

LESS WE FORGET :

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

ANON

The Seamaster



THE OFFICIAL JOURNAL OF THE
ANTI-SUBMARINE WARFARE INSTRUCTORS ASSOCIATION

CHAIRMAN'S LETTER

Dear Members

Firstly, congratulations to Ginge FELLIS and Paddy KENNEDY on being selected for Warrant Officer (OPS)(S). To both, our heartiest congratulations and best wishes.

Next a reminder that the date of this years dinner and dance in Friday 10 October and will be held in our new Mess, "Wallington House" at HMS DRYAD which is a really

superb venue. Please help the dinner committee by booking early, as numbers are limited to 150. Also need I add, that this date is the actual 40th anniversary of the foundation of the Torpedo and Anti Submarine Branch and this year is the 30th anniversary of the Association. All I can ask is, as last year, lets have another sell out and a superb and memorable evening.

May I now ask all ex and serving members for their maximum support in helping our sponsored runners in reaching their target of £3000 for the Elizabeth Foundation, a local pre-school centre for children who are hearing impaired. We intend to start at 2100 on the 7th of October at HMS OSPREY and run via Fort Gilkicker, (Vernon II) and HMS VERNON back to HMS DRYAD some 130 miles. If each member can raise £10 sponsorship we really have a great chance of beating our target of £3000.

So all ASWIs; maximum support for the Association and early return of your forms and monies.

Yours Aye

Neville BACON
Chairman

T.A.S.I.'s ASSOCIATION.
HEAD OFFICE,
H.M.S. VERNON,
PORTSMOUTH.
SEPTEMBER 1958.

DEAR SIR,

THE SECOND ANNUAL DINNER AND BALL OF THE ASSOCIATION IS BEING HELD ON FRIDAY 28TH NOVEMBER AT THE ROYAL SAILORS HOME CLUB, QUEEN STREET, PORTSMOUTH. COMMENCING AT 1930 SHARP.

THE SEATING PLAN FOR THIS FUNCTION IS NOW OPEN, AND IT WOULD BE APPRECIATED IF ALL MEMBERS, HONORARY MEMBERS, AS WELL AS OTHER T.A.S. OFFICERS AND T.A.S.I.'s THAT INTEND BEING PRESENT WOULD MAKE EARLY APPLICATION FOR THE NUMBER OF TICKETS THAT THEY REQUIRE.

THIS WILL ENABLE THE COMMITTEE TO INFORM THE MANAGEMENT OF THE CLUB TO MAKE THE NECESSARY ARRANGEMENTS, AND NOT LEAVE IT UNTIL THE LAST MINUTE.

PRICES FOR TICKETS ARE THE SAME AS LAST YEAR FOR MEMBERS AND HONORARY MEMBERS, AND ARE AS FOLLOWS.

MEMBERS DOUBLE TICKET.....	£1. 0. 0.
" SINGLE " 	12. 6.
NON MEMBERS DOUBLE TICKET.....	£1. 10. 0.
" SINGLE " 	17. 6.

PRICES FOR HONORARY MEMBERS WILL BE THE SAME AS FOR MEMBERS.

PLEASE MAKE YOUR APPLICATION EARLY AND HELP YOUR COMMITTEE.

YOURS FAITHFULLY,

J.A. SEAMONS, Hon. Sec.
T.A.S.I.'s ASSOCIATION.

TUTOR

This was sent in by Les Rushman, as an example of how even we suffer inflation!!

EDITORS LETTER

Gentlemen,

As you must all appreciate the "Seamaster" is our prime means of keeping in touch with both the serving and past members of the Sonar Branch. To this end we in the Committee try to reflect both sides of the Association.

The "Seamaster" is printed three times a year which involves finding informative articles and printing letters of interest and comment. It is therefore with concern that I am told the ASWI Association tends to concentrate on activities here in DRYAD and in Portsmouth and disregards other areas.

The magazine could be the solution, to air your views to the Committee and more importantly the Association membership.

A study of the "Where's my Oppo pages" at the back of the magazine indicate three major concentrations of ASWDs i.e. at Sea, RALEIGH and DRYAD. With apologies to Portland Staff and those North of the Boarder in "Bonnie Scotland". Our efforts for those at Sea are limited apart from keeping you informed via the "Seamaster". I turn to you serving in the West Country who feel somewhat ignored. Can I suggest that one of you take on the task of nudging or cajoling your fellow members into airing their views, some topics that come to mind are; Training ashore and afloat, Task Books, Records, Publications, a recent visit, forthcoming events. Once we get a volunteer we can then arrange that those who cannot make the Dinner this year can have a drink on the Association on the night. We need to know who to send the money to! So let us have a name and get in contact with the Chairman on DRYAD 547 or me on DRYAD 533.

With regard to the Dinner, if you are wary about coming because of accommodation I'm sure all the RAs here will offer you the use of their spare rooms. So once again, get in touch soon tickets are selling fast!!

As you will read later in this issue the Vice Chairman, Pete RAMUS leaves the Service in December, and the Treasurer, Steve BODEN has a draft in the Autumn. So I am offering two Committee positions, they both receive no remuneration but a considerable amount of satisfaction when things go right.

I've said enough, I trust I have given you food for thought. I hope to hear from many of you in the near future.

Good luck in your endeavours.

Brian GOLDING
EDITOR

STOP PRESS

THE ANNUAL PRICITASI SPORTS DAY RAFFLE OFF OF THE DAY HAS BEEN RE-PROGRAMMED FOR SUNDAY THE 14th SEPTEMBER, 1986.

SEE YOU THERE!!

The AOC
HMS DRYAD

INITIAL DETECTION REPORTS

As you all know this report has superseded the FXTI 912. The format for the new report can be found in BR 4023 PP 1D-2.

It is essential that you keep sending in these reports to the AOC where after checking they are sent to MOD and FOAS.

Common errors in the compiling of these reports are listed below with advice on how to achieve a better standard.

WIND Does not agree with the Sea State.
i.e. Wind 118 speed 21.

Sea state 1 - should read sea state 4.

To help you a Wind speed to Sea State graph is included.

BATHY Check the readings are reasonable in conjunction with the sea state.

At times the nomogram profile does not agree with the bathy readings.

AFOM Must take into account whether the operator is Alerted/Unalerted.

Refer to CB 4985 PP 4-2 para 0410 (Green book).

NOMOGRAMS Frequency letter does not agree with the frequency of the set in use.

Depth letter does not agree with water depth and ships position.

REVERB LIMITED PREDICTION In shallow water often over estimated refer to CB 04985 PP 9-4 and 9-5.

TYPE OF EXERCISE The report should only be sent when the criteria laid down in the reference are met i.e. BR 4023 PP 1D-1 para 4.

MUTUAL INTERFERENCE State the specific sonar set. Not yes or no. If no then leave blank.

DISPATCH OF REPORTS Due to classification of reports once completed they should be sent in an envelope appropriately classified, inside a plain envelope, addressed to; AOC, SMOPS, HMS DRYAD, SOUTHWICK, FAREHAM, HAMPSHIRE.

Would all concerned with this report who have any queries or doubts whatever about this report please contact the AOC who are more than happy to help and advise.

Pete RHODES

NEWS FROM THE OCCIES

NP 690 - THE BATHY LOG

The revised NP 690 is now in print and should make life a little easier in the Bathy world.

The new log is in pretty much the same format as the old one, but a lot easier to fill in and understand, due to the simplification of the 'idiots guide' and the slightly different lay-out of the log pages.

The new log does away with any reference to IMPERIAL (Ft/Fahrenheit) bathys (DCI(RN) 270/85 refers) and therefore the need for a table to convert °F to °C. The table indicating the accuracy of the reading, that is to the nearest degree or to the nearest tenth of a degree, also goes.

There is, however, one new table to convert fathoms to metres, as all DEPTHS TO SEA BED are now entered in METRES.

In addition there are also printed examples of common faults on XBT traces to give an indication of why your XBT may have FU'd.

The log pages still have 10 XBT reports to a page but now have a space between each one to assist in separating the lines.

The logs are still ordered from SHIPS SECTION, HYDROGRAPHIC DEPT., MOD, TAUNTON, SOMERSET. TA1 2DN.

AS25 - BATHY REPORTS

There is shortly to be an amendment (initially in the form of an FTM) to ATPIC Vol 2 with reference to the AS25 Code.

At the moment the depths encoded into the AS25 format are in tens of feet and also in TENS OF METRES which is a bit of a gap between groups.

The forthcoming amendment will mean that METRIC bathys will encode depth to the nearest METRE.

SEA STATE	SEA DESCRIPTION	WIND		SEA	
		DESCRIPTION	WIND	WIND	SEA
			0	1	2
CALM (CALIST)	SEA LIKE A MIRROR REFLECTS WITH THE APPEARANCE OF GLASS, BUT WITHOUT FOAM CRESTS	CALM	0	0	0
CALM (REPLEN)	SMALL WAVES, SLOW ROLLING BUT MORE FREQUENT; CRESTS HAVE A GLISTENING APPEARANCE, BUT DO NOT BREAK	LIGHT AIRS	1-3	1-3	1-3
	LARGE WAVES, CRESTS BEGIN TO BREAK, TOWN OF GLASSY APPEARANCE, PERHAPS SCATTERED WHITE HOOPS	LIGHT BREEZE	4-6	4-6	4-6
SMOOTH (WAVELETS)	SMALL WAVES BEGIN TO FORM; THE WHITE FOAM CRESTS ARE MORE EXTENSIVE (PERHAPS, PROBABLY SOME SPOKE)	MODERATE BREEZE	7-10	7-10	7-10
SLIGHT	MODERATE WAVES, TOWN OF GLASSY APPEARANCE, PERHAPS SCATTERED WHITE HOOPS	MODERATE BREEZE	11-14	11-14	11-14
MODERATE	MODERATE WAVES, TOWN OF GLASSY APPEARANCE, PERHAPS SCATTERED WHITE HOOPS	MODERATE BREEZE	15-21	15-21	15-21
ROUGH	LARGE WAVES BEGIN TO FORM; THE WHITE FOAM CRESTS ARE MORE EXTENSIVE (PERHAPS, PROBABLY SOME SPOKE)	MODERATE BREEZE	22-27	22-27	22-27
VERY ROUGH	SEA ROLLS UP AND WHITE FOAM FROM BREAKING WAVES BEGINS TO BE BLOWN IN STREAMS ALONG THE DIRECTION OF THE WIND; COMBUSTION BEGINS TO BE SEEN	MODERATE BREEZE	28-33	28-33	28-33
HIGH	MODERATELY HIGH WAVES OF GREATER LENGTH; SPOKE OF CRESTS BEGINS TO SPREAD; THE FOAM IS BLOWN IN WELL MARKED STREAMS ALONG THE DIRECTION OF THE WIND; SPOKE AFFECTS VISIBILITY	MODERATE BREEZE	34-40	34-40	34-40
VERY HIGH	HIGH WAVES, SPOKE STREAMS OF FOAM ALONG THE DIRECTION OF THE WIND; SEA BEGINS TO ROLL; VISIBILITY AFFECTED	MODERATE BREEZE	41-47	41-47	41-47
PHENOMENAL	VERY HIGH WAVES WITH LONG OVERHANGING CRESTS; THE BREAKING FOAM IS IN GREAT PATCHES AND IS BLOWN IN WHITE STREAMS ALONG THE DIRECTION OF THE WIND; ON THE WHOLE THE SURFACE OF THE SEA TAKES A WHITE APPEARANCE; THE ROLLING OF THE SEA BECOMES HEAVY AND SPOKE LINE VISIBILITY IS AFFECTED	MODERATE BREEZE	48-55	48-55	48-55
	EXCEPTIONALLY HIGH WAVES; SMALL AND MEDIUM SIZED SHIPS MIGHT FOR A LONG TIME BE LOST TO VIEW BEHIND THE WAVES; THE SEA IS COMPLETELY COVERED WITH LONG WHITE PATCHES OF FOAM; VISIBILITY BEGINS TO BE AFFECTED; THE ROLLING OF THE SEA BECOMES HEAVY AND SPOKE LINE VISIBILITY IS AFFECTED	MODERATE BREEZE	56-63	56-63	56-63
	SEA ROLLS UP AND WHITE FOAM FROM BREAKING WAVES BEGINS TO BE BLOWN IN STREAMS ALONG THE DIRECTION OF THE WIND; COMBUSTION BEGINS TO BE SEEN	MODERATE BREEZE	64-71	64-71	64-71

RELATIONSHIP OF WIND SPEED TO SEA STATE

RECORDS

Change 2 to BR 4023 will soon appear on your desk amending PTM 1308 issued June 1985.

Included here are examples of locally produced record forms that have been used with success at sea by PWO/PO classes recently.

Sorry they are so small, size of the mag, but I'm sure you can redraw them should you wish.

Any queries on records are welcome to me on DRYAD 383, or if you are shy by letter to the DAS Section, Lewin Building, SMOPS, HMS DRYAD.

Dave WILLIAMS

A.S.W.D.

	DEPTH. OF WATER. OR E(DEPTH.	IMMEDIATE ASSESSMENT. (SUCCESS/FAIL.)	SOMAR TYPE.	LOCATION. (LAT/LONG/AREAS.)
1				
2				
3				
4				
5				
6				
7				
8				

A.C.P.S.

RECORD THE FOLLOWING TRK NO, FOR A. S. W. FORM (A).

	VECTAC, HELO.	MARKING, HELO.	SURFACE, TARGET.	C.A.A.I.S. MAN TRK.	A.D.A.H.S. U.R. TRK.	ON SHIP.
1						
2						
3						
4						
5						
6						
7						
8						

H.C.

* AT VECTAC PROFILE.

RUN.	A.C. TYPE.	RADAR TRACK, MODE, MANUAL/AUTO.	* WIND SP.	* WIND DIRECTION.	WEAPON.	SETTINGS.
1						
2						
3						
4						
5						
6						
7						
8						

O.R.S.

* TO THE NEAREST 10 YARDS.

	RADAR TYPE.	RADAR DISPLAY.	DROP TIME.	BKG.	* RANGE.	TIME MARK CANDLE	* RANGE	BKG.
1								
2								
3								
4								
5								
6								
7								
8								

O.O.W.

	VISUAL BKG OF HELO AT DROP.	TIME.	VISUAL BKG OF HELO AT MARK CANDLE.	TIME.
1				
2				
3				
4				
5				
6				
7				
8				

	A) TIME.	B) NOG.	C) RANGE.	D) COURSE.	E) SPEED.	F) DEPTH.	G) S.S.E.	H) TIME DAY.
1								
2								
3								
4								
5								
6								
7								
8								

SUBVEC.

THE PORTOBELLO ASSOCIATION

All serving ASWI's and many of the retired brethern will be aware of the defence statement on the 20 June 1985 which sounded the death knell on HMS VERNON, subsequently on 31 March 1986 HMS VERNON, after 110 years in commission, ceased to be an independent command. The 'VERNON' we all knew became, ignominiously I feel, HMS NELSON (VERNON Site). Again the reader will also be aware TAS training in HMS VERNON had been running down since 1977 (the year DASW section opened in 'DRYAD'), and with the move of the ASUAT's in June 1985 TAS Training finally ceased. From that date all seaman specialist training was concentrated in the School of Maritime Operations, HMS DRYAD.

Every year since the Torpedo School, HMS VERNON, opened the Torpedo Officers had run an annual reunion dinner. The main objectives of this dinner as (a) a get together of old-boys, (b) a pre-dinner update on 'T' events and (c) a good cheerful dinner. Since that first dinner with the exception of the gaps for WWI and WWII this has been the formula for all annual dinners over the years. In 1946 it became the TAS annual dinner, in the early '50's the TAS/MCD annual dinner and on the 25 October 1985 the last Annual TAS/MCD dinner was held in HMS VERNON. It is of interest that each of the specialist schools (EXCELLENT, DRYAD, MERCURY, OSPREY, COLLINGWOOD and SULTAN) ran a similar event.

With the closure of the seaman schools the question was ? did we need 'Tribalism' in the new Operations Branch Navy, the answer was, from everyone concerned, was a big YES, the reasons for this need must be obvious to everyone who is or was in the RN.

It was painfully obvious to the TAS dinner organisers that 'DRYAD' had neither the capacity nor inclination to

run a dinner for each of the specialist officers fraternity every year, and so each of the specialist Long Course's had to survive on their own initiative or perish.

On 3 July 1985 all TAS, T, A/S, AWO(U), and PWO(U) qualified officers were invited, for the sum of £5, to found their own association with the aims:

- a. An association for all Long Course qualified officers (retired and serving) to be called "THE PORTOBELLO ASSOCIATION".
- b. The furtherance of 'esprit de corps' between all those Long Course qualified T, A/S, TAS, AWO(U) and PWO(U) officers and within that aim the running of the annual TAS dinner.

The association has slowly gained strength and today the membership is nearly 400, the oldest member being Commander John OUVRY who qualified on the 1923 Long 'T' course (Cdr OUVRY received the DSO in 1940 for defusing the first recovered German Magnetic mine). The inaugural "PA" Dinner will be held in HMS DRYAD on 7th November 1986 with the Association's Patron, Admiral Sir David HALLIFAX, Commandant of the Royal College of Defence Studies (The senior serving TAS Officer) presiding, some 150 members (including 10 Admirals) will attend. The pre-dinner 'update' will include a tour of the Sonar School and the ASW set up in Cook Building. It is of note that the Captain of SMOPS the Captain "T" SMOPS, the Captain of MTS HMS DRYAD and Commander 'O' are all "PA" members.

Last but by no means least, why 'Portobello' you may ask? Well Admiral VERNON fought his most famous battle on 21 November 1739 at Portobello in the W. Indies, HMS VERNON unlike most Naval Ships did not hold a Trafalgar night but in its place held a Portobello night and thus the choice, because of the link and in memory of Admiral VERNON, "Portobello Association" was obvious.

The day to day business of the association is conducted jointly by the president, Commander 'U', Commander

Peter MELSON and the Secretary, NSA(ASW), Lieutenant Commander Gerry McGEOWN. Any queries etc of any PA business should be addressed to:

The Secretary
Portobello Association
Lewin Building
HMS DRYAD

Editor

Once again Lieutenant Commander McGEOWN has been a source of valued interest and so I was pleased to give space in the Seamaster for information about the PA. Perhaps this article will incite some serving PWO'U' to seek enrollment.

A STORY OF EVERYDAY SEA FARING FOLK

"F7 TO ARGONAUT"

Once upon a time I served on HMS ARGONAUT she was the "Canteen Boat" of the Seventh Frigate Squadron, daddy being HMS SCYLLA. Well the story (ditt) starts one Sunday morning on Biera Patrol (this was way before patrols became fashionable), I remember it well for we had just relieved SCYLLA of the "Bucket" SCYLLA's daily orders read "Hands to flying stations F7 to ARGONAUT, the baby sonar man of the TAS Division on reading this said excitedly- "F7 to ARGONAUT that's me I'm F7 it's my Dhobey Number".

LA-HOM quick as a flash (for he was a UC1) said "that's right you've won the raffle, every month all the Dhobey Numbers go into a hat and the winner goes for big eats on the Canteen Boat". "That sounds nice", said the baby, "I wonder if they do jelly and ice cream?"

LA-HOM scampered off and told the nice Joss who told

the Jimmy who told Daddy "F" who thought it a good scam consequently that day two P7's went to ARGONAUT for big eats. Our little heroes face was a picture sat in the back of the wasp dreaming of giant jellies, I wonder what he told his mum???

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HANDS ACROSS THE MESSDECK

FRED (TRUE DITTS) FOX

Carl HAYMAN BEM

9 May 1986

ASW BADGE

Many thanks for speedy reply and forwarding of blazer badge. Please, when you have time, forward another badge for which I enclose cheque for £2.25.

It was the badge worn by Mr G BRADBURY at a Seminar in the Civil Defence College, Easingwold which enabled me to recognise him. He holds a very important position of Training Officer in our British Red Cross HQ in London. My job now is that of Red Cross Emergency Planning Officer for Hereford & Worcestershire.

A stark contrast for both of us, from "scouring the seas"!

Sincerely

Carl HAYMAN

Southbourne
BOURNEMOUTH

May 1986

Dear Editor and Fellow Members

Many thanks for yet another super edition of 'The Sea-Master' which has been duly read with interest and digested, as one of the Golden Oldies it is very nice to be kept in touch, bearing in mind that it is not

always easy to attend Reunions etc due to work commitments and travel. It is obviously very sad to see the announcement of the passing of such members as 'Chunky' MANDERS and now 'Gerry' ABERY who were not only known as hard workers in the early days but also jolly fine 'oppos and messmates as many like myself will remember and agree.

As I pound the keys (and please excuse any mistakes, I still have my 'L' plates on the door) I hope some interest will be raised, I thought it time I made an effort especially as appeals are made for members to write in. I am now in my 17th year of pension during which time I have been working for the good old firm of 'Marks & Spencer' and am now looking to the next 4 years when I am eligible to take retirement once again and hopefully do all the things that one so often plans to do on these occasions. I am still able to keep the old salt in the veins through being a member of the local RNA and also a member of the Royal Naval Auxiliary Service, the latter of which has just taken me to a very enjoyable trip to Dover on an Exercise, I must say though that watchkeeping these days does come a little difficult until the first 24 on is over. This mention of the RNXS brings me to an interesting point, even more so now that sadly 'VERNON' has seen our departure and 'DRYAD' our arrival, having completed the required course and serving time, I am now wearing on my uniform the old RP I badge to indicate my qualifications as an 'A' level plotter and Watch Supervisor. If anyone has thoughts of joining RNXS please contact 'VERNON' where the HQ is situated, and before I'm accused of a recruiting lecture let me say from experience that I have enjoyed my time, what do we do? Well in a nut shell it is the Naval Control of Shipping in wartime, with keeping plots up to date, stateboards, signals, boarding Merchant Ships for convoy brief and debrief, as I've said very interesting, I know I can now hear the pundits shouting 'Once out of uniform never again' OK I said the same but time does funny things! OK I hear you say who is this nut!

Well my life with Pusser started in 1945 when I joined 'GANGES' as one of the first intakes as the war ended, after training there a draft to the Far East took me on my first 2½ year commission we had a super time being part of the first Task Force to visit Australia and New Zealand after the war, in fact so many visits were made it took us almost 8 months to get from UK to HK. I was at that time serving aboard the light fleet carrier 'THESEUS' and not long after our arrival in HK came the reduction of the FAR EAST fleet as a result of which I served the remainder of that commission on 'ALACRITY' in those days a Sloop of the 1st Escort Flotilla, and my return trip home was ~~as a~~ member of 'SUSSEX' one of the last of the old County Class Cruisers, she was destined for the breakers yard and after preparing her for this we took our leave, on return from which I first passed through the Main Gate of 'VERNON' to qualify as TD3 (Torpedo Detector 3rd Class) this was the branch as it came into being following the merger of the Ping & Torpedo branches post war and the start of the Electrical (Greenies). As a point of interest, the course consisted of the usual theory with the Schoolies, to get the brain in gear, followed by lectures and exams in Torpedo, A/S Weapons, Mining, A/S Operating and Control, A/S Material, so having passed my first hurdle off I was drafted to the Home Fleet with my new branch badge sewed firmly on my arm, I was in fact to join 'SCORPION' a Weapon class destroyer and the trials ship for Type 170 & Mortar MK 10, in fact a very interesting draft and although we didn't see too many interesting Runs Ashore we felt that we were Top of the Shop TAS wise. On leaving SCORPION I once again found myself passing through those famous gates this time to Qual. TD2 similar exams as before with the added subjects of Torpedo Control and Minesweeping. On completion again of courses, came the seetime, this time aboard 'JUTLAND' and 'BARROSA' both Battle Class Destroyers, whilst serving in which I was able to witness the firing of a full outfit of 10 MK 9 torpedos from each of the four ships in the Flotilla at the same time can you imagine, 40 practice fish all underway together, plus the many

hours spent in prep. routines etc. The good part was not one was lost. Best that today!! It was whilst on this draft that the Branch once again took on a new look, being split into Control and Weapons, that is up to the level of First Class Rate, after which to Qual. as TASI it was required to cross train into the other side of the branch to what you were. So I became a UC2 (Underwater Control) by which time I had also reached the dizzy heights of L/Sea and soon after A/Petty Officer, soon after once again back to the 'College' to qual. as First Class Rate, on completion of which it was time to look out the tropical gear again and head for another 2½ in the Far East this time aboard 'COMUS' a destroyer, as Captain of the Quaterdeck amid TAS duties also. I flew to join the ship this time which was quite an experience as it was the 'New' way to travel, with the passing of the Troopships, in fact my flight to Singapore ended with my arrival to find no COMUS so I had a couple of free days in 'TERROR' whilst the Reg Office decided what to do with me. All came well and having found my new home was in fact steaming around off Hong Kong I was put aboard HMS SYDNEY (Carrier) who was on her way North, all went well, and two days out of HK who on the horizon to act as Plane Guard should appear but, yes, you've guessed 'COMUS' so it was decided that I should join her at sea via the Jackstay! Good fun I thought, but as it was Remembrance Sunday and the 2 on the Highwire before me were both Chaplins when I hit the deck and asked for the PO's Mess. I learnt afterwards the members thought I had come to save them!! Anyway after a very enjoyable commission, and winning the Korean and Malayan war it was home again and after leave down to 'OSPREY' where I was employed on Instructional duties and as the cry goes now SEA RIDING on such vessels as HARDY, DUNDAS, KEPPEL, PELLEW, GRAFTON, UNDAUNTED, GRENVILLE, who were all part of the 2nd Training Squadron, replacing such names before as ZEPHYR, MYNGS, FLINT, OAKHAM, TINTAGEL, all CASTLE Class Corvettes, Portland was only a small Base in those days, and classes actually marched to and from OSPREY and the Base, but we had a lot of fun, and

INTENTIONALLY LEFT BLANK

ASSOCIATION JUMPERS

LAMBSWOOL WITH CREST

BLACK, NAVY, SKY, MAROON, DARK GREEN, RED, GREY*
Sizes 34 to 46
£16.75

HEAVYWEIGHT ACRYLIC WITH CREST

BLACK, NAVY, MAROON, DARK GREEN*
Sizes 36 to 46
£11.50

MEDIUMWEIGHT ACRYLIC WITH CREST

BLACK, NAVY, SKY, ROYAL, MAROON, DARK GREEN, RED,
GREY*
Sizes 34 and every 2" to 46
£9.95

TREASURER'S STATEMENT

DEPOSIT ACCOUNT	£369.95
CURRENT ACCOUNT	76.75
CASH	20.92
TOTAL at 9.7.86	<u>£467.62</u>
OUTSTANDING SUBS	£168.00

Would all those members who still owe Subs please forward
at the earliest opportunity. Since May 1986 16 new
members have joined the Association.

Steve BODEN
Treasurer

SWEATSHIRTS

BLACK, NAVY, SKY, ROYAL, MAROON, DARK GREEN, GREY

Sizes 34 to 46

£8.95

Please indicate colour required and size in space provided.

TO ALL PRICES ADD £1 TO COVER POSTAGE AND PACKING.

ALL CHEQUES TO BE MADE OUT TO THE ASWI'S ASSOCIATION and sent to:

The Treasurer
ASWI Association
Lewin Building
HMS DRYAD
Southwick
Hampshire

considered we were as good if not better than our brothers in the Big City!! From 'OSPREY' I was summoned to the 'College' to Qual. TASI which I did in February 1957 hence my claim to being a Golden Oldie. After reaching the 'PEERAGE' I served my time on the 'Chalk Face' as well as filling the chair of Sonar Section Chief, and a very enjoyable Foreign Accompanied to South Africa covering the dual role of CBM for the base at 'Afrikander' and doing my TAS bit for ships of the 7th Frigate Sqdn, not to mention a close liaison with the SAN and the use of their Training Aids in S'town, saying least of all of loan drafts to ships of the Nigerian and Portuguese Navies during their exercising in the annual 'CAPEX'. Of course having had such a plumb draft it was only to be expected that after leave on return to UK I found myself charging all over the Irish Sea, Atlantic, North Sea etc etc on vessels of the 20th Frigate Sqdn. out of Londonderry, at least we felt that TAS was not a forgotten age and it was interesting 'Riding' on the different ships of the Sqdn. What a sense of rivalry existed afloat and of course ashore. Coming back to dry land and 'VERNON' I spent the last part of my time 'Driving' ASUAT 3 plus a spell in the chair of PPO of course with the legendary Lieutenant 'BUNGY' WILLIAMS who everyone must have heard of sometime or other! The final sea phase saw a trip to the Persian Gulf aboard 'GURKHA' Ah well he says, better draw to a close now and as I mentioned earlier it's nice to know that I still return to 'VERNON' and all it holds, during my RNXS courses similarly also the Portland area as the Headquarters of Local RNXS manning is in the Naval base. Hope you can find some of this printable, and of interest to someone, Regards to all who may remember myself, plus yourself and Committee who are doing such a great job keeping up where we started before. Cheers for now.

Ron FEASEY

PS I still await my tie!! any news.

Editor

Thanks for the letter you may be interested to know that my next door neighbour also served on the COMUS. His name is Vic STAMP ex CPO COOK, who sends his best wishes.

TRAINING FEEDBACK

May I extend my thanks to all those who have helped me to compile my Feedback Report over the past six months. The report has taken longer to dispatch than was anticipated however better late than never.

The contents of the report outlines one main short-coming and this is the amount of time given to Sonar Training and highlights the very need for you guys at sea to push for a realistic Sonar Training Programme. By doing this the standards of operating, detection rates and the general professionalism of the branch should improve. Another weak area discovered was the general lack of Passive Training for the Active Sonar Rate. This has been also highlighted in the WPE results on the subject of ACINT.

The WPE results for March were a marked improvement on the December paper. A big BZ for the candidates and of course their instructors.

It is intended to change the content of the paper to include multi choice questions, and the June paper has a "fair smattering" of them. These questions are difficult to structure, so I look forward to comments on their validity.

TASK BOOKS

FTM 109/86 outlines a change to the Passive TB3, 1986 edition however a mistake has been realised therefore a FTM will be issued cancelling FTM 109/86 and will

include the introduction of the July 1986 edition of Task Book 3 Active and Passive.

Changes to the text in these books include moving tasks 7 and 8 of the Passive Task Book to the rear of the book and re-numbering them tasks 21 and 22. These will have to be completed and passed before an application for the WPE can be submitted.

A new task entitled ASW Helo's and MPA has been included in both books - this will introduce prospective PO(S) to a very important part of ASW and give them a basic background.

I welcome constructive criticism on all Task Books so don't hesitate to put forward your suggestions.

My next round of Feedback visits have begun, if in the meantime you have suggestions please get in touch.

Yours Aye

Paul HITCHCOCK

HISTORY OF TORPEDO AND ANTI-SUBMARINE BRANCHES

YEAR

EVENT

- | | |
|------|--|
| 1972 | Hulk 'VERNON' opened as the RN Torpedo Training School. Part of HMS EXCELLENT with Commander J FISHER (a Gunnery Officer but also a self-taught Torpedo Officer) in charge. VERNON was moored off FLJ. |
| 1872 | Introduction of torpedoes into Naval Warfare and Vernon Section. HMS EXCELLENT as Lead School for Royal Navy Training and Development of new weapon. |

- 1876 Growing importance of torpedo as a Fleet weapon and the demand for more specialists. Two more hulls added to the 'VERNON' group "ACTAION" (Workshop) and "ARIADNE" (Accommodation ship). First official Torpedo Long Course.
- 1876 Between 1872 and 1876 when HMS VERNON became an independent command under Captain W ARTHUR. HMS VERNON was at this time the:
 RN Electrical School
 RN Mining and Minesweeping School
 RN Torpedo School
 This included Research and Development, all RN training, introduction into Fleet and Fleet Support.
- 1876 A GRAHAM BELL visited HMS VERNON to show off his new telephone. A clever HMS VERNON Artisan, one ISACC TALL copied his design and later installed one in HMS VERNON to the Captains House in Fareham Creek. (The story goes that the Captain was awakened one night by the telephone ringing, only to find it was his Cox'swain chatting up a house maid, cox'swain duly in "rattle" thus being years ahead of Dr Crippen).
- 1885 "ACTAION" paid off and replaced by "DONEGAL" all still moored at FLJ.
- 1895 "VERNON" group of hulks moved to Porchester Creek. FLJ had become too congested.
- 1900 Formation of RN Submarine service with HMS VERNON playing a lead role.
- 1903 First RN Anti-Submarine tactics tried out at Spithead.
- 1903 "MELBOROUGH" replaced "ARIADNE" and "WARRIOR" joined group as W/T School (VERNON III). First

Fleet Anti-Submarine Tactics against submarines and torpedoes these included:

- a. Lassoing periscopes and sliding a grenade down the wire.
- b. Towing grapnels with charges attached.
- c. Lassoing the submarine with a noose of explosive charges.
- d. Booms and anti-torpedo nets.

- 1903 Royal Navy W/T School (Hulk HMS WARRIOR).
- 1909 Fleet A/S tactics ceased when HM S/MA1 was rammed and sunk during an anti-submarine tactic trial. The Admiralty felt it was all too hazardous.
- 1900 Submarine Signalling Dept established.
- 1910 RN WT Set Type No 1 introduced into Fleet by VERNON W/T School. (Principle of numbering sets evolved from this occasion).
- 1914 First Hydrophones for detecting submarines. Development of A/S loops and A/S indicator net.
- 1909-1914 A/S measures were mechanical like mine sweeping, firing an anti-submarine charge from a gun (first depth charge).
- 1914 Hydrophone first used to locate a submarine. Tactic - Stop; Lower, Listen.
- 1914-1918 Principal means of U boat detection was Passive - with hydrophones both hull mounted and towed in an array!!
- 1915 Involvement in Naval Aviation: Early Naval Airplanes were designed to carry torpedoes: All early naval aviators were Torpedo Officers. These officers after World War 1 formed the RAF.

(Many Ex-RN Torpedo Officers held High Rank in RAF).

- 1917 HMS SAREPTA commissioned as a temporary A/S School at Portland.
- 1919 First ASDIC set in RN.
- 1927 First Chemical Warfare Department.
- 23-2-19 HMS GIBRALTAR commissioned at Portland as Captain A/S with one P boat (P23) as the Portland Flotilla, this grew to 4 P and 3 PC by April 1919. Ships fitted with ASDIC type 111.
- 1919 HMS OSPREY opened as a shore A/S School with Commander J P FARQUHARSON in Command and under Captain A/S. First Long A/S Course for Officers.
- 1923 Hulks paid off - VERNON Torpedo and Electrical School moved ashore to present site (then HM Gun Wharf).
- 1927 Chemical Warfare Dept established in HMS VERNON. VERNON Flotilla - (5 Destroyers, HMS WINCHESTER as Senior Officer) in operation carrying out torpedo trials in Stokes Bay.
- 1934 Bingleaves acquired for VERNON Torpedo Trials with Torpedo Experimental Dept moving to Greenock.
- 1935 Introduction of Motor Torpedo Boats into Naval Warfare.
- 1939 NOV - Secrets of the VERNON Magnetic Mine revealed to VERNON by Lt Cdr OUVRY and team.
- 1940 First A/S attack teacher installed in VERNON for training ships teams in Portsmouth area. Principal ASDIC of WW2, ASDIC type 128, later 144.
- 1941 VERNON moved to Roedean School and St Dunstons School at Ovingdean. OSPREY moved to Dunoon.

- 1945 VERNON team moved back to Portsmouth and the Gun Wharf. (7/6/45 last day in Roedean). OSPREY moved back to Portland.
- Jan 1946 Roedean opened as a Girls School.
- June 1946 Formation of TAS Branch and of the Electrical Branch. TAS Branch officially inaugurated on 10 October 1946.
- 1946 ASDIC 147B first Depth Recorder.
- 1947 ASDIC 162 Bottom Detection.
- 1950 ASDIC 170/Mortor Mk 10 first Computer/ASW System. TAS Branch divided into UCs/UWs/MDs/SDs.
- 1956 ASDIC 177 first MRS (Trial Ship HMS BROCKLESBY).
- 1961 OSPREY ASW training role passed to VERNON.
- 1972 Last TAS Long Course Qualified.
- 1973 PWO training commenced.
- 1974 Formation of Operations Branch and SMOPS. Captain PRITCHARD first Captain SMOPS HMS DRYAD. AWO training commenced.
- 1983 AWO training ceased, PWO training streamed into "A", "C" and "U".
- 1985 "U" Faculty moved from HMS VERNON to HMS DRYAD.

Editor

I was passing the NSA Office one day when he was telling the story of the COXN mentioned in 1876. Intrigued and looking for an article of interest he very kindly gave me this history of events.
I trust you will also find it of interest.

THE ASUAT PARK

For those members who have not had the good fortune to visit HMS DRYAD since the 'U' Faculty was fully established here I thought an update would be worthwhile in the Mag. The ASUAT Park is now situated at the rear of Lewin Building, consisting of ASUATs 3A(170B/177M); 7(3x184M); 8(2016). These three having made the long trundle up the hill and set to work successfully. ASUAT 6 (CAAIS 184M STWS1/ADA 170B 184M Ikara MMK 10 STWS2) having moved from it's original site in DRYAD and set to work after minor problems. ASUAT 5, the old lady of the team still flourishes under the wing of PO(S) Dave FIRTH who administers daily t.l.c. Still at it's original site, provides service to IPWOs, foreign training courses, basic sonar and continuation training.

ASUAT 3A which at present has no designated instructor is still used in a minor capacity for PJTs and continuation training. It is hoped to raise interest within Foreign Navies for it's purchase as it is currently on the disposal list.

ASUAT 7 with Ben THAVIS at the helm is still the workhorse for sonar courses supplemented by continuation training and PJTs. Ben has but a few months left with us as he is due outside in October.

ASUAT 8 with initial guidance from Pete JOINER, who still under the hat of Fleet Onboard Training Support (Sonar), borrows Lou ARMSTRONG's desk. Lou who runs the trainer for 2016 courses, PJTs and hosts high power visits is also leaving the Service at the end of the Summer. Ray HAWGOOD will step in to keep the treadmill rolling and during October Ian LAURIE will relieve on a permanent basis. Pete incidently will be leaving his 'perch' in 8 and residence in Cook Building to join CNOCS as relief for WO Bob NICHOLS.

ASUAT 6 our AIO trainer gives service primarily to Career courses ie PWOs, PO Sonars in ASW training. SCR facilities are provided for LS and Seamen courses and continuation training.

Many visits have passed through the Navy Blue portals over the past two years, ranging from local Sea Cadets, Teachers, Industry bosses, Flag Officers, delegations from N Korea, People's Republic of China and HRH Prince Phillip, Duke of Edinburgh. By the end of July I will have vacated the controllers chair having kept it warm for Pete RAMUS. It took all of the DAS section to drag him screaming from ASUAT 5 to enable him to take over. Peter also leaves our circle to enter civvy street in December. I would like to take this opportunity to wish all those members leaving the Service soon, the very best of luck.

Visits to the ASUATs by one and all are always welcome. Drop in for a chat and if you wish to use any of the facilities (programme permitting) please first contact Bungy WILLIAMS (ext 320) in the Planning Office and then us please, it's easier for planning!

See you when you next pass through Portland.

Robin HOOD

Editor

I'm sure we all echo your best wishes to; Pete, Ben and Lou, not forgetting to wish you Good Luck in your draft, to the Staff at Portland.

FOR SALE One Des Res ASUAT. Rural Surroundings.
5 Cabins, VGC. Well Maint. Recently Resprayed,
48 New Tyres, New MOT. Ideal Suited for Horse Boxes!
or Allotment Shed! Own Power Supply. 12 Careful
owners contact Dave FIRTH or Pete RAMUS ext 505 or 506.

PO(S) TUCKER
Coxswain
HMS PEDPOLE

May 1986

Dear Ed,

Hello ASW world. Many thanks for the latest "Seamaster", nice to hear the dits and see the Sonar world is still ticking over.

Since leaving Dingly Dell in February and the DAS section, I have not been in the Sonar environment at all. Apart from occasionally switching on the 784 echo sounder. Oh! yes I saw two submarines whilst alongside in BMP in Faslane. Managed to upset the enemy when all three Senior Rates onboard (100%) went to the WRNS Senior Rates Mess, won four out of the six raffle prizes and, managed to flash the Submariners as well.

On board it's quiet; when I'm not catering, or the odd cooking, minor operations (seasick pills), OQs and the odd Captains Table.

Cannot mention a lot about the Operational Task we do, most of the time we spend on routine patrol and

searching of vessels. Quite interesting when speeding along in a RIB and leaping onboard ships, 'complete with eye patch and cutlas', only joking but we do get some funny looks, especially the foreign ones, they wonder who we are.

We'll hope to see some of the Sonar world soon.

Yours Aye

Tommy

PS Hope all the lads and ladies in DAS section and ASUAT 5/6 are not working too hard. If you are lucky you may even get a 'make a mend'.

Editor

Good to hear from you so soon Tom, take care and watch your step up those ladders!

CPO(OPS)(R)(S) T REYNOLDS
HMS BRILLIANT

May 1986

Dear Brian and Members,

It is most unusual for a CHOPS(R) to be late for anything, and I have to confess that a letter to the Association has been half written for a couple of months However, excuses are not my strong point (we TASI'S only deal in results!) and my subs are enclosed together with those of PO(S) Pony MOORE.

I am spurred on to 'urgent' action by no less than the arrival in the mail of a "Seamaster" - but alas not addressed to me, but to PO(S) Bomber MILLS - an event that I consider may herald the demise of my honorary

membership to your esteemed Association.

This of course, must not happen, so I hope payment of 'subs due' will ensure despatch of Seamaster direct to me.

We are currently deployed South (and having a 'whale of a time') but arrive back in September.

If I can get hold of an application, Caroline and myself would very much like to attend the annual soiree. I look forward to a back copy of "Seamaster" - or I will have to half - hitch Bombers!

Must close now as I have to away and check that the ASWD's have prepared correctly for tonights CASEX!

Best wishes to you all, look forward to seeing you in October.

Yours Aye

Tim REYNOLDS

Editor

Apologies for the non appearance of the last issue, there will be two in your next envelope.

THE ELIZABETH FOUNDATION

The Foundation was formed in September 1981, when Mr and Mrs METHERELL after years of struggle with local medical and health authorities on the behalf of their daughter Elizabeth, decided to give the opportunity of learning and communication to other small children 0 to 5 years old, by forming the Foundation.

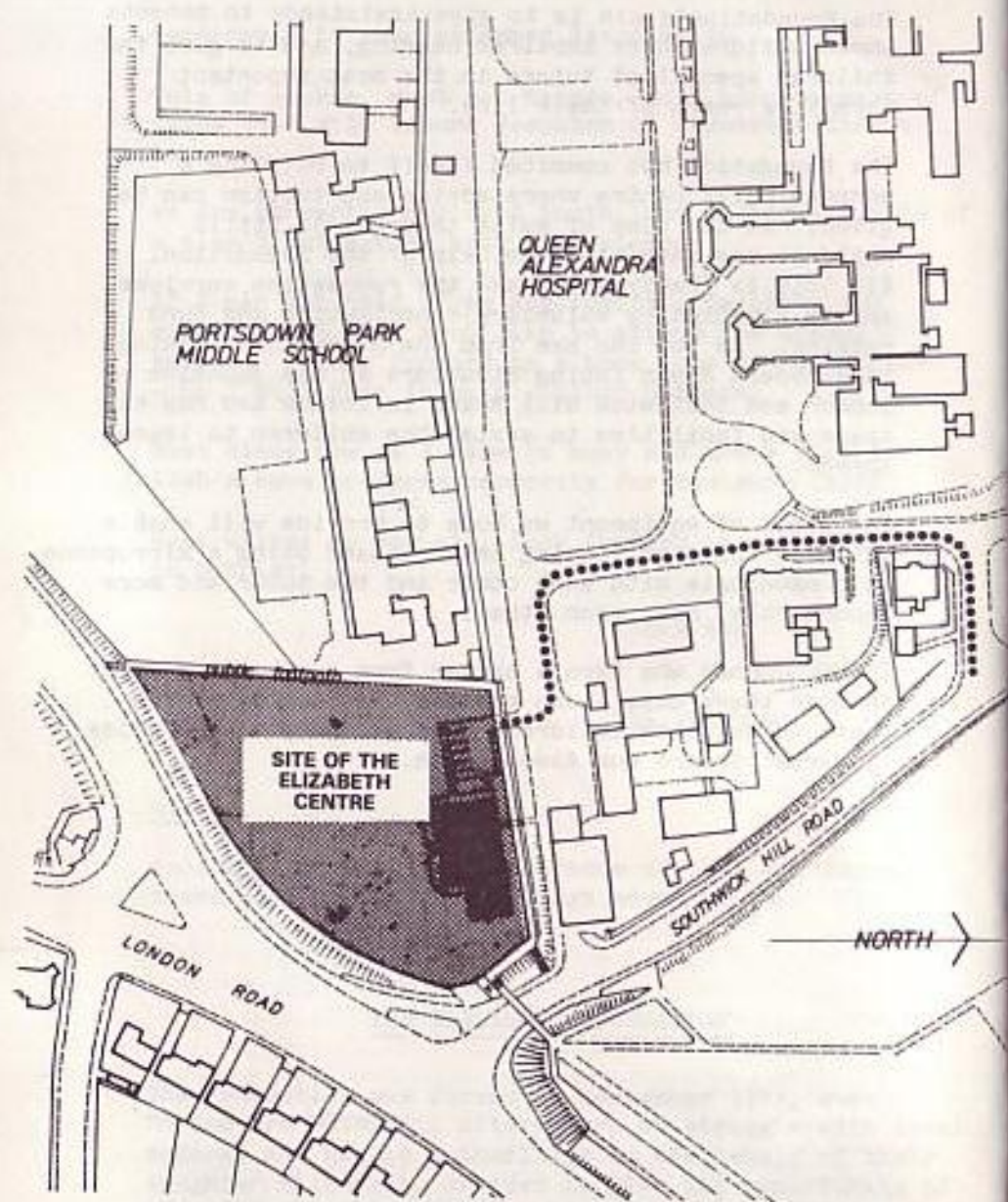
The Foundation's aim is to give assistance to parents whose children have impaired hearing, and to give the children specialist tutors in the most important formative years of their life.

The Foundation has committed itself to building a purpose built centre where advice and tuition can be given. At the time of going to press 10 little children are receiving the help of the Foundation. All this is freely given and the Foundation survives and is financed by voluntary contribution and fund raising. As you can see from the plans the building is a modern South facing structure at the junction of London and Southwick Hill Roads in Cosham and has the space and facilities to assist the children to learn speech.

The piece of equipment we hope to provide will enable up to 12 children wearing headsets and using a microphone to communicate with each other and the tutor and more importantly, hear each other.

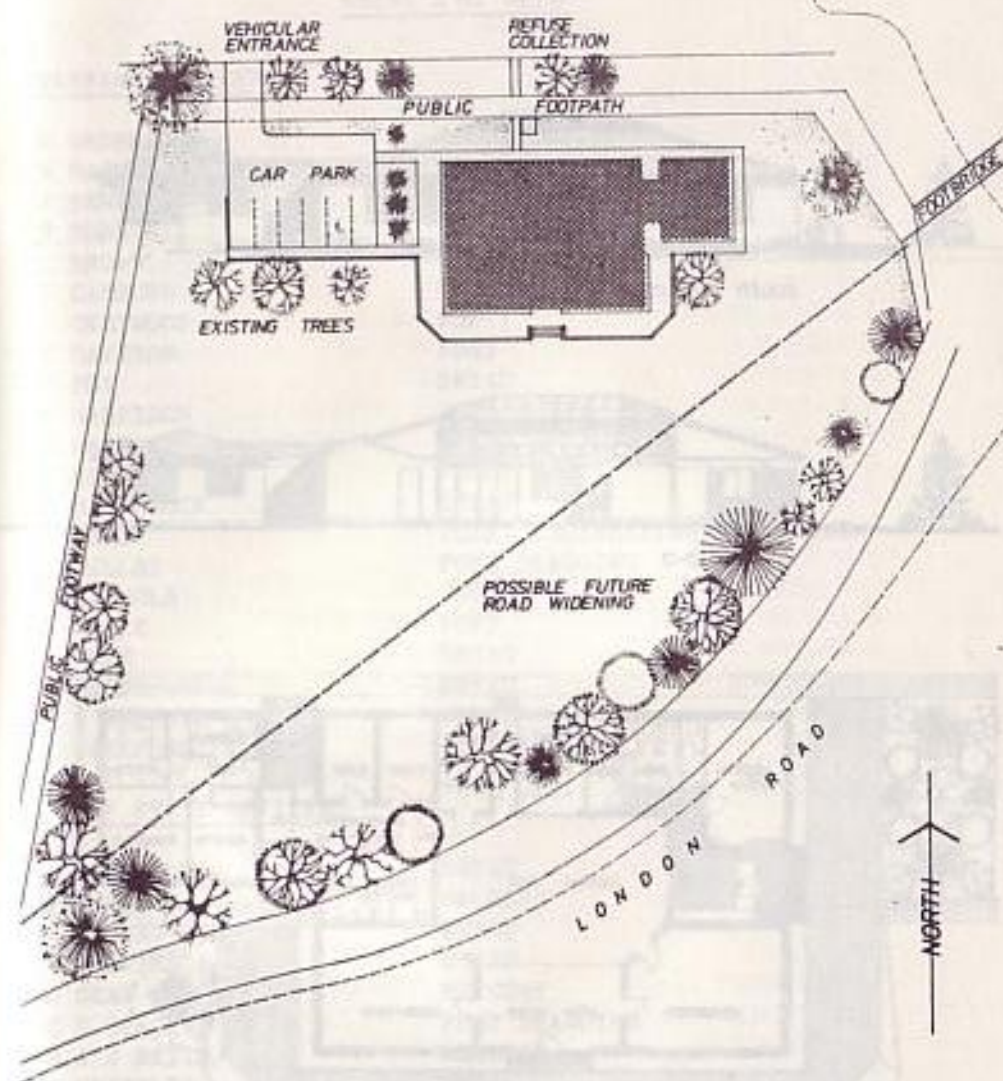
If we was men who earn a career from our hearing - not so much these days - can provide this equipment for these unfortunate children, then we can all take pride in ourselves and our Association.

Brian GOLDING



LOCATION PLAN

SCALE 1:1250

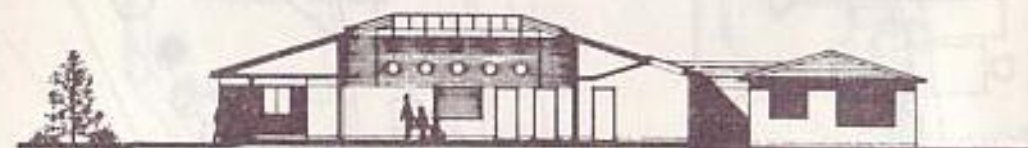


SITE PLAN

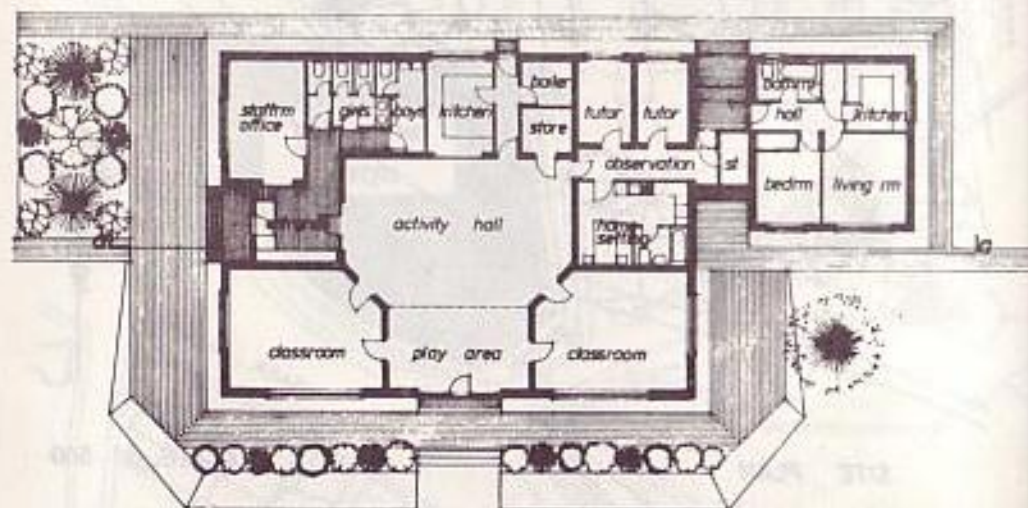
SCALE 1:500



south elevation



section a-a



floor plan

scale 1-200

WHERE'S MY OPPO

WARRANT OFFICERS

D ANDERSON	CinC FLEET
N BACON	DRYAD
J BENNETT	ARE PORTLAND
R BLANCHE	FOST SEAGOING
S BROWN	DIOMEDE
I CAMBURN	DRYAD
J CHETWOOD	FOF 1
T DAVISON	FOST
T FOX	DRYAD
P HARRISON	RSU SULTAN
C HARTLEY	DRYAD
D HILEY	FOSNI
P HITCHCOCK	DRYAD
M LEGG	FLEET ENGINEERING PORTSMOUTH
T MILLET	FOST SEAGOING
R NICHOLS	CNOCS
A NOBLE	FOF2
M OWEN	DRYAD
C PARK	DRYAD
E A ROBERTS	DRYAD
A WAKEFORD	COCHRANE

CHIEF PETTY OFFICERS

A ARMSTRONG	DRYAD
D A BARKER	RALEIGH
H W BASS	DRYAD
M R BATES	DRYAD
D BEAN	MERCURY
C D BEECHY	FOST SEAGOING
M A J BETTS	RALEIGH
P BRIERLEY	DRYAD
J W G BROMLEY	ARIADNE
D BROTHERWOOD	DRYAD
T P CAPEL	BEAVER
G CARPENTER	AURORA

P CASS	RELEASE
L J CHARRINGTON	EURYALUS
P S COMLEY	DRYAD
M A COSTELLO	RALEIGH
A M DAVIS	DRYAD
R DUNCAN	CAPTAIN FISHERY PROTECTION
J I R FELS	ROYAL ARTHUR
C T FELL	YORK
B H FOWLER	SCYLLA
J FOSTER	DRYAD
J FOWLER	DRYAD
P K FURLONG	ROYAL ARTHUR
F W GLEAVE	NELSON (NBCD)
B F GOLDING	DRYAD
P J GREEN	NELSON
R P HAWGOOD	DRYAD
P W HEALEY	FOSNI
R F HOBDEN	DRYAD
D R W HOOD	POST SEAGOING
B HUDSON	HERMES
P W JOINER	DRYAD
D B KAY	DRYAD
J C KAY	ROTHESAY
P J KENNEDY	POST SEAGOING
J O KILROY	COLLINGWOOD
M J KING	CAPTAIN FISHERY PROTECTION
I LAURIE	RALEIGH
P MAHER	BATTLEAXE
D MARSHALL	LONDON UNIVERSITY (HUNTER)
C E MOORE	MOD CNWSE
M E NIBLETT	ARE TEDDINGTON
G G O'SULLIVAN	MINERVA
P M PEARCE	DANAE
R E PICKERSGILL	RALEIGH
T R PORDAGE	PLYMOUTH
M PREECE	BROADSWORD
J M PRESTWICH	DNR OUTPORTS
B J PROWSE	NELSON (NBCD)
P C RAMUS	DRYAD
B A RIDDLE	RALEIGH
S P RODGERS	POST SEAGOING

A J SIMPSON	PENELOPE
J A SMITH	DRYAD
R SNELLING	POST SEAGOING
D SURTEES	BRNC DARTMOUTH
K SWAIN	NAIAD
M J W TRAVIS	DRYAD
P J TUTTY	NEWCASTLE
J L WALKER	ANDROMEDA
P L WATFORD	POST SEAGOING
A WESTBROOK	DRYAD
B K WEST	VICTORY
J WHITEHEAD	DRYAD
S C WILL	FOF3
D P WILLIAMS	DRYAD
G L WOODHAM	DRYAD
P J WRIGHT	POST SEAGOING
D J BAREFORD	JAAC TEDDINGTON
C C BRIERS	BRAVE
J P BUTLER	ARGONAUT
J CHENNEL	PHOEBE
P CLIPSTONE	SIRIUS
T C ENGLISH	BOXER
A G FOWLER	DRYAD
K O LAKE	BEAVER
A D LOVEDAY	CLEOPATRA
M P MILEY	RN PARTY BRANDY
P H NIXON	JAAC TEDDINGTON
F R PATTINSON	DRYAD
D A E PLATER	ARETHUSA
P J REEVES	GIBRALTAR

PETTY OFFICERS

J C AINSCOUGH	HERMIONE
T J ALLPORT	GALATEA
R A ANTCLIFFE	BIRMINGHAM
G ASHTON	DRAKE
A J ASTLEY	DIOMEDE
K P BAILEY	RALEIGH
P R BAKER	CARDIFF
R F BAKER	AVENGER
H W BANNISTER	BOXER

D A BARKER	AVENGER
A BENNETT	MANLEY
D S BLOODWORTH	ROTHESAY
S W BODEN	DRYAD
K J BRETT	LIVERPOOL
A BROWN	PHOEBE
M P BROWN	ROYAL ARTHUR
T G BROWN	JAAC TEDDINGTON
R P BUCKERFIELD	APOLLO
R E BURLEY	GLOUCESTER
H A CALEY	DRYAD
N CAMBURN	FIFE
M J CLARK	ILLUSTRIOUS
M T CLARKE	BIRMINGHAM
A J CLEMENTS	NELSON
M C COLLINS	EDINBURGH
T R COUPE	NELSON
R C CRAIG	EXETER
R CROSBY	BRISTOL
P E CUNNINGHAM	OSPREY
R DOOLER	BEAVER
A DOUGALL	NEPTUNE
J DOYLE	RELEASE
M S DUTSON	BEAVER
R P EDWARDS	ACHILLES
R E ELLIOTT	DRYAD
M ENVY	JUPITER
T FINN	ARETHUSA
D J F FIRTH	DRYAD
R FISHER	DRYAD
R J FORRESTER	GLOUCESTER
W B FRANKLIN	ACTIVE
S R FROST	CLEOPATRA
N GARCIA	GIBRALTAR
G GARDINER	AVENGER
D J GEMMILL	DANAE
A A GIBBS	NELSON
A E GLEAVE	DRYAD
S N GOLSON	CINC FLEET
J M GORRINGE	ARROW
R GRAHAM	WARRIOR
P M GRIFFIN	EDINBURGH

M P O'SHEA	MANCHESTER
B W OLDREY	DRYAD
S S PEARCE	PENELOPE
R D T PEARSON	RALEIGH
W J PHILLIPS	GLASGOW
D R POCOCK	HERMIONE
M K POWLEY	BRAZEN
B V PRICE	DRYAD
W T QUATE	NEPTUNE NT
C T QUNTRELL	ANDROMEDA
A RAW	COCHRANE
M R REEVE	NELSON
P RHODES	DRYAD
G A RICHARDSON	ARIADNE
J W RIGBY	NELSON
R R RIMMER	SIRIUS
T G ROBERTS	BRAZEN
J ROBINSON	MANCHESTER
C ROLFE	ROYAL ARTHUR
J W ROOKE	GIBRALTAR
J F RUMBLE	CALEDONIA
A G RUSHBROOKE	JUNO
D G SHAW	RALEIGH
D SHEPHERD	DIOMEDE
F B SHOTTEN	YORK
S C SKIPPER	DRYAD
N SLATER	BRAVE
D SLOCOMBE	ARK ROYAL
R J SMITH	RALEIGH
C T C STEVENS	ARK ROYAL
P I SULLY	FIFE
D O TAYLOR	APOLLO
J A THIRLBY	DRYAD
A B P THOMAS	ILLUSTRIOUS
F N THOMAS	ACTIVE
A D TREGALE	LIVERPOOL
P TUCKER	REDPOLE
P G TWIST	RALEIGH
B D WALSH	DRYAD
D WARDLE	PLYMOUTH
N J WATTERS	AMAZON
G N WHALLEY	AURORA

J A T HALLOWES	AMBUSCADE
K L HODSDON	PHOEBE
D HOULT	ACHILLES
K L HOWES	ROYAL ARTHUR
A S HUDSON	RALEIGH
M J HUTCHINGS	RALEIGH
J N HUTCHINSON	DRYAD
A INGRAM	SULTAN
T A JERROMES	ARGONAUT
S KNIGHT	RELEASE
R LARRATT	DRYAD
T J LE-MAGE	NELSON (NBCD)
K W LEE	GLAMORGAN
P R F LENTHALL	DRYAD
B W LEWIS	EURYALUS
N P LINGER	DRYAD
P LOMAS	SCYLLA
J LYONS	NAIAD
S H MADDISON	AMBUSCADE
R E MAKAREWICZ	BRAVE
G J MANEELY	BROADSWORD
K MARSHALL	ACHILLES
L MARSHALL	NOTTINGHAM
H J MARTIN	FLEET FOAS
K H MAULE	MINERVA
D F P McCARTHY	CLEOPATRA
R C McCREADY	GLASGOW
N A McINTOSH	EXETER
C T MEASEY	DRYAD
I L MERCER	ARGONAUT
P R MIDDLETON	DRYAD
M S J MILLS	BRILLIANT
A S MOORE	BRILLIANT
D G MORRIS	RELEASE
D MORRISON	ARROW
I MULDOON	ROYAL ARTHUR
D MULGREW	CARDIFF
A J MYATT	ROYAL ARTHUR
S E NEEDHAM	SOUTHAMPTON
R J NEWELL	DRYAD
T M NICHOLSON	JUPITER

P J WHITE	NOTTINGHAM
J M A WILDE	SOUTHAMPTON
J WILLIAMS	NELSON
G WOODS	BATTLEAXE
R WORSEY	GLAMORGAN
G R WORTHINGTON	LEANDER
D WRIGHT	SIRIUS
D A WRIGHT	ROYAL ARTHUR
B J W WYLIE	LEANDER REFIT GROUP
P D R YOUNG	BRITANNIA
R J AYLING	DRYAD
R B BURTON	BEAVER
J P BUTLER	ARGONAUT
S K CARRINGTON	RELEASE
A F COTTIS	ARGONAUT
M J COWLEY	CLEOPATRA
R J DREW	FLEET ENGINEERING PORTSMOUTH
K EDWARDS	SIRIUS
W D FORSTER	PHOEBE
A C GILMORE	ARETHUSA
A N GRAVETT	BRAVE
C W E JONES	JAAC TEDDINGTON
A KELLY	ARGONAUT
P L LEWIS	BRAVE
T R LEWIS	GIBRALTAR
A W McINTYRE	GIBRALTAR
I C McCLEOD	CINC FLEET
M C MORTIMER	BOXER
K G MOSS	JAAC TEDDINGTON
A R MURRAY	RN PARTY BRAWDY
S J NASH	BOXER
E NEESON	DRYAD
P W O'BYRNE	DRYAD
G R PARRY	BEAVER
P STANKEVITCH	CLEOPATRA
D P THOMAS	PHOEBE
P WOOD	ARETHUSA