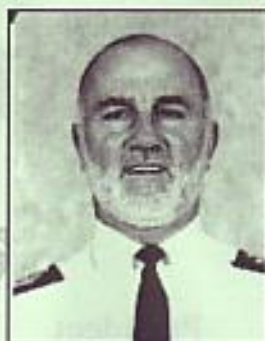


JUNE 2001

SEAMASTER



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White Van Man (Tony Walton) rides again
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1975

THE OFFICIAL JOURNAL OF THE
ANTI-SUBMARINE WARFARE
INSTRUCTORS ASSOCIATION

THE COMMITTEE

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Vice President
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Vice Chairman
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CPO(S) Pete Hill
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Mr Steve Rodgers
PO(S) 'Titch' Rowley
Mr Andy Gleave
CPO(S) Ian Laurie

Contact the ASWI's Association as follows:

The Secretary
ASWI's Association
HMS DRYAD
Lewin Building
Southwick, Fareham
Hampshire
PO17 6EJ
(Attn: CPO(S) Pete Hill)

Tel: 02392 284579
aswi@aswi.co.uk

The Editor
ASWI's Association
Fleet Staff Authors Group
HMS COLLINGWOOD
Pepys Building
Fareham
Hampshire
PO14 1AS
(Attn: Mr Steve Rodgers)

01329 332345
steve@rodgerssp.freemove.co.uk

ASWI's Association Website: www.aswi.co.uk

CHAIRMAN'S REPORT

Report by Ted Lewis

This years programme of events is now firming up with the main event, the Annual Dinner Dance, taking place on Friday 26 Oct 2001. The AGM will start at 1130 and the Dinner Dance 1900 for 1930. Booking forms and more detail can be found in this issue of the **Seamaster**. We have had several changes to the committee over the last few months and I would like to formally thank the outgoing Secretary, Roy Flint and Treasurer, Rab Butler for their sterling work. Charity work has started again this year with our first event, the donation of Easter eggs to QA hospital, taking place over the Easter period. The next event will be in June with the raffle of a fishing rod (donated by Alan Noble) all money raised goes to QA Hospital children's ward. The major charity event will be a cycle ride from Portsmouth to Plymouth and this is due to take place after summer leave.



This will be my last report as your Chairman as I intend standing down in June. I have recently taken over as Commanding Officer of HMS DRYAD Volunteer Cadet Corp and this takes up the majority of my spare time. This is the second time for me as Association Chairman and coupled with my workload I feel it is time to hand over to someone who can devote more time to the Association. I have thoroughly enjoyed myself, even though it has been hard work at times. I still intend to be an active member but not in such a key role. WO(S) Dave Williams has volunteered to take over from me in June and I wish him all the best for the future. I hope you will be able to give Dave the same support I received over the years as your Chairman.

Message from the Editor – My thanks to all those who have contributed to this June issue of the **Seamaster**. It contains a variety of articles and I hope you find something of interest. Since the last issue, you will be aware of the changes to the committee. Ted Lewis has announced in this issue, his intention to hand-over Chairmanship of the Association. Additionally, the Treasurer, Secretary and Social Secretary have changed and details are shown on the Committee page; their reports are enclosed. I continue to receive interesting articles from the usual contributors and I am grateful to Andy Gleave, for his digital photographs. I am particularly grateful to all those who have offered favourable comments about the **Seamaster** and the way it is presented. Finally, I would like to offer my congratulations to **Jim Gorringe, Joe Mercer and Monty Mortimer** on their selection for promotion to Warrant Officer in the March 2001 promotion signal.

EASTER E EASTER E EASTER E EGGS



Steve Rodgers, Brian Walsh, Dave Hood, Ted Lewis
Keren Gleave, Paddy Kennedy, Elma Morton Sherrill Lewis

On Thursday 12 April 2001 the ASWI's Association donated Easter eggs to the children of Ward G1 at Queen Alexandra Hospital, Portsmouth. Forty-four eggs and a selection of Easter cakes were bought with the proceeds from an Association Quiz night and individual donations totalling £81. Additionally, Bill Barrett donated a large bag of soft toys.

Having met at the main hospital entrance, Ted Lewis and his wife Sherrill, Andy Gleave and his wife Keren, Brian Walsh, Dave Hood, Paddy Kennedy and Steve Rodgers made their way to the children's ward.

The ward manager, Elma Morton, met Association members and then escorted everyone to meet staff and children. Their little faces lit up with the sight of the chocolate eggs and the children were excited too.

The ward can hold around 33 children from 0 to 16 years. Most had been sent home for Easter, leaving those who were particularly ill and unable to travel. Some of the children were laid up in bed, one poor child was lying in a cot with both legs in a vertical position attached to ropes hanging from the ceiling. Colourful pictures adorned surrounding walls, get well cards decorated curtain tracks around beds and a collection of toys carpeted the floor.



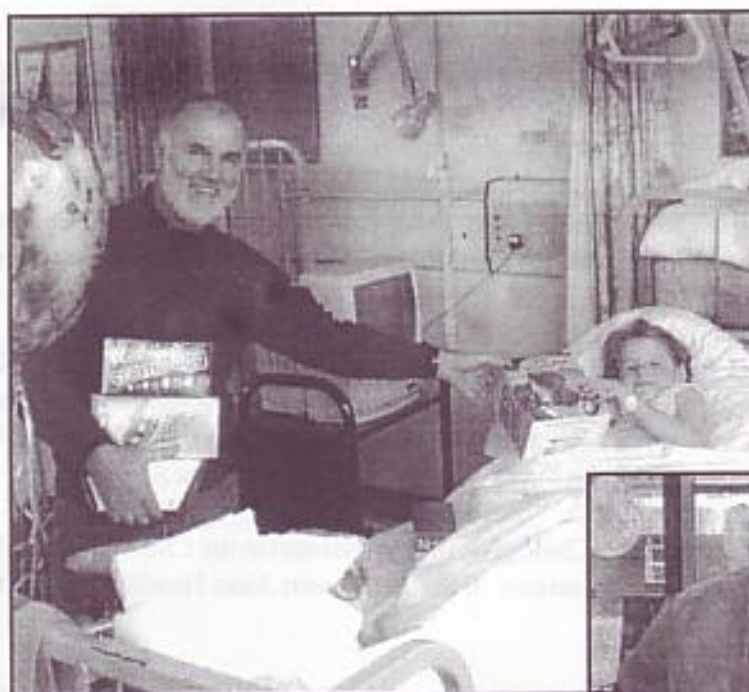
Dave Hood (left) and Ted Lewis Chat to Patients

Photographs courtesy of Andy Gleave

A member of the Association presented each child with an Easter egg and on arrival at the nurses' station, eggs were presented to each member of staff. The ward manager took the remaining eggs to a safe place and informed everyone that these would be given to new patients as they arrived over the Easter period.



Elma Morton with Nurses from the Children's Ward



Dressed in red with his white beard, patients could have expected xmas presents but no, Paddy Kennedy (left) was armed with Easter eggs and here he brings a smile to the face of yet another young patient.

Brian Walsh hands over an Easter egg to one of the more mobile patients.



Photographs courtesy of Andy Gleave

COMMODORE A J RIX ROYAL NAVY



**Assistant Chief of Staff
(Operations)
(CINCFLEET)**



**Assistant Chief of Staff
Maritime Operations
(PJHQ)**

Commodore Anthony RIX joined the Navy in 1975. Since then he has served at sea in 2 Hong Kong Patrol Craft, 7 Frigates and Destroyers and HMY BRITANNIA. He is an anti-submarine warfare specialist and spent 2 years working for the Commander ASW Striking Force, part of NATO's Striking Fleet Atlantic. Commodore RIX has commanded 2 ships; in the first, HMS GLASGOW a Type 42 Destroyer, he deployed to the Adriatic in 1995 to operate with the Standing Naval Force Atlantic. Most recently he has commanded HMS MARLBOROUGH, a Type 23 Frigate, and the Fourth Frigate Squadron, operating with the multi-national task force in the Gulf.

Ashore, Commodore RIX attended the penultimate Royal Navy Staff Course at Greenwich in 1992 and then worked as a Commander in the MoD within the Directorate for Operational Requirements where he was responsible for a broad spectrum of weapons, countermeasures and Tomahawk Land Attack Missile. He returned to the MoD for a second time in 1996 as the Naval Assistant to the First Sea Lord.

In December 2000 he was appointed Assistant Chief of Staff (Operations) to the Commander-in-Chief Fleet and Assistant Chief of Staff for Maritime Operations in the Permanent Joint Headquarters in the rank of Commodore.

Commodore RIX lives in Fulham and enjoys an active social and sporting life, most notably sailing, tennis and shooting. He is a member of the Royal Yacht Squadron and Younger Brother of Trinity House.

SOCIAL SECRETARY

Report by Titch Rowley



I have taken over from Jumper Collins as your Social Secretary for the 'Pompey' branch of the ASWI's association. I haven't had a great deal of work to do as the Social calendar was already promulgated on taking over.

I have introduced a game of 'Play Your Cards Right' to be played at the monthly meetings. It was tried and tested at the last meeting with a great response and an enjoyable evening was had by all. I am currently looking into the chance of a sponsored cycle ride from 'Pompey' to GUZZ around August this year.

The meeting in May was held at the bowling alley in Portsmouth with family attendance. The meeting in June will be held at DRYAD. All are welcome to come along and try their hand at winning the card game. I am looking forward to Christmas and will soon be able to promulgate a chart for the Christmas Draw due to be held on the 11 December during the Christmas Party. The social programme is shown on the right.

SOCIAL PROGRAMME 2001

- 29 May - Ten Pin Bowling at Portsmouth
- 26 June - Monthly Meeting
- 31 July - BBQ
- 3 August - 28 August - Summer Leave
- 15 September - 3 Monkeys
- 25 September - Monthly Meeting
- 26 October - AGM and Annual Dinner/Dance
- 27 November - Monthly Meeting
- 11 December - Christmas Party and Draw.

SECRETARY



Report by Pete Hill

I have taken over as the Association Secretary. Having served on many ships including Jaguar, Charybdis, Battleaxe, Boxer, Scylla, Newcastle and latterly Marlborough, I am now at the 'college of knowledge (Dryad)' as the Passive Sonar Instructor Manager. Active only trained for 20 years, I cross-threaded and completed the ASW Sensor Co-ordinators course before joining Marlborough in 1997. Currently on 2nd Open Engagement (2OE), I will leave the service in June 2009. I look forward to the joys of secretarial life, stand fast high heels and stockings (in public any way).



Details of how to contact Pete or any committee member can be found on the inside of the front cover.

Association AGM, Dinner and Dance 2001

Report by Brian Walsh



The 2001 AGM will be held in the DRYAD mess at 1130, with the bar opening at 1230 (there's an incentive). Items for the agenda to be with the Secretary 2 months prior to the AGM (rule 12).

This year's Dinner will be held in the WO & SRs Mess HMS DRYAD on the 26th October, commencing at 1900 (for 1930). The guest of honour will be Commodore Tony RIX, currently at Northwood as the Assistant Chief of Staff (Operations) (See Page 4 for a biography).

A limited amount of accommodation is available in the mess on a first come first served basis....names to me as soon as possible.

In keeping with previous excellent dinners, the DRYAD Volunteer Band will play before and during this year's dinner and a Photographer will be in attendance for pre-dinner photographs. There will be the usual dancing and merriment following the dinner with a bar extension until 0100 with carriages at 0130. There have been a few price rises this year, but I think you will agree that the cost (£34 a head) still represents good value for money. I am prepared to take payment in monthly instalments. Those wishing to take advantage of this payment method please contact me as soon as possible. All monies to be paid in full at least one week prior to the dinner. A separate booking form and copy of the menu is enclosed with this issue of *Seamaster*.

The STARLING Trainer

By Warrant Officer (Sonar) Paddy Kennedy



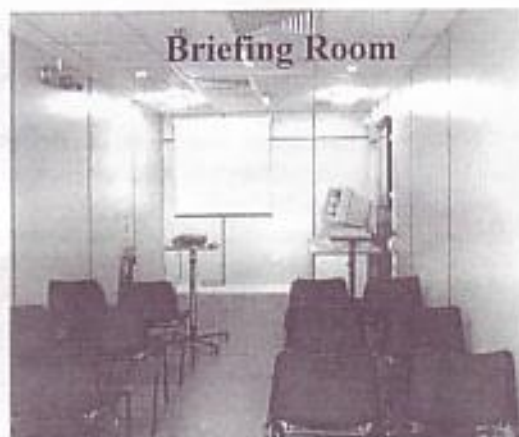
ASUAT 11 was named 'The STARLING Trainer' during a ceremony at HMS DRYAD on Thursday 8 March 2001. Rear Admiral J M Burnell-Nugent CBE, Assistant Chief of Naval Staff (ACNS) to the School of Maritime Operations conducted the formal opening.

ASUAT 11 is located behind Lewin building in the familiar but shrinking ASUAT Park. This new trainer is a fitting successor to its predecessor ASUAT 6 which supported ASW training for over 28 years. Using the latest technology, this PC based trainer provides skill and sub-team training for both Principle Warfare Officers, their Weapon/Sonar Directors and Picture Supervisors in all aspects of ASW. Each Operations Room, set in a generic sub-team layout, can emulate any Command System available in British Warships today.



Ops Room

The trainer has two Operations Rooms that can operate autonomously or as an integrated unit and these are separated by an all-purpose briefing/de-briefing facility.



Briefing Room



Sonar

A Sonar Control Room is available containing Sonar 2050. The Sonar can be linked to the Operations Room, run independently from the exercise control room or controlled by the adjacent On Board Trainer.



Control Room

An exercise control room is situated between the Operations Rooms.

Captain F J Walker - ASUAT 11 was formally opened and named 'The STARLING Trainer' after the ship commanded by Captain F J Walker CB, DSO. Captain Johnnie Walker RN was one of the heroes of the Battle of the Atlantic, upon which the outcome of World War II critically depended. The official Admiralty report said that: 'Captain Johnnie Walker, more than any other, won the Battle of the Atlantic. His methods had amazing success and more than any other factor gave the Royal Navy supremacy.' Tragically, Walker died of exhaustion on the 9 July 1944.



Captain F J Walker CB, DSO



HMS STARLING

The Ceremony - The opening and naming ceremony started at 1000 when Rear Admiral Burnell Nugent, Assistant Chief of Naval Staff (ACNS) arrived at HMS DRYAD. Commander Richard Bell-Davies, Commander Underwater Warfare, escorted ACNS to meet



Photograph Courtesy of Dryad photographic section

the Commodore SMOPS, Commodore John Rodley. ACNS was escorted to ASUAT 11 where Lieutenant Commander Perry Stowell, Staff Officer Anti Submarine Warfare and Warrant Officer (Sonar) Paddy Kennedy were waiting. Having toured ASUAT 11 with Captain Patrick Walker, the grandson of Captain F J Walker, ACNS met the 'Captain Walker Old Boys'. Champagne was served and ASUAT 11 was formally opened and named the 'Starling Trainer'.



Courtesy of Dryad photographic section

Presentation - After the opening ceremony, presentations were made including Association ties to Captain Patrick Walker and the Walker Old Boys who were in attendance.



Courtesy of Dryad photographic section

Captain Frederic John Walker, CB and 4 times DSO, was from September 1941 to September 1942, Commanding Officer of HMS STORK. The Second World War was fully in its stride when he took command, but in his first address to the ship's company, he made what proved to be a prediction of his success in operations against U-Boats. He stated on that occasion, "I have some ideas of my own" in reference to counter measures against U-Boats.

A simple enough phrase, perhaps, but those words were seen to be put into practice when, as Senior Officer of the 36th Escort Group, the ships under his command sank 5 U-Boats in 10 days whilst escorting Convoy HG. 76 from Gibraltar to the UK. It was during the passage of this convoy that the foundation stone of the Captain's far-seeing concepts for the destruction of enemy submarines was born. His ideas were soon to prove of inestimable value, and in fact, his tactics still form the principles of basic training in anti-submarine operations today. The nucleus of his determination to "seek out and destroy an enemy lurking below" was undoubtedly formed during the passage of HG. 76.¹

In recognition of these foundations in Anti Submarine Warfare and in order to strengthen links between the ASWIs and Walker Old Boys, Ted Lewis has discussed the possibility of further get-togethers starting with invitations to formal dinners.

The following Walker Old Boys Association (Ex Starling) representatives were present:

Captain Patrick Walker
Mr Brian Carter
Mr Denis Logan
Mr Alex Hinton
Mr Bob Davis
Mr Peter Eustace
Mr Brian Haskell-Thomas
Mr Ron Young
Mr Tony Snelling

The following ASWI Association members were present:

WO(S) Ted Lewis (SMOPS)
WO(S) Paddy Kennedy (SMOPS)
WO(S) Dave Williams (SMOPS)
PO(S) Rab Butler (SMOPS)
Mr John Chennell (SMOPS)
Mr Andy Gleave (SMOPS)
Mr Jess Owen (S.E.A.)

¹ Captain Walkers Old Boys - <http://www.geocities.com/Pentagon/4926/cwoba.html>

Naval Customs – Banyan Days

The Banyan Days in the old Navy were Monday, Wednesday and Friday. The Banians were a class of Hindu merchants who, being of the Vaisya caste abstained from the use of meat. Ships on the East Indian Station probably adopted the word to signify the days on which no meat ration was issued, plum duff being served in lieu and the expression became general throughout the Navy.

The meat ration was so bad that the meatless day was looked forward to and so in time the Banyan Day became associated with occasions of feasting and plenty. The words were also included in the bluejacket's vocabulary and signified a day of rejoicing, an enjoyable outing or pleasant event.

A Message from Canada

By Pete Pope

Pete Pope is the owner of a numberplate and emblem that any association member would be proud of. Living in Canada, he explains how he acquired these items and tells us a little bit about life on the road and why the Gypsy Pops travel.



Pete and his wife Maureen on a ferry to Vancouver Island in 1999

I joined the Navy in September 1950. Having completed basic training in HMS INDEFATIGABLE my first visit was to Gibraltar which, for a kid from Manchester was great. In 1951 I was drafted to HMS RINALDO, part of the 4th Minesweeping Squadron and I sure got my sea legs the hard way. Joining HMS VERNON in 1953, I was rated UC3 and joined the minesweeper HMS WELCOME in 1954 followed by HMS WHITESAND BAY in the same year. Incidentally, this ship broke her back in the Irish sea after ASW trials. More trials followed in HMS LOCH KILLISPORT (1955) and then on to the Persian Gulf where I passed for Killick.

Back at HMS VERNON I passed for UC2 and was rated Killick.

Following a draft to Scotland as Buffer on a Bar Boat HMS BARRINGTON (1957) (a great experience), I was off to the Far East to join HMS ST. BRIDES BAY (1958) and this was probably the best ship I ever served in.

Back in the UK, I married my wife Maureen, who I had met at the NAFFI hop 2 years earlier. She was one of those innocent little WRENS from Duchess of Kent.

After passing for UC1, I was drafted to HMS ROTHESAY in 1960 where I passed my PO's board. Back to HMS VERNON (1962) where I passed for TASI, and picked up my PO's rate. By this time, I had 2 sons. The next commission was HMS ZULU in 1965 and again out to the Persian Gulf, my first ship as a TASI, with a great TAS Officer Jeff Broom who some may remember. (Son 3 arrived)



Pete sails through the Suez Canal onboard HMS ZULU 1965

Back to Vernon in 1967 and into Officers Training Section until a crash draft (accompanied) took me to Gibraltar for 2 years looking after the minesweeping group, refitting and trials, etc., another great job.

Returning to HMS VERNON in 1970, I hoped that this would be my last commission before retiring, but NO chance. Another crash draft took me back to the Far East as TASI in HMS DIDO (1971); I did get my Chiefs rate aboard her.

I moved to Canada in 1972. We were forced to adopt a Gypsy life style, (after my 2nd retirement, from Engineering) as our three sons are scattered from the East Coast to the West Coast. No1 son is a Lieutenant Colonel in the Canadian Forces based in New Jersey, No2 son is a Supervisor for Office Construction in Calgary, Alberta. No3 Son is a Marine Biologist in Vancouver British Columbia.

Unfortunately, the Wife won't let me grow a ponytail or sport an earring so that I can look like a gypsy.

When I retired in 1998, the family presented me with an emblem that was copied from my old TASI Association blazer badge. My son had painted a beautiful wooden emblem and I was going to attach it to the back of my truck. Too good for this, my friend created a copy cut from 1/8" steel plate as a surprise and I painted it with oils. Additionally, my family bought an appropriate licence plate when I retired.



Emblem and Licence Plate on the back of Pete's truck

The licence plate cost \$100 for the first year, then the regular \$70.00 per year thereafter.



The truck is a Ford 350 dually with double wheels at the back a 7.3 litre diesel turbo engine and a crew cab that easily seats 6 adults. It is a great beast to drive with plenty of power to pull the 5th wheel. The 5th wheel is the same idea as articulated lorries in the UK. There is a 'skirt' around the front of the towed unit and the truck slides underneath and hitches to the Tow (like a wheel, hence 5th wheel).



You can see one slide-out in the picture above. This holds the entertainment unit, TV, Radio, and the computer. Opposite is a larger slide-out, that contains a queen size bed settee, dining table & four chairs. The 3rd slide-out is in the bedroom for our queen size bed.

At the time of writing, Pete was having wonderful weather conditions with temperatures of 80/90 degrees; a little bit hot for golf though.

Jottings - From beyond the Dockyard Wall - Continued

By Tony Walton

In the first part of Jottings I explained how I entered the world of the White Van Man [WVM]. I cut my teeth on a Transit – nice and big and went like the clappers.



Established as a commercial trainer after completing the National Lottery retailer-training program that at the time was the largest national rollout ever attempted in UK. [It's of interest that our American partners told us that 'we could not achieve that objective in that time scale' – Wrong! we came in within time and budget – and a nice reward]

Haslar sorted out my knee problem. Once I was capable of walking again it was time to get back to the business of paid employment. Almost as if the walls had ears the phone rang and I was invited with several others to attend a briefing on future projects. After the initial brief we were then asked if we were interested, if so to remain, if not depart. I remained and what followed was a more intensive brief. This time it was an even larger project – making the lottery project look miniscule in comparison. An estimated seventy two thousand people needed to be trained nationally and a tight schedule to work to. We were advised that the new customer required both the training and trainers to be at a standard they the customer stipulated – nothing less. To achieve this all the trainers were required to undergo an intensive 3 weeks induction course. The final words being "the provisional contracts are in the mail".

A couple of weeks later the contract duly arrived, so it was back to the Northwest again and the bottom of the learning curve for yet another new system. The induction was in three parts. First learning how the customer did the job at that moment i.e. manually. Second, learning about the system and equipment to be installed, how to set it up, how to use it etc. This was the proposed automated method of doing the initial manual job. Finally getting to grips with another new way of training.

Each induction section required both a practical and written test – the rules were simple, fail one part and you don't proceed any further. As the weeks past by the group became smaller. Exactly the same as in the service this made those remaining even more determined. The customer for this project was Post Office Counters Limited - POCL.



The task was to automate every Post Office Counter throughout the UK.

Once TTT (Train the Trainer) training was over there was a pause before we were called back to upgrade on the hardware & software. It was now time to hit the road and train up a small sample group of offices to be used for trial purposes. [Nice new White Escort Vans]. This was our first introduction to 'the customer'. The majority wanted automation and the advantages it brings. A few were against it and it took a lot of hard work to persuade them that it is the way ahead. The sub postmaster is an odd breed. The previous major change of this size was probably the introduction of the telephone. Once the trial group was set up we had a few quiet months whilst the trial took place – the usual trial process.

The customer then asked for an even larger trial group. Because of the larger numbers involved this process was broken down into 2 stages. First gather all the managers together in localised groups in nice plush surroundings - 4 or 5 star hotels preferred. Using 'Presentation' style evenings the task to explain what was going to happen, demonstrate the equipment, and provide a calendar of dates for the main stages. In other words they knew What, Why and When. Next their offices were prepared for installation – this could take a little time and was completed by another team of engineers. Some weeks later we returned and trained the managers and their staff to use the equipment [i.e. How]. This training was carried out again in the hotels but this time in much smaller groups of about 8 - each delegate having a system each to operate. Within hours of the training the engineers returned and installed the equipment getting the office live on the system. Note the office only had the system fitted if the staff attended training. [Our transport this time - new Courier Vans – naturally they were White – do they come in any other colour?]

Another pause whilst the customer studied the results. Meanwhile we waited for the 'go ahead' for national rollout. Once the customer gave this the trainers reformed into different types of teams. Initially two teams of three trainers headed out to spread the word in the form of Management Infrastructure Briefings. I lead the Southern team. These briefings were once again held in plush surroundings with approx. 100 delegates each evening. The size of the project meant that after a few months the briefing teams were doubled up. In good old naval fashion the country was divided into four quarters NW, NE, SW & SE for my sins I won the SE area [Again]. Once again the main task was to cover - What, Why and When.

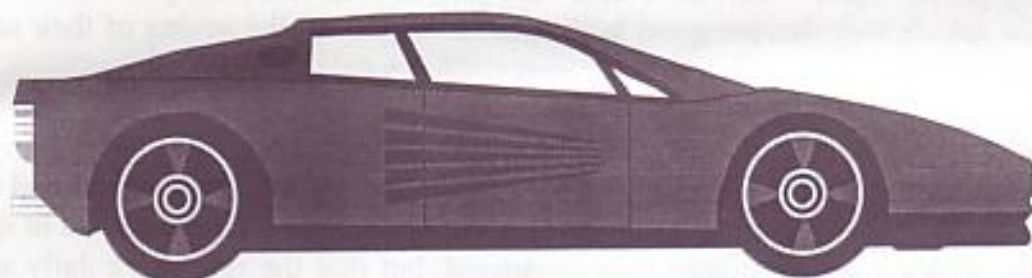
Yet more pauses whilst the engineers prepared the offices for installation.

Whilst this was happening the four teams paid a second tour of their areas, this time to give the User Awareness Events Presentation of the system to the Managers and all their staff. Plus give them the chance to get some 'hands on' experience. As each sub office tends to have at least 3 or 4 staff members, some of the Branch Offices having more than 20 staff life was becoming hectic.

Where we had visited an area once we now had to go back at least three or four times. We often returned to the same hotels so quite a lot of friends were made with the managers. On the gain side by now we had clapped out the Couriers so our logistics man got a good deal and we ended up with brand new Combo's - the usual colour - naturally.

At the same time we were spreading the gospel to Postmasters our company recruited lots more trainers to follow on behind our teams and complete the training task. The training cycle has run full bore for well over a year. As we approach the finish of another project - to the usual questions: Is it fun? Do you get paid well? Would you do it again? The answer is Yes to them all.

My part in the project is now complete - the van has been returned. I have decided to finish with contract training and I settle down to retirement [?] at last. Finally I decided to change the car as a sort of end of project present for Sylv and myself, the colour - black!



Look out for a fascinating article from Alan Quartermaine.

In the next issue, Secret extracts (now declassified) taken from the war diary for Task Force 95 during the Korean War.

Rum Ration Watered Down



*In the last issue of **Seamaster**, an article featured one of Admiral Vernon's reforms which was the watering down of rum which had previously been served out in a raw state.*

The following directive, written on August 21 1740, explains in more detail, the reasons why rum was diluted and how the process was to be conducted.

Submitted by Tony Hovendon

Whereas it manifestly appears by the returns made to my general order of the 4th of August, to be the unanimous opinion of both Captains and Surgeons, that the pernicious custom of the seaman drinking their allowance of rum in drams, and often at once, is attended with many fatal effects to their morals as well as their health, which are visibly impaired thereby, and many of their lives shortened by it, besides the ill consequences arising from stupefying their rational qualities, which makes them heedlessly slaves to every passion; and which have their half pint of rum to be daily mixed with a quart of water, which they that are good husbandmen, may from the saving of their salt provision and bread, purchase sugar and limes to make more palatable to them.

You are therefore hereby required and directed, as you tender both the spiritual and temporal welfare of his Majesty's subjects, and preserving sobriety and good discipline in his Majesty's Service, to take particular care that rum be no more served in specie to any of the ship's company under your command, but that the respective daily allowance of half a pint for all your officers and ship's company, be every day mixed with the proportion of a quart of water to every half pint of rum, to be mixed in a scuttled butt kept for that purpose, and to be done upon deck, and in the presence of the Lieutenant of the Watch, who is to take particular care to see that the men are not defrauded in having their full allowance of rum, and when so mixed it is to be served to them in two servings in the day, the one between the hours of 10 and 12 in the morning, and the other between 4 and 6 in the afternoon.

And you are to take care to have other scuttled butts to air and sweeten their water for their drinking at other times, and to give strict charge to your Lieutenants in their respective Watches to be careful to prevent any rum and all spirituous liquors being privately conveyed on board the ship by your own boats or any others, and both you and they must expect to answer for the ill-consequences that may result from and negligence in the due execution of these orders.

BURFORD, at Port Royal August 21 1740

I REMEMBER IT WELL

*These are just a small selection of stories that **Robbie Robinson** used to tell his wife Gwennie on his return home from sea or other service related duty. "Whenever something about my professional or private life amused me, I'd tell her. Sometimes the tales had to undergo the surgery of censorship, not in terms of national security, but in order to expunge the earthier aspects of an all male society".*

By Ed: Here is a selection of those, and there are many, that brought a smile to my face:

Bert shared a cabin with me. He had been ashore in Sicily and had bought a pile of picture postcards that he was hurrying to write and address before Postie went ashore. He saved the best one for last, this was for his wife. Unfortunately, he was in such a hurry that he left off the last and most vital word in his message to her, and she was not best pleased to receive a message from her beloved which read 'Weather is lovely. Wish you were'.

A friend told me that he was on the Bridge of an Aircraft Carrier when the Quartermaster, having trouble with one of the compass repeats, reported that the unit was behaving erotically.

Before the Second World War there were three Training Schools for Boy entrants into the Navy. GANGES was at Shotley in Suffolk, ST VINCENT at Gosport and there was another in the Plymouth Command named IMPREGNABLE. Shortly after the outbreak of war, this latter was converted into a WRNS Training Establishment. The 'ship' name was continued with for some time, until it proved to be wholly inappropriate.

My Uncle, ex Horse Gunner and Army Physical Training Instructor, bought himself an exercise bike. I always phoned him on Sunday evenings and on one such occasion he told me that he'd been pedalling away all afternoon. 'How far did you get?' I asked him. He said that he'd got as far as Brighton. Because it seemed the polite thing to do, I asked him what the weather was like down there. He said that he'd let me know as soon as he got back.

When we applied for our mortgage many years ago, I had to complete an enormous form, revealing details of everything with the exception of my shoe size. In the section that was headed 'Name of Employer', I wrote, Her majesty the Queen. A similar situation arose shortly after Margaret Thatcher became Prime Minister. I was asked how I liked working for a woman. I replied that I had been doing so since 1952.

DOUG JACKSON SAN MMM
ROYAL NAVY 1952 - 1968

In this the second part of Doug Jackson's autobiography, we read about the foreign visits he made during his career, a brief encounter with someone famous and a close encounter with a Field Gun. The story continues... ..

Protector's commission was an independent command and really the most interesting and enjoyable trip I've ever done. We sailed from UK to Gibraltar then on to Las Palmas in the Canary Islands (Great grippos). Then the long haul over to Sao Paulo, Brazil where they really laid out the red carpet. As Protector was a regular visitor, we were part of the local ex-pats social calendar. Our next stop was Punte Del Este, Uruguay where we were again well looked after. At last we arrived in Port Stanley, Falkland Islands to begin our Ice Trips. There were five trips to the ice during which time we relieved the FIDS (Falkland Island Dependency Surveyors) bases to carry out telurometer surveys. We also dropped the 'Royals' in remote places to allow them to carry out specialist training. Slotted into this fairly tight schedule was a week's rest in Monte Video - nuff said! The scenery down the ice has got to be seen to be appreciated and the Whaling bases on South Georgia Grytviken and Leith were an eye opener. Our last trip was very swift as winter had already set in and pack ice was forming. In fact we were only able to get to the tip of the Grahamsland peninsula. There were little or no TAS events, apart from ping-pong on icebergs.

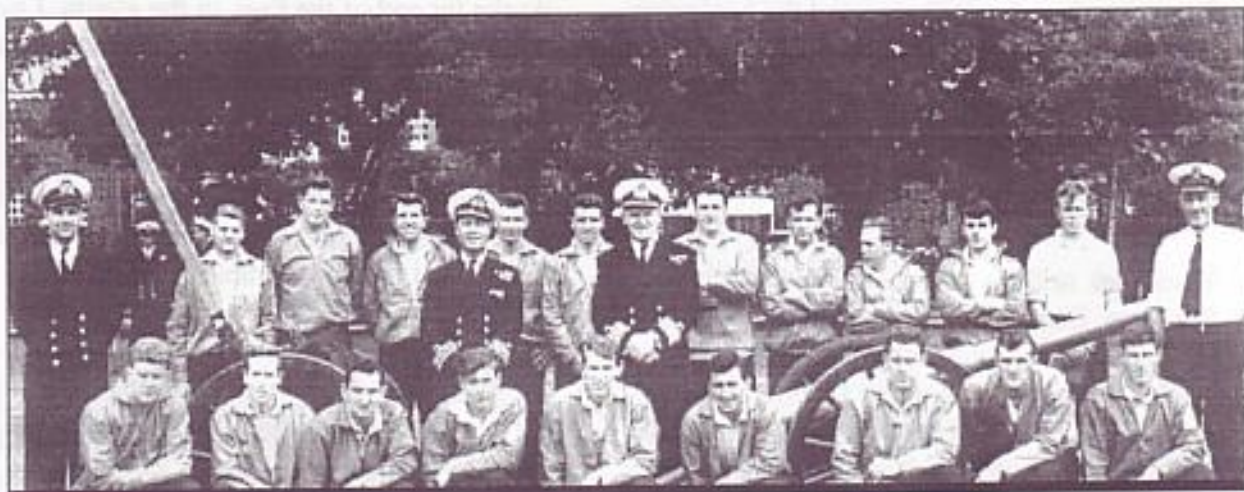


However, one peculiarity we had to get used to was the lack of reverbs due to the deep water that was almost free of impurities with a constant temperature. We only heard the initial crash of reverbs on transmission and then an echo. There was obviously a change near the coast from day to day; good experience for us all.

Leaving the F. Islands we were then off to Punte Araeneas for a few days; a really cold run ashore. This was followed by the Straits of Magellan and the Patagonian Channel to Valparaiso, Chile and Lima in Peru, through the Panama Canal to Hamilton, Bermuda then home.

Having passed for the hook during this commission, I was called to the bridge where my DO informed me that I was being recommended for UC1's course if I hadn't any objections. I was delighted and the thought of 1/6p extra per day and the title UC1 made my day; I couldn't wait to get back to Vernon.

On the difficult but enjoyable course with me was a South African - PO Wally Henderson, who was a good oppo of mine and became my boss when I joined the SAN. On qualifying UC1 I became a headache for the powers in charge. I was sent to the MASTU Park as a table instructor and picked up a class of UW1's qualifying TASI. All went well until one day during the wash up, I removed my dust coat. One of the class noticed that I wasn't wearing my hook and he asked why. I replied that I hadn't got one and carried on with the wash up. At lunchtime I was called to the control MASTU to be informed that I would not be returning as table instructor. The class did not feel right with an AB as table instructor.



I then became AB I/C MASTU Park and my duties were to open up, switch on all units, line up if required, flash up the tea boat, run the tea boat during the day for the TASI and switch off/lock up at secure. If there was dog watch instruction, I stayed onboard until completion; blue card job as well. During the time I was on course for UCI the Brickwoods Trophy Field Gun competition was in progress so I volunteered for the Vernon team.

Vernon Gunners were a good team and unlucky not to take the trophy, although

The ship's company marched through the streets of Plymouth, was given the freedom of the city and then entertained at a civic reception; what a day. Still an AB, I was put in charge of the sonar section which suited me and the TASI who was ex UW and felt more at home on the Mortars. The Wreckers at Portland came and went and we then returned to Guzz prior to going foreign. Plymouth was Captain "F" and the squadron consisted of Rhyll, Llandaff and Eastbourne. Sailing for the Mediterranean we first went to Gib followed by Malta and through Suez to Aden.



second place was better than nothing. My draft chit for HMS PLYMOUTH arrived in May 1961. I was becoming a Guzz rate. Plymouth was still in dockyard hands so I spent a few weeks in barracks. She was brand spanking new with all the latest equipment and was just what I needed after Protector. The Captain was Place V.C. and we commissioned with due pomp and ceremony.

We spent a lot of time at Aden, carrier chasing, a particularly boring period as we spent most of every day and night sitting in or coxswaining the

sea boat.

Crater was not the best run ashore and when we got the news that we were pulling out for Mombassa we couldn't have been happier. We spent Christmas 1961 in Mombassa with Victorious, both at head and stern buoys under the old RNAD. Whilst at Mombassa we were allowed three days R&R at the British army rest camp Silversands. Needless to say we rested and recuperated!

Singapore was the next stop and the beginning of a long stream of exercises. JET62 was good for Plymouth as the ship came out top in the TAS and Gunnery Departments. The exercise finished at Trincomalee where we stayed for two weeks.

Then back to Singers and on to Manila, Rangoon, Burma, Okinawa in Japan and then Honky Fed. We were supposed to have two weeks to see the Pearl of the Orient, but trouble nearby meant that we were ordered to stay a further 2 weeks. You can imagine the state of the ship's finances. I was into the shoe-shoe, sew-sew and the laundry for quite a few dollars, but I managed to wipe it out on return to Plymouth. Then back to Aden for a short spell and through Suez again en route to Malta. By now I had been rated Killick and had passed for PO. En route for UK my DO informed me that on decommissioning I would go to Royal Arthur and then to Vernon for 1's course. After the foreign leave period, Plymouth started the home sea leg of the commission. Towards the latter part of the leg we sailed up the Thames for a week in the Pool of London. We went to head and stern buoys upstream from Tower Bridge and on the opposite bank of the river from Tower Pier. For the first time in many years, I suddenly found myself doing coxn's duty in the motor cutter. Boats were anathema to me but I was stuck with it.

During the day, the Thames river traffic was bad enough to navigate through, at night it was frightening. One particularly murky night, I was duty boats cox'n and was piped away. Coming under the accommodation ladder and securing I saw Captain Place standing at the top platform and he called me up. Fully booted and spurred in his mess dress, V.C., cape etc. he said I was to go to Tower Pier and pick up his dinner guest who was waiting for me and off I went. By this time, the river was at full flood and the current very strong with quite a chop on. I made the crossing safely enough, but it was a wet one. Alongside at Tower Pier I could not see anyone immediately so I got out and walked around a bit.

At the far end of the Pier, in the gloom, I saw "Count Dracula" or his double. I jumped back in the boat and slipped fwd and aft and crept along the Pier. Stopping short of the person, still with his back to me, I secured the boat and approached. As I did, the person turned and I got the biggest shock of my life as there stood Lord Louis Mountbatten in all his regalia.



I was now panic stricken, but managed to salute and mumble that I was to pick him up and take him to the ship.

He never spoke, just nodded boarded and sat slap bang in the middle of the raised fwd cabin seat which effectively blocked my vision. The crossing was hairy to say the least, going against the flood, the boat was just holding its own. I couldn't get round the bows so threw caution to the wind and turned about and steered between the stern buoy of Plymouth and a Thames barge. The ruse paid off, I came alongside the accommodation ladder and secured without a bump. Captain Place received his guest, who still had not spoken. I picked up Lord Louis at midnight and returned him without incident to Tower Pier - he still did not speak. After I had secured the boat to the boom, I was called to the Captain's cabin.

Expecting a rocket, I was pleasurably surprised when the Captain said that Lord Louis had asked him to convey to me his appreciation for excellent seamanship under trying conditions.

Royal Arthur was an experience that I thoroughly enjoyed. We had a great course, course officer and course instructor.

We missed the Cliff & Chasm obstacle course records by a margin but Vaughans Prawns left their mark. I arrived back in Vernon in May 1963 for TASI's course.

Whilst waiting to class up for TASI's course I was put into the Junior Seaman's mess as I/C. There were two other Killicks to assist so it was very convenient for study purposes. As I was now going to be working with weapons, I managed to get into the weapons section on a daily basis to do a bit of boffing up. Once again it was Brickwoods Trophy time so I volunteered and again we produced an excellent team, but on the day of the race, the wheels fell off, literally! Running for home well in the lead, I collided with my chum on the dragline and fell under the gun. The nearside wheel pin flew out and the wheel came off. We never managed to recover and win, but did finish the race.

I classed up in AW23 course, which consisted of two S. Africans, one Kiwi and seven RN members. Although the mix was 1 x CPO, 7 x PO's and 2 x Killicks, everyone got on well and we had a very successful course. It was about this time that I established some firm contacts with South Africa through the SAN guys on other courses and some that I had met previously. I was best man at Robbie Planck's wedding whilst he was on UCI's course. On qualifying TASI, I had a short spell with a weapons class that had two S. Africans as members, Vic Schoeman and Eric Stroud. Other S. Africans in and out of Vernon for courses were: Harry Porteous, Ron Erlank, Louis van Eyssen, Knocker White, Tammy Dempers and Rocky Blom.

Our end of course run was held in the Balmoral Hotel, Landport Terrace in the snug at the rear.

The evening started well and was being enjoyed by one and all. However, things went a little awry at about 20.00. I was just returning to the bar when I heard Steve Stephens, the Kiwi, shout "###\$%###" and throw his whisky glass at the mirror (didn't break). I asked him what was wrong. He said Kennedy's been assassinated. There was a radio in the bar and after we had listened to the news about the assassination the evening failed to reach the heights envisaged.

I was rated PO in January 1964 and at this time met my future wife.

I was instructing UC basics and graduated to 2nd and 1st class rates in both weapon and sonar sections. This time in Vernon was very pleasant and the mess activity was well organised. Taffy Morgan (stoker type), Dodo Watts, Nobby Clarke, Buster Brown etc the mess committee, did a good job. I was with my wife in the good company of Sam Snelling, Bob Duffy and Tony Rose (tame pressure head) and we had a great time. During this period I bumped into, I think it was Tony Hovendon, while passing the Tasp and he asked me if I fancied a draft chit to HMS President for a few weeks. I really had to do some fast thinking here as this was a dream draft chit but I was courting strong and didn't want any interruptions in my lovelife.

I was very cagey in my reply and said 'I am extremely busy boffing up for my next course, perhaps another time'. Hard cheddar was the reply. Les Vass the CTASI has gone sick (ulcer I think) and I had been detailed to go in his place, end of conversation. Up bag and hammock again for the Smoke. My folks lived in Fulham so it was no sweat. The routine was unbelievable. Started work each day at 0900 and secured at 1500.

Tuesday and Thursday nights were for training until 2100, no duties etc and I was back in Pompey every weekend, Friday 0900 to Monday 0900. I was normally armed with a railway warrant as the POGI always had documents by hand for me to take to Officer I/C of reserves at RNB (P).

This was paradise and plans were forming in my very fertile brain to make this my job forever. The OC of President asked me if I would like to stay permanently as it appeared that I was doing OK. Of course I said yes (I had the OK from my girlfriend) and hastened back to Pompey to tell her the good news. On the Monday, after a tremendous weekend, I left the PO's mess, where I still had my cabin as this was a temporary draft, and bumped into CPO Chunky Manders. (Can you remember this conflagration, Chunky?) 'Hello, Jacko, how's it going up the smoke at President?' he asked. 'Unreal' I replied and proceeded to wax lyrical about the wonders of the job, only realising later that I had talked myself out of it. Chunky explained quite nicely that this was a Chief's port and that Les Vass would not be going back. Two weeks later, I was drafted back to Vernon and Chunky got the job at President. So, back to the chalk face.

However, good news was around the corner as I was selected to interview for SD Officer and a dickie board was held in Vernon supposedly to prepare for the big one. CW papers were raised and eventually a board was convened at RNB(P) which I sat and passed. When asked how much school time I would require to qualify professionally for SD, I replied forever, so they gave me a year.

The final part of Doug's autobiography will be in the next issue of Seamaster.

Two Tough Questions to make you think!!!!

Question 1:

If you knew a woman who was pregnant, had 8 children already, three who were deaf, two who were blind, one mentally retarded, and she had syphilis; would you recommend that she have an abortion?

Question 2:

It is time to elect a new world leader, and your vote counts. Here are the facts about the three leading candidates:

Candidate A: Associates with crooked politicians, and consults with astrologists. He's had two mistresses. He also chain smokes and drinks 8 to 10 martinis a day.

Candidate B: He was kicked out of office twice, sleeps until noon, used opium in college and drinks a quart of whisky every evening.

Candidate C: He is a decorated war hero. He's a vegetarian, doesn't smoke, drinks an occasional beer and hasn't had any extramarital affairs.

Which of these candidates would be your choice?

Answers can be found on the **Just for Fun Page.**

Letters



- ❖ From **Commodore Rodley RN** (Mon
19 February 2001)

I thoroughly enjoyed reading the latest edition (Feb 01) of **Seamaster**. Please pass on my congratulations to those involved.

- ❖ From **Elma Morton** (Sister QA
Hospital)

Thank you all for coming to Ward G1 to see the children and present them and staff with Easter eggs. Thank you also for the soft toys. All children will appreciate them. Hope you all had a good Easter.

- ❖ From **WO(S) Pete White** (25
March 2001)

On behalf of Elaine and myself, I would like to take this opportunity to thank the association for inviting us to represent the ASWI's at the 40th anniversary of the PRI's MATAPAN dinner, held in the WO & SR's Mess HMS DRYAD. It was a pleasure to 'step into the breach' at short notice and rest assured, we both had a fantastic night, being well looked after by Shiner Wright and his wife Karen. The vituals were a particular highlight and the wine flowed reasonably well. Admiral Sir Jock Slater GCB, LVO, DL was the Guest of Honour and gave a well received and humorous speech. I have also written to Taff Rowles, PRI's Chairman, thanking him and his committee for a superb evening. Please pass on my congratulations to Steve for yet another great edition of the **Seamaster**, but perhaps some Submarine recognition training may be in order. (He knows what I mean).

By Ed.

Thank you Pete. Yes I do know what he means and for those who missed my deliberate mistake in the last issue.....you will have to work it out for yourselves.

- ❖ From **Jan Neads** (Ex PO. TASI) (16
April 2001)

First, I would like to wish the ASWI's Association every success for the future and extend warm greetings from the brethren of my Masonic Lodge 'Meon Valley' No 8336 of which I am the Worshipful Master for this year (2001).

.....How do I gain entry to HMS DRYAD for meetings? I am having difficulty tying in the dates with an already pretty full agenda and am busier now than when I was working. I would like to be involved if possible because I was a past Chairman of the Association (Osprey Division 1956 - 58).

From **Ian Grimes** (Ex TAS rate who unfortunately never reached the dizzy heights to join this illustrious company) (8 May 2001)

I'm trying to find a Chief TASI called BILL OGDEN (could be spelt HOGDEN). He was an instructor at HMS Ganges in 1960. He was class instructor for 69 class Frobisher 34 mess and I was in the same mess but in the opposite class (180). Bill was a gentleman, and he was always there for you; strict but fair with a great sense of humour. I took his words of advice around the world with me and they never let me down. The buzz was he took a pub somewhere in Maidstone when he retired but I can't find where. Perhaps you will have a member who knew him. It would give a lot of old Ganges boys great pleasure to know that the 'Gaffer' was still alive and maybe we could contact him.

If you have information about Bill, please contact the Association.

JUST FOR FUN

Useless Facts:

1. A duck's quack doesn't echo and no one knows why.
2. The first owner of the Marlboro company died of lung cancer.
3. Most dust particles in your house are made from dead skin.
3. Apples, not caffeine, are more efficient at waking you up in the morning.
4. Venus is the only planet that rotates clockwise.
5. A Boeing 747's wingspan is longer than the Wright brothers' first flight.

Another Insurance Claim:

'In an attempt to kill a fly, I drove into a telephone pole'

Insurance Claims:

This Norwich Union customer collided with a cow. The questions and answers on the claim form were:

- Q - What warning was given by you?
A - horn
Q - What warning was given by the other party?
A - Moo



Three questions for you to answer immediately:

Q1. You are participating in a race. You overtake the second runner. What position do you finish?

Q2. If you overtake the last runner, what position do you arrive?

Q3. *This riddle must be done in your head.*

Take 1000 and add 40
Now add another 1000
Now add 30
Add another 1000
Now add 20
Now another 1000
Now add 10

What is the total?

Answers to Q1 - Q3:

- Q1. If you answer that you arrive first then you are wrong. You overtake the second runner and take his place so you arrived second.
- Q2. If you answer second to last - WRONG. How can you overtake the LAST?
- Q3. Did you get 5000?
The correct answer is 4100. The decimal sequence confuses our brain. (100s instead of 10s)

Answers to 'Two tough questions to make you think - Page 20:

Candidate A is Franklin D. Roosevelt
Candidate B is Winston Churchill
Candidate C is Adolph Hitler

And by the way: Answer to the abortion question if you said yes, you just killed Beethoven.

Pretty interesting isn't it? Makes a person think before judging someone.

Never be afraid to try something new. Remember amateurs built the Ark - professionals built the Titanic.

WHERE'S YOUR OPO? – 4 MAY 2001

✓ = Serving Member

[illegible]

POs CONTINUED

CLOUGH
 COLLINS
 COLEMAN
 COOLAHAN
 COURTNEY
 CRESDEE
 CUMMINS
 DANGERFIELD
 DELL
 DENNIS ✓
 DEVINE
 DUKE GRI
 DUKE P
 DUNN
 EMERSON
 FORBES
 FRASER
 FUNNELL
 GIBSON ✓
 GING ✓
 GRAHAM
 GREENING
 HARVEY
 HAYES
 HAYWARD
 HEALEY
 HOLMES AT
 HOLMES SA ✓
 JAMES ✓
 JONES
 JORDAN
 LAX
 LAZENBY
 LALE
 LANGTON ✓
 LOVEWELL
 MACDONALD
 MALLINSON
 MANGAN
 MARCHANT ✓
 MARSH
 MCCARTHY
 MCCRINDLE
 MCCOURT
 MCCORMICK
 MCKENNA
 MCLEOD ✓
 MONTGOMERY
 MOYES
 MULLARKEY
 MURPHY
 MUNTON ✓
 NEEDHAM ✓
 NEWELL ✓
 PHILLIPS
 PIERCE
 POPE ✓
 POREE
 PURSLOW
 RAMSAY
 RICHENS
 ROBERTS
 ROWLEY JIG

DRYAD
 DRYAD
 MONMOUTH
 NEWCASTLE
 SOUTHAMPTON
 DRYAD
 CHATHAM.
 EDINBURGH
 DRYAD
 DRAKE
 EXETER.
 DRYAD
 ST ALBANS
 CORNWALL.
 RALEIGH
 SHEFFIELD
 DRYAD
 NORTHUMBERLAND
 COVENTRY
 CUMBERLAND
 GRAFTON
 MARLBOROUGH
 GLASGOW
 DRYAD.
 MONTROSE
 RALEIGH.
 WESTMINSTER
 DRYAD
 MONTROSE
 DRYAD
 DRAKE
 ACDS (OPS)
 NELSON
 NEWCASTLE
 CAMPBELTOWN
 CHATHAM.
 MONMOUTH.
 DRYAD
 DRYAD
 WESTMINSTER.
 MARLBOROUGH
 EXCELLENT
 SULTAN
 RALIEGH
 ARGYLL
 DRYAD
 ARGYLL
 RNU ST MAWGAN
 NEWCASTLE
 LANCASTER
 RN GIBRALTAR.
 NORFOLK
 SOUTHAMPTON
 EXETER
 RALEIGH
 NORTHUMBERLAND
 SOMERSET.
 RN GIBRALTAR
 NELSON
 RICHMOND
 CORNWALL
 MWC PORTSDOWN
 DRYAD

ROWLEY ME
 SIBSON
 SMALLBONES
 SMITH WK
 SMITH LF
 SHAW
 STEPHENS
 STREET
 SYERS ✓
 TOLTON ✓
 UNITT ✓
 WATSON
 WALKER
 WEATHERLEY ✓
 WEBB
 WILD
 WILLETTS
 WILLIAMS
 WINGAR
 WINTER ✓
 WOOD ✓
 WOODLEY ✓
 WRAGG ✓

OFFICERS

LT LEWIS ✓
 LT CDR McINTYRE ✓
 LT CDR MARDON ✓

DRYAD
 CORNWALL.
 RALIEGH
 DRYAD
 GLOUCESTER
 RALIEGH
 COVENTRY
 SOUTHAMPTON
 SHEFFIELD
 LANCASTER
 NOTTINGHAM
 DRYAD
 NEPTUNE DLO
 RALEIGH
 DRYAD
 YORK.
 GLOUCESTER
 RALEIGH
 CHATHAM.
 CUMBERLAND
 DARTMOUTH BRNC
 NOTTINGHAM
 RICHMOND

RAF ST MAWGAN
 NORTHWOOD

Ex-Serving Members

Adams <i>John</i>	Purbrook, Portsmouth	Jackson <i>Doug</i>	Capetown, South Africa
Allen <i>Darby A W</i>	Waterlooville	Joiner <i>Pete</i>	Copner, Portsmouth
Allen <i>Darby W T</i>	Higher Compton, Plymouth	Kelly	Cornwall
Antcliffe <i>Dicky</i>	Barnsley	Lake <i>Jake</i>	Barrow-in-Furness, Cumbria
Anderson, <i>Don</i>	Newport Gwent	Larratt <i>Larry</i>	Tavistock, Devon
Andrews, <i>Mike</i>	Paignton, Devon	Legg <i>Mick</i>	Looseleigh, Plymouth
Ashton, <i>Geof</i>	Shrewsbury, Shropshire	Loynes <i>Mick</i>	Ewell, Surrey
Astley <i>Andy</i>	Chichester	Makarewicz <i>Mak</i>	Torpoint, Cornwall
Ayling <i>Robin</i>	Bognor Regis, West Sussex	McKenzie <i>Neville</i>	Auckland, New Zealand
Bacon <i>Streaky</i>	Gosport	Mowat <i>Kev</i>	Ford, Plymouth
Bareford <i>Dave</i>	Boston, Lincs	Nicol <i>Roy (Jock)</i>	St Budeaux, Plymouth
Barrett	Copner Portsmouth	Neads	Southampton
Bekker <i>Dave</i>	Drayton, Portsmouth	Neeson <i>Ted</i>	Cheadle, Cheshire
Blanche <i>Rod</i>	Hartley Vale, Plymouth	Noble <i>Alan</i>	Lee-on-the-Solent
Bradburn <i>Frank</i>	Higher Compton, Plymouth	Oakly <i>C</i>	Maidstone, Kent
Brown <i>Stuart</i>	Mansfield, Nottinghamshire	Owen <i>Jess</i>	Gosport, Hampshire
Brierley <i>Pete</i>	Falmouth	Oxlade <i>Jim</i>	Whiteleigh, Plymouth
Brown <i>Tom</i>	Crawley, Surrey	Paton <i>Bob</i>	Beaminster, Dorset
Cass <i>Pete</i>	Strood, Kent	Pearce <i>George</i>	St Budeaux, Plymouth
Chapman <i>F W A</i>	Devon	Pope	Argyll, Scotland
Chennell <i>John</i>	DRYAD	Pope <i>Pete</i>	Ontario, Canada
Cosh <i>Dave</i>	Ivybridge, Devon	Powley <i>Martin</i>	Stapleford, Nottingham
Cowley <i>Muzz</i>	Tavistock, Devon	Purkiss <i>Peter</i>	Bradway, Sheffield
Cunningham <i>Yorkie</i>	BFPO 52	Quartermaine <i>Alan</i>	Banbury, Oxon
Dacombe <i>Les</i>	Rugby, Warwickshire	Randell <i>Dick</i>	Croydon, London
Davison, <i>Terry</i>	Buckfast, Devon	Richardson <i>Geoff</i>	Tamerton Folliot, Plymouth
Dennett <i>Dizzy</i>	Clanfield, Waterlooville	Roche <i>John</i>	Glenholt, Plymouth
Drew <i>Dicky</i>	London	Robinson <i>Robbie</i>	Drayton, Portsmouth
Dutson <i>Mike</i>	Brixham	Rodaway <i>Rod</i>	Purbrooke, Hampshire
Elgie <i>Frank</i>	Dundee	Rodgers <i>Steve</i>	Basingstoke
English <i>Trev</i>	Marchwood, Southampton	Sargeant <i>Mike</i>	Torpoint, Cornwall
Feasey <i>Ron</i>	Southborne, Bournemouth	Shaw <i>RN</i>	?
Formey <i>Les</i>	Fareham, Hampshire	Simpson, <i>John</i>	Plymouth
Franklin <i>Warwick</i>	St Budeaux, Plymouth	Singleton <i>RD</i>	?
Fuller <i>Kieth</i>	Gloucester	Sowdon <i>Pete</i>	Dover, Kent
Gardner <i>Ian</i>	Burseldon	Taylor <i>Buck</i>	Southport, Merseyside
Gemmill <i>Archie</i>	Plymstock, Plymouth	Thorpe <i>Fred</i>	Groby, Leicester
Gilmore	Southsea, Portsmouth	Trengove <i>Jan</i>	Poole, Dorset
Gleeve <i>Andy</i>	Fratton, Portsmouth	Turner <i>John (Topsy)</i>	Ontario, Canada
Graham <i>George</i>	Southwick, Fareham	Tyler <i>Bonnie</i>	Watchet, Somerset
Haydon <i>Charlie</i>	Crediton, Exeter	Underwood	St Budeaux, Plymouth
Hawgood <i>Ray</i>	Alacante, Spain	Walton <i>Tony</i>	Alverstoke, Gosport
Hannemann <i>Paul</i>	Weymouth, Dorset	Waterfield <i>Frank</i>	British Columbia, Canada
Heaver <i>Brian/Burt</i>	Waterlooville	Whitty <i>Terry</i>	Liskard, Cornwall
Hitchcock <i>Paul</i>	Copner, Portsmouth	Williamson <i>Tom</i>	Plymouth
Hood <i>Dave</i>	Hayling Island	Wratten <i>Phil</i>	Wokingham
Hovendon <i>Tony</i>	Waterlooville	Yates <i>Alan</i>	Abbeymead, Gloucester
Hughes <i>Spike</i>	Royal Tunbridge Wells, Kent		
Hutchings <i>M</i>	Bathpool, Somerset		
Jerrard <i>Brian</i>	Fordingbridge		

IF YOU ARE NOT ON THIS LIST AND BELIEVE YOU SHOULD BE, LET ME KNOW. NEW MEMBERS WILL BE INCLUDED IN THE NEXT ISSUE.

Lest we forget:

"To promote Esprit de Corps amongst all members of the Anti-Submarine Warfare Instructors Association wherever they may serve"

Anon