

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



Rick Berling

May Boyer

Elliot

Hughes

Steve Adams

Pete Baker

Rick

Scott

PAZ - Fort.

Rubert

25.50

ASWI ASS.

01752 811419 DIRECTOR - Pete Baker
THE OFFICIAL JOURNAL OF THE

ANTI-SUBMARINE WARFARE INSTRUCTORS ASSOCIATION

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Brian Walsh

Shirley Harris

Rob Brown

(P?)

Manual
Manual

SEAMASTER

THE OFFICIAL JOURNAL OF THE ASWI ASSOCIATION

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JULY 1994

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CHAIRMANS CHATTER

Dear Members

Since the last issue of the SEAMASTER the association has been doing extremely well. The auction went well and the excellent donation by Ben Travis to the association's fund has made us financially sound. I am sure the treasurer will give you all a good dit on our present standing. The Plymouth branch is going strong under the direction of Pete Brierley and will probably grow in strength when FOST move to Plymouth next year.



The next fund raising will be the Raffle with the tickets available by august. the proceeds should ensure the association can plan a very good social calender for 1995. If you feel that you sell some tickets please drop the Sec a note or bell.

The association charity has now been reduced to the Queen Alexandra's children's ward. However, the Plymouth branch will also be making a contribution to a similar local charity in the West Country.

The range rate for the Annual General meeting and Dinner and Dance is now closing, so please turn your thoughts towards and give yourself a clear range to attend both functions. There is a lot of preparation carried out by the committee for both these functions, your support would be greatly appreciated.

On the professional front, ASW is still reeling from the so called departure of a primary threat. However, there is now more submarines world wide, many in areas that could easily call upon our sonar skills at short notice, previously perceived minor ASW threat

countries are now quickly adding pages to Janes Fighting Ships under Submarine power. Don't let non-believers get to you, keep pushing ASW. I'm sure a few Ex Serving members could give a reminder how destructive a Torpedo attack is.

Love or Hate it. Warfare Branch is here to stay and if you hav'nt had the pleasure yet you will meet them soon. It has been made clear that the standard of their Warfare training is not of the previous Seaman Sonar. However, the majority are keen and once pointed in right direction are quick to learn. On job training which was never really pushed during recent years must now that a front seat over all other training to ensure the Warfare Branch reach Operational Performance Standard. To put it in perspective, how would you have felt joining your first ship entering the sonar Control Room of a Tribal Class Frigate being faced with 177, 170, 199, 176 with less than 3 hours practical training on each and find out your action station is Attackers range recorder and tomorrow you sail for an ASW exercise. Give them good quality On Job training the dividends will pay good returns.

Thank you to Bernie Prowse for hosting the Plymouth July meeting onboard HMS CHATHAM. Finally, Thank you to Jumper Collings The Social Sec and Terry Singh The Secretary who have been relieved, the association has appreciated the hard work you have both put in whilst in the posts.

Yours Aye
Jamie Hutchison

ED DIT

In the last edition of the Seamaster I said that I was firmly implanted in the FOSF organisation. Well I've now moved back to DRYAD as the Underwater Training Coordinator. Sounds good don't it.

Again I have tried to include as many articles of interest as I can. I have included an update on the UN Dept here at DRYAD which has gone through a large re-organisation which will see us well positioned to meet the requirements for Warfare Branch training. A walk through the collage of knowledge reveals the same old faces in the same old places. However, a large batch of Draft chits has appeared on my desk which would indicate an imminent change of faces here...at last...

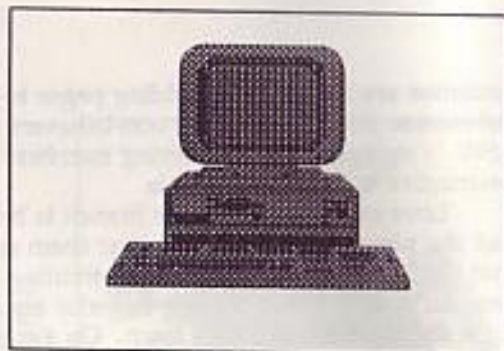
If you see Rick Burley on your travels, ask him how much Fish and Chips cost...rumour has it about 20 pounds!

Yours Aye
Lew Lewis from Tottenham
ASWD,ASWD,PSD,ASWSC,AAA,2016 PJT

Advert

ASWT's TIES

We are now in possession of Navy Blue ties with the ASWT's logo. These ties are available at Seven pounds each, including Postage and Packing. Please send monies for your order to the Treasurer, making cheques payable to: ASWT's Association.



TREASURERS REPORT

Since the last report, the amount in our association funds has increased dramatically, mainly due to the excellent donation made by Ben Travis, (see letter). We are now worth a little over £2000.

There is still quite a few members who have outstanding Subs due for 1994. Your prompt attention would be appreciated and to this end, reminders have been included in this issue to those who need them.



We are holding a Grand Draw just before Christmas and the idea is to get as many people as possible to sell tickets. The proposal at present is to charge 50 pence a ticket and have a number of cash prizes with a first prize of around Two Hundred pounds. Profits from the draw will go towards subsidising next years 40th Birthday programme. You will receive these tickets shortly after the summer holidays

By the time the next issue of the SEAMASTER comes out I will be a civilian, therefore my time as association Treasurer is coming to an end. I would like to take this opportunity in thanking everyone who has assisted me on the committee during my time in the post. (We look forward to seeing your name in the Ex-serving members list....Ed).

ADVERT

WANTED

ONE ASSOCIATION TREASURER. MUST BE GOOD
WITH MONEY AND TAKE THE EDITOR ON AT
LEAST ONE RUN ASHORE A TERM AND LASH
HIM UP (Well I wrote the Ad....Ed)

ASWI ASSOCIATION ASWI'S ANNUAL GENERAL MEETING AGENDA

This years AGM venue will be the Conference room Oliver Block
HMS DRYAD

0850	Attenders Assemble	
0900	Opening address	President/Vice Chairman
0915	ASW The way ahead	SWO(U) FOSF/ CPO Marshall
0930	FOST	FOST Searider
0945	Passive Sonar	WO Chennel
1000	Low Frequency Active	WO Lewis
1015	Warfare Branch at Sea	WO Park
1030	Questions	
1045	Coffee	
1100	Association Business	Vice Chairman
1215	Cold buffet and Drinks	Social Sec
1930	Annual Dinner and Dance	Vice Chairman

ASWI'S ANNUAL DINNER AND DANCE FRI 28 OCTOBER 1994

This years Dinner and Dance will be held in the WO's and SR mess HMS DRYAD. The 2 main reasons for this are the catering company used can provide us with a very reasonably priced 4 course meal and of course the added bonus is that there is very cheap accommodation available.

The price per person which includes wine/port and all the trimmings is just

15 pounds

of course the accommodation is limited in the SR's mess please request this when booking.

The menu for the dinner is as follows:

Home Made Crofters Thick Vegetable Soup

Supreme of Chicken Champignon
Vegetables

Apple Pie Or Chocolate Gateau

Cheese and Biscuits

Coffee and Mints

When booking please state which sweet you would like. If you would like a Vegetarian meal please state this.

please make cheques payable to:

ASWI'S ASSOCIATION

ASW USER OPERATIONAL PUBLICATIONS: SIX MONTHLY UPDATE

1. Greetings to all ASW personnel everywhere. Here again is the six monthly update on ASW publications.

2. Llangennech update. Mega problems continue within the distribution centre, including ships receiving changes out of sequence (5 but no 4 and 3); Non-issue of binders with issue of new books and so it goes on. I will continue to pressure them, on your behalf, but I am not hopeful of any early improvement in the organisation.

3. The following publication changes have taken place during the past six months and are in the pipe-line for the second half of 1994.

a. Sonar 2008/9. The information formally contain in FOTI's is now in BR 4023 (change 5) as Chapter 7 to part 1.

b. STWS/MTLS Edition 10: Trials are scheduled for late 1994. 1995 still looks a good bet for Fleet fitting programme.

c. Sonar 2031: Procedures are now in BR 8713(OP)-A5 size and CB 08713(1,2B) Vol 1. Vol 2 of CB 08713(1,2B) should be returned to your CBO.

d. Sonar 182: Change 6 to BR 4023(2)(due in the Fleet in early Autumn) contains updated procedures for 182 Streaming/Recovery. Procedures are laid out for each specific class of ship.

e. Sonar 2050: New CB & BR recently issued with both books in A5 size as requested by the 1993 Active Sonar Drill Meeting. Comments on the usage of the A5 size book, particularly the CB, would be appreciated.

G J McGEOWN
FSA(ASW)

ASW OPERATIONAL USER PUBLICATIONS: CINCFLEET SPONSORED

NO.	TITLE	CHANGE NO.	DATE	REMARKS
BR 2760(2C)	Sonar 184	7	Jul 91	Should be out of Issue end of 1994.
BR 5075 (2A/2B)	Sonar 2016	5	Apr 94	
BR 5075(OP)	Sonar 2016 (Flip Cards)	5	Apr 94	
CB 08713 Vol 1 (1, 2B)	Sonar 2031 Command & Control	2	Jun 94	Change 3 Available in Autumn
BR 8713(OP)	Sonar 2031 Operating Procedure	Original	June 1994	Change 1 Available in Autumn
CB 8452(2)	Sonar 2050	Original	April 94	Both CB/BR are A5 size
BR 8452(OP)	Sonar 2050 (Flip Cards)	Original	April 94	
BR 4918(2)	Match Handbook	7	April 94	
BR 8589(2)	STWS 2	12	May 94	Change 13 for Fleet Issue Autumn 94
BR 8589(OSD)	STWS 2 (Flip Cards)	12	May 94	
BR 8342(2)	MTLS	4	May 94	Change 5 at Printers
BR 8342(OSD)	MTLS (Flip Cards)	4	May 94	
CB 04023	Ship Guide to UW Warfare Command Information	5	Jun 94	Contains Sonar 2008/9 Info
BR 4023(1)	Ship Guide to UW Warfare Administration	7	Dec 94	Change 8 at Vetting
BR 4023(2)	Ship Guide to UW Warfare Sonar & Weapon	5	May 94	Contains Sonar 2008/9 info. Change 6 in Autumn
BR 4023(3)	ASW Assessment	4	April 94	

ASW OPERATIONAL USER PUBLICATIONS: CINCFLEET SPONSORED
(Cont'd)

NO.	TITLE	CHANGE NO.	DATE	REMARKS
BR 4023(4)	Oceanography	4	Jul 92	
BR 2777	Torpedo Recovery	3	June 94	Change 4 with Fleet Autumn 94
BR 8431	SEPADS - Operating Instructions	2	May 93	
AXP1B(NAVY) (AIR)	A/S Exercise Manual	14	Jun 93	New AXP 1C will be issued 95
AXP1B(NAVY) (AIR)	BRITT SUPP 1	3	Dec 92	New Issue with AXP 1C
ATP 18(D)	Submarine Ops	Orig	April 94	Change 1 Mid 95
ATP 10 Brit Supp 2	Submarine Search and Rescue	2	April 94	Re issue of book in new format

ASW OPERATIONAL USER PUBLICATIONS: NOT UNDER CONTROL OF FSA(ASW)

NO.	TITLE	CHANGE NO.	DATE	REMARKS
ATP 28(A)	Allied ASW Manual	4	Jan 94 91	
ATP 1C Vol I	Tactical Information	4	1 Oct 93	Includes Errata to Change 4.
CB 08680A(1B)	STINGRAY - Command Information	8	Sep 93	
FCD 10	FOTI	15	Mar 94	
FCD 10B	FOTI (SECRET Supp)	21	Apr 94	
FCD 9	FXTI	63	Jul 92	
FCD 3	Op Effectiveness	1	Mar 94	
AXP 5B	EXTACs	75	Jan 93	Binder 1 and Binder 2.
AXB 5B SECRET Supp	EXTACs	23	Sep 94	
ATP 10C	Search and Rescue	8	Aug 90	
ATP 10C Brit Supp-1	Search and Rescue	1	Oct 85	

ANOTHER TREASURE'S DIT

GRAND DRAW

This year the Committee have decided to hold a Grand Draw. The reason for this is to try and raise as much money as possible to help subsidise next years 40th anniversary celebrations, especially the Annual Reunion and Dinner Dance in October.

A small percentage of the money raised will go towards Charity.

At the time of writing, the tickets are being printed, and they will be sent to all members shortly after the Summer Holidays.

It is intended to hold the Draw in the Clubhouse on Friday 16th December 1994 at 1230, and all winners will be notified by post. (If you are not there.....Ed).

CHANGE OF ACCOUNT NAME

Some of you will be aware that much discussion has been going on recently about whether to withdraw from the Central Fund Of HMS DRYAD. This discussion has been mainly brought about because over the past 18 months our account has ceased to receive interest, charges for deposits and withdrawals plus charges for auditing. This matter has been discussed in detail at the previous two Monthly Meetings, and at a Committee Meeting on Friday 8th July, it was decided to withdraw from the said Fund and revert to a building society account.

The account will be with the Nationwide Building Society, and the name of the account will be The Anti Submarine Warfare Instructors Association, therefore, from now on, please make all cheques payable to

ASW's ASSOCIATION

SOCIAL REPORT

I have recently taken over the position of Social Secretary from PO Paul Collins, and I would like to take this opportunity in thanking him for his efforts over the past 18 months.



Sadly I will only be in the job for about five months, as I join HMS Coventry later in the year.

As most of you are aware, the Association will be 40 next year, therefore we are planning to organise some extra events to celebrate this throughout the year. The two main events to note in your diaries are; 22nd January (40th Birthday), and The Annual Reunion and Dinner Dance on 27th October.

The Birthday Party will hopefully take place at Portland on Saturday 21st January, (to be confirmed). Full details will be published via FTM and in the next issue of Seamaster

As a reminder the Social Programme for next term is as follows.

Tues 27th Sept	Monthly Meeting
Fri 28th Oct	(am) AGM (drinks on completion)
	(pm) Annual Reunion and Dinner Dance
Tues 29th Nov	Monthly Meeting
Fri 16th Dec	Christmas Drinks, Grand Draw, and Presentation of Charity Gifts.

Yours Aye
Steve Oggiano.

WEST COUNTRY UPDATE

Well things are looking up for us and we have now had 2 sponsored charity events and 2 socials. George Barraclough completed the Pennine Way walk and raised about £300 with the help of sponsorship from Clarks Shoes. It is hoped to present some toys/equipment for the use of Cerebral Palsy sufferers jointly from Clarks and the Association. The sponsored swim organised by yours truly raised £170 approximately helped by a very generous donation Bungy Williams who used to be a Dryad Planner until his retirement. This will be kept until we have another event before presenting equipment for the use of the Downs Syndrome Ward in Treliske Hospital, Truro. George B, Rocky Hutson, Larry Lloyd and myself did the swim (over a mile each). Larry as our token MW rep did a magnificent job as he thought that he only had to swim a 1/4 mile (12 lengths) not a mile each! Dicky anticliffe acted as length recorder/life guard.

The first social event was a games night against Clarks. I don't know who won but we had an excellent evening being made welcome and well fed. 12 member attended with 2 wives taking full part in the activities. A rematch took place at Raleigh on the 30th June again a super evening only marred by the lack of any support from the ships teams who had been personally visited and many had promised to attend but failed to do so. We trying to get the events for everyone not just the Raleigh lads who have been unstinting in their support. Another event against BT is being planned but no firm date yet. This will be announced at the next monthly meeting on the Chatham.

Our meetings have been reasonably well attended but they do require ships teams to make the trip to the nominated venue on the **SECOND TUESDAY** of each month. I visited 6 ships on the 7th June and as may be expected many of them will be deploying or changing Base port soon. we will continue to try to keep in touch but again don't wait for an invite, try to attend on the following dates:

July	14	HMS CHATHAM
Aug		No Meeting, On leave
Sept	13	HMS DRAKE, Committee room
Oct	11	HMS RALEIGH Seamanship school, committee room
Nov	8	HMS DRAKE, Committee room
Dec		No meeting, Xmas leave
Jan	10	Ship TBC

All meetings will be at 1900.

The Ex members whose addresses I have, have been contacted, but so far only Charlie Haydon and Bungy Williams have replied. Charlie is very well and a rural postman in mid-Devon. Charlie Ainscough has been tracked down to the Devonport MOD Guard Service so hopefully he will start coming top the meetings.

Things are slowly getting going but we can do more if the support is there - remember the Association only functions if the people it is for is there. It is hoped to produce a longer term plan so that there is plenty of notice for members to attend both meetings and social functions. See you all soon

Yours Aye
Pete Brierley

NRV ALLIANCE - LFA

Well, as promised by your Ed, here is my dit on LFA and my time at sea on NRV ALLIANCE. (NRV = NATO Research Vessel)

NRV ALLIANCE is the only ship that is owned entirely by NATO. It is operated and based at SACLANTCEN La Spezia Italy. She is built to civilian standards and is manned (No women) by a Multi-national crew consisting of a German Master and mate, British Officers and Italian crew. The Scientific community is split between German, Italian, American, British, Belgium and French teams.

The ship is 93m long with a gross tonnage of 3180. Her max speed is around 16Kts, The accommodation is all en-suite cabins and they serve free Red wine with all meals (best bit...Ed).

Anyway, I joined her in Falmouth and had a great run ashore...I think...We sailed the next day and the first thing that struck me was the complete absence of noise. This was an extremely quiet ship, so much so, that I found it difficult getting to sleep....honest.

Exercise Resolute Response - a large NATO exercise conducted in the South West Approaches - was our destination, we were to research and evaluate the operation of the NATO experimental version of a Low Frequency Active Sonar under as realistic conditions as possible, to this end I think it was a success...It got rough...I got seasick...That was pretty realistic! Anyway I'm sure you can understand I cannot go into great detail about the system itself but I will say that it operates at a frequency lower than any of us has worked with before. We made detections at a greater range than has been achieved by any sonar set we have operated before and this system has the potential to give us the lead again, against all classes of submarine anywhere in the world. A lot of work has yet to be conducted but I believe that this is where our future lies.

The biggest problem that I encountered was the fact that the Menu's were in Italian and the steward's command of the English language was as polished as my Italian!...I spent the first three days eating Pasta with fish sauce on it because that was the only item I could recognize. However, after three weeks the improvement was so vast that I can now enter any Italian restaurant with confidence and order Insalta Verdi (Lettuce) and still get Pasta!

Yours Aye
Lew Lewis from Tottenham

WHAT'S IN A TITLE

I got back from sea in February 94 and was the last ASWI on the last sea going Leander, SCYLLA. All 26 of them have now finished..Here endth the Chapter....

When you were last in the Sonar School at Dryad and remember the 'U' Faculty and titles such as ASWTO and DAS 1 then you have been on the crinkly stuff to long.

With the demise of 'O' Faculty and the death of the R.P. Will the college of knowledge come to an end?...No, this is just the beginning, out of the ashes has risen the OPERATOR MAINTAINER....(sob, sob.....Ed) and as not to confuse the new 'Long Red' welding, Warfare rating, he/she/it has two choices - Abovewater Warfare (AW) or Underwater Warfare (UW), Simple eh?

We are now the Underwater Warfare Department incorporating Navigation, XT officers (baby OOW's..Ed),Met and Og, ratings training and of course, a little bit of Sonar...The UN Department for short. A new meaning to a 'UN Resolution'.

The structure and titles are as follows;

CDR'UN'	Commander Underwater and Navigation	Cdr Dodds
SO(UWW)	Staff Officer Underwater Warfare	Lt Cdr Williams
UTO	Underwater Training Officer	Lt Cdr Minns
UTC	Underwater Training Co-ordinator	WO(S) Lewis
RTO	Ratings Training Officer	Lt Thompson
RTUW1	Ratings Training Uw1,(PO+LH)	WO(S) Parks
RTUW2	Ratings Training Uw2,(OM+X-Training)	WO(S) Brotherhood
UNEO	UW and Nav Equipment Officer	Lt Cdr Hoyle
UE1	Underwater Equipment 1..ASUATS and Projects	WO(S) Rodgers
UE2	Underwater Equipment 2..NEREUS (Passive)	WO(S) Chennel
UE3	Underwater Equipment 3..ASUAT 11 (2050)	WO(S) Hartley

Are you still with me?...We, are all UTI's - Underwater Training Instructors - with five UTI Managers:

UTI 1	2050	CPO Tucker
UTI 2	2031	CPO English
UTI 3	2016	Gapped
UTI 4	AIO	CPO Mckinlay
UTI 5	Weapons	CPO Slater

That's it in the Sonar School and so now I hope it's all as clear as Mud.

Yours Aye, Mick Loynes

A Few Dits By Robbie Robinson

The training Commander told me to sit in a lecture being given by a candidate for the rate of instructor. the students were young sonar operators and the subject was the propagation of sound in water. The lecturer was doing well, i thought, and holding the interest of his class until he began to explain the cause of the constant 'background noise' heard in one's headphones and which emanates from the solid matter in suspension in the water; the mass of tiny echoes from this matter is known in the trade as 'reverberations'. He lost 'it' and the class when he said that these echoes came from minute orgasms in the water.

A friend of mine went, in his Submarine, to a French port, I believe that it was Le Havre, but no matter. Shortly after their arrival one of his sailors asked him if he knew the French for matelot.

We had to join a Frigate at Portland to conduct a trial of her Sonar equipment. The weather was atrocious, it was snowing, snowing horizontally down the wind and there was a fair old sea running. The captain of the Frigate, very sensibly, wouldn't come inside the harbour and we had, therefore, to join the ship by boat, going out into Weymouth Bay. Sitting in the stern sheets of this boat was simply awful, the cold, the motion of the boat, the fumes pouring out of the filthy diesel engine all combined to make one wish, with fervour, that one hadn't joined. Right at the nadir of my misery, my chief reached across, tapped me on the knee and said "When it's all finished, sir, this is what you remember, you forget the bad times."

Some of the war time buildings were being demolished in VERNON, one of these buildings had been the WRNS toilets, the front wall had been knocked down, leaving the lavatory pans and seats exposed to the vulgar gaze. The Captain was doing 'Rounds' in the area, he tapped one of the loos with his walking stick and said "Not a lot of privacy around here".

A Shipwright officer friend of mine once asked if I knew what Knot-holes in wood were for. I told him that, as far as I was aware, they had no purpose, that in fact they were sometime of a nuisance. Not at all he advised me, they served a very useful purpose, they were used to make bums for wooden horses.

Letters to the Ed

Here again is just a small selection of the hundreds of letters I have received, the Post Office is still thinking of giving me my own post code to assist in the huge amounts of mail that I have to handle every day and the postman now looks like Arnie Swasinnigler (can't spell it...Ed) so keep 'em rolling in.....



During Area Capability ASW training Petty Officer Pam Ayres so impressed the Ops Room team they took to writing poetry about him. Whilst waiting for him to gain contact.

ODE TO A PASSIVE SONAR DIRECTOR

My name is PAM, I'm fresh off course,
In the SDR I'm a Major force,
On ACT in the dark I ponder,
What Freq is it on? Stay quiet and let it wander.

It's Friday Morn not long to go,
Tracking the target to and fro,
Frequency shift high,
Frequency shift Low,
Only twelve more hours and Yo-Ho-Ho. (YO-HO-HO!!!!!!.....Ed)

The final watch, all's nearly done,
No contacts yet, where have they gone,
The Sensor Co-ord's here, he's number one,
So I think I'd better switch the set on.

Published by kind permission of HMS CAMPBELTOWN's Starboard watch Ops Room team (The Sprinting watch).

I feel that there is an underlying story here which may warrant further investigation, I know that we don't teach the new Petty Officers Equipment Switch on procedure....More next issue....Ed

21 Cromwell Rd
Southbourne
Bournemouth

Dear All

Well, I was uncertain what to title this offering and on second thoughts wondered did it need a title, leave that up to the readers to provide their own! First I must make it clear that I am not in contention for a Lampswinger Award, just hope to revive a few memories of a while ago down in deepest Dorset at a place called HMS Osprey, the same venue as the present of that name, but things were a little different then. Can you imagine NO airfield, NO regular transport runs, Q pier was something of a very modern addition to the dockyard, also the most modern of vessels to be seen was 'Undaunted' one of the early conversions to the Type 15 class in the fleet, and guess what, rumour had it, that a Helicopter could actually land onto the after deck, well that was the Buzz at the time.

If your memory says yes to any of these, then you will have been a member of the Training Team or perhaps passing through on a Course. So to set the scene, what went on in the area at the time then, bearing in mind that FOST and all the operations concerned with that set up were only in the dream stage.

The key to the whole set up was really the Ships and Staff of the '2nd Training Flotilla/Squadron' it was on these, that Classes were taken to sea to Exercise with 'Live' Submarines as part of the courses that commenced in Vernon. These ranged from 3rd Class Rates up to TAS Long Course.

Accommodation was provided in 'Osprey' as were the lecture rooms, ATH's, Surface Craft House, etc, the area itself wasn't always everyone's choice of draft, though I must admit to being one of the volunteers, the times that I spent there with such Oppo's in the PO's mess as Shorty Mason, Norman Shouls, Jim Curtis, George Elgie, Tanzy Lee (Whatever happened to Bertha?), Ben Ashton, who along with myself were the only two 1st Class Rates on Instructional Duties and of course not in receipt of the whole 1/- a day Instructors Pay, always a good Tot Time debate. Jack Phillips, Barry Spencer - whose wife was expecting their first baby- Barr announcing that if a boy he was to be christened Markson! Thankfully they had a girl. We were all looked after by the mess President, Tubby Buxton, better known to his friends as Fangio, after the Formula 1 racing driver of that time, this was due to Tubby and his Wash Up on Monday as to how long it took him on his drive home each weekend.

I can remember well on one occasion, he was very concerned that the 'Old Girl' wasn't pulling at all well, not surprising after we found a large amount of Portland Stone in his boot, heavens, who would do that, we all thought!

Another name at the time was Tom Bowler, he lived in the Married Quarters in Walker Crescent, a little story relating to him happened one night when I was duty PO/Instructor and on the receipt of the Submiss signal Lower Deck was cleared and people detailed to proceed to and back up Ship's Companies of vessels in Harbour, during the organisation of this I put forward a bid for anyone with wheels to go to Walker Crescent knock on every door in order to get Senior Rates back onboard, Tom was one of those, and after the panic asked me who was the So and So I had sent, having had the experience of coming through Portland Square and the Driver leaving the wheel to close a door that had flung open, with apologies for the bad catch, the punch line was that the Driver didn't have a licence anyway, never mind it was an emergency, thankfully not to become a Subunk, I think Tom forgave me!

On arrival in Osprey part of the joining routine was the good old kit muster, this was done by the Course Officer. Such names come to mind as Mr Saunders, Marchant, Andrews, not to forget SHUTE, well who could! All these were of course 'Commissioned Gunners' and with the coming of the SD Officer overnight they became Sub Lt accordingly.

Getting back to Taff Shute, I had the luck to be with him for several classes, I remember one in particular when on the FIRST occasion of meeting the class as they laid out their kit for inspection in the dormitory, in he came, "PO"... "Yes Sir" .. "Is it Stand Easy"... "Negative Sir"... "Right, All the men smoking on a charge, understand. I am the OOD, and will see them". Phew what could you say? at least they all passed the Course, though I don't think that was one of the End of the course runs ashore the Class Officer was invited to.

Another part of the joining routine was Audiology Test in the Trailer, remember Cock Heron the Audiologist? No matter what Rank or Age you were, to him you were always Laddie.

Getting back to the mention of Helicopters, we had Two of the first Aircrew in the School. Jan Maunder, and Harry Tate, the latter was a Towney of mine, and we were often seen on our Motorcycles, one Sunday night I met Harry under the bridge at the foot of the hill to the main gate, some choice language as his chain had broken so it

meant a push up of his 650cc machine.

He tried to encourage many to volunteer for Aircrew, which of course was a Magic Area in those days, navigating by Railway lines etc was the norm. There was a very small Chopper ATH which we were allowed to see in Operation nearing the end of courses under the future Development umbrella.

Getting back to the lack of transport, classes were expected to march from the rear of the Admin block to their ships in the yard and repeat the trip at night, no matter the weather. Anyway the PO's Mess being situated as it was - with a Panoramic view of ships entering and leaving harbour - meant that as a Victualled member, you were always assured your beverage would be ready for you on your return to the Mess, by kind permission of your Mess mates, who would identify what ship and class aboard. With the help of Big Betty behind the bar who would leave the final bolt until the very last minute, often with the bribe of a lift home as her last bus had left.

On the Training side, one of the big events after morning divisions was the march to Lecture Hall where classes listened to 78rpm records to test their skills in H.E. torpedo, diesel, steam recip etc, etc, also the all important Morse, I think senior classes were expected to achieve a standard of 8 words a minute, all very much needed in those days before U/W telephone, the only way to Communicate apart from Charge Signals to the submarine was by using the hand key, having turned down your set to, I think, 10 K/C or was it 8 K/C, and off you went... Your position PBL.....Or send THREE DOGS, yes that is correct, we had no DELTA's in those days !!

Whilst talking on the subject of signals, it was during my trips to Portland that I remember the use of two in particular, the first was the RED grenade, for which the lookouts were always told the importance of, well, having dived SELENE on a CASEX suddenly there it was, a RED grenade, and I am sure to this day that the boat almost beat the grenade to the surface, the reason we were to learn was an injury to a member of the Engine Room, he was transferred by Seaboat and landed ashore.

The second was a far more serious event. I was at sea aboard FLINT CASTLE the day SUBSUNK was signalled involving HMS AFFRAY, all the stops were pulled out as you can imagine, and it was during the search that a detection was made firm enough to initiate the dropping of TWELVE CHARGES, alas after a long pause and complete silence, it was difficult to describe, nothing was sighted. This event was brought home more in a way to all TAS personnel I am

certain by the fact that amongst the victims of that loss was the son of the Captain of HMS VERNON at the time.

I remember during the search that ships fitted with Type 162 (COCKCHAFFER) proved that system.

On a more social note, who remembers the 'PORTLAND FLIER' not actually a BR Special to say the least, instead a train, which used to run from Weymouth after the last bus had departed - destination Portland - Victoria Square, this was the nearest thing to being Jackproof that was ever constructed. It's carriages had no doors, light fittings, windows etc, and used to chug across the stretch to the distant sounds of Matelots singing their hearts out after a good run, bearing in mind that on arrival they still had to complete the journey by foot.

Knight was another of the characters of the Osprey scene known to his flock as 'The Bish', it was not unusual to see him in the Mess at Tot Time ticking off, and of course not known to refuse sippers, or even challenge Twice Around the Board for your Tot, as he produced the famous Crib Board. He was a great hit with the lads as well, often in the Dogs in the Dormitories, anything from Rug Making, Monopoly, etc, even to the fine art of Lost Contact Procedure.

One item fails me, that is the SANGAMO in the Dockyard, I can remember taking classes there and have a hazy idea it was some form of Super Attack Teacher, can anybody help?

Part of the course at Portland involved operating aboard S.D.B. against X-craft in Weymouth Bay, remembering on gaining a contact first thing to do was to find out which face of the transducer it came from, as the sets transmitted from both sides, we were also expected to operate Port Defence Asdic's. Guess in a way we were quite experienced cookies!

As for the main Sea operating as I mentioned earlier, we used ships of the 2nd TS, ranging from the workhorses in the guise of Castle Class Corvettes/Frigates, LEEDS, OAKHAM, HEADINGHAM and TINTAGLE. These although good sea boats, were not always favourite on a Friday returning from the Exercise Area with the steam recip nursed by the Chief Tiff giving everything it had, much better to see your class was aboard UNDAUNTED, ZEST, MYNGS, ZEPHYR. Then you stood better chance of your Friday starting nearer time. Of course during the space of time, these craft were to be relieved by such names as DUNDAS, GRAFTEN, KEPPEL, HARDY, BLACKWOOD and PELLEW. Yes the Type 14 was on the scene, with of course, updated equipment. I remember one member of a class I

had, who actually found these vessels had ashtrays that slid under the table when housed, and not all over the place in a drop of seaway, big deal!

Gone were the days of submarines towing BUFFS for the lookouts to keep sight of, and certain S/LT's to return to a boat after they had been severed, when we got back to harbour. Another lighter note was heard when a Subs Class onboard a Castle Class - all members being budding Capt Walker's - having changed round, the order, Slow ahead both engines was given from the bridge, back came the reply up the voicepipe "we've only got one Sir". Then quick as a flash came "Roger Stop Starboard!"

Well I think this dit has gone on far enough, I did warn the Editor that I would try and put a few words together, (about 1,543 to be exact.....Ed) my word they have brought back some Very Happy Memories, and I must add that until only recently, I have been able to keep in touch with the Navy at that end of the world, also the Hostelrys by virtue of the fact of being a member of the R.N.X.S. and manning PORTLAND PHQ for many exercises. Sadly we are now redundant like so many other things, so I feel that my many years around there are now at an end worse luck.

Lets finish on a personal laugh. My wife was expecting our first baby, she had been admitted to Portwey Maternity Hospital and I was about to go off on a Long Day at sea with a class, a quick phone call before I joined the ship. "Yes your wife has had her baby, both are doing very well"... "Thank you Sister... Was it a boy or a girl?"... "You'll see when you come to visit her"... "But Sister I am off to sea now until around 2200 tonight"... "Very well, no problem, I will leave a message with the night Staff to allow you to visit"... "But Sister, it's only 7am now, can't you please tell me?"... "Sorry, it's Hospital Rules no further information on the telephone until Father has visited"....

Well, off I went, no need to say how I was feeling, very Happy, yes, but also very confused to say the least, on arrival aboard, I just had to spread the Good News, but how do you explain to a bunch of Matelots you don't know the sex of your child, imagine, as I'm sure you can, the many suggestions and advice I was given!! I think that was the Longest Day for me. I did however manage to visit my wife and DAUGHTER on return, although it was way past Pipe Down.

Cheers for now, Regards to all members, Steer 270!

Ron Feasey

60 REDE COURT RD
STROOD
ROCHESTER

Dear All

Just a quick note with my subs for 94. I am sorry that they are a bit late but I have been in hospital and did tend to get a bit behind with things. However, I am now back at work and feeling much better. I hope to be able to attend the AGM and the Dinner Dance, I enclose a cheque to cover the cost.

I still have a CPO's Mess Undress in my wardrobe and I will send it to anyone who would find a use for it, (36/38 waist).

When you next send me the SEAMASTER could you please put me the 'Where's Me Oppo' as Rochester Kent. I am just off the M2 and would welcome anyone who happens to be passing.

Hope you are all well
All the Best
Pete Cass.

26 Perrywinkle Close
Sittingbourne
Kent

Dear Mr Chairman

Myself and a colleague, fund raise for the local scouts. Once a year the fund raisers are allowed to nominate one months fund raising income to a cause of his choice. We primarily collect paper and cardboard and have become useful at it.

Over the past 4 weeks, my colleague, John Hammon and I have collected 35.16 tonnes of paper and cardboard to the value of £861.26p I have been allowed to opt for the ASWT's Association as my choice this year. I would like this money to go into the Association's fund and not the charity we support.

Hopefully this will allow your fund raising efforts to concentrate on the Charity.

Hope to see you all at the annual Dinner in October.

Yours Aye
Ben Travis.

HMS EXETER

Dear All

Just a short note to remind you all that if there's a job to do a 42 will do it (Tell it to the 22's....Ed).

Yes, the Gulf is full of Sun but not much else, they did threaten a little Tasery the other day but very conveniently changed the programme.

(This letter went on longer and finished off with).....

Give my regards to all at Folly Foot, and thank all the ASWI's Committee for their sterling work for charity and also their efforts in keeping the Association alive and well.

Yours Aye
Tom Stevens

21 Cromwell Rd
Southbourne
Bournemouth

Dear All

Many thanks to all the team for your efforts in respect of the Association, although not always able to attend functions, the Arrival of the SEAMASTER is always very well received, to get up to date.

Best wishes for 94, to ALL members.

Cheers for Now
Ron Feasey

CPO(OPS)(S) PARRY
MARITIME DATA CENTRE
BFPO 52

8 Apr 94

Dear Ed and Members,

A CAUTIONARY TALE

We've gone hi-tech down in the jolly old MDC and replaced the tin walled structure where we used to reside in air conditioned purgatory with a large concrete block that utilises the latest computer technology and - more importantly - has a nice view of the bay.

In our haste to modernise, we've even replaced the aforementioned air conditioning system. The combined might and technology of the western world which - when properly utilised - can put man on the moon, has substituted our excellent air conditioning system with a propeller on a stick (fan, standing, room for the cooling of; to use the correct Pusser's vernacular).

"No problem with that" thinks I, "defence cuts and all that" but then, looking around, it suddenly occurred to me that in our efforts to utilise the latest techno-gizmos we often fall prey to the "three steps forward, five steps backward syndrome" and - in one particular case - this is oozing over into home life as well as in work.

The poor unfortunate in question (I shall call him Skippy to protect the innocent) was spotted several weeks ago sweating over the somewhat agricultural computer we have in our tech office. It's rather an old machine, takes those big floppy disks that nobody buys any more, has a snally memory, happily runs on DOS 3, has never upset anybody in its life and - once its valves are warmed up, buzzes and whirs away quite happily. The machine was facing the full force of Skippys wrath as he cursed, slapped and spat at it. Having vented his anger on the inanimate object, he turned to me and started bemoaning his fate.

"Paz" he said, "I must get a new computer, this one just can't keep up and with a new one I can do all this at home and . . ."
"But Skips," I remarked, "it seems to be keeping up just fine. It's just that you don't type faster than ten words a minute."

He glared at me as though I was a complete Philistine and the sort of sick human being that still thought Type 23s were a step in the wrong direction. "You don't understand" he said, shaking his head sadly. "This may have been good in its day but its obsolete now. It can't run Windows, can't multi-task, its too slow. Basically its no use to anyone any more."

His eyes started to burn with a revolutionary fervour and I knew that the cause was lost, yet again, someone with loads of disposable income was about to take the plunge and become a slave to the insatiable computer bug.

My worst fears were realised when I accepted an invitation to a party at Skippy's house the next week. He'd invested in a computer system that - when properly assembled - could probably run the battlestar galactica and still have the spare capacity to control Darth Vader's bathroom.

"When properly assembled" is the stumbling block here. In his haste to achieve technological superiority, Skippy hadn't realised that the more components you add to a system the more complicated it becomes to run. His solution to the problem was to invite over anybody that he thought could help for a beer and a pizza.

I bumped into this years Nobel prize winner for physics who was in the hallway trying to resolve a conflict between Windows NT and the 4 gigabyte hard disk drive that was originally designed for the European space program. Apparently the chips inside ran so fast that you were actually transported back in time and every time he turned it on he kept finding himself back in the kitchen.

Steven Hawkins had been brought in on an indulgence flight to sort out the unification of the IDE and SCSI drives and to ensure that no problems were caused by compatible software being written by incompatible companies.

I left about five hours later, by this time most of the system wouldn't crash when it was booted up, Bill Gates had finished off the pizzas and the empty foster tins had been converted into a cyber sound audio system that beeped "Waltzing Matilda" at you every time a file was deleted.

In the weeks that followed, Skippy and a team of NASA engineers managed to track down and rectify most of the problems. By the time they'd finished, his autoexec.bat file and config.sys file were each over 14 megabytes. Eventually I was invited over for the grand unveiling.

As he turned on the system, the emergency dockyard generator kicked into life as the lights all over Gibraltar dimmed. One peripheral after another hummed into life, exterior printers, scanners, CAD drawing boards, hard drives, soft drives, CD ROM players, speakers discarded by Def Leopard as too powerful, joysticks, spotlights, modems, coffee makers and one or two other futuristic looking bits of hardware that I didn't dare ask about.

We watched the complete re-run of the winter olympics while the machine booted up and configured itself. The 1812 Overture blared forth from the speakers announcing that the ultimate PC was ready for use.

"Great!" exclaimed Skippy as he seated himself at the console. "Watch this!"

I had this horrible sinking feeling as I approached the screen and saw the dreaded "C:\>" prompt. Skippy typed in "cd\WP51" and, moments later, had got word perfect running. "Isn't that great! that used to take eight seconds." "Skippy," I asked, "is that the only improvement you've seen?"

"Oh no," he replied happily, "I've also improved my typing to fifteen words a minute." Skippy's grasp of reality obviously didn't extend to the fact that his typing got faster through playing with his new toy.

"What about Windows?" I asked foolishly, hoping that all the money spent on this technological miracle wasn't completely wasted. "Yeah, its great," said Skippy as he proceeded to open up windows all over the monitor. I noticed that he didn't use any of them. Seeing Word Perfect for Windows I asked him why he was still using the DOS version of Word Perfect. "Well," he replied, "I don't know how to use the Windows bits yet."

Believing that this was the golden opportunity to do him a favour, I decided to show him some of the capabilities of his new system. I opened up Works for Windows and showed him the spreadsheet and data base programs. His eyes glazed over as I integrated a spreadsheet into a document. He started to drool as I opened up more programs and carried out some object linked embedding. Skippy curled into a foetal ball and started gibbering uncontrollably as I prepared a presentation using Freelance Graphics. He was still trying to count to five on his toes as the nice men from RNH came to take him away

Skippy's better now, he asked the Chippy in the dockyard to knock him up an abacus and happily sits there for hours and hours playing with it. He's not the first to fall for the "latest is greatest bug" and I could draw comparisons with certain bits of kit in the ASW world. However, due to the fact that I still value my career somewhat, I'll leave everyone else to draw their own conclusions from this "cautionary tale!"

P43
7 FLETCHER WAY
PLYMSTOCK

Dear Dickie

Please find enclosed cheque for my subs, for the next three years. Hope all is well with everyone. I went to the June meeting chaired by Pete Brierley in Devonport, nice to see some friendly faces again. I was the only Ex Serving member, But Acorns will in time grow to a fine Oak Tree. Give my regards to anyone who may remember me

How could anyone forget you Bungy Mate (ED)

Yours Aye

Bungy Williams
The ex Planner 1983-1988
Ex Submariner

"WHERE'S ME OPPO"

WARRANT OFFICERS

WO BACON DRYAD
 WO BRIERLEY RALEIGH
 WO BLANCHE CINCFLEET
 WO BROTHERWOOD DRYAD
 WO CAPEL MOD DNMCIS HQ
 WO CHENNEL DRYAD
 WO FOSTER POSF SEA
 WO HARTLEY DRYAD
 WO HITCHCOCK POSF
 WO HOOD CINCFLEET
 WO HUTCHISON POSF SEA
 WO KILROY POST
 WO KENNEDY CINCFLEET
 WO LEWIS DRYAD
 WO LOVEDAY RNU ST MAWGAN
 WO NOBLE CINCFLEET
 WO OWEN CINCFLEET
 WO O'SULLIVAN POSF
 WO PARK DRYAD
 WO PREECE RALEIGH
 WO RODGERS DRYAD
 WO WILL DRYAD

CHIEF PETTY OFFICERS

CPO ALLPORT DRYAD
 CPO ANTCLIFFE RALEIGH
 CPO ASTLEY DRYAD
 CPO BAKER DRYAD
 CPO BAREFORD VICTORY
 CPO BATES 2SL/CNH
 CPO BROWN T DRYAD
 CPO BROWN A LONDON
 CPO BROMLEY DRYAD
 CPO BURLEY DRYAD
 CPO BURTON BOXER
 CPO BUTLER POSF DEV
 CPO CALEY BIRMINGHAM
 CPO CLIPSTONE POSF DEV
 CPO COLLINS BRNC
 CPO COWLEY JAAC
 CPO CLARKE M 2SL/CNH

CPO CRAIG SMITER
 CPO CUNNINGHAM POST SEA
 CPO DREW DRYAD
 CPO DUTSON RALEIGH
 CPO EDWARDS ARGYLE
 CPO ENGLISH DRYAD
 CPO ENVY DRYAD
 CPO FORRESTER RNU GLASGOW
 CPO FURLONG RNSLAM
 CPO FLOWER DRYAD
 CPO GEMMILL DRYAD
 CPO GLEAVE MARLBOROUGH
 CPO GOLDING SHEFFIELD
 CPO GORRINGE WESTMINSTER
 CPO GRAHAM DRYAD
 CPO GRAVETT NORTH'LAND
 CPO HOWES POST
 CPO HUDSON RALEIGH
 CPO JONES DRYAD
 CPO KAY 2SL/CNH
 CPO LAURIE NORFOLK
 CPO LEWIS B DRYAD
 CPO LEWIS T DRYAD
 CPO LYMATH COVENTRY
 CPO MANEELY DRYAD
 CPO MARSHALL D CWTA
 CPO MARSHALL K POSF SEA
 CPO MARTIN BRAVE
 CPO MCCREADY LIVERPOOL
 CPO MERCER RNU BRISTOL
 CPO MOORE DRYAD
 CPO MOSS CAMPBELTOWN
 CPO NASH IRON DUKE
 CPO NELSON DRYAD
 CPO NEWELL DASHES
 CPO MORTIMER DRYAD
 CPO O'SHEA DRYAD
 CPO PARRY BF GIB
 CPO PEARCE DRYAD
 CPO PROWSE CHATHAM
 CPO QUINTRELL CRONWALL
 CPO RADFORD CNOCS
 CPO RHODES POST
 CPO RIMMER JAAC
 CPO ROBERTS BEAVER
 CPO SADLER AVENGER
 CPO SHEPHERD OSPREY
 CPO SIMSON CUMBERLAND

CPO SLATER DRYAD
 CPO STANKEVITCH M'MOUTH
 CPO STEVENS EXETER
 CPO SULLY DRYAD
 CPO TATHAM POSF
 CPO THOMAS MONTROSE
 CPO TUCKER DRYAD
 CPO TWIST DEF NBC CEN
 CPO WALSH POST
 CPO WATTERS RALEIGH
 CPO WHITE DRYAD
 CPO WHITTY RNU ST MAWGAN
 CPO WILLIAMS DRYAD
 CPO WORSEY LANCASTER
 CPO YOUNG BRITANNIA
 LACPO WRIGHT NEPTUNE

PETTY OFFICERS

PO ALLEN SHEFFIELD
 PO AMOS WESTMINSTER
 PO ARMITAGE LIVERPOOL
 PO ANTROBUS DRYAD
 PO ANDREWS BRNC
 PO ATKINSON CUMBERLAND
 PO AYRES CAMPBELTOWN
 PO BAILEY K BRAZEN
 PO BAILEY A ACTIVE
 PO BAKER DARTMOUTH
 PO BALL DRYAD
 PO BARRACLOUGH RALEIGH
 PO BARTLETT-HORWOOD IRON D
 PO BARTABY-RUSSELL RYS
 PO BEADLE MONMOUTH
 PO BENTING DRAKE
 PO BENNETT NORFOLK
 PO BLACK DRYAD
 PO BEST CARDIFF
 PO BOX DRYAD
 PO BOYES MARLBOROUGH
 PO BRETT DRYAD
 PO BURKE CARDIFF
 PO BURTON BF GIB
 PO BUTLER DRYAD
 PO CANFIELD NORTH'LAND
 PO CHAPMAN BOXER
 PO CHASE DRYAD
 PO CHOATE ARK ROYAL
 PO CLARKE P CHATHAM

PO CODRINGTON DRAKE
 PO COOK DRYAD
 PO COLLINS DRYAD
 PO COSH RALEIGH
 PO COUCH MONTROSE
 PO CRISPIN RNP BRAWDY
 PO DAVIES BF GIB
 PO DEAKIN MONTROSE
 PO DANGERFIELD DRYAD
 PO DEVINE GLOUCESTER
 PO DINNAGE DRYAD
 PO DODD RALEIGH
 PO DOYLE DRYAD
 PO DUNN BIRMINGHAM
 PO EDWARDS A ILLUSTRIOUS
 PO EDWARDS D CORNWALL
 PO EGAN ARGYLE
 PO ELLIOTT R RNR MANCTER
 PO ELLIOTT P CAPTPORT CLYDE
 PO EMMERTON COVENTRY
 PO EVANS SOUTHAMTON
 PO FAIRCLIFF IRON DUKE
 PO FINN CINCFLEET
 PO FIRTH DRYAD
 PO FLINT NOTTINGHAM
 PO FROST DRYAD
 PO FORSTER RICHMOND
 PO FRANCIS NEWCASTLE
 PO FRANCIS D ARGYLE
 PO FRAZIER BRAVE
 PO FRENCH EDINBURGH
 PO FULLER RALEIGH
 PO GARCIA COVENTRY
 PO GARDINER NORTH'LAND
 PO GODWIN RNU ST MAWGAN
 PO GOODFELLOW SOUTHAMTON
 PO GOWMAN LANCASTER
 PO GREAVES LANCASTER
 PO GREENWOOD BRAVE
 PO GRIFFIN DRYAD
 PO HALE NORFOLK
 PO HALLOWES BRILLIANT
 PO HAMMOND WESTMINSTER
 PO HANCOCK MARLBOROUGH
 PO HARTICAN GLASGOW
 PO HARVEY DRYAD
 PO HAYWOOD MARLBOROUGH
 PO HEAVEY DRYAD
 PO HEALEY BOXER
 PO HENRY CORNWALL
 PO HILL RNSLAM

PO HODSDON DRYAD
 PO HORRELL BEAVER
 PO HOWELL DRAKE
 PO HUGHES CUMBERLAND
 PO HUTCHINGS ACTIVE
 PO JARVIS CHATHAM
 PO JONES CHATHAM
 PO JONES D EXETER
 PO KAY MONTROSE
 PO KEMP CUMBERLAND
 PO KERR RALEIGH
 PO LANCASHIRE DRAKE
 PO LE-MAGE DAEDALUS
 PO LENDEN BEAVER
 PO LITTLE BEAVER
 PO LINGER LANCASTER
 PO LOWDEN BRILLIANT
 PO LOYNES DRYAD
 PO LYNN CORNWALL
 PO MADDISON DOLPHIN
 PO MAHONEY BROADSWORD
 PO MALCOLM AVERGER
 PO MANNERS DRYAD
 PO MARCHANT JAAC
 PO MARSHALL WESTMINSTER
 PO MATTHEWS NEWCASTLE
 PO MCCARTHY MONMOUTH
 PO MCINTOSH RNSLAM
 PO McLEAN RALEIGH
 PO McLEOD RNP BRAWDY
 PO MIDDLEMAN DRYAD
 PO MILLS DRYAD
 PO MINTER BATTLEAXE
 PO MOSS BATTLEAXE
 PO MULDOON DRYAD
 PO MURRY CAMPBELTOWN
 PO MYATT BF GIB
 PO NICHOLS DRYAD
 PO O'BYRNE DRAKE
 PO OGGIANO DRYAD
 PO PACKER JAAC
 PO PAGE NORPOLK
 PO PARRY MANCHESTER
 PO PEARSON BRAZEN
 PO PHILLIPS BRAVE
 PO PINCH JAAC
 PO PLUMB JAAC
 PO ROLFE NOTTINGHAM
 PO PROSER DRYAD
 PO PRITCHETT DRYAD
 PO PURSLOW EDINBURGH

PO QUATE NEPTUNE
 PO REYNOLDS DRYAD
 PO RICHES DRYAD
 PO ROBERTSON GLASGOW
 PO ROWE DRYAD
 PO ROWLEY DRYAD
 PO SCOTT BROADSWORD
 PO SEARLE DRYAD
 PO SINGH DRYAD
 PO SHARP DRYAD
 PO SMITH COVENTRY
 PO SPEIRS SHEFFIELD
 PO TAYLOR CAMPBELTOWN
 PO TYLER IRON DUKE
 PO TOLTON DRYAD
 PO UNDERDOWN ARGYLL
 PO UNDERWOOD BF GIB
 PO WATSON DRYAD
 PO WEATHERLEY NORTH'LAND
 PO WELSH DRYAD
 PO WHALLEY RALEIGH
 PO WHITE CAMPBELTOWN
 PO WILLIAMS BOXER
 PO WILD DRYAD
 PO WINGAR SHEFFIELD
 PO WOOD DRYAD
 PO WOODS DAEDALUS
 PO YATES DRAKE

EX SERVING MEMBERS

JOHN ADAMS WATERLOOVILLE
 DERBY ALLEN W'VLE
 JOHN ALSOP GOSPORT
 JASHTON BEM H'DEAN
 GEOFF ASHTON SHROPSHIRE
 WT ALLAN PLYMOUTH
 RG ARMSRONG IVER(BUCKS)
 A. ARMSTRONG GLASGOW
 R J AYLING BOGNOR
 D.ANDERSON NEWPORT(GWENT)
 F.BROMFIELD FAREHAM
 D.BEKKER DRAYTON
 E.BOWERS COWLINGE
 P.BRYNE BANCHORY
 G.BRADBURY FAREHAM
 RG BROWN SOUTHSEA
 J.CALAM FAREHAM
 P.CASS ROCHESTER

B.CHERRY KINTBURY
 R.COUNSELL LOVEDEAN
 JEFF CLEARY COSHAM
 C.CLEMON MORAY
 I CAMBURN WARRICKSHIRE
 DIZZY DENNENT CLANFIELD
 J.DUNCAN THURSO
 D.EASTHAM I.O.W.
 P.EDGE LEIGH PARK
 TAFF EVANS GOSPORT
 C. FELS SHEFFIELD
 L.FORMOY FAREHAM
 P.FAIR GILLINGHAM
 LORRIEFORD PORTCH'ER
 D.FRANCIS GOSPORT
 D FISHER St LEO's
 R.FEASEY BOURNEMOUTH
 P.GODFREY FARLINGTON
 P.GLADWISH GOSPORT
 JIM GREEN NORWICH
 D. BEAN GOSPORT
 S.CARRINGTON GOSPORT
 P.GREEN STAMSHAW
 F. GORDON COSHAM
 J.HEPBURN HAVANT
 B.HEAVER WATERLO'LE
 S.HUGHES TUN'DGE WELLS
 I.HARPER SOUTHAMPTON
 C.HAYDON CREDITON
 T. HUNT TAUNTON
 C.HATMAN BEM WORCESTER
 P.HARLING PORTSMOUTH
 R.HAWGOOD BRIDPORT
 B.HILL GOSPORT
 R.HOBDEN TITCHFIELD
 T.HOVENDEN PURBROOK
 D.JACKSON KOMMETJI
 J.JACKSON SOUTHSEA
 J.JERRARD FORDINGBGE
 KENNEDY G GLASGOW
 JAKE LAKE BARROW
 R.LYNN SOUTHSEA
 B.LISSAMER FAREHAM
 D.LONG GOSPORT
 M.LEGG MBE PLYMOUTH
 B.LOPTUS BEDHAMPTON
 JRC LEWIS PORTSMOUTH
 H.MINCHIN SOUTHSEA
 J.McLEOD CLOUSTER
 J.MOULSON COWPLAIN
 S.McCOMBE GOSPORT

JW MOTT SOUTHAMPTON
 R.MADGE HORNDEN
 SG.McINTOSH L.KINGWOOD
 P.MEASEY OLDHAM
 G.MORRALEE SOUTHSEA
 DG MacPHERSON GOSPORT
 P.NEAL(BEM) WEYMOUTH
 E.NEESON CHEADLE HEATH
 E.NICHOLS MBE/BEM GUILDFORD
 N.NEEDHAM SCOTLAND
 J O'BRIAN STOCKPORT
 O'ROUKE DUNFERMLINE
 C.KENNETT PORTLAND
 PETE WATFORD COSHAM
 J.SMITH BRIDGEMARY
 R.RODAWAY FARLINGTON
 A.YATES WEYMOUTH
 R.PATON STUBBINGTON
 T.PHILLIPS BEDHAMPTON
 PLUMRIDGE COSHAM
 A.PORDAGE FAVERSHAM
 D.PIERCE NOTTINGHAM
 B.PRICE LEE ON SOLENT
 MR PHILLIPS SHREWSBURY
 J PHILLIPS YEOVIL
 PB PURKISS SHEFFIELD
 F.QUAIN GOSPORT
 A.QUARTERMAINE B'BRY
 C.RICHARDSON PAULSGROVE
 G.RICHARDSON PLYMOUTH
 T.ROWE GOSPORT
 J.REEDEY DRAYTON
 L.RISHMAN BOGNOR/R
 RJ RANDELL SANDERSTEAD
 R.ROBERTS GOSPORT
 L.RIDGEWAY REDCAR
 D.SARSONS DENMEAD
 B.SOMERTON DENMEAD
 R.STRINGER PRATTON
 S.SNELLING CATHERINGTON
 C.SOLE GOSPORT
 M.SARGEANT TORPOINT
 P.SOWDON DOVER
 R.SINGLETON CHEDDESON
 D.SWANN SWANAGE
 J.STANLEY SUTHERLAND
 J.SHEPHERD PORCHESTER
 R.THOMPSON ALVERSTOKE
 R.TAYLOR SOUTHPORT
 R.TOWNLEY COSHAM
 T.TEMPLETON MANCHESTER

J SMITH

BRIDGEWAY

K.THOMAS	WATERLO,LE
P.THORPE	GROBY
M.TRENGOVE	POOLE
B.TRAVIS	SITTINGBOURNE
RJ WARD	WATERLO'LE
K WALK	PAULSGROVE
W.WRAITH	FURBROOK
J.WHITEHEAD	WATERLOOVILLE
M.WORSEY	SEMINGTONS.
WRIGHT	SOUTH LANCING
P.WRATTEN	WOKINGHAM
C.WYNN	GOSPORT
MT WRIGHT	BELPER
MO WILLIAMS	PLYMOUTH
JMA WILDE	GOSPORT
B.WEST	KINGS LYNN
S.WATSON	LEE ON SOLENT
S.WRIGHT	GOSPORT
B.WILLIAMS	I.O.W.
A. WAKEFORD	LOVEDEAN
A.WALTON	ALVERSTOKE

This is an Up-To-Date list as of 6 Jul 94

I'm sorry if there are any omissions or errors, Please let us know if you change your address.

Lew Lewis From Tottenham...etc