

LESS WE FORGET:

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

ANON

5 PRING 88 9
**THE
SEAMASTER**



THE OFFICIAL JOURNAL OF THE
ANTI-SUBMARINE WARFARE INSTRUCTORS ASSOCIATION

SEAMASTER

THE OFFICIAL JOURNAL OF THE TASI/ASWI ASSOCIATION 1955

COMMITTEE

CHAIRMAN	WO(OPS)(S) PAUL HITCHCOCK	DRYAD 4574
VICE CHAIRMAN	CPO(OPS)(S) RAY HAWGOOD	DRYAD 4537
SECRETARY	CPO(OPS)(S) JOHN SMITH	DRYAD 4515/ 4581
TREASURER	CPO(OPS)(S) BRIAN WALSH	DRYAD 4537
SEAMASTER EDITOR	WO(OPS)(S) ALAN NOBLE	DRYAD 4664
SOCIAL SEC.	PO(S) DAVE SHEPHERD	DRYAD 4537/ 4533
EX SERVING REP	Mr PAT HERBERT	O243 528763
PASSIVE SONAR REP	CPO(OPS)(S) PAZ PARRY	DRYAD 4568
FOREIGN TRAINING		
REP	CPO(OPS)(S) JOHN WHITEHEAD	DRYAD 4527
OSPREY REP	CPO(OPS)(S) HUNGY WILLIAMS	PORTLAND 2766
VERNON REP	CPO(OPS)(S) JIMMY GREEN	NELSON 24703
GI CLUB LIASION		
REP AND ASSOCIATION		
BAR MANAGER	CPO(OPS)(S) GREG O'SULLIVAN	DRYAD 4515/ 4506
DEVONPORT REP	VOLUNTEERS PLEASE	

ASSOCIATION HEADQUARTERS: HMS DRYAD, SOUTHWICK FAREHAM
HANTS PO17 6EJ
TELEPHONE COSHAM (0705) 210522

Chairmans Report

Dear Members,

Welcome to the first Seamaster of 1988, and the magazines 33rd year of circulation. Its successful production is wholly due to the efforts of the Editors, committees and contributors over the years. I therefore thank those who have contributed to this edition, especially to Alan Quartermaine who has continually kept in touch and sent in his 'Ditt'.

We have a very hectic programme ahead of us this year, and the success of the PRIGITASI Tri Association Summer Ball on the 23rd July, the PRIGITASI Sportsday on the 24th July, the AGM and the Annual Reunion Dinner on October 14th will depend entirely on the support you give. I therefore ask for your attendance and commitment to the Association at these functions. Details of all Social occasions are at the Social Secretaries report.

The attendance at the first of our monthly social meetings on Wednesday 24th February was very poor even though it was well publicised to members in the Portsmouth, Gosport, Fareham Waterlooville areas. If it was not for the persuasions of those present, future meetings would not continue, therefore I would like to remind you all that monthly social meetings will be held on the last Wednesday of each month in the GI Club Whale Island. I would however like to thank the 10 who did turn up and also the wives who attended. A special thanks also to Bill (Darby) Allen who has continued to support the Association so enthusiastically since its introduction in 1955. My thanks also to Pat Herbert who volunteered to take over as Ex Serving Members Rep. It was also especially pleasing to see Rod Rodaway who has always been an ardent supporter of the Association.

My time in the chair is now drawing to a close, and I will be tendering my resignation on the last day of May. The call of the sea has persuaded me to don the Green Foulies and the Goon Suit and spend the next 2 years dangling out of helicopters and hanging off jumping ladders with the rest of the Portland Workup Staff. I am therefore looking for offers to take on this most rewarding job. Volunteers please? (For Chairman).

This years Charity event is well under-way, full details are published in this edition of the magazine. The Vice, Ray Hawgood, is already shedding the pounds so please pour in the sponsorship money for this worthwhile cause, The Elizabeth Foundation for Deaf Children.

The committee at present is at full strength, with the additions of Dave Shepherd as our Social Secretary, Jimmy Green as our VERNON Rep. and Greg O'Sullivan as GI Club Liaison Rep and Association Bar Manager.

Recent changes in the structure of the Royal Navy has encouraged our Lords and Masters to rename HMS VERNON. It is now known as HMS NELSON (GUNWHARFE). But for the sake of the Association and this magazine it will always be affectionately known as VERNON.

The details of this years Dinner and Dance are contained in this edition of the Seamaster. It has been decided to hold the event in HMS VERNON, and approval has been requested. The numbers will be limited to 150, therefore to avoid disappointment please submit your applications early along with cheques. The dinner will be held in the Junior Ratings Dining Hall, and afterwards in the Senior and Junior Ratings mess's above the Dining Hall in the old Juniors Messdeck 'OSPREY Division. No doubt this venue will bring back fond memories to most of us.

Although not yet officially opened, the new 'TASI Club' in HMS DRYAD, technically known as Portakabin No. 4 is being slowly furnished and painted out by the committee. Unfortunately a bar cannot be installed, but when officially opened, tea and coffee will be available

throughout the day for a small charge. The use of the Portakabin (TASI Club) will be restricted to Association members and their guest only. It will also become the new ASUAT Instructors rest and ready room. Club opening hours will be between 0730 and 1600 daily. Eventually a telephone will be connected, the number will be promulgated in due course. (Its a start). We desperately need items of interest to the branch and the Association to decorate the walls (Photographs, Badges, Plaques etc.) If you would like to contribute please send the items in to the Secretary, with a short explanation about the item.

The AGM this year will precede the Dinner on the 14th October. Items for the agenda and names of those wishing to attend to be submitted to the secretary. Details of the meeting and the agenda will be published in the next Seamaster.

Yours aye

Paul Hitchcock
Chairman

Lewin Building,
HMS DRYAD,
Southwick,
Fareham,
Hants
PO17 6EJ
Cosham 210522 Ext 4537

Dear Kembers,

By now most of you should have received a sponsorship form for the sponsored diet in aid of our charity, The Elizabeth Foundation. If by chance you have not received a copy and would like to help in the fund raising effort please drop me a line as I have plenty of spares. I have been joined in the diet by Pat Herbert who kindly volunteered at the monthly meeting held at Whale Island on the 24th Feb, so please add Pats name to your forms and badger shipmates, family and friends for sponsorship, after all it is for a very good cause. At the weigh in on Tuesday 1st March I tipped the scales at a very delicate 15st 8lbs or for those metricated 98.7kg and I am hoping to shed in the region of 2 stones.

A brief word about this years annual dinner, after looking at various venues the most appealing appears to be Vernon or Felson (Gunwharf) to give it it's proper title. This decision has been reached after a lot of canvassing of local venues including Dryad and quite apart from the fact that we would be going home as it were, Vernon gives us the ability to keep the costs at a reasonable level. A full report will be given at the Association meeting at Whale Island on the 23rd march 88.

A couple of requests before I close, please could I ask for more support at the monthly meetings, these will in the main be held at Whale Island in the GI's club on the last Wednesday of every month with this months meeting on the 23rd just before Easter leave commences. And lastly could I please remind you gentlemen that yearly subscriptions are now overdue so please get them in the post to the Treasurer soonest.

Hope to see some of you on the 23rd, remember if the numbers exceed 40 then its a free barrel.

Yours Aye
Ray Hawgood
Vice Chairman

EDITORS DIT

DEAR ALL,

Once again the mighty organisation has swung into overdrive in order to get this issue of the magazine into publication. Being a fairly short term has made the job a little more difficult than usual, hence it's not as "Thick" as I would like.

The Annual Dinner Dance this year as you will be aware of by now is to be held in Vernon which will be a welcome return for many of us, even if it is only for one night.

I would like to thank all of you who have wrote in or have sent me a "Dit" for publication. In this issue we have an "Insight into the Life and Workings in the 6th M.S. Squadron". Thanks to Alan Quartermaine for that. I forgot to mention in the last issue that it was Brian Walsh who provided the information on the TS ARETHUSA. Needless to say that Brian gave me a hard time about it. Sorry Brian - at least you can say that you have got your name in print now.

Finally before I sign off, the usual plea for articles of interest especially from Ex-serving members who may wish to enlighten us youngsters about life 'In the old Navy'. Contributions can be sent either direct to me or to Pat Herbert who will pass them on to me.

Yours Aye

ALAN NOBLE

ASWI's ASSOCIATION - FINANCIAL STATEMENT

Period ending 29th February '88 :

	<u>BAIK</u>	<u>CASH</u>
<u>RECEIPTS</u>	501.57	384.91
<u>PAYMENTS</u>	160.0	338.46
	<u>341.57</u>	<u>46.45</u>

TREASURERS NOTE

Once again I find myself having to remind our membership, that Subscriptions are due on or shortly after JANUARY 1st of each year!!! There are still some of YOU outstanding from last year.

Yours Aye

B. Walsh
CPO(OPS)(S)
TREASURER

To assist with accounting of Non Public Funds, any cheques sent in with regard to the sponsored diet should be made payable to the "ASWI's CHARITY FUND"
Thank you,

DATES FOR YOUR SOCIAL CALENDER

23rd July PRIGITASI SUMMER BALL

The venue for this will be Whale Island and will be held in a marquee rigged on the Sports field. Entertainment will be provided by a group/band and disco. A cold buffet will be served during the evenings entertainment. Time 1930 for a 2000 start.

Rig - Formal - Mess undress/no 1s

Evening/cocktail dresses

Cost £15 per double ticket

24th July PRIGITASI SPORTS DAY

Again it will be held at Whale Island though hosted by the ASWI's Association. It will take the form of "It's A Knockout" with lots of fun for all the family.

Times: The GI's club will be open from about 1145 for drinks and the fun will start sometime after 1300 on the sports field. It is suggested that you bring your own Picnic lunch but a barbeque will be available later on in the afternoon. The Pavillion bar will be open during the afternoon should you get thirsty. A seperate programme will be produced nearer the time.

14th October

ANNUAL DINNER AND DANCE

This year to be held at our old home of VERNON.

MONTHLY MEETINGS

ASWI Association meetings will now be held on the last Wednesday of each month in the GI's club at Whale Island, at 1930 so come along and enjoy a drink and a dit. All serving and ex-serving members are welcome.

Booking forms for the Tri-association summer ball and the Annual Dinner Dance can be found in the centre of this magazine. Get yours sent in as soon as possible as numbers are limited and its "First come First Served".

Dear Members,

As you might be aware, Sam Snelling is no longer able to continue holding the post as Ex-serving representative. Sam unfortunately is not too well at the moment, but I am sure you will all join me in thanking Sam for his support in all the work he has done for the Association, and wish him well in the future.

I am now writing this letter of introduction in that I am delighted to be given the opportunity in taking over as the Ex-serving representative on the ASWI Association committee.

I was quite disappointed in the poor attendance of the Serving and Ex-serving members at the last Association's Meeting held at the G.I.'s club. Therefore my aim now is to try and encourage more ex-serving members to be more enthusiastic in the Association's activities, which I believe is very important to help keep this truly professional association alive.

If you wish to establish communication, then please contact me on the address or telephone number below.

Thanking you for your support.

Pat Herbert

Flat 9

Providence Place

Chapel Street

Chichester

West Sussex PO19 1BS

Telephone 0243 528763

ASW SENSOR CO-ORDINATORS

PROGRESS REPORT

Since the last issue of the magazine was published, the first ASWSC course has finished and we have packed them off to sea:

CPO BRIAN GOLDING	to	HMS BOXER
CPO NICK NIXON	to	HMS CORNWALL
CPO DUSTY RHODES	to	HMS PHOEBE

Congratulations on getting through a pretty demanding course. The second course is nearing completion, in fact just about to get over the intravenous Valium stage and the third course is slowly being put together ready for a June start. Several changes have been made to the course since its inception though the content remains basically the same. All changes have been made in the light of experience to date. One of the problems that we have encountered is a need to have some form of Pre-Course reading. To overcome this problem a Pre-course Study guide has been produced which is at present with the Printers and should be ready for distribution shortly. The guide contains information at Restricted level on various subjects and contains a series of Self Assessment questions based on the information within the guide. It is intended to familiarize would be students to a level that we would expect them to be at to start the course. I must emphasise that it is not another Task Book and should not be treated as such. Its completion however

will be a requirement for all students on course 5 starting in summer term 1989 and onwards. So if you have inspirations of being a Sensor Co-ordinator and intend volunteering for the course then please write or phone me and I will send you a copy. Formal details of its introduction is to be publicised by FIM and HTM, both of which should be hitting the streets shortly.

To answer one question that I am frequently asked, the ASWSC was and is primarily an Adqual designed to fill a billet at sea. There has to date been no shore job specifically allocated as a ASWSC billet so "Special Jobs" in former background skills still remain open to you provided you are in date and have the necessary qualifications.

Finally I hope to be able to announce in the not too distant future the introduction of the ASWSC badge (or is it the re-introduction of the TASI's badge). All the paperwork is at present winging it's way around the corridors of MOD. Watch this space.

Yours Aye

ALAN NOBLE.

SONAR FEEDBACK - WPE - TASKBOOKS WO OPS(S) P HITCHCOCK

SONAR FEEDBACK

I have just completed a short visit to ships in the Devonport area and I must say that I was very impressed with the weather (I wore my Burberry only once). Thankyou to those I interviewed. Your cooperation is greatly appreciated. The next report is now being compiled and should be out in the Fleet in June. If you have had a visit from me in the past year you will be sent a copy of thereport. May I remind you all that if you experience a training deficiency, whether it be equipment, personell or any other training difficulties, please submit a Training Feedback Report. (S3018) to Commanding Officer SMOFS HMS DRYAD attention TS(U)

WPE

The pass rate for the sonar sub-branch is increasing and this success must be a reflection of the preparation put in by both candidates and instructors. The next WPE March 88 is nearly upon us and those of you familiar with the format of the papers will notice a change in the A/LS(S) paper, this is due to the new method of compiling exam papers by a PICK computer. The computer is fed with the entire question bank, a recipe is then mixed in and upon request the computer delivers an exam paper. My work load is reduced by at least 90%. The A/PO (S) paper is about to be inputted and will most probably be used for the September exam. Work load reduced by a further 10%, = 2 make and mends a week?

The computer selects papers for different sonar streams, therefore it is vitally important that when submitting S442's the main sonar in which the man is trained is written on the form, this includes both active and passive sonar. It is also important that Passive Sonar ratings

are successful in both Tape and Gram examinations before his S442 is submitted for the WPE. Don't forget that if you have any queries regarding the WPE

contact me on DRYAD Ext. 4574, or the WPE section DRYAD Ext. 4223. Old WPE Papers can also be obtained through me.

SONAR TASK BOOKS

The typed manuscript of the new task book 3 is shortly to go to print and I anticipate that it will be on the streets in June, an FTM will be issued shortly.

Task Book two is in the process of a complete major rewrite in the same way as task 3 and will be issued around November/December. The complete rewrite of Task Book 1 will take place early next year.

I have received queries regarding the commencement date of task book 1. Some ships are concerned because some S(S) spend a short spell in non ASW capable units prior to joining their first operational ship, thereby reducing the time they have to complete the task book (15 months). It is therefore important that the day they join that ship is the day their task book commences. The task book is issued in DRYAD and the date of issue is recorded in their History Sheet. If you have any queries regarding this matter contact me on DRYAD 4574.

PH

Extract from the Journal 1956:

"Heard in the MASTU" "Double echoes on the bearing, taking the wrong echo"

Its comforting to know that they even got it wrong in those days.

THE SIXTH MINESWEEPING FLOTILLA - FAR EAST (1950-1954)

The 6th M/S Flotilla was fully commissioned in the late summer of 1950, just after the outbreak of the Korean War (25 June 1950), at the Singapore Naval Base. It consisted of six Ocean/Fleet Minesweepers, Algerine Class, as follows:-

- | | | |
|-----|-----------------------|--------------------------------|
| (C) | <u>HMS Jaseur</u> | <u>Capt. MS6</u> |
| (C) | <u>HMS Lysander</u> | (ex HMS Cornflower/ex HK RNVR) |
| (D) | <u>HMS Magicienne</u> | <u>2nd I/C</u> |
| (C) | <u>HMS Maenad</u> | |
| (P) | <u>HMS Lioness</u> | (ex HMS Petrolia) |
| (P) | <u>HMS Michael</u> | |

(C) = Port Division (I think).

General details:

950 - 1,300 tons fully loaded; complement 85; speed 16.5 kts.
Arm: 1-4" plus 4 x 40 mm bofors, previously 8 x 20 mm fitted, including D/Cs.

Looking back through the records, many of this class were built in Canadian shipyards in the mid war years of 1942-43. The RCN used them as escorts on convoys, with extra stowages for D/Cs (4 Throwers, 2 Traps).

In terms of accommodation and living conditions, they were very good when not sweeping. The accommodation included a lower mess deck and an upper sweeping mess deck. Once sweeping commenced, the Comms/watchkeepers moved aft, onto the for'd part of the sweeping mess deck, and the stokers came up from their aft mess deck: this was the sweeping routine below decks (canteen messing days).

The Jaseur was built in Canada for the RCN. She had been operating just north of the equator.

I joined the Jaseur, in late 1951, as a Killick TD2 (Good old days? Hardships?). I had served previously on the Cossack, 7th OF, from the summer of 1950 and, not having completed the regul-

two-and-a-half-years-plus, got drafted to another Chatham Port Division Ship.

The ship was in floating dock and the crew were accommodated in HMS Terror, with most of the crew on their second 'R and R' leave (Penang) - lucky lads!

I relieved the HSD, who had been retained for an extra eighteen months due to the Korean War situation.

Sandy Saunders turned over all the A/S equipment to me in a few days, and then was away on a trooper to the UK. The A/S 3 dome and associated gear was on the bottom of the dry dock, adjacent to the hull outfit opening, or stripped down in the DG space!! (Days of the HFMA's and LFMA's.)

The 6th M/S was, I believe, destined for Korean waters after workup in 1950. In fact, Hong Kong was as far north as the flotilla steamed on their one or two visits each year to exercise with the Inshore MMS Flotilla based in Hong Kong. Captain F.H. Bone, DSC*, DSO* (Capt. MS6), and Lt. Cmdr. Craven, Flotilla TASSO, had flown up to the Korean operational area, but I believe the 'Algerine Class' minesweepers were unsuitable due to the speed factor. In Korean waters, the USN used sweepers with a faster speed (destroyer type), aft gun removed, with all the tin-gear and magnetic sweeps fitted on the OD (Fantail). Two US destroyers were hit by mines on the west coast during the Inchon landings on 17 September 1950. (The landings were one of General MacArthur's bold strokes - landing behind the North Korean Army lines.) Floating mines were also encountered, and these were identified for type and manufacture and then destroyed by bren gun or bofors fire. In terms of the mine threat on the east coast of Korea, ships supporting landings did not normally cross the 70 fathoms line, although at times, when 41 Independent Commando RM made raids behind the lines, US Navy minesweepers closed to 2,000 yds. of the beaches, prior to the landings.

FAR EAST FLEET 1950-53 was made up of the following ships:

1 Cruiser Squadron, consisting of:-

Belfast
Ceylon
Kenya
Jamaica

Carriers (one always in Korean waters) (Light Fleet):-

Theseus (35 aircraft)

Glory

Ocean

HMAS Sydney, with

Unicom as repair carrier for the replenishment of the operational carriers' aircraft (Sea Fury and Fireflys).

8th Destroyer Flotilla

8 'CO' Class, with 1 'CH' Class from the Med. Fleet.

Frigates:

1 Flotilla of Black Swan Class.

1 Flotilla of Bay Class.

ML Flotilla, based at Hong Kong, including some MFVs.

MM Sweepers, based at Hong Kong.

6th Minesweeping Flotilla, based at Singapore Naval Base.

Headquarters ship (ex Yangste Steamer) secured alongside at Sa~~bo~~bo (Japan).

Getting back to the Jaseur and the TAS/TD2 days, it was out BR and A/S fair note book to put the equipment back in the correct sequence. On the Cossack, we had had plenty of sea time, closed up on the 144 set and in harbour - tin-fish and shaley rag days, each tin-fish maintained for war shot firing (good experience). I mentioned that the crew were on their second R & R. My request for R & R was turned down by the Coxswain, who stated that I had "only just joined the ship and N.E.". I complained that I had just completed 18 months up north, etc. I still could not obtain any station leave because the ship was about to be afloat shortly. The Swain, in actual fact, was one of the best. Once the ship became operational again, and being the Killick of the mess, I had plenty

of advice from him, which assisted me. Later he became 'Jimmy the One' of one of the coastal sweepers in the Vernon Squadron and, during my TASIQ course in Vernon (1959/60), we had the occasional pint together in the POs' Mess and a tot in the cabin.

A brief resume of service in the 6th M/S Flotilla

Prior to each sweeper going into refit annually, a 10 charge D/C pattern was fired (any defect that occurred could be rectified during the refit).

In late 1952, on the way up to HK, we saw the Belfast steaming home from Korea a second time!! - the first time being in the summer of 1950 (Got some time in lads, shouldn't have joined if you cannot take a joke).

Singapore-Hong Kong normally took about ten days at sea, unless you stopped at Bangkok on the way up or, on the return trip, you visited Haiphong or Saigon (French Indo-China). During one visit to Hong Kong, each ship loaded ground mines for the return journey south (these were all AG exercise mines). Each (TAS) sweep deck party prepared the mines, which were secured to the sweep deck fittings and on the D/C traps. The practice mines were to be laid in the Gulf of Tonkin, off the Haiphong approaches (the Yanks were not the first!!).

In the winter of 1951/52, Communist forces in the north of Indo-China took the offensive and eventually had the region north of Hanoi and Haiphong under their influence or control. French MM sweepers had spent most of their time up the rivers and deltas, supporting the French Army (mostly Foreign Legion or National Service men) on patrol and in close fire support. I doubt if they had done any sweeping. Prior to entering Haiphong, mines were laid by all the ships in the flotilla. French sweep deck parties embarked on each ship and our sweep deck crews demonstrated the streaming and recovery of all sweeps, etc: this was repeated during a few days at sea, off Haiphong. On completion of the French matelots' visit to our ships each day, the combined RN and French flotilla commenced the various sweeping formations and techniques to actuate all mines laid the previous week. Each night the 6th M/S Flotilla anchored off Haiphong, with the smaller French minesweepers tied up alongside. These smaller sweepers were made of wood, ex-USN type; they had two funnels, 1-3" gun, 2-20 mm 2MGs

and, naturally, plenty of French plonk to drink in the evenings, etc! The French matelots were introduced to a Soda Opera. On completion of the combined sweeping exercises, the 6th M/S Flotilla steamed on down the coast to Saigon, situated on the northern part of the Mekong Delta. All ships tied up after negotiating 3-4 hours' steaming up the river from the sea. In Saigon, normal routine took over and it was only a small trishaw ride to the main part of the city, etc.

In 1952, the 6th M/S Flotilla visited the city of Bangkok and secured at one of the many jetties on the Chao-Phya river. A well-organised trip around the city was arranged by the Thai Navy and we visited many sites which are advertised in today's holiday brochures - except our visit was with the Grey Funnel Line. With the well-arranged reception at the Thai Navy Club, where we tasted local wines, beers, etc., it was a good day to crown the visit. On this particular day, local Thai dancing girls performed traditional Thai classical dancing. After several scenes 'Chui-Chai-Thosakan', all guests were invited to try their skill at Rumong (Thai dance). Our Captain, being a leader of men, was the first guest to volunteer, followed by matelots, who by this time of day had drunk the local rice wines and beer at the club, and then there were numerous volunteers!

The Thai Navy Club overlooked the Chao-Phya river and a few Thai ships were present, either alongside or secured to head and stern buoys in the river - a very small navy, consisting of ex-RN types (Flower Class corvettes, an 'Algerine' sweeper and submarines) which to the nautical observer were in very poor condition. I doubt if the subs went to sea, let alone dived! On 7 January 1951, during the Korean War, one of their frigates ran aground, approximately two miles off-shore, above the 38th Parallel. A week later, on 13 January, 130 crew were taken off by USN helicopters. The ship was destroyed by naval gunfire.

Other incidents which followed our visit to Bangkok, a few months later, involved the Jaseur steaming up to Bangkok again, from Singapore, to protect British citizens and interests, due to an internal armed forces coup (the air force was bombing the navy). In a previous incident the air force had sunk a Thai Navy warship.

All this was going on with the King in his palace!

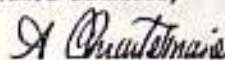
Being Capt. MS6, we were subject to FOMA inspection (1 day harbour/1 day sea). The harbour inspection was very good. A 10 ton lorry was employed to off-load the come-in-hand (gash) gear for the day's inspection, and a few hands from the other Chatham ship assisted. The 10 ton lorry came back to the ship's gangway at about 1700 hours to unload. The two matelots in the lorry were told very quickly to shove off and disappear (chop chop) in the dockyard until the Admiral had departed some time later.

During a period in Hong Kong, the Lioness was in dry dock. I believe that John Adams (Daisy) was a TD2 on board at that time. I had a snag on our range recorder and, to ensure that we could complete a CASEX, or ASP in those days, the Staff TASO suggested I should go and unship the Lioness' range recorder and have it as a spare on board for the next day, while we pinged a 'T' Class submarine off HK. I don't think Daisy missed his recorder, or perhaps he wasn't told at 2200 hours, when we borrowed it!

In the early days of the Branch (1946), a mix of Asdic and Torpedo rates made up the Torpedo Anti-submarine Branch - a wealth of six years' war experience and a completely new Branch. The rates in the Branch had their responsibilities to maintain the systems, either Asdic/Sonar or Torpedo outfit, but at least you maintained and operated the equipment - pride in your job when things ticked over 100%, and loss of sleep when there was a snag or defect to correct prior to a CASEX or Torpedo Firing.

In 1952, the Branch changed to 'C' or 'U'. It has now changed again, to OPS (SONAR). Like a lot of things, things keep changing - for the better I hope. The main objective must be that you have job satisfaction and a forward-looking policy which leads to Efficiency throughout the system in Men, Machines and Materials.

Yours sincerely



Alan Quartermaine (ex-CPD TASI)
Banbury.x

THE ELIZABETH FOUNDATION

An educational centre for pre-school deaf children and their parents

Registered Charity No. 284951

Patron: SIR ALFRED BLAKE, K.C.V.O., M.C., U.R.

President: MRS. BETTY SONNELL (Lady Mayoress 1982/83)

Chairman: MR. PETER ARDEN, S.R.N., R.M.N.

Treasurer: MR. LAURIE P. HIGGINS, A.C.C.A.

Secretary: MRS. SHIRLEY METHERELL

41, Drayton Lane,
Drayton,
Portsmouth.

Telephone: 372735

20th December 1987.

The Chairman
A.S.W.I.'s Association
H.M.S. Dryad
SOUTHWICK
Hants

Dear Members,

Sue and I did enjoy our lunchtime with you all last week!!

Thank you all so much for yet again supporting The Elizabeth Foundation. Your very generous donation of £100 will be used to buy equipment for the "demonstration home".

We look forward to seeing you at The Elizabeth Foundation in the New Year.

Thank you once again.

Yours sincerely



Mrs Shirley Metherell
Secretary

Enc.

3, Carters Rise,
Fords Farm,
Caloot,
Reading
Berks
RG3 5YP

Dear All,

Please find enclosed a cheque for my membership fee, sorry that it is a little late but the memory isn't so good nowadays. First I went grey, then the body bloated, this was followed by a sudden need to wear glasses - I suppose it was only a matter of time before the mind started to go!!!!

Since leaving the 'Pusser' nearly four years ago things have changed somewhat with Karen and myself. First I went into the Police to further my 'bit' for Queen and Country, this necessitated a move to Reading, and for a while everything seemed great. Then came the crunch - Karen couldn't stand the continual separation - being a Copper is worse than being on a 'foreign' leg at times, the shift system is terrible. So I did the only decent thing and changed my job. I am now an Enforcement Officer with the Wokingham District Council (same town I was a copper in) and things are great once more. No more shifts and no more uniform. I am now home every night and every week-end (I even have a Company/leave car!!) looks like we may even be able to make the odd PRI/GI/TASI trophy weekends.

All for now, look forward to seeing some old faces at the annual get - together, if not before hand

Regards from
Phil Wratten

WHERE'S MY OPPO

WARRANT OFFICERS

ANDERSON D S	CINCFLEET/OUTSIDE
BACON N E	FOF 1
BLANCHE R R I	FOF 2
BRIERLEY P	RALEIGH
BROWN S W	CINCFLEET
CAMBURN I R	DRYAD
CHETWOOD J	CNSA(PORTLAND)/OUTSIDE
DAVISON T	CINCFLEET
FELL J I R	POST(SEAGOING)
FOX T L	POST(SEAGOING)
HARRISON P	DRYAD
HILEY D	CAPT PORT(PORTSMOUTH)
HARTLEY C	DRYAD
MITCHCOCK P	DRYAD/POST(SEAGOING)
KENNEDY P J	DRYAD
NOBLE A	DRYAD
OWEN M	ACHILLES
PARK C D	DRYAD
PREECE M	CNSA(PORTLAND)
WAKEFORD A E	FLT ENG PORTSMOUTH

CHIEF PETTY OFFICERS

ALLPORT T J
 BAREFORD D J
 BASS H W
 BATES M R
 BEECHEY C D
 BETTS M A J
 BRIERS C C
 BUTLER J P
 BEAN D
 CAPEL T P
 CARPENTER G
 CHARRINGTON L J
 CHENNEL J
 CLIPSTONE P
 COMLEY P
 COSTELLO M A
 CUNNINGHAM P E
 DAVIS A M
 DREW R J
 DUNCAN R
 ENGLISH T
 ENVY M
 FELS C T
 FOSTER J
 FOWLER A G
 FRANKLIN W B

AVENGER
 ARGONAUT
 DRYAD
 DRYAD
 POST (SEAGOING)
 RALEIGH
 BRAVE
 JAAC FARNBOROUGH
 KENT
 BEAVER
 DNR OUTPORTS
 EURYALUS
 FLT ENG PORTSMOUTH
 SIRIUS
 BIRMINGHAM
 RALEIGH
 ALACRITY/DRYAD
 DRYAD/POF 3
 SHEFFIELD
 CAPTAIN F.P.
 DRYAD
 DRYAD
 YORK
 DRYAD
 LONDON
 RALEIGH

FURLONG P K
 GILMORE A C
 GLEAVE F W
 GOLDING B F
 CORRIDGE J M
 GRAHAM R
 GREEN P J
 HAWGOOD R P
 HODDEN R F
 HOOD D R W
 KAY J C
 KAY D B
 KILROY J O
 LOVEDAY A D
 MAHER P
 MARSHALL D
 MARSHALL K
 MARTIN H J
 MCCREADY R C
 MILEY M P
 MOORE
 NEEDHAM S E
 NEWELL R J
 NIBLETT M E
 NIXON P H
 OLDREY B W
 O'SULLIVAN G G

ROYAL ARTHUR
 ARETHUSA
 NELSON (NECD)
 BOXER
 DRYAD
 CINCFLT FOAS
 NELSON (GUNWHARF)
 DRYAD
 DRYAD
 POST (SEAGOING)
 ROTHESAY
 DRYAD/RNUU
 COLLINGWOOD/DRYAD
 CAPT SM 2 (TAAU)
 DRYAD
 HUNTER
 ACHILLES
 ARK ROYAL/DRYAD
 DRYAD
 CLEOPATRA
 BRILLIANT
 DRYAD
 DRYAD
 APU TEDDINGTON
 CORNWALL
 DRYAD
 DRYAD

PARRY G R
 PATTINSON F R
 PEARCE P M
 PORDAGE T R
 PROUSE B J
 REEVES P J
 RHODES P
 RIDDLE B A
 RIGBY J W
 RODAWAY K
 RODGERS S P
 SIMPSON A J
 SMITH J A
 TUCKER P
 TUTTY P J
 WALKER J L
 WALSH B D
 WATFORD P
 WILL S C
 WOODHAM G L
 WRIGHT P J
 FLOWER B H
 BROTHERWOOD D C
 HUDSON A S
 HUTCHISON J N
 LAURIE I
 LENTHALL P R F
 PRESTWICH J M
 WILLIAMS D P
 HUNT R E

DRYAD
 DRYAD
 DANAE
 ARIADNE
 MINERVA
 JAAC FARNBOROUGH
 PHOEBE
 RALEIGH
 MOD CNWSE
 RNUU (GUNWHARF)
 POST (SEAGOING)
 PENELOPE
 DRYAD
 DRYAD
 DRYAD
 ANDROMEDA
 DRYAD
 DRYAD
 FOF 3
 SOUTHAMPTON
 DRYAD
 DRYAD
 DRYAD
 RALEIGH
 DRYAD
 BATTLEAXE
 DRYAD
 PLYMOUTH
 POST (SEAGOING)
 VICTORY

PEITY OFFICERS

AINSCOUGH J C
 ANTCLIFFE R A
 ASTLEY A J
 ATKINSON D
 AYLING R J
 BAILEY K P
 BAKER R F
 BAKER P R
 BANNISTER H W
 BENNET A
 BODEN S W
 BROWN A
 BROWN M P
 BRAYFIELD D
 BROWN T G
 BUCKERFIELD R P
 BURLEY R E
 BURTON R B
 CALEY H A
 CAMBURN N
 CLARK M J
 CLARKE M T
 CLASPER J W
 COLLINS M C
 COTTIS A F
 COUPE T R
 COWLEY M J

JUPITER
 NEPTUNE N T
 DICMEDE
 DRAKE/ALACRITY
 LONDON
 ARETHUSA
 MANLY
 OSPREY
 BOXER
 MILLBROOK
 COLLINGWOOD
 PHOEBE
 CHARYBDIS
 CARDIFF
 PHOEBE
 APOLLO
 GLOUCESTER
 BEAVER/DRYAD
 SCYLLA
 APOLLO
 ILLUSTRIOUS
 BIRMINGHAM
 AVENGER
 EDINBURGH
 NELSON/ARETHUSA
 ARETHUSA
 CLEOPATRA

CRAIG R C
CROSBY R
DOOLER R
DUTSON M S
ELLIOT R E
FIRTH D J F
FORRESTER R J
FORSTER W D
FROST S R
GARCIA N
GARDINER G
GEMMILL D J
GLEAVE A E
GOODFELLOW D J
GRAVETT A N
GRIFFIN M
HALLOWES J A T
HODSDON K L
HOWES K L
HUTCHINGS M J
JERRONES T A
JONES C W E
KELLY A
LEWIS B W
LARRATT R
LE-MACE
LEWIS T R

EXETER
BRISTOL
BEAVER
BEAVER
GIB NAVAL BASE
CARDIFF
DRYAD
PHOEBE
RALEIGH
ACTIVE
NEPTUNE N T
RALEIGH
DICMEDE
BRISTOL
BRAVE/JAAC PARNBOROUGH
DRYAD
AMBUSCADE
PHOEBE
JUPITER
ALACRITY
RALEIGH
GIB NAVAL BASE
RN PARTY BRAWDY
EURYALUS
BATTLEAXE
JUNO
BRAVE

LINGER N P
LYONS J
MADDISON S H
MAKAREWICZ R E
MANEELY G J
MARSHALL L
MAULE K H
McCARTHY D P P
McINTOSH N A
McLEOD I C
McINTYRE A W
MERCER I L
MIDDLETON P R
MILLS M S J
MORRISON D
MORTIMER M C
MOSS K G
MULDOON I
MURRAY A R
MYATT A J
NASH S J
NEESON E
NICHOLSON T M
O'BRYNE P W
O'SHEA M P
PEARSON R D T
PHILLIPS W J

LONDON
BROADSWORD
AMBUSCADE
BRAVE
BROADSWORD
NOTTINGHAM
MINERVA
CLEOPATRA
EXETER
CINCIFLEET
BOXER
ARGONAUT
PLYMOUTH
BRILLIANT
SMOPS(NELSON)
GIB NAVAL BASE
CORNWALL
ARIADNE
ARGONAUT
GLOUCESTER
BOXER
GIB NAVAL BASE
NELSON
LONDON
MANCHESTER
LONDON
GLASGOW

POWLEY M K
QUATE W T
QUINTRELL C T
RAW A
RICHARDSON C A
RIMMER R R
ROBERTS T G
ROBINSON J
ROLFE C
ROOKE J W
RUSHBROOK A G
SEARLE L P
SHAW D G
SHEPHERD D
SLATER N
SLOCOMBE D
SMITH R J
SMITH C W
SMITH N J
STANKEVITCH P
STEVENS C T C
SULLY P I
THOMAS A B P
THOMAS D P
TREGALE A D
TWIST P G
WARDLE D
WATERS N J

DRYAD
REDPOLE
ACTIVE
ROTHESAY
RALEIGH
DRYAD
BRAVE
WARRIOR
YORK
GIB NAVAL BASE
NELSON
ARK ROYAL
CLEOPATRA
DRYAD
DRYAD
NEWCASTLE
ARGONAUT
CORNWALL
DRAKE
SHEFFIELD
NEWCASTLE
DRYAD
DRAKE
JAAC FARNBOROUGH
LIVERPOOL
DANAE
FOSHI
AMAZON

WHALLEY G N
WHITE P J
WOOD P
WILDE J M A
WOODS G
WORSEY R
WORTHINGTON G R
WRIGHT D
WRIGHT D A
WYLIE B J W
WHITTY T F
YOUNG P D R
BROMLEY J W G
ANDREWS M P
BARTLETT C E J
BRAYFIELD D J
CANFIELD C J
DEAKIN
DOYLE G
DUNN B M
EDWARDS A D
EDWARDS K
ELLIOT P J
FINN T
HILL P D P
JARVIS J G
LANCASHIRE A J

INVINCIBLE
NOTTINGHAM
ARETHUSA
SOUTHAMPTON
NELSON
NELSON (NBOD)
RALEIGH
SIRIUS
BRAZEN
LIVERPOOL
BEAVER
BRITTANIA
DRYAD
AMAZON
ACHILLES
CARDIFF
DRYAD/PHOEBE
ARETHUSA
GLASGOW
MANCHESTER
DRAKE
SIRIUS
EDINBURGH
AVENGER
SCYLLA
ARETHUSA
CORNWALL

LOMAS P
 LOYNES M J
 MACLENNAN I M
 MATTHEWS A
 MIDDLEMAN G
 NELSON J
 ROWE S M
 RICHES R N
 SADLER N B
 SLATTER M
 SMITH D E
 SMITH N J
 TATHAM K J

BULLDOG
 ROYAL ARTHUR
 DRYAD
 DRYAD
 ROYAL ARTHUR
 LEANDER REFIT GROUP
 BRAZEN
 DRYAD/BOXER
 AVENGER
 CHARYBDIS
 DARTMOUTH BRNC
 ARROW
 BOXER