroom) for the occasion, this would be reciprocated for gunnery officers at HMS VERNON at a later date with their theme. This ritual between the Long TAS and the Long G courses has taken place for many years.

By

John Adams

TO BE CONTINUED

ACTION THIS DAY

The year 1943. The place - a port somewhere in Scotland. The time, late afternoon.

A much sought after film was being shown in one of the wee town's two cinemas and the place was packed. An aggressively drunk A.B. from the Patrol Service vessel alongside was trying to get in and see the film. The Manager and staff tried to explain to the young Scotsman that there was in every case, A FULL HOUSE.

After aiming a punch at the Manager, the A.B. lurched off muttering loudly about "B..... B.....s sitting on their fanny adams whilst us Jacks win the war". This despite the fact that the nearest he had been to the war was three miles outside the harbour on A/S exercises.

Some while later, the sailor was observed climbing onboard from the jetty, still muttering darkly. The late afternoon sun shone down upon the deserted jetty and an apparently deserted group of small ships.

The sailor suddenly reappeared from below the forecastle, where he sat on a bollard apparently deep in thought. He got up and shook his fist in the direction of the cinema, which was on the waterfront a few hundred feet distant.

Wheeling around quickly, he went to the trainers handwheel of the 4" and puffing and blowing, trained it on the cinema. Satisfied, he went to the opposite side to the layers handwheel and depressed the long barrel. This apparently upset him for it appeared that the gun would not depress enough.

After a few muttered implications and a spit over the side, he staggered over to the ammunition locker, grabbed a projectile, staggered back to the gun and loaded. This done to his satisfaction, he climbed back into the

layers seat, looked over the sight and pulled the trigger.

The explosion brought everyone on deck of all the warships. The cinema cleared as the projectile whined overhead. The sirens screamed.

In a matter of minutes , the man was struggling with shipmates who seized him and he was put below.

A lot of people won't believe this story or even that it was possible. Quite a few that were in harbour that day will remember.

For those who would like to check, they can walk about three miles due N.W. and about 400ft in the side of a hill there is still a shell hole and fragments of a sailors action to get "into the pictures".....

By

Carl Hayman

"Q" SHIPS

A suicide mission, or what!!!. Imagine a draft to one of those small merchant ships, known as "Q" Ships, either steam or sailing, fitted with concealed armament and used by the British Navy during the First World War in home waters and the Mediterranean as a "LURE" for the U-boats.

The holds of these vessels were filled with timber to provide additional buoyancy in the event that they were TORPEDOED. The armament was concealed behind shutters, the officers and men wore plain clothes, and the ships sailed under the Red Ensign, the White Ensign being broken out when they revealed their true nature. Their method of carrying the war to the U-boats was to pose as defenseless merchant ships, small enough to tempt the U-boats to surface and attack her by gunfire instead of wasting a torpedo on her. When the U-boat closed on the surface and opened fire, the shutters concealing the guns were dropped and fire was opened on the U-boat. Apart from a few noteworthy exceptions, the "Q" Ship was not a success and in 1917, when the U-boats began their unrestricted warfare, they were withdrawn. The most successful of the "Q" Ship captains was Captain Gordon Campbell, who was awarded the VICTORIA CROSS for his success in operations in 1916.

"Q" Ships were again tried at the beginning of the Second World War in spite of their lack of success in the First, though for security reasons they were known as "freighters". Six were fitted out with concealed armament and sent out into the Atlantic to roam the Western Approaches, but their lack of success was even more dismal than in 1914-1918. None of them even

sighted a U-boat and two were sunk by U-boat torpedoes. They were all withdrawn in the March of 1941.

By

CPO(OPS)(S) Tony Pordage

GEORGE CROSS ISLAND ASSOCIATION

MALTA MARCH 1990

This is the third year that the re-union has been held in Malta. I flew out on the 17th March and arrived at St. Georges Park Complex at about 1630.

After finding my room and settling in I found the Courier in reception and booked for the trips and visits arranged by the G.C.I.A. The first of these was on Sunday morning. The dedication of the G.C.I.A. banner before the church service at St. Paul's Anglican Cathedral Valletta. After the service we joined the usual congregation for coffee and wine. A visit to Valletta open market was to have followed but due to length of service and the coffee and wine afterwards there was no time for this visit.

The evening was spent in the bar talking a out experiences during the defence of Malta.

On Monday the original program had to be changed because it was a feast day and most of the shops and places of interest were closed. So a full days tour of the North part of the Island had been arranged with a stop for lunch at Kuncizzjoni (Alcazar Restaurant). The view from the roof of the restaurant was spectacular and the Mosta Dome stood out above all else. Before we stopped for lunch we visited Golden Bay, a small but very pleasant bay, with golden sand and a very nice hotel.

After lunch we went on to Mdina, where we visited the silent city, and whilst looking at the view out across the old Ta Qali Air Field, the locals decided to let off fireworks, which sounded just like an anti-air gun barrage. Maybe just to make us feel at home.

From Mdina we went on to Mosta where our guide first checked that there was no service being held in the Church, as it was a feast day.

We were lucky and we went into the Church to see the famous dome. This dome, with St. Peters in Rome and St. Pauls in London are the three largest unsupported domes in the World. St. Peters being the largest, St. Pauls and Mosta, one is higher and one is wider, but I cannot remember which is which.

During the bombing of Malta The Dome was hit by a large bomb which landed on the floor of the Church skidded across the floor and did not explode. There were at the time some 300 people in the Church and nobody was hurt. There is a replica of the bomb in the Church, the original having been blown up by the Army, and so back to St. Georges Park.

During the evening a video was shown of the Sunday mornings Banner dedication.

Tuesday morning wreaths were laid at the War Memorial at the R.A.F. Memorial at Florian. We did cause a hold up in the traffic as we crossed from one memorial to the other.

From the memorials we went on to the War Museum which had improved since last year. I was keen on getting photographs of H.M.S. Cairo's crest. Onto the British Legion Headquarters for beer, coffee and sandwiches.

Tuesday evening was the night of the Gala Dinner held in Corinthia Palace Hotel. The Guest of Honour being the President of Malta, Dr.C.Tabone. Dr. Tabone was a Medical Officer in the Maltese Army during the war, and was in Fort ST. Elmo when the first bombs were dropped on Malta. One stick bomb landed one side of the room he was sleeping in and another on the other side!

On Wednesday afternoon we went on a harbour cruise and wreath laying at sea.

Thursday morning a memorial service as held in St.John's Co-Cathedral,Valletta. With a guided tour around the Cathedral after the service. At 1115 we called on the President of

Malta. Who is the Patron of the G.C.I.A. Malta branch, at the Palace in Valletta. After the visit two of us went off to see the Malta Experience, a series of videos showing the history of Malta. On completion Jock and I made our way back to St. George's Park using the local bus service.

Friday was my last full day and this was to be a tour of Gozo. The tour started with a visit to the Gozo Heritage. This was very interesting but was somewhat weird. It started with a talk by a resident guide and then you proceed to move through a series of chambers which were in darkness when you entered them. Lights came up and a commentary followed in English. When the lights dimmed you moved to the next chamber until you arrived back where you had started.

Lunch was at the Moby Dick Restaurant, Xlendi Bay, which was taken at leisure, and a walk around the bay, as the coach was required to do school children's run before picking us up again.

A stop at Victoria to visit the Citadel, I didn't climb up the Citadel! On the way back to the ferry we stopped at a Church which was an extension to a Chapel. The story is that a woman walking past the Chapel heard a voice calling her to come inside. On entering she had a visitation from Our Lady. When her story was eventually accepted the site became a Shrine, visited by the sick and maimed. A room in the present Church contains various items such as crutches, crash helmets, plaster casts and the one that caught my eye was a framed pair of scissors. I asked about them and was told that a boys eyes had been damaged by the scissors and when he was brought to the Church his eyes were saved.

The Pope will be holding Mass in that Church in May.

So ended a very full week. A 0615 pickup at

the hotel on Saturday morning was about 20 minutes late owing to a detour from a earlier pickup. The recommended time to get to the Airport was 35 minutes, I think the driver took just over 15 minutes. Starting off by going up two one way streets the wrong way. I was worried that 3 bottles of wine in a wooden case that I had won in a raffle at the dinner would not reach the Airport in one piece. They did.

My son was at Gatwick to meet me so one more re-union was completed.

Malta is fast becoming a popular tourist resort and a lot of work is being done to this end.

Some 150 members and their wives went out, and some 270 people attended the Gala Dinner.

By

E. DENNETT

Ex CPO TASI G.C.I.A.

THE EIGHTH DESTROYER FLOTILLA

"D" BOATS

This is the story of the "D" Boats, nine sturdy ships of the line. Who fought in the Med and the Atlantic, against raiders, U-boats and mines. The first "D" to go was the "DUCHESS" on December the twelfth, 'thirty nine, in thick fog was rammed by the "BARHAM" off Scotland's rugged clime.

Off the Pentland Firth, the "DARING", February eighteenth 'forty, Was sunk by torpedoes fired by U-boat twenty-three, On July of the same year, "DELIGHT" was sunk by a torpedo bomber as Portland came into sight.

Then the "DAINTY", on the twenty-fourth of February, 'forty-one, was torpedoed and done, by the Eye-tie destroyer "TARIGO". On the twenty-seventh day of April in the same year of record "DIAMOND" was sunk by stukas, whilst carrying survivors from "SLAMAT" onboard.

Off the coast of Bardia on the eleventh of July, 'forty-one, "DEFENDER" was sunk by stukas, diving out of the sun. Little was known of the "DIANA" but to Canada "DECOY" was sent. "DUNCAN" came home to her birth place and to the Breakers' Yards Final Lament.

Though rolling time has passed us by, has wearied us with age, Their valiant spirits still live on in histories written page. So raise your glasses, shipmates, stand in silence for the toast, To the Eight Flotilla and our own "D" Boats.

Sent in by

Alan Quartermaine

****

FOR THOSE WHO HAVE SERVED IN THE DARING CLASS DESTROYERS AND ARE INTERESTED IN JOINING THE "D" BOATS ASSOCIATION.THEY SHOULD CONTACT

MR T HORNER
21 NEPTUNE COURT
STOCKER PLACE
BRIDGEMARY
GOSPORT
PO1 3ONA

****

ARTICLES OF WAR

Now here is a subject were are all familiar with, or are we, we know that they exist, but where did they originate from?, do we really need to know. How many of us during our time have actually read the dreaded poster advertising the Articles of War, or that are very briefly spoken about during divisional meeting and on leadership courses, so I thought that it would be of interest to you, as we are governed by these Articles, to know about their origin and history.

The Articles of War are a British disciplinary code for the Royal Navy based on the ancient sea laws of Rhodes and Oleron in which maritime crimes and punishments are specified and were first issued in 1653. In Tudor time most captains of ships supplemented the laws of Oleron, issued in England in 1336 in the "Black Book of the Admiralty; with their own rules based on their own ingenuity for inventing punishments to fit the crime. Many of these individual punishments are listed and described by Captain Nathaniel Boteler in his "Six Dialogues about Sea Service" (1685). The Black Book of the Admiralty also contained a list of ancient customs and usages of the sea. The original book disappeared from the registry of the High Court of the Admiralty at the beginning of the 19th century (it was last seen by Sir Christopher Robinson for his work on "Collectania Maritima";1801). A few MS.copies of parts of it, some dating back to 1420, exist, notable in the British Museum and Bodleian libraries. Sir Travers Twiss, HM Advocate General, collated all known sources in his Black Book of the Admiralty (4 vols, 1871). In order to provide a code of punishment which would apply throughout the navy and not rely on the whims of individual Captains, so the Articles of War were introduced.

They were incorporated into the first English Naval Discipline Act of 1661, to which was added the preamble from the Navigation Act of the previous year which referred to the Royal Navy "wherein under the good Providence of God, the Wealth, Safety, and Strength of this Kingdom is so much concerned". It was under the 13th Article of this harsh Act that Admiral John Byng was condemned to death after his failure to relieve Minorca in 1756.

Some penalties(e.g. The maximum number of lashes with the cat-o'-nine-tails to be 48) were reduced by the next important Naval Discipline Act of 1866.

Where as the Articles of War were omitted from the Army Act of 1955, they were retained in the Navy Discipline Act of 1956, which as before orders them to displayed in a prominent place in every Ship and Establishment.

In addition to the crimes listed in the Articles, other disciplinary measures were printed in the Regulations and Instructions Relating to His Majesty's Service at Sea, first issued in 1731. By these the maximum sentence of flogging with the cat-o'-nine-tails, unless sentenced by a court martial, was limited to 12 lashes but few captains observed these this limits and continued to award larger sentences of flogging right up to the final suspension of the "cat" in 1879.

Unlike the Articles signed by Merchant seaman on joining a ship, the Naval Articles of War are entirely a disciplinary code, and, notwithstanding the word "War" in the title, they apply in peace as well as in hostilities; as shown by their incorporation in to the Naval Discipline Act, they are part of statute law.

By
Tony Pordage

SOLUTION TO THE LAST EDITIONS CROSSWORD

ACROSS	DOWN
1. SEAMAN SPECIALIST	1.STAY AWAY
4. SEE 1 ACROSS	2.ALARM BEARING
11. ABASH	3.ASH CAN
12. SEE 30 ACROSS	5.SEE 22 ACROSS
13. A MAN OF WAR	6.CURFEW
14. AIMLESS	7.ACTORS
16. LEE	8.IDEAL
18. AWASH	9.TARGET
20. AT ONCE	10.ARMS
21. EAR	13.ASSESS
22. SEARCH PLANS	15.SEE 30 ACROSS
23. WRENS AT SEA	17.SEE 2 DOWN
24. ELDER	18.ANCHORS AWAY
25. DISOWN	19.HEADLESS CHICKEN
27. SEE 3 DOWN	24.ENABLE
28. SEE 18 DOWN	26.SEE 19 DOWN
30. SWING THEIR LANTERNS	29.STRAIT
33. TAR	31.WREAKS
36. ELASTIC	32.NOTICE
38. TRANCE	34.RISER
39. SEE 23 ACROSS	35.JADED
40. WEAVE	36.ECHO
41. TURKSHEADS	37.TRAPS
42. CRISIS	40.SEE 13A

WHERE'S MY OPPO

SERVING MEMBERS

WARRANT OFFICERS

BACON N E	Stradbroke	FNRU *
BLANCHE R R	Rod	CINCFLT *
BRIERLY P	Peter	MINERVA *
BROWN S	Steve?	CINCFLT
CAMBURN I R	Ian	DRYAD *
CAPEL T P	Tim	DRYAD *
CHENNEL J	John	PORTLAND *
DAVIDSON T	Terry	CINCFLT/OUT
FELL J I R	Cmdr	ROYAL ARTHUR/RELEASE
HARRISON P	Simon	DRYAD
HILEY D	Dennis	CAPT PORT
HITCHCOCK P	Paul	FOST/DRYAD *
HOOD D R W	Robin	DRYAD *
HARTLEY C	Chris	FOST
KENNEDY P J	Peter	FOST *
LOVEDAY A	Alan	FOF1 *
NIXON P H	Nick	CNSA PORTLAND
NOBLE A	Alan	CINCFLT *
O'SULLIVAN G G	Greg	VERNON *
OWEN M	Jeff	DRYAD *
PARK C D	Jim	COLLINGWOOD
PREECE M	Mick	FOF1 *
REYNOLDS (OPS)(R)		FOF2 *
RODGERS S	Steve	DRYAD *
WAKEFORD A E	Slark	ARIADNE *
WILL S C	Steve	DRYAD *

26

CHIEF PETTY OFFICERS

ALLPORT T J	DRYAD/SEA	
ANTCLIFFE R A	DRYAD	*
ASTLEY A J	DRYAD	*
ALYING R J	JAAC	*
BAKER P R	DRYAD	*
BAREFORD D J	ARGONAUT	*
BATES M R	CUMBERLAND	
BEECHEY C D	NELSON NBCD	
BRIERS C C	JAAC	
BROMLEY J W G	DRYAD	
BROTHERWOOD D C	INVINCIBLE	
BROWN A	DRYAD	*
BUTLER J P	CLEOPATRA	
BEAN D	KENT	
CARPENTER G	DNR OUTPORTS	
CALEY H A	DRYAD	
CHARRINGTON L J	RALEIGH	
CHETWOOD J	CCF PORTSMOUTH	
CLIPSTONE P	TAAU SM2	*
COLLINS M C	EDINBURGH	
CRAIG R C	DRYAD	*
CUNNINGHAM P E	LONDON	*
DAVIS A M	FOF3	
DOOLER R	DRYAD	
DREW R J	SHEFFIELD	*
DUNCAN R	CDRE MWV	
DUTSON M	SHEFFIELD	
ENGLISH T	SIRIUS	*
ENVY M	HERMIONE	
FELLS	COCHRANE/RELEASE	
FOSTER J	FOST	
FLOWER B H	FOST	
FORRESTER R J	NEWCASTLE	*
FURLONG P K	DRYAD	
FOWLER	DRYAD	
GARDNER G	DRYAD	
GOLDING B F	BOXER	
GORRINGE J M	ALACRITY	*
GRAHAM R	YORK	

GRAVETT A N	NORFOLK	
HOWES K L	JUPITER/OUT	
HUDSON A S	MINERVA	
HUTCHINSON J N	COVENTRY	
JOINER P	CONCS	*
KAY J C	NELSON	
KAY D B	DASHER	
KILROY J D	CAMBELTOWN	
LAURIE I	BATTLEAXE	
LARRATT R	DRYAD	
LENTHAL P R F	FOST	*
LEWIS B W	DRYAD	
LEWIS P L	BRAVE	
LEWIS T R	ARGONAUT	
MAHER P	DRYAD	
MARSHALL D	DRYAD	*
MARSHALL K	DRYAD/ARGYLL	
MARSHALL L	DRYAD	*
MARTIN H J	DRYAD	*
McCREADY R C	CORNWALL	
MOORE P	FOST	
MORRISON D	DANAE	
NASH S	DRYAD	*
NEEDHAM S E	EXETER	
NEWELL R J	EXETER	
OLDREY B W	CINCFLT/NAVHOME	
PARRY G R	CHATHAM	*
PEARCE P M	DRYAD	*
PETERS T (CPO "R")	DRYAD	*
PORDAGE T R	DRYAD	*
PROWSE B J	DRYAD	
QUINTRELL C T	RALEIGH	
RHODES P	PHOEBE	*
RIGBY J W	PENELOPE	
ROBERTS T G	BRAVE	
RODERWAY R	FENCER	*
SHEPERD D	DRYAD	
SIMPSON A J	RALEIGH	
SLATER N	MARLBOROUGH	
SMITH J A	DRYAD	*
STEVENS C T C	DRYAD	*

SULLY P	BROADSWORD	
TUCKER P	~~BRILLIANT~~	
TUTTY P J	DRYAD	
TWIST P G	DANEA/DRYAD	*
WALKER J L	DRYAD	*
WALSH B D	~~BEAVER~~	*
WALTON A	DRYAD	*
WATFORD P	DRYAD	*
WHITE P J	DRYAD	*
WILLIAMS D P	DRYAD	*
WILDE J M A	DRYAD	
WILLIAMS J	~~LIVERPOOL~~	
WESTBROOK A G	DRYAD	
YOUNG P D R	BRITANNIA	

PETTY OFFICERS

AINSCOUGH J C	RALEIGH	
ANDREW M P	AMAZON	
ATKINSON D	RALEIGH	
BAILEY K P	AMAZON	
BAKER R F	DRYAD	*
BALL C G	EXETER/SHORE	
BANNISTER H W	~~COVENTRY~~	
BARTLETT C E J	ACHILLES	
BENNETT A	DRYAD	*
BENTING P A	~~ARGONAUT~~	
BRETT M	~~NORFOLK~~	
BROWN M P	CHARYBDIS	
BROWN T G	GIB NAVAL BASE	
BUCKERFIELD P	DRYAD	*
BURLEY R E	DRYAD	
BURKE J J	~~NOTTINGHAM~~	
BURTON G R	SIRIUS	*
BURTON R B	DRYAD	*
CAMBURN N	~~BRISTOL~~	
CANFIELD C J	~~SHEFFIELD~~	
CLARK M J	DRYAD	*
CLARKE M T	~~BIRMINGHAM~~	
COGRINGTON M	~~CORNWALL~~	
COLLINGS P J	~~CORNWALL~~	
COSH D	~~BRILLIANT~~	
COWLEY M J	~~ARGONAUT~~	
CRISPIN A	~~COVENTRY~~	
DAVIES C D	~~SHEFFIELD~~	
DEAKIN M P	PHOEBE	*
DEVINE	~~GLASGOW~~/GIB	
DINNAGE S P	~~GLOUCSTER~~	
DOYLE M M	~~CARDIFF~~	
DUNN B M	DRYAD	
EDWARDS A D	~~INVINCIBLE~~	
EDWARDS K	DRYAD	
ELLIOTT M J	~~BRAZEN~~	
ELLIOTT P J	~~EDINBURGH~~	
ELLIOTT R E	~~SOUTHHAMPTON~~	
FINN T	AVENGER	

FIRTH D J F	CARDIFF
FORSTER W D	CINCFLT
FROST J R	GIB NAVAL BASE
FULLER K	BROADSWORD *
GARCIA N	DRYAD *
GEMMILL	ACTIVE *
GLEAVE A E Fred	ANDROMEDA/SCYLLA *
GOODFELLOW D J	DRYAD
GRIFFIN M	CUMBERLAND
HALE D	COLLINGWOOD
HALLOWS J A T	GIB NAVAL BASE
HEAVEY W J	DRYAD *
HILL P D P	DRYAD
HODSDON K L	DRYAD
HOWELL M A	CHARYBDIS
HUTCHINGS M J J	ALACRITY
JARVIS J G	BOXER
JONES C E W	BEAVER
JONES D H	CAMPBELTOWN
KELLY A Spider	PHOEBE
LANCASHIRE A S	RALEIGH
LE - MAGE A C	DRYAD *
LENDEN J W	CUMBERLAND
LINGER M P Scouse nigel	DRYAD *
LOMAS P	RALEIGH
LOYNES M J	DRYAD *
LYONS J	BROADSWORD
MADDISON S H	AMBUSCADE
MAKEREWICZ R E Mac	SHEFFIELD
MANEELY G J	DRYAD
MANNERS D	DRYAD/HERMIONE
MARCHANT J R W	DRYAD *
MAULE K H	DRYAD
MEMORY M E C	LONDON
McCARTHY D P P	JAAC *
McINTOSH N A	MANCHESTER *
McLEAM W	AVENGER
McLEOD I C	BRAVE
MERCER I L	ARGONAUT *
MIDDLEMAN G	BEAVER
MILL M S J	DRYAD

59 195

MORTIMER M C Monty	CUMBERLAND
MOSS A R	PENELOPE
MOSS K G	CORNWALL
MULDOON I	DRYAD
MURRAY A R	ARGONAUT
MYATT A J	GLOUCESTER
NELSON J	YORK
OGGIANNO S	CAMPBELTOWN
O'SHEA M P	ARK ROYAL
PEARSON R D T	CLEOPATRA
PEARCE S	ACTIVE
PHILLIPS W J	GLASGOW
PINCH A	DRYAD
POWLEY M K	BRAVE
QUATE W T	BIRMINGHAM
RADFORD J	CHARYBDIS
REID A	WARRIOR
RICHARDSON G A	ARIADNE
RICHES R N	CHATHAM
RIMMER R D Scouse	CAMPBELTOWN
ROBINSON J	JUPITER
ROBINSON J P	MANCHESTER
ROLFE C	GLOUCESTER
ROOKE J W Taff	RALEIGH
ROWE S M	DRYAD *
ROWNTREE G	SCYLLA
SADLER M B	ANDROMEDA
SEARLE L P	ROYAL ARTHUR
SHAW D G	CLEOPATRA
SLATTER M	ARROW
SOLCOMBE D	RALEIGH
SMITH C W Smudge	CORNWALL
SMITH N J	AMAZON *
SMITH R J	ARGONAUT
STANKAVITCH P Stan	GIB NAVAL BASE
TATHAM K J	NORFOLK
TEMPLE G W	CHATHAM
THOMAS A D P	DRAKE
TYLER D P	COVENTRY
UNDERWOOD R M	AMBUSCADE *
WATTERS N J	ARROW

39 234

EX-SERVING MEMBERS

JOHN ADAMS	WATERLOOVILLE	*
DERBY ALLAN	WATERLOOVILLE	*
JOHN ALSOP	GOSPORT	
JOHN ASHTON BEM	HORNDEAN	*
GEOFF ASHTON	SHROPSHIRE	*
W T ALLAN	PLYMOUTH	
R G ARMSTRONG	IVER(BUCKS)	
ALAN ARMSTRONG	GLASGOW	
DON ANDERSON	NEWPORT(GWENT)	*
FRANK BROMFIELD	FAREHAM	
DAVE BEKKER	DRAYTON	*
ERIC BOWERS	COWLINGE	
PAUL BRYNE	BANCHORY	
GERRY BRADBURY	FAREHAM	
R G BROWN	SOUTHSEA	
JACKIE CALAM	FAREHAM	*
PETE CASS	KENT	*
BOB CHERRY	KINTBURY	
ROY COUNSELL	LOVEDEAN	
JEFF CLEAR	COSHAM	
CLEM CLEMSON	EXETER	*
DIZZY DENNETT	CLANFIELD	*
JOHN DUNCAN	THURSO	*
DAVE EASTHAM	I.O.W.	*
PETE EDGE	LEIGH PARK	*
TAFF EVANS	GOSPORT	
COLIN FELLS	SHEFFIELD	
LES FORMOY	FAREHAM	
PETE FAIR	GILLINGHAM	*
FLORRIE FORD	PORTCHESTER	
DAVE FRANCIS	GOSPORT	
RON FEASEY	BOURNEMOUTH	*
DICKY FISHER	ST.LEO's ON SEA	*
PETE GODFREY	FARLINGTON	
POP GLADWISH	GOSPORT	
JIM GREEN	NORWICH	*
PETE GREEN	STAMSHAW	*
FLASH GORDON	COSHAM	
J HEPBURN	HAVANT	

39

273

BURT HEAVER	WATERLOOVILLE	*
SPIKE HUGHES	TUNBRIDGE WELLS	*
IAN HARPER	SOUTHAMPTON	
CHARLIE HAYDON	CREDITON	*
TED HUNT	TAUNTON	
CARL HAYMAN BEM	WORCESTER	*
PETE HARLING	PORTSMOUTH	
RAY HAWGOOD	BRIDPORT	*
BILL HILL	GOSPORT	
PAT HERBERT	WATERLOOVILLE	*
RON HOBDEN	TITCHFIELD	*
HOVENDEN		*
DUG JACKSON	CAPETOWN	*
JIM JACKSON	SOUTHSEA	
JERRY JERRARD	FORDINGBRIDGE	*
GEORGE KENNEDY	GLASGOW	*
JAKE LAKE	CUMBRIA	*
RON LYNN	SOUTHSEA	
BILL LISSAMER	FAREHAM	
DODGER LONG	GOSPORT	
FRED LE-MAGE	STORRINGTON	*
GERRY LEAR	LIVERPOOL	*
MICK LEGG	PLYMOUTH	*
BOB LOFTUS	BEDHAMPTON	
J R C LEWIS	PORTSMOUTH	
HARRY MINCHIN	SOUTHSEA	*
JOHN McLEOD	GLOUCESTER	*
JERRY MOULSON	COWPLAIN	
SAM McCOMBE	GOSPORT	*
J W MOTT	SOUTHAMPTON	
REG MADGE	HORNDEAN	*
S G McINTOSH	LOWER KINGSWOOD	
PADDY MEASEY	GOSPORT	
GEORGE MORRALEE	CHICHESTER	*
D G MacPHERSON	GOSPORT	
PEGGY NEAL	WEYMOUTH	*
TED NEESON	GWENT	*
BOB NICHOLS MBE BEM	GUILDFORD	*
P J O'BRIAN	STOCKPORT	
DEREK O'ROURKE	DUNFERMLINE	
R PATON	STUBBINGTON	*

38 812

TED PHILLIPS	BEDHAMPTON	
ROY PLUMRIDGE	COSHAM	
DON PIERCE	NOTTINGHAM	
BARRY PRICE	LEE ON SOLENT	
P B PURKISS	SHEFFIELD	*
FRED QIAIN	GOSPORT	*
ALAN QUARTERMAINE	BANBURY	*
C RICHARDSON	PAULSGROVE	
TED ROWE	GOSPORT	
JOHN REEDY	DRAYTON	*
LES RISHMAN	BOGNOR REGIS	*
R J RANDALL	SANDERSTEAD	
TED ROBERTS	GOSPORT	
L RIDGEWAY	REDCAR	
BILL SOMERTON	DENMEAD	
ROY STRINGER	COPNER	
SAM SNELLING	CATHERINGTON	*
CHARLIE SOLE	GOSPORT	
MICK SARGEANT	TORPOINT	*
PETE SOWDON	DOVER	*
ROGER SINGLETON	CHEDDESDON	
DAVE SWANN	SWANAGE	*
JEFF STANLEY	SUTHERLAND	*
JIM SHEPERD	PORTCHESTER	
N M SHOULS	LEE ON SOLENT	
R THOMPSON	ALVERSTOKE	
R TAYLOR	SOUTHPORT	
REG TOWNLEY	COSHAM	*
T TEMPLETON	MANCHESTER	
K THOMS	WATERLOOVILLE	
FRED THORPE	CROBY	*
MAURICE TRENGOVE	POOLE	*
BEN TRAVIS	SITTINGBOURNE	*
R J WARD	CUMBRIA	
K WALK	PAULSGROVE	
WRAGGY WRAITH	PURBROOKE	
JOHN WHITEHEAD	WATERLOOVILLE	*
MICK WORSEY	SIMINGTON	
SHINER WRIGHT	SOUTH LANCING	
PHIL WRATTEN	READING	*
CHRIS WYNN	GOSPORT	

39 351

T WRIGHT	BELPER	
BUNGY WILLIAMS	PLYMOUTH	*
BANGO WEST	CWMLLYNFELL	
SOAPY WATSON	LEE ON SOLENT	
SHINER WRIGHT	GOSPORT	
BUNGY WILLIAMS	I.O.W.	*

SOCIAL PROGRAMME FOR 1991

FEBUARY	9th or 16th.	Games and visit by RNA
MAY	2nd	Cheese & Wine
JUNE	26th	Meeting/BBQ TBC
OCTOBER	18th	AGM/Dinner & Dance
NOVEMBER	FREE	
DECEMBER		Christmas Drinks

Total 357 Say 450