

# "BUDDYLINE"



**DIVERS**

**NEWSLETTER**



B U D D Y L I N E

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Edition No 7

Editor WO(D) J DADD B.E.M.

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FROM: COMMANDER J BIRKETT - SUPERINTENDENT OF DIVING

Dear Divers,

1. Well, it took a little longer than expected but the Diver Branch reorganisation paper has finally been approved and as you can see from the address we are now in the process of fully setting it to work.
2. Full details will be spelt out in an FTM/HTM to be followed in the New Year by a DCI. The main point to be driven home I think is that it should make us a more cohesive and effective force, working towards common goals and standards rather than the fractured and different structures of the past, which led to an awful lot of doing your own thing to your own standards. In particular, safety aspects and health and safety at work implications will be much more rigorously scrutinised, which can't be a bad thing.
3. Principal areas of change are as follows:
  - a. Change to CINCFLEET Ownership. Whilst still based in Vernon, SofD is now a CINCFLEET Staff Officer alongside FMCD0 and the other Warfare Officers. I look after Diving and EOD matters while FMCD0 now caters solely for MW and Mining. The Inspector of Diving and his team plus the Fleet Diving Group all now work through me for CINCFLEET.
  - b. Fleet Diving Group. This consists of the old Fleet Diving Team, now called Fleet Diving Unit 2 (FDU2) which is responsible for operations world wide. Next comes the Saturation and Trials Team, now called FDU3, and finally a new unit has been formed to counter the terrorist at sea threat (MCT). This unit, known as FDU1 will assume the tasks currently met by the Plymouth and Rosyth teams and is planned to go 'operational' on 1 April 1987 having had the full range of training courses including parachuting and rapid roping. Total numbers in the group including support elements will be about 50.
  - c. Inspector of Diving. The principal tasks of the IofD are as follows:
    - (1) Conduct inspections of CDU's, the diving and EOD aspects of HMS CHALLENGER and ships diving teams as directed by CINCFLEET.
    - (2) Conduct special investigations and reviewed diving and EOD standards and practices.
    - (3) Act as Safety Officer during diving equipment trials and most importantly to assist, advise and become a point of reference on all diving matters.
  - d. Diving Resources. Within my new Terms of Reference, I have formal authority to reallocate resources from within the total numbers in the Branch to meet high priority tasks. Clearly, this won't be done lightly and only after full consultation with other staffs, however, it is possible that if the Fleet Diving Group is fully committed then additional divers can be pulled in at short notice to do a specific job.
4. All in all a pretty comprehensive and much needed set of changes which should do much to set us right for the future.

5. DSSCCD. Not much to add to my previous comments. The draconian measures to reduce the circulation and hence wearout of equipments and spares seems to be holding the line and preserving sufficient stocks to keep the School supplied and operating. Determined moves are underway to accelerate procurement of significant numbers of the new Mod 1 sets but I cannot see these coming on stream until end 1987. Although the supply situation with Mod 0 is getting slightly better, neither can I see us getting back to a fully worked up and equipped state throughout the Branch until Spring 1988. Our current holdings Navy wide are 86 maintainable sets. With these pitifully small numbers we are trying to meet the following priorities:

- a. Training Pipeline.
- b. Fleet Diving Group.
- c. Nominated MCMVs.
- d. Operational Pool, North and South.

The message is clear. If you have access to DSSCCD, treat it with great care and ensure it is correctly maintained and looked after. It's like gold dust.

6. One Man Compression Chambers. The OMCC saga is also in need of some elaboration. Many of you will be asking, why it has suddenly erupted when the chamber has been in service for 20 years. You will remember that it was introduced specifically to cater for dry decompression and not for therapeutic treatment, although of course, it could be used for simple cases. Unfortunately, this point has been forgotten over the years and recently it has been used increasingly for the treatment of bend cases. The doctors were most alarmed at this trend because, it is clearly most important in some cases that the patient be tended whilst under treatment and may in fact require medication. This led to a flurry of signals and the current situation.

7. The way ahead? Well, the MER for the new shore based 2 Compartment Chambers is soon to go to contract and these should be coming into service next year, but funding for a new 2-man one Compartment Chamber has yet to be agreed. A chamber which fully meets our requirements has already been identified and trialled but until we can get funding we are stuck with the present pot. I hope you have all seen the latest signal on the subject. The basic rules now are as follows: - when an OMCC is the sole on site chamber, the following restrictions are in force:

- a. Only single diver operations are permitted.
- b. 55 metre diving involving stoppages may only be carried out when a TUP evolution to a 2 Compartment Chamber can be completed within 4 hours.
- c. If above conditions cannot be met, diving is to be restricted to 42 metre 'no stop' dives.

An Advance Information Leaflet to BR 2806 which spells out revised rules for all compression chambers is in course of issue.

8. Diving Accidents. This years figures are as follows (1 October 1985 to 30 September 1986):

81 reported to INM (many other civilian/commercial incidents not reported)

22 service personnel

59 civilians

1 death

54 treated using MOD facilities

7 treated using civilian facilities

19 advice only

Of the 22 service personnel involved, the breakdown of cases is as follows:

1 fatal

8 DCSI

3 DCSII

1 Pulmonary Barotrauma

3 Pulmonary Barotrauma and AGE

6 Misc

The overall trend within the Diving Branch is thankfully down on previous years. However, these incidents and the unfortunate death of Able Seaman Ritchie have once again highlighted some basic home truths and lessons from which we can all learn:

a. The need for regular, programmed continuation training in all equipments to be dived. (In the MCM Flotilla as well as shore teams despite the limitations of travel budgets.)

b. Regular and realistic in water exercising of safety drills and checks. (At least 3-monthly.)

c. Better medical training is required for everyone concerned with diving evolutions. (This is in hand with the School.)

d. The need to carefully plan every dive, brief thoroughly all concerned and abide by approved rules and procedures. (In particular the Command Team.)

e. Actions to be taken in the event of a diving emergency are to be clearly defined before dive (location of nearest TUP chamber, how to contact medical specialist, first aid drills).

Enough said.

9. Manpower Shortages. You will all be aware that PO(D) billets are being gapped across the board in accordance with policy guidelines laid down by a MOD sponsored Gapping Priority Committee. The odds and ends jobs have long been soaked up and now the pain is beginning to really bite in the MCM Flotilla, the Teams and the School. The solution is still very much in our hands, we must get more leaders through the system. This year's pay award has yet to prove a sufficient financial incentive to provoke a surge of interest, so it's still a matter of us all persuading the right people to go through with utmost pressure.

10. Diving Pay. This year's award was welcomed by most and vilified by a few, in particular the younger MCDOs. The ground has been well covered in a plethora of correspondence. A further case has now been formulated which attempts to redress the balance on supervisory pay and remove the anomalies which arose out of this year's award. Although we understand that the AFPRB is sympathetic to our cause, inter service issues have to be ironed out first and I am by no means optimistic that things will be resolved in our favour. Needless to say both DNW and myself will be doing our utmost to ensure that our case is fairly heard and represented at the right levels within the Ministry. Watch this space.

11. Falkland Island Team. The short lived but hugely successful Falkland Island Clearance Diving Team finally closed its doors on 3 December, somewhat strangely having just taken over its spanking brand new diving store in Mare Harbour and moved out of its shanty town existence at Navy Point. In accordance with the planned phased withdrawal of the Military from the Islands, and because the work-load has diminished to a trickle, the team outlived its usefulness and has been disbanded. Henceforth, any task which is beyond the capabilities of the 'on station' patrol vessel's ships divers or the Royal Engineers will be met by the Fleet Diving Group. The branch did well in the Falklands and proved its worth and professional expertise on many occasions. We have all gained a little more pride as a result. Thank your team for making my recent visit so worthwhile.

12. SEAFORTH CLANSMAN. By now, most of you will be aware that CLANSMAN's Charter finally expires in June, virtually irrespective of progress made on HMS CHALLENGER's diving capability. The dye is set and most reluctantly we will have to say goodbye to this very valuable and effective saturation platform. We've done very well out of her over the years and she has been of great use in proving new saturation diving systems and procedures.

13. What do we do about saturation training post CLANSMAN? Well, clearly with the amount of Part IV trials outstanding in HMS CHALLENGER, she is not a short term option, so we are currently planning on making use of the deep dive facility at Fort William. Preliminary discussions on the topic reveal that this is a viable option and we shall shortly be looking for a suitably qualified CPO(D) to assist in the planning and execution of the new courses.

14. In summary then, a difficult year for most of us - too many problems spread over too few resources. I feel that we are making progress, and a review of our major achievements during the year shows that we have achieved some major goals, the 300 metre dive in CLANSMAN has brought us back to the world leaders both Military and commercial in deep diving. We have shown a continuing ability to meet both mundane and unusual requirements world wide at short notice - but as always, it will take a determined effort from all of us to capitalise on our small gains and continue to make the best use of what we've got.

Good luck, safe diving, and I hope there are not too many Action Information Diver Systems presented to members of the Branch this Christmas.

THE TEAM WREN

The day I got my draft chit  
My heart was in a whirl  
But all my Chief could say to me  
Was 'Poor misguided girl'

'You've got the Rosyth Diving Team'  
He sadly informed me,  
'You'll hate it there, I guarantee  
They're animals you see'

So off I set from London Town  
My warrant in my hand  
With trepidation (big word, huh!)  
To join the happy band

My first day back in uniform  
I was quaking in my shoes  
Twenty-five of them and one of me  
I'd nothing much to lose

With all my courage mustered  
My heart was going boom  
Two dozen eyes upon me  
As I stepped into the room

At this point in the story  
Don't be frightened for me friends  
for it's this part in the story  
That the myth of Divers ends

They're not a bunch of heathens  
They're as friendly as can be  
They drive me to the Dockyard  
They even make me tea

They drag me out to "Monty's"  
They fill me full of ale  
Then off to "Chevy's" after that  
Then taxis we all hail

So now you'll all like divers  
They'll say to me 'Good kid'  
But to write this glowing article  
They bribed me fifty quid.



## Diving Accidents



## THE LONGEST DAY

### THE TASK

HMS BRONINGTON sailed from Portsmouth for a route survey on 6th March 1986 (the ship had been held up for 3 days in Portsmouth with the sonar up the spout once again).

The area we had been tasked to survey was off Galloper Buoy in the Southern North Sea, we started hunting at 1300 on the 7th. A good mine like contact was classified by the Ops Room at about 1446, and a diving conning run was ordered by the Ops Room.

Away Gemini broke the spell for the divers (AB(D) Jock Ritchie, (Nasty Mitch) Mitchell and myself) who were on the FX plodding through the L3Sea(D) Task Book.

The Gemini diving gear was quickly checked and away we went. As usual the good homoured bickering took place as to who's dive it was and Jock won. Conditions for diving that day were good, not at all like a mine hunting dive. The sea was calm, a light wind of 8-10 kts was blowing gently, the air temperature was a mild 8 degrees and the tidal stream was a negligible 0.2 kts.

The conning run was conducted by radio and the ICOS slipped with a marking error of 2 MTS under and on line for bearing. Jock and Mitch prepared the gear and I sort Command approval to dive. This was given with a depth by ships echo dounder of 34 MTS, but not so from the dead line in the Gemini which recorded 44 MTS. This gave a no stop dive of 8 minutes.

### THE DIVE

Jock was briefed, dressed and pre dive checks were completed. He left surface and made a controlled descent to the sea bed, and when making bottom he gave 1 pull.

Jock was checked after 5 minutes and he reported well. After 7 minutes he requested to surface which I approved. The diver reported left bottom and commenced a controlled ascent for approximately 3 metres and then stopped. The attendant checked the diver and the diver acknowledged he was well. I ordered the attendant to call the diver to the surface but the diver did not acknowledge. Shortly afterwards the attendant received 6 pulls, at which time I ordered the standby diver away and took over as attendant.

### THE INCIDENT

On taking over as attendant it was obvious the diver's line was slack and as I pulled it in the line kept coming and eventually the awful sight of a cut end appeared on the surface. The standby diver was dressed, briefed and on his way down in good time. Meanwhile the ship had been alerted by radio, now standing in the Gemini alone, what did I feel? I cannot give an honest answer. There was no time to contemplate and too many things to think about.

Eventually after some time the standby diver gave 4 pulls. I answered and he made a controlled ascent. The first thing I had to do was to get a report from him. He had 8 minutes on the nose from leaving surface to leaving bottom; a no stop dive but how hard had he been working?

I decided to get a report from him and then give stops to the next time increment; using omitted decompression surface decompression rule was out of the question as he came back to the surface by himself and my first concern was the diver still down there. The report AB(D) Mitchell gave was brief but to the point. The diver was not breathing, there was a lot of line around him stopping the standby diver recovering him by any means. The standby diver was sent down to do wet stops.

By this time the second Gemini was alongside with AB(D) (Spud) Murphy dressed ready to go. He left surface and made bottom. AB(D) Mitchell finished his stops and was immediately standby diver.

Spud left bottom after 10 minutes he came to the surface, gave the report that the only way of getting Jock up was to pull the whole lot to the surface. This was a choice I had tried to avoid all along. It had been reported that some of the ropes were around Jock's neck. Anyway Spud was then sent down to do wet stops and the second Gemini started the task of pulling up the diver. After much effort Jock was pulled to the surface and brought back alongside the ship.

He was quickly but gently recovered onboard and placed in the diving store whilst the ship commenced passage to Portsmouth. There was nothing to be gained by air lifting or transiting to a civilian port. Jock had been in the water for almost an hour and it was obvious from his conditions that he was dead but nevertheless we removed his set and attempted resuscitation. The horrifying realisation that we had lost a diver and a shipmate was now clear for us all to see.

I sat down to start the administrative actions resulting from the accident. In the forefront of mine and the bosses minds was the fact that we had lost a diver, we had 2 potential bend cases and one one-man decompression chamber. There was nothing we could do but watch each man closely.

The whole of the ship's company was in a state of shock but that did not stop Nasty Mitch going to the boss at 2000 with tingling fingers and an aching right shoulder.

Mitch entered the pot at 2017 to commence a Table 61. This I think took a lot off the minds of the divers. We were helpless to assist Jock but we could focus our energies on helping someone else in the team.

We berthed in Portsmouth at 0031, waiting for the ship was an ambulance and medical team.

AB(D) Ritchie was examined by a Surgeon Lieutenant and taken to St Mary's Hospital. Nasty Mitch was taken to HMS NELSON Sick Bay and kept in over night for observation.

WO(D) Scouse Kidman was waiting to give valuable help and take the diving set to EDU. (Thank you Colin for all your help.)

MCM2 and Lieutenant Commander Arrow (SOO 2nd MCM Squadron) were also waiting to review the ships actions, satisfied the ship had done all that it could, the left at 0520.

That was the end of possibly the worst day of my life.

We had all had many months to think over the events of the 7th and what the hell happened, but the truth of the matter is even on a perfect day like the 7th mine hunting diving, even a routine dive, is a bloody dangerous business. There are no short cuts - no easy answers - and nothing is 100% safe. You cannot prepare yourself for an event like this, all you can do is your best and hope your training and that of your team help you through.

PO(D) A HARRISON  
HMS BRONINGTON

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THE PEACEFUL DEEP

Full fathoms ten the colours change  
From richer hues to dull toned greys.  
Yet, beneath the surface still there lies,  
Beyond the tempest of earthly ties,  
A peace of mind undisturbed,  
'Cept by noise of a fishy herd.  
This solemn peace is more profound  
Than that upon the ground is found,  
Swept to and fro in the briny deep  
Softer than the deepest sleep,  
Goes shadows bold drifting, cold and grey.  
The diver plunges down to ask,  
Garbed in rubber suit and casque.  
What mysteries here can be released  
From this peaceful, ocean deep.

JH.

From: Lieutenant Commander R.J. Aves, BSc, CEng, MIMechE, Royal Navy

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Reserves Division  
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12 December 1986

Dear Divers

My last article in Buddyline was rather formal and a blatant attempt at recruiting any of you who are considering leaving the service. It may have been pompous - but it worked. There are now 20 ex RN divers either signed on or being processed through the system. Some like Dusty Miller and Jasper Peters will only be known to the geriatrics amongst you. The others, Tim Horner, Sully Sullivan, Nick Jetson will be remembered by the younger 'bloods'. This success, due partly to oil selling at \$15 a barrel, has resulted in the requirement for RNR Clearance Divers being increased to 55. Joining the RNR CDs offers good diving in 'clear' viz, comradeship, guinness in Oban, a bounty and part time employment during the lean periods - but that's blatant recruiting again. Seriously, call me if you are interested. I need more 'volunteers' - especially for the Scottish Navy.

You will have heard of the RNR Port Divers. Theirs is one of the few success stories of 1986. The numbers are increasing rapidly and the experience/diving knowledge is going up all the time. For example, 'searching a 80,000 ton gas tanker in 60 minutes could not be done' said 2 CDIs between pints of guinness. The RNR achieved it on day 3 of a trial in Loch Striven. It could have been done earlier if Jungle Coombes was not such a greedy breather.

The liaison between Bomb Teams and RNR Port Diving Units is already beginning to work well in some areas. This must be encouraged, because in war time the Port Diver uses his local knowledge of the harbour to carry out the sea bed search, complete the Explosive Ordnance Reconnaissance and then calls in the Bomb Team when disposal is required.

The next Port Diver exercise should be fun. In the spring, the intention is to deploy to a South East of England port, search large areas of sea bed and a 100,000ish ton merchantman with divers and a ROV (in the diver support role). It will be held in a reasonable tideway and in water akin to cold cocoa. I am so confident (!) of success that I have arranged TV coverage and a press release. I need good PR to keep the RNR recruiting going. Any volunteers to watch/join in?

Safe Diving

Tub Aves

DIVERS CHALLENGE CUP - FALMOUTH GOLF CLUB

It has been suggested that the Royal Navy Divers, who enjoy a privileged position in the Falmouth Golf Club, present a trophy and sufficient prizes to be played for by the Falmouth Club Members. It has been agreed that any diver down in Falmouth at the time may play in the competition, so I think a contribution of £5.00 is quite reasonable considering that a round of golf at the moment costs £6.00, and we have all played more than Once!

CONTACT: LS(D) WHEELER A J  
Ext 24576

A letter from DEODS in the sun where all the RSPs are done.

Once again its pen to paper, although not a lots been happening except the odd classes.

The EOD Ship Module is still available for team training, it will bring the best out of your team, as tempers tend to flame easily once they are within the compartment. All it requires is a letter requesting the facility, plus of course anything else your team might need a refresher in. The New Year brings good tidings and deep joy to some with draft chits. Perry Mason is due to relieve Ben Grumell in the States at Indian Head, AB Steve Kille, who was recently married is overjoyed at getting a sea draft to Bereton in Rosyth. And we should be welcoming Topsy Turner into the haven of DEODS. Our very own Master Chief "Det Cord" Doug Corbin returns to the States early next year.

Meanwhile we have compiled some questions for MCDOs who want to reach the dizzy heights of their own command on board ship.

1. On the front of the VHF radio set is a switch marked 'ON' and 'OFF', in which of these 2 positions can you expect the best reception?
2. What is the main dockyard in Pompey situated at Portsmouth?
  - a. Portsmouth.
  - b. Saigon.
  - c. Boston.
3. Name the odd one out
  - a. Ton Class Sweeper.
  - b. Hunt Class Sweeper.
  - c. Single Role Sweeper.
  - d. Harrier Jump Jet.
4. How is a light indicated on a chart?
  - a. By torch.
  - b. Photoflash.
  - c. Matches.
  - d. Purple Splash.
5. What is the calibre of the Bofor Gun?
  - a. 60/40.
  - b. 32½/67½.
  - c. 40/60.

After working in DEODS and seeing different forces; British and NATO; officers, senior ranks and ratings coming through on EOD Courses. I wonder why we (The Clearance Diving Branch) have not yet got an EOD badge. The Army and RAF have long had an EOD Branch badge which is worn on all uniforms.

In the case of the Army any personnel attached to an EOD unit wear EOD badges even if they are not trained in EOD and are in the pay section or another section.

The NATO countries that come through here on course all wear some kind of EOD badge even if it is just a lapel badge.

Now some might say that EOD is not the Clearance Divers Branch and that diving is and that he wears a divers badge (stand fast officers) to prove this. However just about any naval personnel can take a ships divers course and if he passes his course he is then entitled to wear a divers badge, although diving is his secondary and sometimes third role.

Therefore EOD is our secondary and in some cases (bomb technicians) our major role therefore should we not by now have some kind of badge.

Yours Aye Yorkey Knowles CPO(D)

PS: Even if you are trained in some kind of musical instrument, you can wear a band members badge on your uniform.



# A DIVERS DIARY



THE DAY-TO-DAY OBSERVATIONS  
OF A DIVER



.... A KILLING-MACHINE  
IN A HOSTILE  
ENVIRONMENT...



DELIVERING UNKNOWN  
DAMAGE FROM THE DEPTHS....



FRONT LINE ASSAULT FROM MEN.



WHAT CAN I SAY ABOUT THE  
SEA?



IT DEALS OUT DEATH &  
DESTRUCTION FROM ITS  
TEMPESTOUS DEPTHS.....



AND ITS SORT OF WET  
GREEN AND CRINKERY. AND  
MAKES ME SICK!!!



Letter from Hoppy Hopewell - Deep Trial Unit, Alverstoke

IGNORANCE IS BLISS

Dear John

I was talking to Jimmy Green the other day and mentioned that I would be retiring towards the middle of 1987; during our conversation he said I must have seen a considerable amount of change since I qualified as a diver and why didn't I write an article for the magazine. I must admit that this sort of thing is not my strong subject but I think "Buddyline" is a great idea, so I put pen to paper.

After qualifying as a diver in 1941 (HART HAT) my first diving job was as a mine diver in the Suez Canal zone, and as I cast my mind back to those days, when stripping routine was more muscle and bone, I wonder how we managed to get away with it.

One slack period in the diving shed, a young Canadian Lieutenant RNVR appeared in the doorway and asked if he could have three volunteers for a certain task (doing a good flip to the front I volunteered) within a few minutes we were in an Army truck heading up the canal road, and suddenly veered off into the desert. After a short distance I was most surprised to see an object with a parachute attached, this was the first time I had come into contact with a German mine.

The young Canadian Lieutenant produced a hand drill with bit, and told us to take it in turns to drill three holes horizontally and close together, then another three just below. When this was completed, with a hammer and chisel we enlarged the holes to make a port, whereupon the Lieutenant would shine his torch inside, nod his head like a wise old owl and say "Same again about two feet away". This routine carried out until we had worked our way around the mine casing.

On completion of drilling the Lieutenant decided the tail unit should come off, a wooden crass tree was assembled; this was bowsed down with rope across the tail for heaving off purposes. All but four bolts were removed from the tail to body joint, at which we were told to shelter behind the Army truck that was perhaps 50 feet away, then the Lieutenant removed the last four bolts, and the order given to heave away until the tail parted from the body. We all collected around the mine, remarking what a wonderful piece of mechanism it seemed, whilst the Lieutenant was taking snap shots of his baby.

The sequel to this fact was that in 1960 I was serving in HMS SHOULTON and we were in America doing comparison trials with a US mine hunter. One of our ports of call was Halifax (Nova Scotia). It appears that one of our submarines operating from there had found a live torpedo which misfired, and SHOULTON was asked to search for it! The next morning before sailing a few personnel were embarking for the above operation, when I was most surprised to see the ex-young Lieutenant coming down the gangway (he was now a civilian). We had a long yarn regarding our various pathways through life in the past twenty years. Our conversation eventually came around to the episode I am writing about, and I asked him why he hadn't explained what he was supposed to be doing, and his reply was that if he knew what he was doing he certainly would have told us. You can gather from this that it was the question of the blind leading the blind.

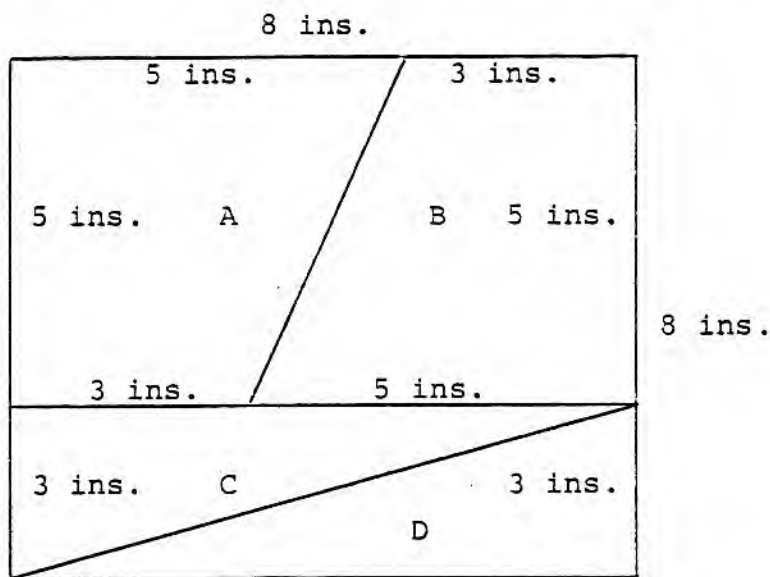
By Ed: All the very best for a long and happy retirement Hoppy. Many thanks for your help, assistance and loving care during the numerous trials you've put us through at DTU.

SOMETHING OUT OF NOTHING

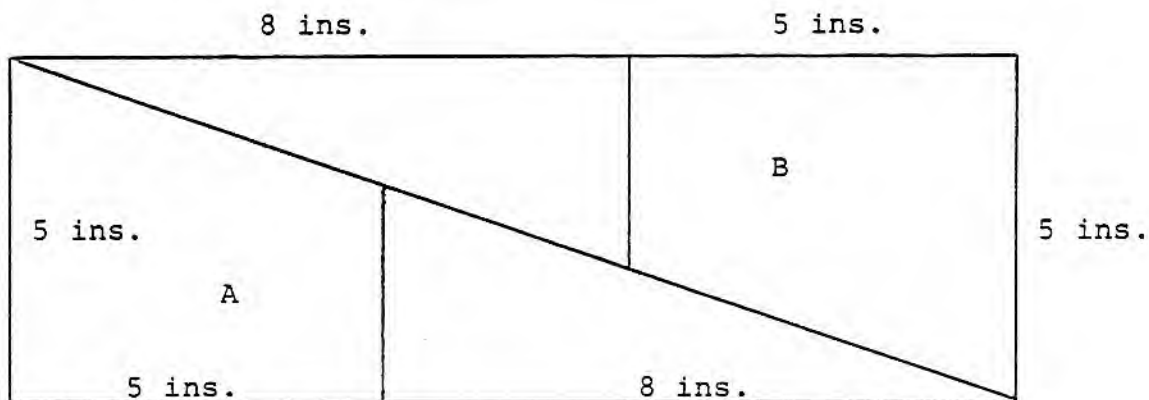
Have you ever been caught in the heads with only 64 square inches of paper and wished you had 65? (You'll notice I'm using real measurements and not your metric rubbish) Anyway, here you are sitting there wondering where you're going to get this extra square inch of paper you so desperately need. This is where the fact that you read the Buddyline saves the day. Carry out the following steps.

Step 1. Arrange the paper in a square that measures 8 ins by 8 ins.

Step 2. Using the ruler, pencil and scissors that all good divers have on their person in the heads, to draw and cut out the shapes shown in the diagram. Letter each piece.



Step 3. Place the pieces together as shown to form a rectangle 13 inches by 5 inches.



Step 4. 13 inches by 5 inches = 65 square inches. Now use the extra square inch as you think necessary and thank your lucky star that you have the Diving Theory Section to solve these little problems for you.

From: Hong Kong CDU

It's been a busy time for the Hong Kong team this summer/autumn. Since the last Buddyline, the team has seen a new L/S (D) Dave Croall join, and the sad but inevitable departure of the (Basics) A J Laskey and Andy Frowley (Mr Lingys says he has sent the Triads after you Andy).

After seeing them both off at the airport we all decided to have another beer whilst waiting for the next pair of babies to arrive. After three days, we decided, much to the relief of the wives, to go back to TAMAR and wait. (Wot no more baby divers!!!).

There has also been a steady flow of bends cases. Nine to date since the last Buddyline. One particular diver having to come back for ten consecutive day's for treatment. On the third day his boss, who was supervising him on the day, was heard to say "Do you think I could pop in the chamber for a few hours, I think my shoulder hurts!" The section was reduced to tears of laughter. He more than made up for it later on though, by buying us all a slap up meal at the Jumbos Floating Restaurant.

In the absence of CPO Jimmy Bond (away on holiday) PO Diver Troy Tempest stood in for what he thought was going to be a couple of weeks work come holiday. He was thrown in at the deep end for a much longer time than he anticipated with two bends cases in his first weekend, plus lifting and shifting moorings, clearing foul screws and maintenance on the Peacock class patrol craft taking up most of the teams time. It took Troy quite a while to get his tan sorted.

It would be nice to hear how Troy enjoyed his stay out here!

The team also had the pleasure of the company of CPO(D) Nobby Clarke and his BRNC cadets. They were out for a diving acquaint course, compass swimming down the Wanchai and laying jackstays around the Fleet Club. All in all they were a great asset and helped Mickey and Dave greatly, and we hope they enjoyed their stay in Hong Kong. (Honest Nobby your wet suits are on their way!),

Shortly after Nobby left, five CDs from the PNGDF (Papua New Guinea Defence Force), joined for a week. They liked it so much they asked to stay for four weeks! Before they could settle in on the first night, Lt Telly Clements i/c PNGDF, found life very different from back home with two foul screws at midnight. After they eventually settled in Mickey and Dave showed them the sights. With dives off HMNZS Southland and HMAS Darwin and Global 86 to entertain (what a great underwater video camera they have with them, it came in really useful, pity we haven't got one!! DSOD).

All in all it has been a very eventful time. On a closing note the team wishes everyone a Very Merry Christmas and a Happy New Year. (Guess what Mickey, before you go home in April we've got some moorings to move!).

Team Members:

SMCDO Lt Cdr Mike CRITCHLEY CO HMS PEACOCK

Base Diving Officer Lt Bill WELLSTEAD

CPO(D) Jimmy Bond

CPO Tony Williams

L/S (D) Dave Croall

L/S (D) Mickey Beale

L/' Dog' Samantha

(What no babies)

The Editor  
"Buddyline"

Dear Ed. (John),

I was very saddened to read in your latest issue the reference to H.M.S. Challenger as a 'White Elephant' and felt very sorry for those who have been, and probably still are, trying to make her fully operational. My feelings largely stem from the marked contrast in bringing "Reclaim" into service. The Engineer (Reggie Field) and myself were appointed to 'stand by' "Reclaim" whilst building at Simon's Yard at RENFREW in December 1947. She was commissioned on the 1st June 1948 and broke, the then, world deep diving record with Petty Officer Bollard's dive to 535 ft. on the 28th August of the same year. By today's standards the depth may not be impressive but surely the time scale to achieve it must be - especially when I recall that it was only the previous year that we had acquired the USN, O<sub>2</sub>He Deep Diving Outfit and Handbook under the 'Lease Lend' agreement and that this was 'bounce diving' and the first time that O<sub>2</sub>He had been used for diving in UK waters.

The difference between the two ships commissioning and becoming fully operational tends to make the mind boggle and wonder what has happened between now and then. The conclusion I have come to is simply that in the case of "Reclaim's" outstanding inaugural year as opposed to "Challenger's" alleged performance, is that we had direct RN control all the way through ie. from the acquisition and design of the ship's outfit through to the World Deep Diving Record, all in the space of a couple of years.

How could it be that a firm with now previous experience of diving installations be given the contract for such a comprehensive diving outfit? Maybe there is a perfectly justifiable explanation of why "Challenger" is not leading the world's Navies with her diving capability after all this time and perhaps somebody could give us the answer through "Buddyline".

Meanwhile, I feel sure that all right thinking RN Divers, past and present, look forward to the time when H.M.S. Challenger reaches her full design potential and the Royal Navy takes the lead again in diving expertise.

Lt. Cdr. (Uncle) Bill Filer RN (Ret'd)

FLEET DIVING UNIT 3

By PO(N) D'LIFE

The last 6 months of 1986 have been the busiest for quite some time with trips as far afield as Norway, Canada and almost Indonesia. The diving has been varied from fishing dips in Oban to 360m wobbly dips in Norway, all conducted and executed at the highest possible standards with the only difference being the willingness of the volunteers.

April of this year saw 5 men from the Sat Team and 2 from HMS CHALLENGER depart for NUTEC in Norway to conduct a dive to 360m and participate in a number of trials. After extensive medical checks in both Norway and West Germany the final selection was made, as only 6 of the 7 could go into the tubes. In the end Pete Younger, Rick Rickard, Garry Libby, Mac McDermott, Gibbo Gibson and Ollie Holroyd were the lucky ones leaving A J Wheeler outside as standby.

It became apparent very early in the dive that all was not well with the system; after only a few days the dive was aborted by the team boss Lieutenant Commander Henry Mark. Once decompression was complete there was another round of medical checks before everyone made it home.

Meanwhile back at the ranch the rest of the team is making do with a 75m Work Up in Falmouth. Summer Work Ups usually mean early starts, good weather, lots of dips and lots of golf - WRONG! Summer Work Ups now mean giving Porthkerris Range a hand with their platform, no food and getting alongside in time for last orders at "Nashers". Beware the gemini coming alongside and asking, "Can you give us a hand with this for a minute?", before you know it you've been tasked for 2 weeks and nothing is going well. This story is to continue in the new year.

Three of the team are dragged screaming and under escort over to DTU at Alverstoke to take part in a 300m SLS/HPNS. The team comprises of 'Golden Bollocks' Rick Rickard, Gary Libby and Ollie Holroyd. This proved to be a very painful and costly dive for young Rick, having done 3 deep experimental dives in the last year the first thing that the helium and the HPNS shoots out is short term memory and mood changes. Sadly Rick can no longer remember where he hid the details of his numbered Swiss bank account. I personally think that the mood change and memory are somehow linked.

Blamps Blampied and Pony Moore both made it to the end of their Sat Course and may now join the ranks of the American Express Gold Card Holders Club, that is of course that they first put Sat Systems onto Hunters and that Pony's liver doesn't give out on him before the end of the next Tarbert trip.

Having spent so much time in Falmouth these last few months we have seen quite a bit of MV Seaforth Clansperson. I'm not sure if it's a bad buzz but I've heard there will be a draft opening there for a golf pro. I trust that everyone has at least heard of the Clansperson Shrine in the "GRAPES" in Falmouth, the picture gallery reads like the who's who of great diving heroes.

The team now enters its second year with the new Land Rover 110 Series and not a drowned vehicle in sight. I wonder if the Navy was aware that these things require an engine change every other oil change when they bought them. At the moment we are trying to convince the boss of the practical advantages of the very reliable Jaguar XJ40 with a trailer over the Rover 110.

A few members of the team have just returned from the depths of Wiltshire and Leadership School. One team member when asked about practical leadership and how the team buffer got things done he replied, "You've got to do what the buffer says otherwise he shits in the boot of your dry bag". If that is seen as a threat then you won't want to know how he get the pot mess so creamy.

FORTHCOMING ATTRACTIONS

Four lucky, lucky winners will travel with Fleet Diving Unit (Fleet Team) to Cyprus to conduct a 75m Work Up.

DTU require more volunteers for a deep experimental early next year, I understand they need someone to milk the goats.

Falmouth platform job again in the Spring.

Bounce dives in Canada, again volunteers only.

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## HSE CERTIFICATION

Recent revisions to the Health and Safety Executive (HSE) diver training standards have considerably reduced the number of RN courses qualifying for HSE Certification.

The most relevant changes have been to the Part 1 curriculum which now includes, as mandatory, Wet Bell training and the use of hot water suits. In the past divers successfully completing LS(D), PO(D) and LMCO courses were eligible for Part 1 Certification. However, since the introduction of the new standards which came into effect on 31 Oct 86, this is no longer the case. The major stumbling block from the Navy's viewpoint is the provision of Wet Bell training. The operational requirement for its inclusion in RN courses is under consideration.

If that seems like bad news there is more to come!!!

The inability to qualify for Part 1 will in turn prejudice applications for Part 2 certificates on completion of the Saturation Diving Course. Although the Sat course fulfils and in many aspects surpasses HSE requirements, divers applying for Part 2 courses must have held a Part 1 Certificate for at least 12 months prior to their Part 2 course. During this time they must have completed at least 50 hours bottom time at various depths for their application to be valid.

The future of HSE Certification is therefore rather bleak but not beyond redemption. Avenues are being investigated whereby RN courses could incorporate the additional training without suffering unacceptable penalties to the present course content.

Finally a thought for any Service diver who regards HSE Certification as a one way ticket to untold wealth in Civvy Street. Not only is Naval diving more satisfying, interesting and safer than its commercial counterpart, but with the current decline in the offshore oil industry - more profitable too!

P R O G R E S S !

There's a dodgy gas re-breather,  
(It replaced CBDA)  
And although we're told progress had been made,  
If you go down once too often  
And who knows when that might be,  
You'll be lucky if your insides aren't displayed.

Now the boffins (who did trials 'N' stuff -  
To give this piece of kit,  
A bill of health to make us divers smile)  
Apparently wear different suits  
To those that keep us dry.  
Perhaps they ought to dive it for a while!

Perhaps you may be fortunate,  
And manage to survive,  
And get it to the surface in one piece.  
But remember the Maintainer ..... you  
Who preps every day  
And uses silicone instead of grease.

And don't forget your readings,  
Your valves and flow rates too,  
And the pepperpot that always seems to leak.  
And don't forget (cos this is progress),  
We do it every day  
Instead of previously, once a week!

So, anyway, you've got your plastic,  
And Magnetic clean brass bits.  
With bayonet fittings (no thread nor groove)  
And once again, (because it's progress),  
The boffins in design  
Ensure that they're the ones we don't remove?

It's not as if we're trying  
to go any deeper down.  
Just RSP a different type of mine,  
But progress (they don't mention)  
For many years to come,  
Ensure there's jobs for boffins which is fine!

But hope is round the corner,  
A year or so away.  
But not new sets (nor nothing of the sort)  
But dozens of these black things  
With spares and Mods and JICs.  
Enough to ensure every diver's caught.

The question is so simple,  
And asked not every day.  
Is getting a new set so far away?  
Just give the boffins blackboards  
And bits of dust free chalk,  
And then they might bring back CDBA.

Anon

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ODE TO A CD1

T'was in the Autumn of '86  
The Squadron was sent to sea  
Only for the day we thought,  
We'd soon be home for tea.

Westwards was the course set  
But Rail Bridge couldn't see  
And isn't the Road one longer,  
My God! We're in Dundee.

CMCM had tricked us again  
But an ace was up our sleeve  
Awaiting on the jetty  
Was Pete Still's Volvo GLE.

Before the RA's could desert  
An old custom barred the way,  
The RNR of Camperdown  
Insisted we came to play.

We weren't the only visitors  
As we soon found out,  
Propped up in the corner  
Was a familiar looking tout.

Oozing charm and fag smoke  
And ogling the PO Wren  
He insisted it was my round  
Well, he was broke again.

He'd come to teach the divers  
Or that is what he claimed,  
So another round was had by all  
With promises to protect his name.

We may have kept that promise  
If he hadn't let us down,  
But he fell asleep, at our feet  
And pissed all over the ground.

Coxswain  
Chiddingfold

FROM THE OFFICE OF THE ASSISTANT FLEET CLEARANCE DIVING OFFICER (EX)

This is the first and last article from the Office of the Commander-in-Chief Fleet at Northwood. The office is in a state of turmoil (do I hear 'normal'). First, we have a change in the FMCD0, Cdr Cartlidge is in the process of relieving Cdr Emary. (Note the spelling Clansman.)

We said farewell to Cdr E at Portland the other day. The object of the exercise was to attempt to get the Bosses minutes in at the beginning of the quarter, breaking with tradition to leaving his dives to the last week of the quarter. He is one Commander MCDO who does not rely on the viz and warmth of the VERNON tank to qualify for Group 4 pay. A buzz: I understand that some of the CMCM staff have been getting their minutes in the Caledonian swimming pool.

Naturally, we celebrated the Bosses dive with an evening PU. The Fleet team were in attendance apart from CPO(D) Kerr who found the journey from Weymouth to Portland too distant. The Clansman were at sea, they sent their apologies and a ships photograph inscribed for Cdr E (shame about the spelling). A good time was had by all, thanks for organising the thrash, Basher.

Back to the office saga. Cdr C will be serving 2 masters over the next 6 months, this means he will have to spend 2 days a week at Rosyth. Tuesdays and Thursdays are the days he will be wearing his tartan hat. Alas, in June he moves North on a permanent basis leaving his chair at Northwood empty but 'watch this space'.

I'm also leaving Northwood without relief. With the formation of the new SofD organisation, I become part of the Diving Inspectorate continuing to look after the Ships Divers but to be located in VERNON. I am looking forward to my move but I will have to come to terms with giving up lodging and outer London allowances. What's the food like at NELSON? By the way, my new telephone number will be the same as Mick Fellows. Now, for all you out there that get Mick and I mixed up; I'm the WO(D) with the hair and Mick is the WO(D) who wears the green beret.

We will not be sending out Christmas cards this year (again) so may I, Cdr C, Lt Cdr Roger Baileff (Muppet Officer) and the Chief Muppet Derek Ridley take this opportunity in wishing you all a Merry Christmas and a prosperous New Year.

TERRY SETTLE

\* \* \* \* \*

TERRY! I thought GCE English was mandatory for WO(D)s. Oh well, thanks for the effort anyway.



### WHAT A BOMBSHELL!

One hot summer's day, more than 30 years ago, two of my sons, aged about three, were playing in the woods by our cottage. When I went to investigate, I found them intent on an object Stephen was holding. My heart was in my mouth—it was a small bomb! I calmly asked him to give it me. "No, mine, mine!" he yelled, and thumped the bomb up and down on the ground. I thought our last moment had come—but when nothing happened, I thought it must be a dummy. I persuaded Stephen to give it up, and my husband locked the bomb in a disused shed and called an army bomb-disposal unit. Next day they rang to say it was an old mortar in a very unstable condition, and it could have gone off at a touch! Stephen is now a Naval Officer with children of his own. His job? Disposing of mines and other explosives!

—Mrs P. Wild, Wilts

Mrs Wild's anecdote wins her this week's star prize—a lovely bouquet courtesy of Interflora

PORTSMOUTH BOMB TEAM

LOCAL HERO MAKES GOOD

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If you have any home spun town stories you would like to bring to the attention of the Branch, please forward same for inclusion in our next edition.

## GOING OUTSIDE

With my time drawing nigh to depart the Navy, I reckoned I could get a job sufficiently well paid to keep me in the luxury in which I was accustomed. However, going outside was still two years away but I thought it prudent to prepare myself. To test the waters so to speak I decided one evening to prepare a list of my qualifications with a view to advertising for a position.

I was a diver familiar with, and I use that term loosely, seabeds, ships bottoms, things that go bang and therapeutic decompression, had a fair knowledge of damage control markings, could tie a sheet bend and bowline and with the aid of the Vol 2 seamanship manual, a fair wire splice. I also knew numerous Maltese, Italian and Mandarin Chinese swearwords! Surely I thought, there must be a job requiring just these qualifications. So with confidence, I posted a notice in the Hampshire Gazette and the Town & Country magazine. I got four replies; one from an old lady in Bournemouth who wanted a relief "pusher" for her wheelchair. Her husband, who was ninety, was getting past it, one from a female chemist who listed the duties as pill packing, bottle filling and serving embarrassed young men who required "packets of aspirins"; one from British Rail who required a wheel tappers listener and lastly, the post of mate on an Inland Waterways vessel. I could visualise myself standing on the bridge waving an arm of gold braid or doffing a cap of scrambled eggs! However, subsequent enquiries elicited the information that the vessel was a sewage barge, and there were only three in the crew, the horse, the captain and the mate - I won't tell you what my duties would have been.

Undaunted, I re-wrote the notice, and at enormous expense inserted it in one of the sore-away national tabloids and the Kentish Express. The notice read as follows:-

"Ex-Naval Diver - vast experience, requires civilian employment, will undertake any remunerative task".

I won't bore you with the details of the replies, but, suffice to say, that some of the tasks offered were entirely unsuited to my temperament and physical qualifications. It is strange how the layman thinks that all navy divers are big, husky, virile chaps, who, once they have removed their sets and fins, are either diving into a pint pot or into a double bed. Well, maybe their right, I might just stay signed on.

Anon.

The PO Jack Dusty responded to the Diving Storekeepers request for spares for his DSSCOD by saying:

"Because of the fluctuational predisposition of your positions productive capacity as juxtaposed to government standards, it would be monetarily injudicious to advocate an increment in your allowance".

The Killick Storekeeper listened carefully and said "I don't get it".

The Jack Dusty responded, "Thats right".

J.D.

PLYMOUTH CLEARANCE DIVING TEAM  
HM NAVAL BASE  
DEVONPORT

TEL: 0752 555386/7

WE HAVE AT LONG LAST MOVED FROM THE GYPSY CAMP IN DRAKE INTO OUR NEW SECTION IN DEVONPORT NAVAL BASE.

ALL VISITORS ARE WELCOME TO COME AND SEE THE LUXURY WE LIVE IN, SECURITY LOCKS, SHUTTERS, LEAKING WALLS AND THE MUD RUN TO GET INTO THE SECTION. IF YOU ARE LUCKY A DIP IN OUR NEW SWIMMING POOL CAN BE ARRANGED (WHEN ITS WORKING) AND IF ANYONE HAS ANY DIVING SETS BESIDES DSSCCA (ALIAS AQUARIOUS) AND SDDE WE WOULD LIKE TO SEE IT.

LOOKING OUT OF THE WINDOW I HAVE JUST SEEN A VERY RARE SIGHT, ALL OF OUR THREE LANDROVERS ON THE ROAD (AND WORKING) AT THE SAME TIME. NONE HAVE BEEN SWIMMING THIS SEASON INSTEAD OF BEING BOGGED DOWN IN THE SAND, THEY GET BOGGED IN THE MUD OUTSIDE THE SECTION AND THERE'S NO TIDES HERE. AT THE SAME TIME WE HAVE OUR ICE CREAM WAGON (THE NEW IED TRANSIT VAN). WE ARE THINKING OF TAKING THE BLUE LIGHTS OFF IT BECAUSE TOO MANY OLD BOYS ON PUSH BIKES ARE OVERTAKING US ON THE A38.

AFTER ALOT OF TRIES AND TUITION BUSTER HAS AT LAST PASSED HIS IED OPS LICENCE, BUT FAILED DRIVING THE FDT DACTHET BECAUSE HE TRIED TO GIVE IT A MUD RUN!!

BY THE WAY THE FDT DACTHET IS NOW REPAIRED AND RUNNING AGAIN WITH A TWO COMPARTMENT CHAMBER FITTED AND IS NOW AVAILABLE FOR HIRE. ALL YOU NEED IS TO SUPPLY THE SUBBIES FOR THE CREW OF SIX MEN.

THE TEAM HAS BEEN TICKING OVER WITH THE DOMESTIC DIVING TASKS KEEPING THE GREY FUNNEL LINE AT SEA.

IED AND EOD TASKS HAVE BEEN PLENTIFUL AND KEPT US ON THE ROAD TO AND FROM WALES.

SINCE THE LAST ISSUE WE HAVE SAID GOODBYE TO BLONDIE (THE MESS TREASURER IS COMPLAINING THAT THE TAKINGS FROM THE FRUIT MACHINES HAS GONE DOWN!!!)

CONGRATULATIONS TO FOUR OF THE TEAM ON PASSING THEIR PPE'S FOR LEADING DIVER:-

TROMANS, RICHARDSON, PEARSON AND YATES

ONE OF THE HIGHLIGHTS OF THE YEAR WAS WHEN JUMPER "ROCKY" COLLINS CLIMBED INTO THE RING AT THE PLYMOUTH COMMAND NOVICE BOXING CHAMPIONSHIPS AND FLATTENED A SUBMARINER TO GO INTO THE FINALS WHERE DOING AS HIS CHIEF DIVER DETAILED HIM OFF TO DO, KNOCKED OUT HIS OPPONENT TO WIN THE TITLE.



THE TEAM AT PRESENT CONSISTS OF:-

LT CDR S HARPER  
CPO(D) N SLINGSBY (BIG NORMAN)  
CPO(D) W BROWN (W.A.S.)  
CPO(D) D MORRIS (MO)  
PO(D) D STEVENS (FATHER)  
LS(D) S NILSSON (NELLIE)  
LS(D) M O'BRIEN (ZERO)  
LS(D) D HUMPHREYS (HUMPS)  
LS(D) A CHAPMAN (CHARLIE)  
LS(D) A COOKSON (COOKY)  
ALS(D) D BARRETT (DAVE)  
AB(D) M LEWIS (LEW)  
AB(D) L YATES (EDDIE)  
AB(D) C RICHARDSON (ABBO)  
AB(D) N PATTERSON (PAT)  
AB(D) J COLLINS (JUMPER)  
AB(D) T EDNEY (TED)  
AB(D) A TROMANS (TAFF)  
AB(D) I ROGERS (GINGE)  
AB(D) A JONES (JONA)  
AB(D) W PEARSON (BILL)  
AB(D) A LAMFORT (LAMPY)  
WREN (DIVER)(ADP) D WITHERS (TYPISSD)

HERES WISHING ALL FELLOW DIVERS A MERRY XMAS AND A HAPPY NEW YEAR.

BIG NORMAN XXXXXXXX

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Question: " HOW DO YOU PREVENT GETTING AIDS?"

ANSWER: GIVE IT A NAVAL STORES NUMBER THEN NO ONE WILL GET IT!"

D E E P S

The old suit leaks, and the cuffs are worn,  
 Reducer's packed in, and breathing bag torn,  
 Woollens are wet, and an ice-cold morn.  
 Diving ain't all hay, is it?

Going down the shot, getting lower and lower,  
 Haven't had a dip, for six months or more,  
 But I've heard it said and it's true I'm sure,  
 That too much diving weakens you.

Pain in my ears, came down too quick,  
 Nose clip refuses to do its trick,  
 And this here cannister sure feels sick,  
 Can't be a darn thing in it.

There's too many weights, and my breathing's queer,  
 Guess that's last night, the girl, and the beer,  
 Now I'm foul round the shot, and I can't get clear.  
 You just can't depend on nothing.

Relief valve not working, feeling so forlorn,  
 The tiredest diver that ever was born,  
 Now the left boot is pinching my favourite corn,  
 Diving's dismal, ain't it?

I've lost the jackstay, but I don't care,  
 Never did figure on going nowhere,  
 Just stuck in the mud, it makes me swear.  
 Life gets worse than ever.

Lifelines all round me, should sort it out a mite,  
 But it's caught on a rock and I'm trapped in the bight,  
 The inboard end's beside me, this can't be right,  
 Diving's deadly, ain't it?

Can't get my knife out, it's rusted in,  
 Never did write a form out for next of kin,  
 Hope they don't tell Ma, how dumb I've bin,  
 Not much longer now.

S.9's and taxes, debts and woes,  
 Anoxia, Narcosis, and so it goes,  
 And now the clip's fell off my nose,  
 Diving ain't all hay, is it?

"WIGGY"

Dear Ed

May I congratulate you on BUDDYLINE No 6, the magazine is improving all the time with each issue, there are suggestions that BUDDYLINE combines with the MINE magazine after seeing the last issue of MINE I hope not.

What I would like to see is a diving magazine on the lines of COCKPIT or FLIGHT and maybe in a similar vein to the engineering magazines, this magazine would be for the developments and the way ahead in the branch, but at the same time we keep BUDDYLINE as a communications mag for all the different diving factions, ie 1st, 2nd and 3rd MCM, the School, Teams, Clansman, CHALLENGER ets, it's good to see the drops and dits and the lighter side of diving.

In issue No 6 I noticed the saga of the pay rise in reference to the MCDO was still going on. I have had my ears bled quite enough by MCDOs and non-MCDOs since the pay rise was announced that it's a pain. MORE from DULVERTON stated he is more qualified than the CPO(D) or PO(D) according to QRRNs and BR 2806, strange I thought I also was qualified to supervise to the maximum depth of the equipment in use, also chamber diving to 55m plus sat diving (after qualification) if I'm wrong do doubt someone will correct me. I know there are a couple of exceptions when it comes to supervising but let's be honest how often does the MCDO do supervising compared with the senior rate, not a lot. MORE from DULVERTON may be an exception in his present appointment but what about his next appointment and the one after that? You can guarantee 95% of the time the SR will be supervising when he goes from draft to draft.

Having said the above and not going into other points he brought up I'm in the belief that the MCDO was seen off with the pay rise and I hope they are taken into account at the next review, whether they receive as much remains another story. I also hope MORE from DULVERTON does not help to split as he puts it the close community of the divers with his gripes on pay.

The pay rise it is said will help retention. I'm not so sure. I for one don't think I will stay in after my time; money is not everything although it's nice, conditions and rules plus job satisfaction play a big part. Look at the mess with DSSCCD, we have been assured the problem is well in hand and I know it has got as far as the Admiralty, so now we have got to compete with the other departments. Let's hope our case is put over very strongly.

Ever since I joined this superior branch we have always had a problem with spares for CDBA then we have it with DSSCCD. This set has always been a pain ever since it was introduced, all the incidents and the shortages prove my point. When I first met the beast I was reluctant to supervise it, but only being a PO(D) I was told to wind my neck in - I do find a little comfort in the fact I can mutter, "I told you so".

How much is MOD spending to get CHALLENGER's system working? It must run into millions, she needs a system that is going to run well into the next century. Let's hope they get it this time. With all the penny pinching and budget cuts the situation is becoming a joke: I'm a believer that money well spent is cheaper in the long run, I don't think this happened in CHALLENGER's case. One day she will be, I know, an excellent asset to the sea exploration world but the mistakes made initially I fear will cost the rest of the branch dearly.

It's nice to hear about the new organisation reference CinC and SofD. This should carry a bit more thump when the diving voice needs to be heard in MOD.

I agree with SOD's priorities particularly diver safety and DSSCCD, safety wise I have underlined in red in my docs that I stick to the BR 2806 too rigidly. Is this why I attended the feast of the Passover again in October, I wonder!

In conclusion to this drip session.

1. I'm glad we are getting an organisation which will have more say to our plight - the future appears not so dark, but things need to move faster.
2. The MCDOs pay needs to be looked at. We do need them, believe it or not.
3. CHALLENGER - let's hope it's not too long before we get a superior sea bed operation vessel running properly.
4. The Navy conditions and routines need to be looked, not just for diving but the whole Fleet if we are to retain key personnel.
5. I can't wait for the new air set; when is it coming?
6. DSSCCD - I live in hope.

PO(D) A STEADMAN

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\* \* \* \* \*

THE DIVER'S DITTY

(To the tune of Lilly Marlene)

By "BF"

Don't forget the Diver 300 feet below,  
 Circling round his shot rope just to make some dough,  
 He crawls around on hands and knees,  
 With perfect ease, though fit to freeze,  
 So don't forget the Diver and leave him down below.

Don't forget the Diver who's gone down for a dip,  
 He's looking for a stoker lost overboard last trip,  
 He knows exactly where to go, to find poor Joe, cause  
 they all know,  
 They marked the spot with a smoke float,  
 Just eighteen months ago.

Don't forget the Diver don't leave him down too long,  
 If you do you'll hear him sing this plaintiff song,  
 I'm being got at by the Narks, he's at his larks,  
 Just briefing sharks, to bite me in the region,  
 Where all my air will flow.

Don't forget the Diver don't choke his air supply,  
 If you do you'll hear him ask the reason why,  
 He'll curse until the waters heave, for him to leave,  
 Without reprieve, their very holy sanctum,  
 Down in those depths so low.

Don't forget the Diver and throw out all your gash,  
 On the spot where he'll break surface with a splash,  
 If you do he will return, just to learn, with great  
 concern,  
 That nobody thinks of the Diver,  
 When he's down below.

Don't forget the Diver he may get Oxy Pete,  
 If his O<sub>2</sub> depth is more than thirty feet,  
 His lips will start to tremble and itch, and maybe twitch,  
 To such a pitch, that he will have convulsions,  
 Because he had the wrong Do.

Don't forget the Diver don't ignore his stops,  
 Otherwise he will be, in for nasty shocks,  
 He to the surface will ascend, and get a bend,  
 That may well end, his flirtings with the mermaids,  
 When he is down below.

\* \* \* \* \*

Dear Ed

Since our last letter to 'Buddyline' HMS NURTON's diving team has changed almost completely. We still have PO(D) Bert Steadman but Bagsy, Dusty, Steve and Doc have now gone. The hookey is now LS(D) Andy Lindstrom with AB Mack McKeever, AB Lofty Lofthouse, AB Kenny Kennington.

In our last letter we were on our way to Rosyth for work up after completing a five month refit. The work up lasted a few weeks longer than expected due to many mechanical defects and it was very frustrating time for all, not only the divers but the rest of the ship's company as well.

We eventually finished work up with a very satisfactory assessment and in our mind if not for the many defects (which included three engine changes) it would have been a good assessment.

There were lessons learnt by the team, one being DON'T BE COMPLACENT WITH BASIC DIVING DRILLS. One of the team's troubles was an outstanding OPDEF for an AB Diver and a complete change of team during our time in Rosyth, and I hate to say it but sheer RDP routine by one bloke before he went on draft. The Jock weather was not too kind to us either but we did manage some good diving, live MDW, and demolition runs which showed on our final diving assessment which is a credit to the lads in the team despite the problems we had.

During one diving serial we located a very old mine sinker which the diver attached the recovery rope to for lifting, the sinker was rusty and eaten through, there were no eyes to shackle onto and the doors were seized and solid, the line was attached to a bar at the front of the sinker. This bar looked solid enough to the diver, also there was no mine burial so to lift there should not have been a suction problem, after discussion between diver and supervisor and Command and also sweepdeck supervisor, it was decided to lift the sinker.

During this evolution two incidents happened. The first being when the recovery rope was passed to the recovery position the diver passing the rope fell overboard, at this time the ship was being manoeuvred to get the best lead on the rope and the diver ended up near, in fact too close for comfort, to the ARs which were turning at approximately half speed. Luckily we got him in the boat out of the way, it could have been a very nasty accident.

The second incident was when the sinker was being hauled in. It had just been raised to just under the waterline when the anchorage parted from the sinker, the resultant whiplash caused two ratings to be struck (one at first thought seriously) by the shackle on the end of the recovery rope, one rating received a glancing blow to the thigh and the other caught the full force of the shackle on his right forearm and a fracture was suspected. The ship immediately returned to Rosyth to land him, he returned two days later diagnosed as having received very heavy bruising to the arm. Lessons learnt from this small but potentially serious incident where it is necessary to recover all bits of scrap to weigh down the back end when returning to base in the Forth areas:

1. Ensure your divers fully understand your brief on finding Exercise Ordnance and attaching the recovery rope in a secure place for lifting.
2. When passing the recovery rope to the recovery area make sure you are kneeling or if standing, make sure your buddy is hanging on to you.





HMS NURTON  
BFPO SHIPS

432

The Editor  
Buddyline Newsletter  
Diving Training Section  
MDDS Faculty  
HMS NELSON  
(Vernon Site)  
Portsmouth  
Hants

30 November 1986

*Dear Editor*

BUDDYLINE

1. Much as I admire the effort put into the production of "Buddyline" and the general idea behind it, I cannot help but feel that it falls well short of the professional journal that the MCM Flotilla (Diver and Mine Warfare personnel) deserves.
2. Whilst glossy publications similar to "Cockpit" and "The Naval Electrical Review" may be beyond the financial reach of the branch, surely sufficient resources can be found to establish a good quality journal which serves both Diver and Mine Warfare sub specialists ashore and afloat.
3. Consideration should be given to formalising the magazine even if funds are not available. I would suggest:
  - a. A formal foreword by a senior Officer or Warrant Officer.
  - b. Articles of serious professional interest.
  - c. Official accident / incident feedback.
  - d. An anonymous report section.
  - e. Articles from Ships / units.
  - f. Letters section.
  - g. Regular update of DCIs / FTMs / Signals pertinent to current operations and maintenance.
4. The effort now put into "Mine" and "Buddyline" should be combined and thus help in the integration of Diver and Mine Warfare personnel within the overall umbrella of the MCM Flotilla.

*Yours sincerely*  
*JB*



By Ed

In answer to Lt BETTERIDGE:

Sir, your suggestion that Buddyline falls well short of the professional journal that the MCM Flotilla deserves surprises me, however I will answer your points with a short history lesson and a few facts.

Buddyline Newsletter was born out of an idea by Lt Cdr SANDIFORD and brought to fruition by members of the diving branch providing articles and by myself editing, printing and distributing copy. This after some 15 years of the branch being without a magazine/newsletter. The previous magazine having ceased publication through:

- a. Cost (it was a glossy mag).
- b. Manpower (it had a permanent staff of 2).
- c. Lack of finance (no one bought it).
- d. Lack of articles (if you pay, why write it too?).

It was therefore decided that on resurrection the newsletter should be:

- a. Free.
- b. Edited by a volunteer (I'm a one man band, part time, in my own time).
- c. Semi-Official (distributed to the readership).
- d. Printed by Service printers.

The format is obviously dictated by the quality and variety of articles submitted, and the quality of the print by our need to use Service printers.

But to answer your specific points, we have had a forward by SOD in all previous editions, there is articles of serious professional interest (maybe you would like to write something for edition 8). Official Accident/Incident feedback is printed when made available and your point about articles from ships/units is well taken, I note that of our 20 odd minehunters only 3 have bothered to submit anything for print.

I am the first to admit that Buddyline falls short of other Service magazines but, we are a small branch, it's our newsletter, the vast majority like it the way it is, and your suggestion that we link up with the Minewarfare Information News is a bit of a non-starter. As far the majority of feedback I get is concerned, our readers seem to like it the way it is.

John D

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MORE DARTMOUTH DOGGEREL

I have elected to put pen to paper again to save my boss the trouble, since we have a rapport that is unparalleled, we are old navy, we are paid the same diving pay my boss and I, group 4. And may the very 'divil' take you 'group fiveys'. (Have I coined a new phrase?) However I feel that edition 7 of our mighty mouthy mag will have more lucid letters than mine on the subject of SSP(D), so I will leave the subject alone, and weep over my PLR - diving knives permanent, I ask you! They'll be replacing DSSCCDS on MCMV's with DSSCCAS next.

In a more serious vein (or rather the jugular of group fiveys), my boss and I had the pleasure of taking eight Midshipmen to Hong Kong on the Summer Leave Exped. The trip out was fairly uneventful or rather it was after the pilot explained to eight terror stricken Mids and one very brave CDI that the holes in the wings were really jet intakes, and not a design defect. Did I say fairly uneventful, soon after take-off good old British Caledonia informed us that the booze was FREE! ..... How many others I wonder belong to the 'This Old Hat Of Mine' Mile High Club. Apparently our first stop was Dubai, but I won't dwell on that, the memory fades.

We arrived in Hong Kong to be met by Lieutenant Commander Mike Critchley and Troy Tempest, "Where", I asked "Is Jimmy Bond?" "In Bali", they said, "on a surfing holiday." "Bloody group 'fiveys' can afford it" said I. However, I digress, I wanted to write about the diving, (but all ex-Blackfoot and later Dragon Squadron CD's would remember what the diving in Hong Kong is like) so I shan't. (For those too young Maxton, Sheraton Kirkliston Bossington Hubberston). We spent most of our time like most seafarers down Wanchai, selling Midshipmens cherries to supplement the beer money, the Boss, I might add, had no part of this .....he was busy negotiating for his watch, he was really lucky, a gold Rolex Oyster perpetual for only £18, but then he was privy to the knowledge that Rolex of Geneva had moved their base of operations from Switzerland to Taiwan, but then a simple 'onesy' like me wouldn't know that so I dipped out, or did I dip in. (Excuse me whilst I ring the Boss ..... I have to periodically to remind him of the time, his watch doesn't work!!!)

Of interest to the older members of the branch I shared many a 'san mig' with Dave Vaughn in Hong Kong, he's been out there longer than the China Fleet Club, where he receives his mail, if anyone would like to write to him, if only to arrange China Fleet Club accommodation, because I think by now he owns the place.

A lot of divers ask me what I do here, basically, channel young Midshipmen in the direction of the MCD world. All Officers Under Training (OUT's) dive once in DSSCCA, and those who are keen can carry on sport diving but under pussers rules. So the next time a new baby boss joins your team and doesn't know how to buy a round it isn't my fault, blame LMCDO's Course.

When I last phoned the Boss (to tell him the time) he informed me that his watch had been stolen. This conjures up a mental picture of some rogue wandering around various jewellers shops trying vainly to get £500 for a Taiwanese Rolex. Poetic justice don't you think.

Yours Aye  
Nobby

The Team:- Lt O'Reilly MCDO  
PO (D) Clark  
AB(D) Whitmarsh  
LMEM Canning (ex AB(D))

OLD, BOLD, REAL DIVERS

I arrived in Oban all damp with rain,  
After many years some babies to train.

That night to the Oban bar I sped,  
As being a diver, I'm easily led.

Imagine my plight on arrival there,  
No onesy around, my beer to share.

Where are the old, bold, real divers  
To the class I enquire,  
People like Topsy or Bill or Johnny Friar.

Jim Quinn's about, the class impart,  
Great news ! I said, he'll do for a start.

He won't be out yet they said with a grin,  
He's looking for somewhere -  
To plug his hairdryer in!

GLOOM!!

ANON

FROM PCDU - PLEASE HELP

The Plymouth Command Diving Unit will be  
partaking in a Sponsored Swim at DRAKE  
Swimming Pool, in the very near future.  
All monies will be put towards a Fund to  
allow the Team to go away and do a 54M  
Work Up.

This action is necessary because our Lords  
and Masters will not give us any money to  
carry out our normal Diving Tasks.

PCDU

RATIONALISATION OF THE ORCHESTRA

"For considerable periods the four oboe players had nothing to do; the numbers should be reduced and the work spread more evenly over the whole of the concert, thus eliminating peaks of activity.

"All the twelve first violins were playing identical notes this seems unnecessary duplication. The staff of this section should be drastically cut; if a large volume of sound is required it could be obtained by means of electronic amplifier apparatus.

"Much effort was absorbed in the playing of demi-semi quavers; this seems an excessive refinement.

"It is recommended that all notes should be rounded up to the nearest semi-quaver. If this were done it would be possible to use trainees and lower grade operatives more extensively.

"There seems to be too much repetition of some musical passages Scores should be drastically pruned. No useful purpose is served by repeating on the horns a passage which has already been handled by the strings. It is estimated that if all redundant passages were eliminated the whole concert time of two hours could be reduced to twenty minutes and there would be no need for an interval.

"The conductor agrees generally with these recommendations but expresses the opinion that there might be some falling off in box office receipts. In that unlikely event, it would be possible to close sections of the auditorium entirely with a consequential saving of overhead expenses - lighting, etc."

P.S. Any similarity between the above and the rationalisation of any organisation with which you may be familiar, is entirely coincidental.

MW SEAFORTH CLANSMAN NP 1007 (READY, AYE READY)

Although the last "Buddyline" was well overdue (a problem that was in no way the fault of our Editor) I think most people will agree that it was well worth the wait. Most teams made an effort and, for us few who actually serve on the high seas, contact with our brother divers who serve in safe shore-side-counts-as-sea-time teams, means a great deal and makes us realise just how hard-worked they are. However, I am sure that everything becomes equal in the end - except of course for those who are restricted to 10m and P7R, or at Culdrose. Enough of this friendship, my congratulations goes to "Big Norm" who has recently been awarded the much coveted 10m depth limit, perhaps now the hatchet can be buried between himself and Basher, and that they can get together for their own deep work-up showing the true brotherhood of the branch that has held us together over these few difficult years. All joking aside, Big Norm (a brother Chief, close to my heart) is at present taking care of the Plymouth Team, keeping my seat warm and my desk tidy which is more than I ever did. See you next year Norm.

One of the good things about getting a late magazine and attempting to get back on schedule is that I can answer other people's letters before I forget about them. Those who can remember the recent fraud, embezzlement, and cruelty case at Portland and yet still smile, must surely have thought that organised crime at within the branch was dead. I myself thought it dead when Joe Coleman and Jasper spent a short vacation at Colchester. However, this cannot be true as if ever there was a case of a "back hander" then surely "Gibbo" has earned it for his letter on the CHALLENGER. I thought, apart from Taph Thomas, that I was the only one who could stretch the truth but I now realise, somewhat regretfully, this is no longer the case. Well done Gibbo I hope your enthusiasm doesn't wane over the next two years. If it doesn't then perhaps you could help the RAF with their Nimrod.

I'm sure all CDs rejoiced once the new pay rates were published although I still think we're worth more. For once I feel the Review Board used common-sense in the pay structure. A senior rate supervisor has been underpaid for being at the sharp end of a stick for too long. There was never any justification for an MCDO to earn as much SSP as a CD1 (SDs accepted). Although I am sure most of them became MCDOs because they wanted to be divers, the system will never let them become efficient competent divers, he will never get the experience to become as good as the CD1 should be. He now earns the same as a LS(D) and far from being underpaid he is well paid, as once again it would be very difficult to become a good diver as that LS(D) should be. Those of us who decided to stay over the years, have become a little tired of listening to junior rates bitch about their pay and conditions even if we did agree with them. What we didn't expect to listen to was complaints from officers who should know better and who, in any case received a pay rise. As has already been pointed out, the dedicated Minewarfare Officer is hard to come by, but only because they are very occasionally required to get wet, ie to qualify for their SSP. How many officers throughout the Fleet spend hours in operations rooms without being paid extra? Too much complaining and the Navy may well just do without and the only winner out of that will be the school and the stores that supply the courses.

I suppose over the years we tend to accept a drop in standards, even myself who has respected excellent and morality above all else, have found myself turning a blind eye to the moral standards of some of our men. However, I have found it difficult to come to terms with the total lack of trust there now seems to be between brother divers in the branch. I give you the following examples:



Letter from PAUL SHORTEN

36 Parkhall Road  
Somesham  
Hunts  
Cambs

Dear Mick

Please can you get this letter enclosed to all who helped to raise money for me.

I have written to the Navy News, they can't do any follow up because of limited space.

Thanks for the cheques you sent, I have tried to ring you 2-3 times but you have been away.

Thanks for all your help and kindness, it was very much appreciated.

Regards from Mum and Dad.

Paul (Shorty)

\* \* \* \* \*



NP 1007  
M.V. Seaforth Clansman  
BFPO Ships  
London

### MV SEAFORTH CLANSMAN - CYPRUS DEPLOYMENT

On 4 Nov a WESSEX helicopter ditched into the sea off Cyprus. It was on a 'mercy mission' to collect a pregnant woman. The pilot escaped but an RAF Midwife, Medic and Loadmaster were lost.

On 11 Nov SEAFORTH CLANSMAN was tasked to proceed to Cyprus immediately to assist with the location, investigation and possible recovery of the wreck. It was emphasized by the various authorities concerned that this was an essential and high priority task.

Unfortunately the exact location of the wreck was unknown but a good datum was available and it was believed to be in a depth of about 80 - 100 metres. Underwater visibility in the area is excellent. Overall this seemed to be a realistic task for SEAFORTH CLANSMAN and the chance of success considered very good.

At the time of tasking the ship was in the middle of an extensive maintenance period at Portsmouth. However, the ship was hastily and enthusiastically prepared for a direct passage to Cyprus and was ready to sail in all respects at midday 12 Nov. The majority of people reading this article will appreciate that a ship cannot sail on a long sea passage without a certain amount of preparation; in our case this involved the following:

- a. Maximum fuel and diving gas. And fresh water.
- b. Re-calling various Merchant Navy crew from leave - partial crew change.
- c. Cancellation of medical and dental appointments.
- d. Cancellation of various pre-arranged courses.
- e. Re-assembling diving system and adjusting maintenance schedules.
- f. Adjusting programme for Lloyds survey of diving system.
- g. Preparing logistic arrangements on arrival Cyprus.
- h. Adjusting berthing and harbour movements.
- i. Cancellation of ship's previous intended programme.
- j. Storing victuals and general stores.

the list does go on but I do not want to bore the reader too much.

One hour prior to sailing SEAFORTH CLANSMAN was informed that salvage was not required and to proceed in accordance with its previous programme. Having worked so hard to prepare the ship for the Cyprus salvage this was a bitter directive to accept and did not quite fit in with the overall scenario, because 24 hours previous it seemed the authorities were desperate to gain information on the aircraft's demise.

It is appreciated that 'ours is not to reason why' but a more rational reason for the original tasking and consequent cancellation would have gone a long way to re-storing morale to its previous very high level.

In conclusion SEAFORTH CLANSMAN could have executed the Cyprus Salvage task without any financial or other penalty whatsoever because: the ship was still going to be at sea burning fuel, Currently it is carrying out an exercise dive on bottomed submarine ex-GRAMPUS in Loch Fyne hence consuming gas. We are all still being paid. The charter fee is still being paid. Alas, the only casualty in the whole fiasco is that off Cyprus there remains an RAF WESSEX, possibly with bodies trapped inside which could and should have been recovered.





NP 1007  
M.V. Seaforth Clansman  
BFPO Ships  
London

UNDERWATER DIVING COMMUNICATIONS

Reference:

A. ARE (EDU) Portsmouth Mr Hick letter published in 'buddyline' edition No 6.

Dear Mr Hicks,

As diver HAT maintainer onboard SEAFORTH CLANSMAN I am always concerned about communications and how to improve them. We use Superlite 17B Gasmizer and Heliox 18B down to 300 metres. The main problems encountered are the large amount of watertight connectors between the diver and surface, causing increased resistance, penetration and speech distortion by helium and the high temperature and humidity of a saturation environment. The latter causing great problems in the pre-amplification box fitted inside the bell which amplifies uplink speech to the surface 3342 Helle unscrambler. The bell is internally constantly wet, hot around 90 degrees F with a relative humidity of over 90 per cent causing condensation inside the box. However, we have managed to overcome this to some extent.

As for the electrical connections inside the HATS, I have fitted male and female insulated bullet crimp connectors which when fitted and sealed with self amalgamating tape are totally water-tight and more important, the marshmarine earphones and microphone are interchangeable. This is a must for us as we use Helle combined microphone/earphones which are very expensive and in limited supply but, are superior to any other communications combinations used in the past. To change everything if only one part fails is just not possible or financially viable.

You mention trials, we have never been asked to try your system. Sitting on a bicycle in a tank at EDU just does not compare with two teams of divers totalling twelve hours per day from a wet bell, taking into consideration noise from the gasmizer reclamation system and round robin with two excused divers, a bellman and supervisor all going through a speech unscrambler; surely this would prove any communications system. Why don't you come and talk to us about this and our other communications problems? Things can only get better.

LS(D) Rick MUNDAY

P.S. The Naval Party are completely conversant with a 4 BA spanner in and out of SAT conditions and can strip down a KMB and re-assemble with eyes closed. If you had visited a ship you would have known this.

### THE BRONZE? DIVER

Once upon a time I was walking in Howards Way when I was approached by a rather old, bent and near sighted WO(D). "PSST" he hissed "Would you like to buy a bronze diver my boy (sir)". "Oh how kind" said I "tell me more HOW MUCH?"

An avaricious (one of the 7 deadly sins) gleam came into his eyes and he clutched the dirty brown paper parcel closer to his pigeon chest.

"Well my boy (sir) I have negotiated a special price for certain selected divers. The model will be made of bronze and it will be a limited edition and once the order has been placed the mould will be broken" wheezed this rather pathetic caricature of Shylock. "What a good deal" said I in my strong baritone voice, "put me down for one".

Rushing back to the fountain of knowledge for all diving matters, and trying to score a few points, I convinced Super Diver that he should quickly get in on the act. "Better than TSB shares" I assured him. So reluctantly and with a tear in his eye he parted with a cheque for £40.

### ONE MONTH LATER

A rather guarded and coded message was passed to my office indicating that the great day had arrived and that the treasures had been smuggled into Fagin's office and were ready for collection by the "chosen few". Putting on my disguise (a clean cap cover) I hurried to the hallowed place.

Pulling rank (RHIP) I pushed my way to the front of a queue of Ships Divers and there bowed over his dimly lit desk was the divers answer to Arthur Daley.

"Here you are sir" he smirked as from a large crate of a few hundred he handed me a skinny plaster of paris model of a standard diver roughly daubed with bronze paint.

I protested I complained but to no avail the shyster only chuckled as he stuffed his kit bag with grubby fivers eagerly pressed into his talons by the "specially selected few".

The moral of this sad tale is: - NEVER TRUST AN AGEING WO(D) WHO IS AN EX TAS APE AND BECAME AN INSTANT TWOSY THIS CON CAN BE CALLED THE "DADDY" OF THEM ALL, SECOND ONLY TO THE STING.

PM (MCDO)  
EX CD3  
EX CD2  
EX CD1

PO(D) G P GIBSON  
HMS CHALLENGER  
BFPO SHIPS  
LONDON

14 Oct 86

HMS CHALLENGER - THE STORY SO FAR

As some of you may know Her Majesty's Ship CHALLENGER has been having a slight touch of modernisation over the last few weeks (we do have to remain conservative about this last statement). But as it is with all members of the diving fraternity, we do strive to maintain a high degree of practice within our trade. This is achieved by letting the lads fill in their own C30s, those that can remember what one looks like, and occasionally done the odd dry bag now and then, just to dispel all rumours we do get our heads wet quite frequently. I've even been known to volunteer for a fishing dip myself??? But I digress, to get back to the main story. Things are really beginning to happen at long last with the alterations starting to take final shape around the moonpool area. (Naming names, the new WO(D) on his joining run tried to fill it up at the same time talking to some guy called Hughieeee, ah well such are quaint customs of the branch that the fault lay with a bag of fish and chips consumed earlier in the night.)

The latest addition to the ship must be the arrival of Fred the hyperbatic lifeboat. Mind you he's only called Fred to his friends. But at last we have something that looks like a workable dive system and a preliminary system work-up routine drawn up after a lot of hard work and burning of the midnight oil by the SDS installation team, while the rest of us not wanting to loaf have been far and wide in the never ending search of courses (C30s attached) and brushing up on a few unused skills the diving team managed to get some demilitation training completed down in sunny Southend. Some of the budding intellectuals amongst us have been doing 'O' Levels. (I'm off to the States nya nya STAN.) We have also been supporting the Sat Team over at DTU, and have managed to squeeze in maintenance courses with Gas Services at Aberdeen, but to cap it all off, the icing on the cake was a deep dive work-up at Rothsay, with which my heartiest thanks must go out to Jim Macay and his team in Faslane, who made it all possible and who have taught me a new work in the Scottish language YOeeeeee YOeeeeee YOeeeeee YOeeeeee which is heard throughout the local inns and establishments of Rothsay in increasing volume as the night progresses. Cheers anyway lads, Jim I'll get you back one day, good luck in Hong Kong.

Alas that is the story so far, we have a definite probable sailing date and if that doesn't happen no doubt the boys will be poised with request forms for courses and C30s in hand if all else fails.

See you around

GIBBO

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HMS CHIDDINGFOLD  
BFPO Ships

2 October 1986

The Editor  
BUDDYLINE

Dear Editor

The following article is HMS CHIDDINGFOLD's contribution to the next edition of 'BUDDYLINE' - I hope you find it worthy of a place.

\*\*\*\*\*

'HMS CHIDDINGFOLD - EXPERIMENTAL DIVING UNIT?'

In a harsh world where the lack of diving equipment and stores support is proving a near insurmountable hazard in getting the minutes in, the fearless and intrepid divers of HMS CHIDDINGFOLD have investigated several means of restoring an underwater capability and professional credibility to the branch. Interested???? - read on....

ELSA A bit short on endurance (8 mins) and depth (0.5m.) but small packaging ideal for those 'away day' diving expeds, permitting additional storage space for hair dryers, windsurfers, golf clubs etc. etc. Very wide angle facemask gives all-round UW viewing capability (Vis permitting)

DCBA 10m capability in this close relation to SDDE. S/By Diver should be dressed in Intermediate FF Rig unless conditions dictate use of Full Fear Nought Suit (BR 2806 art. 2305 refers). When CD1s are diving there should always be a 3 man support team in the water: No1 with waterwall No2 with ragged jet (In both cases the hoses MUST be supplied with hot water) No3 with Thermal Imaging Camera for lobster location.

SMOKE MASK 20m capability and excellent one way comms. Attendant should ideally be clear of water unless Ships Divers are down. Unlimited endurance.

DSSDDA Diving Set Swift Descent Death Afterwards. Lash 50kg sinker to diver and throw overboard. No depth limitation but very short endurance. Diver may experience difficulties if attempting wet stops.

The now depleted CHIDDINGFOLD Diving Team are:

Lt Cdr John ARROW  
Lt Nick STANLEY  
Lt Tom RUSSELL  
CPO Ginge REYNOLDS  
LS Ben CARTWRIGHT  
AB George KINNAIR  
AB Phil BARRON  
AB Oz ORRIS  
SEA(O) Steve HOWELLS

SAFE DIVING

NICK S.

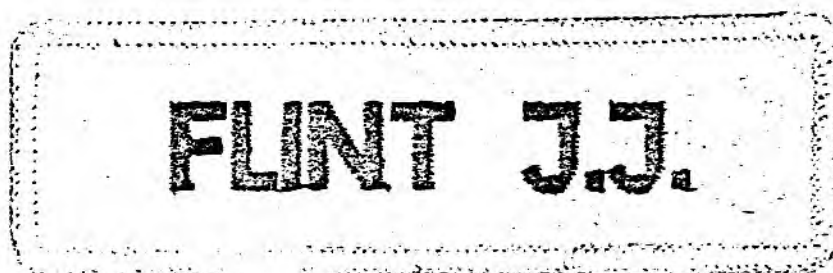
\*\*\*\*\*

A handwritten signature in black ink, appearing to read 'NPS' followed by a flourish.

A:



B:



### EMBROIDERED NAME BADGES

TYPE A: £8 per set of 4 in white, black and gold

TYPE B: £6 per set of 4 in black on white.

order now for your new tracksuits or No 8's! Each order is cheaper in batches of 12 or more. Delivery time is usually 2 months from placing of order. Cheques should be made payable to "Dives Personal Badge Fund" and letters should

be addressed to: Lt. D.V. Carey RN  
55 WOODVILLE DRIVE  
PEMBROKE PARK  
SOUTHSEA HANTS PO1 2TR.

over 70 satisfied customers to date. Postage and packing and tax included in prices.

COLUMN DE PANCHO VILLAS

FORE!!

Many apologies from "The Committee" that the last Buddyline failed to appear before "The Open" but the Editor disappeared into Haslar to have something unmentionable done to his lower body and as you all know the school goes to rats if JD is not around. It meant that I wasted a lot of playing time writing an explanation of the competition and the dreaded Gallaway system. Oh well, it gave me something to do to pass the time between 0815 and 1615.

As all the competitors will know we had a good days golf with very few hiccups, the biggest one being I didn't win anything. The weather, as organised by the Committee, was excellent and apart from the fact that one or two people were out there a long time, it was most enjoyable.

We've decided to go ahead and organise another competition for 1987 and the date we're aiming for is August 10th. We're going for a singles Stableford round AM and a pairs round, Stableford PM. The pairs will be drawn from a hat giving each team a high and a low handicapper. More details and an entry form at the back of this Buddyline.

It was gratifying to see three ex members of the branch last year and we hope to see more this year.

Two reminders before I change the subject. Remember to pick your ball up if you can't score any points and get your entry and monies in as early as possible as we need to know the numbers soonest. By the way the handicaps will be as declared by the player, adjusted by the Committee in line with any stories that have reached us, so now's the time to start back-stabbing. For instance I have seen Harry Harrison taking lessons from the A/Pro at Southwick Park. I also know that Barry Limrick has been cut by the Committee to 25 with a strong possibility of further cuts. (Have you seen him hit a 5 iron?) I myself have been cut to 20, a bit vicious that I think, John Dadd is off 17, S Meleady is 14 with everyone else claiming 28 except Taff Morse who says he's 20-ish which probably means he plays 18.

Apart from what I've mentioned already there's little news from the school. We haven't won anything golf-wise this term, probably due to the fact that I'm overloaded and can't get the time off. We did come second in the SMOPS DRYAD golf olympiad competition (I didn't have time off for that and was cut to 20 because of it).

We've had no news from any team/ship so it's obvious you're all far too busy doing other things. Neither have we had any entries for our rules of golf competition, though several players assured me that their answers were ready for posting, so the Titleist ball goes back in John Dadds bag.

The answers to the questions are as follows:

1. The ball is deemed NOT to have moved as it did not move in relation to the branch.
2. The second ball is the one in play.
3. The flag and stick is an obstruction. The ball should be placed as near as possible to a point directly under where the ball was caught up and played from there. It cannot be placed in the hole as the ball must be played into the hole with a stroke.

- 4. No! The stake marking out of bounds is not an obstruction and may not be moved.
- 5. Yes. "Foreign matter shall not be added to the club at any time." saliva is considered foreign matter.
- 6. a. A rattlesnake is not a "loose impediment" but is considered an outside agency.  
 b. The player is allowed to drop the ball in a non-dangerous situation as near as possible to the original spot.
- 7. Yes! This is counted as a stroke as the intention to strike the ball was evident.
- 8. He violated the rules by using another putter. A player can only replace a club by another if the club becomes unfit for play during the normal course of play. Getting a "Bassy" on and smashing your club is not 'normal course of play', even if one always plays like that. Penalty: 2 strokes on every hole at which the violation occurred, maximum penalty 4 strokes. If the player had started the round with less than 14 clubs he would have incurred no penalty as you can add clubs to make the total 14 at any time.

NB; The answer to Part B of the question that should have been in the last Buddyline is all the ball must be out of bounds. The line itself is out of bounds.

Before I go here's the results of the 1986 Open:

AM Round ..... 1st WILSON  
 PM Round ..... 1st J DADD

Overall winner and the Diver Branch Open Golf Champion for 1986 was S Meleady.

Other prizewinners:

Longest Drive ..... AM AJ  
 PM Mo CRANG

Nearest Pin ..... AM D BARTLETT  
 PM S SISSONS

Wooden Spoon and worst hole was taken by PO A N OTHER and CPO ANON, respectively.

Well done to the winners and thanks to everyone for turning out. I'll see you in August.

PANCHO

.....

V A C A N C Y

EDITOR "BUDDYLINE" NEWSLETTER

Buddyline is the half-yearly prestige newsletter of the RN Diving Branch, designed as a lively and attractive medium for conveying information, opinions and reviews on a wide variety of subjects concerning the diver. It also has a role in recording for posterity, life in the branch. The readership includes officers and ratings of the diving specialisation, ex-members, Allied navies and other interested parties.

The Editor works alone and is responsible for planning, developing and putting together the newsletter. The main tasks are to gather written material, proof read and design layout.

Qualifications

ESSENTIAL : The ability to gather and present information attractively and clearly.

DESIRABLE : Knowledge of and interest in diving. Must have enthusiasm and the ability to work on own initiative.

SALARY : Nil

REWARDS : Personal satisfaction

The present incumbent has held this post for three and a half years.

Applications To :

Further information can be obtained from  
W.O.(D) J. DADD on Portsmouth Naval Base 822351  
Ex. 24821.

The post needs to be filled by MARCH 1987.



FROM THE FALKLAND'S  
F.I.C.D.T.

A LINE FROM THE LAST TEAM

"(Thank God no more dreaded draft chits)"

Well the start of the tour wasn't what I expected. Once settled in I actually enjoyed myself!

The work load has diminished somewhat and we were reduced to searching for weapons and ammunition of Stanley Front. This brightened up a bit when Ginge Rintoul emerged looking like Rambo with an Argentine F.N. Rifle (now in PCDT museum). A few more searches followed but nothing was found.

The Boss Lt Cdr Bruen assisted in the recovery of the latest Argie Pilot to be found who incidentally was burried with 3 feet. This with the exception of recovering pots and pans from under coastell 2 was the last of the Diving before the move to Mare Harbour and the New Section.

A visit from S of D and Co coincided with the Divers last party at Navy Point. Mine's a Guinness was the cry from S of D's direction most of the night. All the celebrating over with 2 weeks of chaos followed, during the move to M.P.A. and saw AB(D) Dave Brearey 'nicked' for speeding.

On a much happier note it was a surprise to wake up one morning to the sound of the Boss crying pack your bags we're going to Ascensien. This was to fix a rudder gland retaining plate on to the DUMBARTON CASTLE. The job took about 40 minutes so that left us with a further day and a half to laze about by the pool sipping cool beer.

On returning the F.I. the look of envy on Dave Brearey's face as he had not been with us due to him arranging a trip to South Georgia on HMS ARROW hoping to pull a fast one and get a few days off.

As the tour comes to an end the cabin parties are getting more regular and the diving more scarce with the exception of 4 days work with PSA inspecting the new jetties and submarine cable and a SPM. So its just as well we managed to arrange a few days in Ascension on the way home. Its a shame we couldn't take the 2 Royal Engineers divers with us.

Well thats all from down here we'll all be with you in the New Year.

P.S. Deep's the cat is alive and well and living in the Phot Section at MPA.

The Team was:

Lt Cdr Bernie (The Fiddle) BRUEN

LS(D) Dan ARCHER

AB(D) Russ RTSSELL

AB(D) Dave BREAREY

AB(D) Ginge RINTOUL

CPL Rick PHILLIPS RE

LCPL Andy TWIGG RE

CPO Mick (Shave Off) SUGGITT

Yours sick of Penguins and tinned beer

Dan ARCHER

FROM THE SCHOOL

There it is the 7th edition in the can, a little later than usual but I have decided to try the early and middle of the year approach to publication, this will avoid the rush at the printers prior to Christmas. The newsletter unfortunately comes low on the list of printing priorities and even the odd bag of coffee has failed to move us to the head of the queue.

I have now been involved with publishing the Buddyline for 3½ years, some seven editions and as enjoyable and as satisfying as that has been I think that maybe it is time for someone else to have a go. It never hurts to bring fresh ideas and a new approach to these things (let me tell you I've had plenty of help with bright ideas) so, knowing how keen divers are on trips to the front, "Is there anyone out there who would like to take it on?".

Right, back to the newsletter, my thanks go again to those who have submitted articles, well done. I do however get the feeling that some of our readers see the newsletter as a backdoor method of sticking the boot in. I have never seen it as part of my job to vet everything controversial out of Buddyline and it is not intended to run a censorship bureau, but a couple of articles received came a bit close to the knuckle. I look for bright, informative reading and constructive ideas, bad manners and continual bleating about the state of the branch have no place in this newsletter and will not find it.

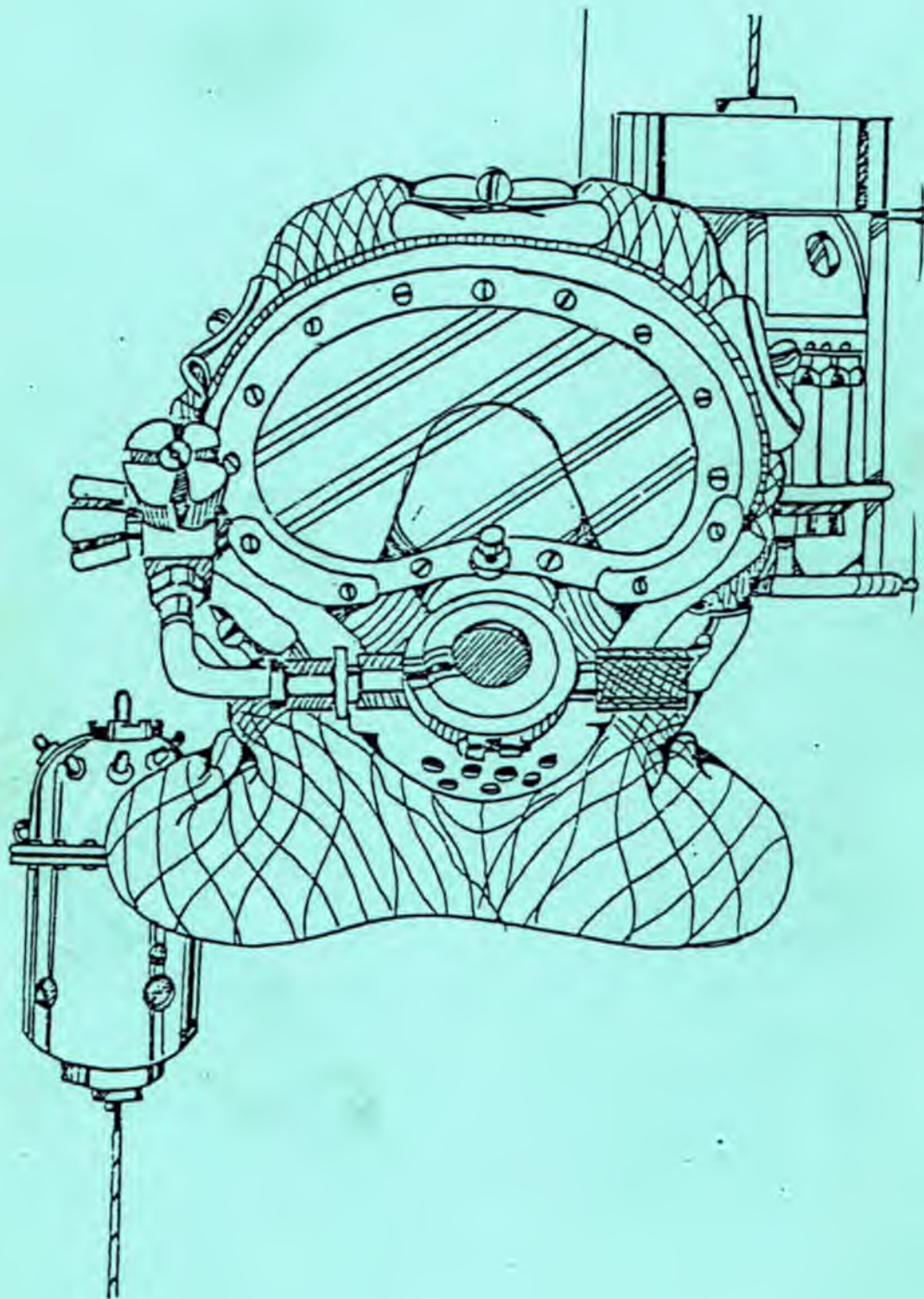
On the sports front the MDDS Faculty of SMOPS cleaned up at the Inter-faculty sports at HMS DRYAD well done to all the sportsmen who took part, especially the golfers, it was really rough and I mean rough, a legal day off to play golf and on a Divisions day, WOW!

That's it then, again thanks for all the effort.

Safe driving.

JOHN D

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J.A. DAY '83