

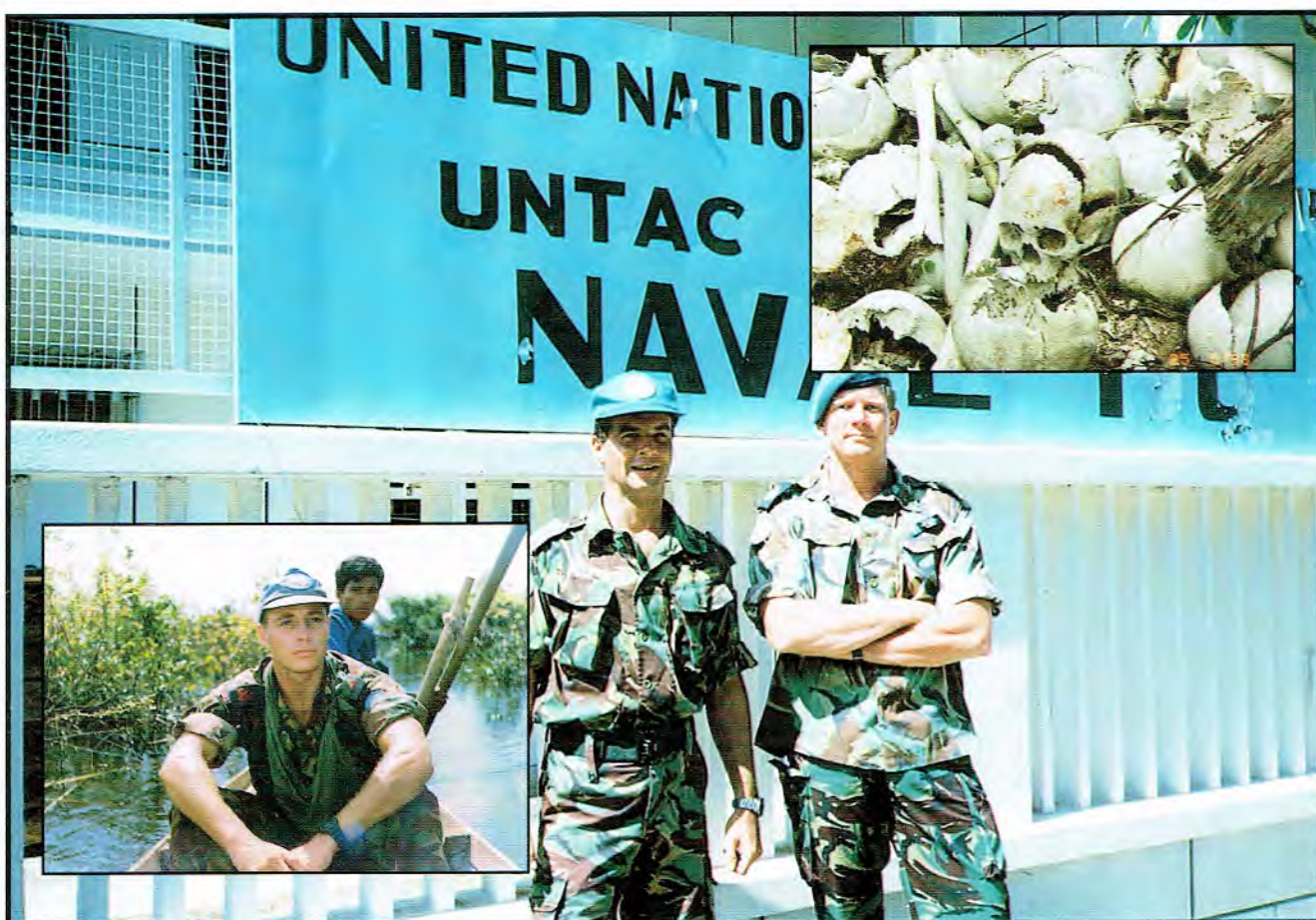
MINEWARFARE AND DIVING



VOLUME 4

NUMBER 1

JANUARY 1994



Focus on Cambodia

MINEWARFARE AND DIVING



THE MAGAZINE OF THE
MINEWARFARE AND DIVING COMMUNITY

*Front Cover: Scenes from Cambodia —
See article on pages 15 and 16.*

VOLUME 4 NUMBER 1

JANUARY 1994

CONTENTS

Foreword by Commodore R. C. Moore	1
Inspectorate Update	2-5
Canadian Exchange	6
MAD Drafting	7
Appointers Corner	8
A Fishy Job	9-10
French Connection	11
Alma Mater	12
The Invincible Team	13
Minewarfare Page	14
Cambodia	15-22
INM Update	23-24
Warfare Branch Update	25
1993 Divers Open	26
COMMW	27-28
PCDU — Boats	29
Letters to Editor	30-32
Fun Run	33
NAV PAC	34
Announcements	35
Readers Response	36
Challenge and Reply VII	Inside back cover
Big Mine Challenge VIII	Back cover

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Foreword by



Commodore R C Moore Royal Navy, Commodore Minor War Vessels, Minewarfare and Diving

*This issue of the magazine provides me with a most welcome opportunity, after 7 months in the COMMW chair, to draw breath, review priorities and to remind you, if you had forgotten, that you are **the** most important factor! Some of you may sigh — that old cliché — but I can assure you that the single greatest contributor to the Operational Capability of the MWV Flotilla is its people, particularly the MCD and MW officers, Minewarfare and Diving ratings.*

On the equipment front it is now quite clear that the SANDOWN has the potential to be the world's leading minehunter. I have identified their introduction into Service as my highest priority and a lot of work is going into ensuring the support of these sophisticated vessels is properly organised. The procurement programme for the new MCM/EOD diving set is on track with a trial of likely contenders planned in early 1994. I see this diving set as a major contributor to improving our future overall effectiveness.

I am relieved to see that the doubts about the MCD/MW officer ratios has been resolved. Recent officer recruiting into the branch is extremely encouraging; in short the future is rosy! I am less happy with the MW senior rates structure and I have asked my staff to examine this subject. Other than the general and worrying problem of slow advancement the Diver branch appears to be in reasonably good shape. Wish I could say the same about the kit!

I am aware of the concern that exists regarding the degree of change that seems to pervade all our business. The future of Rosyth, base porting options for the MCMVs and FPS in the future, and the build of further SANDOWNS are just three subjects of current concern. We will also be working much closer with the RNR from 1994 onwards and I hope you will all welcome the RNR seagoers into the fold.

Finally I remain very optimistic about the future of the Minewarfare and Diving fraternity. Our professionalism is unrivalled, with our new ships we are clearly a very effective MCM Force, wherever we are invited to operate.

Richard Moore

Inspectorate

DIVING INSPECTORATE

From the Inspector of Diving

Lt. Cdr.	David Hilton	Inspector of Diving	Tel: PNB 24876
WO(D)	Mo Crang	Inspector of Clearance Diving	24866
WO(D)	Bob Oulds	Inspector of Ships Diving	24583
CPOMEA	Robert Knights	Inspector Engineering (Diving)	24904
CPOMEA	Stuart Lake	Defect Reporting Desk (S2022)	24904
POMA	Ian Calvert	Inspector Medical	24530

After two good years at sea and having completed my first six months in the Inspectorate I am now in a position to give you my observations, advice and news. Our main aim remains, to monitor diving and EOD standards and procedures throughout the Fleet on behalf of S of D (COMMW) and enhance diving safety.

First Aid Qualification

The Diving Operations at Work regulations (DOWR) required all divers to be qualified to a specified standard of first aid practice by 23th April 1993 and for each diving operation provide adequate first aid equipment. MCD Officers and Ratings of the Diver Sub-Branch will conform with these regulations by 31st December 1993: DCI 189/92 refers. Those MCD officers and ratings of the Diver Sub-Branch not qualified by the 31st December 1993 will not be able to take part in any diving operation as a supervisor or as a diver. First Aid certificates will remain valid for three years. Waivers are not given for this MOD/HSE requirement.

Health and Safety

The Secretary of State for Defence has stated that the Health and Safety at Work Act is to be observed throughout the Ministry of defence. To this aim a good working relationship has been established between the Inspectorate and the HSE to discuss military diving aspects within the regulations. We have been invited by the HSE policy division in assisting in the preparation of a major review of the DOWR, this is an opportunity we have grasped. I will be representing S of D at these meetings. In addition, The Superintendent of Diving has registered with the Health and Safety Executive as a Diving Contractor. I commend the reading of the DOWR Guidance on Regulations in conjunction with the Diving Manual. The DOWR is poorly understood and effectively ignored by most Service divers as it is generally considered that the regulations do not apply to them. It is SofD's intention to comply so far as reasonably practicable with DOWR, as we should be able to comply except where operations or training is directly related to Military Warfare.

Replacement Compression Chambers (CC's)

The existing aged, Type 1 CC's do not meet HSE guidelines and are being replaced by two types of chambers. Four "Type A" fixed CC's sited at the four Clearance Diving Units and a further 14 Type B transportable CC's will be procured and will

fully comply with the DOWR. Both types of chamber will have a TUP capability, fitted with O2 make up panels, digital analysers, oral nasal BIBS with external exhausts, Medical facilities and a computer monitoring system.

Type A

The two compartment 15 man "Type A" CC will be of steel construction weighing approximately eight tons, it will be maintained by the supplier (MARA of Aberdeen), initially for 10 years, which will include gauge calibration and chamber pressure tests on site. The first of these Chambers should start arriving as early as May 1994.

Type B

The two compartment, transportable 11 man "Type B" CC's are made of Aluminium and are completely containerised with all the home comforts including air conditioning. The air and electrical support for the Type B is at present being addressed, however it is envisaged that existing compressors and storage cylinders will be used, but contained in a new portable package.

One Man Compression Chamber (7A) (OMCC)

Replacement for the One man 7A (OMCC) is going ahead. These are being replaced by Transportable Man Compression Chambers (TMCC). Since the introduction of HSE/Diving Operations at Work Regulations the continued use of the 7A CC contravenes present legislation. These CC's will also have a TUP facility and be fitted in Hunt Class, Single Role Minehunters and available to other diving units.

Publications

Firstly, may I thank all of you for the good response in forwarding comments in updating our diving publications and, in particular John Chapple (OIC PCDU) and Ted Morrison our Naval Staff Author for his helpful support and dedication. For those who have not met Ted, he is a crusty but enthusiastic retired Warrant Officer (Diver) who basically staffs our proposed amendments prior to print. He is already working on change 1 of the revised BR2806 and change 2 to BR5063, therefore any amendments you have, however small, please forward them to this office for staffing.

BR2806 (New Edition) Vol 1 and 2

The complete re-write of the Diving Manual has been completed with the book now at LLANGANECH in course of supply. The new manual is not to be used until authorised by a further Diving Safety Memorandum as there is a safety to life error in the text. The Institute of Naval Medicine is conducting a medical road show explaining the new therapeutic and terminology changes. Dates of road shows can be obtained through Inspector Medical.

BR5063 (Clearance Diving Operations)

Change 1 has been distributed. Proposed comments for change 2 are welcomed.

BR5063 (Supplement) SUPERVISORS AIDE MEMOIRE

The long awaited diving supervisors, "aide memoire" is now in print and should be with you shortly. Subjects covered in the memoire are diving, EOD and transportation of explosives. The aide memoire is of pocket book size, fully waterproofed and is available for the exclusive use of PO(D)'s and above. It replaces the need to carry BR 2806 Vol 2 in a diving safety boat. It will be the responsibility of the custodian to update the aide memoire by reading Diving Safety Memo's and other diving related correspondence. My tip is, keep abreast of changes and look after it as they will be checked at periodic inspections. The aide memoire will be issued personally to PO(D)'s and above and are to be returned to Insp/CD before leaving the service.

Personal Diving Logs (S1627)

The present diving log is being re-formatted to meet current HSE regulations. The new logs are in draft form and not expected to be ready before March 1994.

MCM/EOD Replacement Set

This is the most important project area of RN Diving. The EOD/MCM set will have a target depth in excess of present DSSCCD capabilities and equal to our NATO diving contemporaries. It is hoped to be in service in December 1995. Several diving manufacturers have shown an interest, however thorough trials of all proposed replacement sets will be conducted. These important trials will be carefully monitored by COMMW and the Superintendent of Diving.

FROM THE INSPECTOR OF CLEARANCE DIVING — WO (D) Mo Crang

Can anyone tell me where 1993 has gone? Land, sea and air travel has taken the Inspectorate over 100,000 miles during this year's round of inspections. With inspections, procurement of new equipment, centralised control of vehicles, compliance with HSE Regulations including explosive transportation and the annual diving equipment disaster (DSSCCD?), the "over the corner" (Diving Inspectorate) as we are sometimes called have been very busy. A pleasing note is the undoubtable awareness of Unit's understanding of the safety implications of HSE/Naval standards without too much strain on operating efficiency. A number of successful projects and equipment acquisitions with a small number of common Unit weak area's are as follows:

Wet suits and uni-suits

The contract for the issue of uni-suits/wet suits has again been altered. In future diving requiring suits must be personally measured at Oban Wet Suits or Solent Divers. On receipt of the suit the diver will acknowledge receipt (enclosed paperwork with each new suit) that it is a good fit and made correctly and sign to that effect. Thigh and knife pockets and a choice of either neoprene or latex neck/cuff seals will be optional.

At long last a repair contract for Uni-suits and wet suits has been placed with Solent Divers and Oban Wet Suits. An S145 is to be raised and sent to ES425C2, Room 133, Block B, RNSD Copenacre SM13 0PW who will issue a DEFCON 300 to the contractor. The suit can be forwarded to the contractor at any time but work will not commence until the DEFCON 300 is received. Suits are to be marked with the divers name with the following details clearly annotated on the S145:

Type of suit.

Name and rank/rate.

Service number.

* Details of repair required.

Under-Suit Blue

The procurement of a fleece body-warmer under-suit is underway. This will replace the present obsolescent Blue under-suit.

Divers protective clothing

GOOD NEWS! — A complete outfit of clothing for Clearance divers has been identified and accepted for financial year 1994/95. A DCI will be issued in due course detailing the clothing divers are entitled with issue and demand procedures. The clothing is divided into two categories: (a) clothing for personal issue, annotated in your Kit Record Book, drawn from Naval Clothing Stores and (b) specialist clothing where Units will hold the equipment for Unit use only. Unfortunately some items of clothing will not be available until the end of financial year 1994/95. Some items of clothing which will be made available to personnel are:

Upper-deck Crewmans Suit.	Gloves Tech/Mech.
Smock and Trousers Combat DPM.	Liner Cold Weather Jacket.
Cap Cold Weather.	Jacket Waterproof.
Trousers Waterproof.	Boots Combat High Range.
PT Kit and Tracksuit.	Fitness Training Shoes.
Swimming Trunks.	Carry Bag.

Transport

As most of you are aware, from 1 April 1994 transport will become completely disaggregated, what does this mean? It means from 1 April 1994 all Unit transport is budgeted in real money from a Top Level Budget Holder (TLB) in our case CINCFLEET who in turn passes the authority of the budget to the High Level Budget Holder (HLB), COMMW who in turn gives the control, modifications and procurement requirements to SofD (Point of contact INSPCD). In other words we have an allotted budget for replacing vehicles however it does not take into account accidents or shortened lives due to poor maintenance. No longer is there an endless supply of replacement vehicles waiting to get into EOD operations because of a 'prang' or worse still, poorly maintained vehicles. Look after your vehicles as most are programmed to remain in service for five years.

The vehicles we have are second to none and throughout my travels I have witnessed that most Units are looking after their transport. Well done and keep it up!

Still on transport, a programme is in place to renew our ageing fleet of Sherpa Vans with modified Diesel Transit Vans adapted for diving, EOD and IEDD operations, giving excellent value for money. The new PCDU Deep Truck is under refurbishment, hopefully SNICDU's is due next year. The initial tender for the replacement of the first ageing (over 10 years old) FDG air transportable vehicle is progressing, it will support worldwide diving operations into the next century and I am sure we will be the envy of other nations.

EXPLOSIVES

The new CMD Packs 1 to 7 approved by the Explosive Safety Transport Committee (ESTC) for transportation and individual United Nations (UN) numbers allocated for transportation at sea and other countries are available. Vehicles have been modified for the stowage of CMD Packs. This is not the end of the "BOMB BAG". Once at a destination, explosives can be transferred to the "BOMB BAG". Once at a destination, explosives can be transferred to the "BOMB BAG". Once at a destination, explosives can be transferred to the "BOMB BAG" for easier carriage. Those of you that are not conversant with these packs a brief outline is as follows:

Inspectorate

Conventional Munitions Pack No 1 — General CMD pack containing approximately 10 kg of explosives and transported by EOD transport.

Conventional Munitions Pack No 2 — Detonators for use with Conventional Munitions Pack No 1.

Conventional Munitions Pack No 3 — Reduced amount of explosives designed for transportation in aircraft.

Conventional Munitions Pack No 4 — Non-electric detonators for use with Conventional Munitions Pack No 3.

Conventional Munitions Pack No 5 — Charge Linear cutting kit.

Conventional Munitions Pack No 6 — Sheet explosive kit.

Conventional Munitions Pack No 7 — LMDE cartridge kit.

Area Clearance Diving Units (ACDU's) have been allocated an "Annual Explosive Practice allowance", also MCMV allowances have been updated. With assistance from WO(D) Terry Settle the Explosive Outfit Schedules for ACDU's have also been updated with the removal of items even Terry did not know existed. To aid in the future procurement and continued updating of explosive outfits, accurate explosive expenditure forms are required from Units annually.

ACCOMPANIED AIR BAGGAGE SCALES — CLEARANCE DIVERS

Good News! An Excess baggage allowance of 33lbs (15kg) for Clearance Divers on duty air travel has been approved. This change will be amended formally at the next change of JSP 356 Para 0404 Table 1.

Diver's Distress Lamp (Strobe)

The diver's distress lamp may now be used in place of emergency flares for free swimming operations in accordance with BR 2806 Vol 2 Art 0782.6.

LONG ENDURANCE BREATHING APPARATUS

The much needed re-vamp of BR 2807 (1) (P) is now at print with the procurement of a specialist tool and test kit travel container.

COMMON WEAK AREAS FROM CDU's INSPECTIONS 1993

ADMINISTRATION AND DOCUMENTATION

1. Unit Standing Orders are not being signed as read by all Unit personnel.
2. S1627 Divers Logs: Gaps between entries must be ruled through since they provide the opportunity for falsification at a later date. This will be a requirement of BR 2806 at the next amendment. All entries to be signed by the supervisor in accordance with BR 2806 Art 5106. Details of dives must be completed in accordance with BR 2806 Art 5101 and the instructions in the front of each log.
3. Publications: A large number of maintenance BR's do not reflect instructions directed by DSM's and S2022's action.
4. S288's:
 - a. The record is to contain full details of personnel involved and detail of events connected with the dive. One supervisor is to be detailed for each task/dive and is in full charge of that dive in accordance with BR 2806 Article 2204. If a change of supervisor is necessary during a dive it should be annotated with name and time in the remarks column.
 - b. Frequent and untidy overwriting of mistaken entries. No entry in the record book is ever to be erased. Erroneous entries are to be crossed out with a single line in accordance with BR 2806.5101.4.

c. Standby divers are not being tested/recorded in accordance with BR 2806 art 2304.2.

5. BR's: The overall standard of BR organisations including the updating of amendments in most cases is below standard.

TRANSPORT

6. The driver's name and task must be entered for all journeys in the right hand column of the VUR in accordance with Motor Transport Circular 19A/89 and 35/92.
7. Not in use TREM cards are to be kept in a securely closed container which is to be marked "NOT IN USE TREM CARDS"; Road Traffic (Carriage of Explosives) Regulations 1989 Regulation 10.2.

DSSCCD

8. DSSCCD equipment is stowed on metal racking. It must be emphasised that ferrous particles will affect the magnetic signature of the equipment as explained BR 2807 (1) (H) Cat 5.10.
9. Notice boards for the display of DSM's and S2022a's are in the main positioned correctly in the Maintenance Rooms, however a large number of BR amendments and actions resulting from S2022A's have not been manuscripted or placed in the covers of relevant BR's.
10. Out of date Fomblin grade YNX grease is constantly sighted in use. Tubes of Fomblin grade YNX grease reaching their stamped re-test date are deemed out of date in accordance with DSM 5/93 and BR 2807 (1) (H) Chapter 1.5.

ANCILLARY EQUIPMENT AND SEARCH GEAR

11. A large number of lost diver markers sighted had weights attached which were excessively heavy, (not a problem if the weight is lowered to the sea bed). Little provision or training is made to lower the weight by hand to the sea-bed as the method of throwing lost diver markers overboard is out-dated, hazardous and could result in injury to divers in accordance with BR 2806 Vol 2.0927.

BREATHING GASES — STORAGE ARRANGEMENTS

12. Large numbers of breathing gas cylinders are not fitted with blanking plugs. These are to be fitted to cylinders when not in use in accordance with BR 2807 (4) (A) Sect 1.

MAINTENANCE MANAGEMENT SYSTEM

13. Maintenance documentation is not being signed by the Oic monthly and by the Unit Engineering Officer (CPOMEA) 3 monthly, in accordance with BR 3000 art 0432 para 2.
14. Personnel are not using or Units are failing to provide adequate quantities of personnel protection equipment in hazardous areas. Two sets of ear defenders and goggles are to be made available at charging panels in accordance with BR 2000 (20) Art 1115 para 9.

MEDICAL

15. Varying types of O2 Resuscitators are in use. The resuscitator detailed for diving use is Resuscitator NSN 6545 99 212 0526.

EOD

The standard of Chemical and Biological Munitions disposal by ACDU's is poor. Units are reminded this area is a primary task. Next year's round of inspections will include a Chemical scenario!

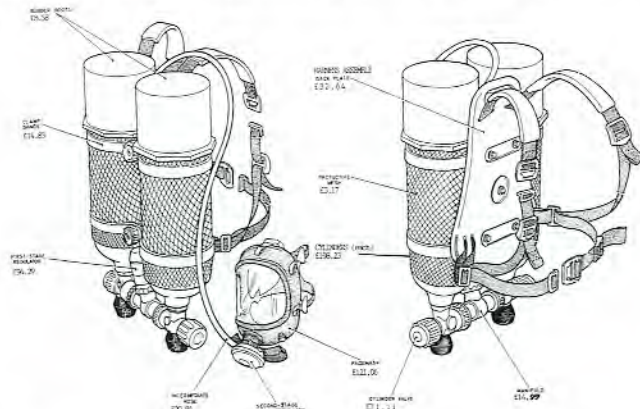
FROM THE INSPECTOR OF SHIPS DIVING — WO(D) OULDS

Limpet Mine Disposal Equipment

You are reminded LMDE practice cartridges are not to be used. The Signal from CINCFLEETWE 210910Z JAN 92 SIC ORN/OEE remains extant.

Equipment DSSCCA

For those divers that use the Continuation Training section at Horsea Island, the Trial of the steel cylinders are the result of S2022s raised by MDT indicating internal corrosion problems with the alloy cylinders. The supervisor requires your additional comments for the Trials report. The picture below is a price guide for DSSCCA. Remember that you as a tax payer are paying for this life support equipment so look after it.



PRE-OST SHIP INSPECTIONS — COMMON WEAK AREA'S.

1. **Diving Logs S1627** not completed in accordance with page 1 of the S1627 and BR 2806 Article 5106.1. If you are aiming at HSE qualifications and civilian work, a full account of your dives, equipment, tools used, tasks undertaken could help.
2. S333 Series of forms out-of-date. You should now hold the 1992 series.
3. Maintenance is not being carried out on Underwater Swim Suits: PMS 7-2504-0000 refers.
4. S2022A's Defect Acquaint forms are not being inserted in the relevant publications and are not being read by divers or maintainers.
5. Lack of knowledge by ships diving teams of diving related illnesses, the appropriate "Close set procedures" and S333 reporting. It's too late to refer to BR 2806 when the incident has happened. The diver/casualty will not be impressed and the rest of the divers will have prepared the diving set for the next dive by the time you find the right page.
6. Aircraft Emergency Flotation Salvage Equipment (those orange and black bags normally stowed in the hanger): how to use them and where to secure them on helicopters. Ships Divers can be tasked in an SAR role. BR 2806 Articles 2337 Table C, 2383 and 6462 refers.

FROM INSPECTOR (MEDICAL) S333 SERIES FORMS

Current revisions are as follows:

S333 - PART 1	(5/93)
S333 - PART 2	(5/93)
S333A	(5/92)
S333B	(5/92)
S333C	(1/88)

When ordering S333 forms Ships/Units are to specify the exact requirements by listing forms separately. Due to supply constraints only one pad of each form will be supplied.

DIVERS WATCHES

Trials are presently being conducted on digital watches for divers.

STOPWATCHES

Five different models (produced by SEIKO) are on trial within the Fleet Diving Group for six months.

ON SITE DIVING OPERATIONS — MEDICAL KIT

These are currently being supplied at Medical Provisioning level. This kit will contain all the requirements in accordance with BR2806 including the correct O2 Resuscitator.

ANNUAL DIVING MEDICALS

Remember to book your medical well in advance, Sick Bays are very busy and you will not be given priority. Vitalograph and Step-ups are every year. Audiograms 3-yearly and ECG's annually from age 35. Chest X-Rays and Blood tests are no longer carried out routinely. Keep yourself in date for jobs. Reminder of those required are as follows:

1. TETANUS - 5 Yearly until 35, then 10 yearly
2. TYPHOID - 3 Yearly
3. POLIO - 5 Yearly
4. YELLOW FEVER - 10 Yearly

WARNING! If you are off on exercise to an area with a known dodgy water supply, contact the Sick Bay about HEPATITIS (A) vaccine, giving plenty of notice as the vaccine may need ordering.

Cautionary Tale — Malaria Medication

The regime recommended for use by the RN is either "Nivaquine" or "Paludrine", or a combination of both. It is VITAL that you take the right type to give full protection, the tablets should be taken one week prior to departure, throughout your stay and for one month after your return.

In September I saw a foreign diver who had a potentially lethal form of Malaria (he wasn't feeling too well), he had recently returned from Gambia and had not taken the correct medication. **BEWARE** — Malaria has the highest mortality rate of any disease in the World today.

Finally, look after your body, keep it fit, feed it good food and it will then continue to earn your diving pay for many a year to come.

From CPO 2022 (CPOMEA Stuart Lake) MAINTENANCE MANAGEMENT SYSTEM (MMS)

Maintenance BR's and MMS review is progressing well with several schedules at proof reading stage. The Diving Equipment Log is about to be submitted for printing. On completion it will be passed to DGFS(S) Ships Maintenance Documentation Centre (SMDC) for distribution. Ships/Units should be aware that unless they are recognised as a "customer" by SMDC they will not receive copies of S2022a Defect Acquaints. Ships/Units wishing to receive new and updated maintenance documentation and relevant Defect Acquaints should apply for "customer" status, listing all equipments and PMS Numbers to the following address:

DGFS (S) SMDC, USDO, 7th Floor, COB 2,
HM Naval Base, Portsmouth PO1 3LR

General

Do not hesitate to continue contacting the Inspectorate for any diving related queries. If we do not know we will either put you on the right track or get back to you later. Safe diving in 1994.



Exchange

THE CANADIAN MINEWARFARE EXCHANGE JOB — AN UPDATE

By Lt. Cdr. Steve Gobey

“You’ve arrived at a good time — the snow will soon be gone and it’ll be summer!”, said Lt. Cdr. Dan Nicholson convincingly, as he completed his handover to me and jumped on the plane for the UK in April 1992. Two days later another foot of the dreaded white stuff was added to the three remaining and I began to wish I was still that hostage in Scotland you read about in the July 1992 edition. (I haven’t forgotten that stitch either, Dan!) Anyway, by the middle of May his prophesy came true and life in Canada began to take on a different perspective.

Dan has already given good accounts in previous articles in this mag of the professional and domestic aspects of this exchange job at the National Defence Headquarters (NDHQ) in Ottawa, as the Director of Naval Requirements’ (DNR) mine warfare staff officer. The last appeared in the June 1991 edition and much is still relevant so as the new “Intrepid Foreign Correspondent” I will attempt to stick to what’s new since my arrival. The programme to equip and train the Canadian Naval Reserve for its primary role of Maritime Coastal Defence and to re-introduce a limited MCM capability continues on schedule. The two MSAs have now been accepted into service and are busy conducting mechanical sweeping and route survey training out of Halifax. The implementation contract to build and equip 12 Maritime Coastal Defence Vessels was signed last year and the programme is now known as the “MCDV Project”.

The vessels will be of steel construction, approximately 55.3m x 11.3m and 1000 tonnes displacement, and are planned to be delivered between 1995 and 1999. All will be fully configured for coastal surveillance and be capable of accepting any of the MCM payloads. These will be modular systems — four route survey and two mechanical minesweeping. Two shore-based Route Survey Data Analysis Facilities (RSDAF) will be established, one east and one west.

The route survey systems will consist of a modular multi-beam side scan sonar fitted in a towfish, control and processing equipment, and on-board digital display

and processing systems integrated with DGPS navigation. The route survey system will use electronic charts and be capable of displaying sonar and bathymetric information as overlays on these charts. The key element of the processing of the sonar information is the use of geo-coding techniques to give accurate detailed bottom mapping. For training and exercise purposes, there will be one tethered ROV payload for bottom object identification.

Whilst the MCDV concept currently stops short of a mine hunting and disposal capability, it is an important first step and



the potential for future deployment of remote systems from the MCDV is an important consideration in the design of its route survey system.

Working towards the development of this new step in Canadian MCM is one of my main tasks when not directly involved with MCDV project work. Being the only mine warfare officer within NDHQ also ensures that my “In” tray and telephone never feel neglected, and my word processor is regularly exercised!

A highlight of the long and cold winter of 1992/3 was the 1993 RN MCD Conference (Canada), held over a weekend in February in Ottawa. I am pleased to report a hundred percent attendance after Lt. Jon Cox and his family braved the elements to make an epic overland trek from Toronto across the snowy wastes of eastern Ontario. Professional presentations and discussions lasted into the wee smallies and the delegates enjoyed a busy winter sports programme of cross country skiing

(the imprint of Jon’s body is still visible in the ground at the bottom of a particularly treacherous hill!), skating on the Rideau Canal (which in winter becomes the world’s longest skating rink — as the leg muscles soon discover!), tobogganing (the winning team in the Veteran’s Two Man Event are pictured in action below!) and digging cars in and out of driveways and parking lots!

Outside the NDHQ the “good life” that Dan told you all about continues. Having inherited his camper trailer as part of the turnover we have done quite a bit of travelling in Canada and the US. This summer’s expedition was a four week trip across Canada to Victoria BC, returning via the States. It was a wonderful journey and 8,000 miles later we had a real appreciation of just how big this piece of real estate is! Rosyth to Pompey will now seem like a Sunday afternoon’s outing!

With cuts to travel budgets severely curtailing duty trips to the coasts, most of my driving is carried out with the team from HMCS CARLETON, the Ottawa Naval Reserve Division. They are a very keen and active bunch with a full and varied programme of weekend diving in the many lakes, quarries and rivers

in the area. Despite being fresh water there have been plenty of interesting and demanding dives, particularly in the St. Lawrence Seaway where the current can make life pretty exciting (must think of a good excuse at the next big exercise for not being the keel man again on the night half-necklace search of a Canadian Coast Guard ice-breaker!) It’s strange to be to all intents and purposes “at sea” on one of the Great Lakes and not taste salt!

Time now to start preparing for winter and to remember where we abandoned all the skis, skates, thermals etc. when the summer started! Winter is a real fun time here but I have to admit that the novelty of shovelling the driveway or standing at the bus stop in minus 30 plus soon wore off! Still, we have one more Canadian summer before we are due to return to the UK to look forward to and we still have much to do in our remaining time here.



MAD DRAFTING



● Lt. Cdr. M. Linfield



In my last transmission, MAD Vol 3 No 1 January 1993, I forecast that your futures would be in my care for the next seven years. Sadly this is no longer so.

Options for Change and LTC Manpower Savings Measures have resulted in the RN Manpower Strength being overborne by some 22% (10,000 personnel). The following measures have been taken to reduce this surplus:

- Natural Wastage — reduced recruiting.
- Increased Outflow — reduction of 20E/reduction of Extended Service/redundancies

MAD ADVANCEMENT ROSTERS — 1 OCTOBER 1993				
	AWAITING B13s	OVERTRAINED STRENGTH	TX BEFORE 1 APRIL 1995	ROSTER
AB TO LS(MW)	21	4	4	INT 25 MONTHS
LS TO PO9(MW)	8	1	3	INT 14 MONTHS
AB TO LS(D)	83	10	2	439 5 YEARS
LS TO PO(D)	52	7	3	261 42 MONTHS

1994/95 Qualifying Courses:

LS(MW) QC 67	31 May 1994	4 students	predicted B13s 9
LS(MW) QC 1/94	3 October 1994	5 students	
PO(MW) QC 1/94	5 September 1994	6 students	predicted B13s 6
LS(D) QC 61	18 April 1994	8 students	predicted B13s 11
PO(D) QC 55	6 December 1993	5 students	predicted B13s 4

CND, together with all other organisations in the RN, has had to take his share of the cuts and my desk is one of the losses. However, the loss is only temporary and will be re-established with the emergence of the Warfare Branch.

In April 1994 the Operations Branch Drafting Section will reduce from four desks to three and MAD Drafting will move to the desk headed by Lieutenant Commander G. BENT Ext: 2454, Desk No. 2284. I will then return to whence I came — WE Drafting where I will be responsible for Mechanics Drafting and the transfer of volunteers to the new Warfare Branch. It is intended to disband the WE Drafting Section in December 1995 and amalgamate the remaining WEMs with the combined Warfare and Operations Branch Drafting Section. At that time I will return bringing my WEMs with me and be responsible additionally once again for MAD Drafting.

The Boss of the Operations and Fledgling Warfare Branch Drafting Section is now Commander E. D. J. SYKES who will oversee the transition period and ensure smooth drafting continues. Hopefully the only change you will notice will be the name of the drafting officer on draft orders.

MAD SEA AREAS — 27 SEPTEMBER 1993									
SEA PREFERENCE AREA	CPO(D)	PO(D)	LS(D)	AB(D)	CPO(MW)	PO(MW)	LS(MW)	AB(MW)	REMARKS
PORTSMOUTH									
MCM 2		6	6	18	1	12	12	43	
ENDURANCE								4	
BRITANNIA						1	3	6	
DEVONPORT							1	4	HECLA/WILTON
ROSYTH									
MCM 1		7	7	21	3	12	14	49	HUNTS
MCM 3		5	5	15	1	10	10	15	SRMH
MCM 10					1				RNR
CFP					1		7		
COMMW					2				
NORTHERN IRELAND						1		7	

MAD SHORE AREAS — 27 SEPTEMBER 1993									
SHORE PREFERENCE AREA	CPO(D)	PO(D)	LS(D)	AB(D)	CPO(MW)	PO(MW)	LS(MW)	AB(MW)	REMARKS
PORTSMOUTH	12	16	29	40	13	9	10	34	RIBBLE PXO
PLYMOUTH	2	4	5	10		4	6	7	
PORTLAND	1							1	
LONDON								4	
SOUTH ENGLAND (OTHER THAN ABOVE)	5	4	1	2	1	3		5	
NORTH ENGLAND						2		2	
ROSYTH	1	2	5	8	4	4	7	12	
FASLANE	1	3	7	10			2		
SCOTLAND (OTHER THAN ABOVE)					2	2	2	2	
NORTHERN IRELAND						1		4	RNR ULSTER/SNONI SEA SERVICE
UK DISPERSED						1			MOD DNR OUTPORTS WROUGHTON

Advancement Rosters

The advancement rosters remain fairly stagnant however the overtrained strength for LS(D) and PO(D) has reduced sufficiently to permit Qualifying Courses in 1994/95.

The LFS Scene

The few LFS drafts available to MAD ratings have reduced even further with the disbandment in 1994 of the Hong Kong Diving Teams. Two CPO(D)s in the USA and the team in Gibraltar will be joined by 3 LS(MW)s drafted to GB billets in 1994. There is no light at the end of the tunnel — LFS drafts are scarce and you need good recommends to get them.

APPOINTERS CORNER

As the manpower cuts hit, the reduction in billets on Schemes of Complement follow which require a never ending updating of the above tables which are correct at the time of going to press but will probably be slightly out-of-date at the time of reading. If in doubt or require further information — phone the desk.

Operator Mechanics

The first cross trained OM(MW)1s will join their ships in November 1993 and baby OM(MW)2s in June 1994. When I return to MAD Drafting the Warfare Branch Development will be well underway and I look forward to observe the progress of these pioneers.

Summary

Lieutenant Commander BENT has agreed to write the updates for January 1995 and 1996 and hopefully I will write 1997 et seq. He and his team are happy to take any queries from Officers and SRs by telephone but JRs must use the divisional system. Visits to CENTURION are also encouraged.

The MAD drafting scene and state of the branches are healthy with bearing equalling requirement and qualifying courses now running at all levels.

Congratulations to PO(MW) MOORE and PO(D)s McDERMOTT, GALE, DOWELL and FULLER for their recent selection for promotion to CPO.

Appointers Corner

From: Lieutenant Commander Sam Baker

Having only been in the chair for four months as the MCD/MW, PT and Salthorse appointer, I have not had the pleasure of meeting you all yet. I hope the above picture will not only give you a centre spot for your dart board but may jog a few memories from the past!

I am a AWO(A) by trade and before DNOA(X) I was SXO to FOST, having come from XO in HMS GLOUCESTER. My only MW experience was as CO HMS POLLINGTON 1982-84, so bear with me on the specialist side!

The Future

Move of NAVSEC. The whole of DNOA(X) will move to Portsmouth in March 1994 and be housed in the new 2SL/CNH building — therefore March is not a good time to plan a call!

Facilities will be much improved but there is still a little sorting out to do yet. Visits and phone calls as normal from April.

New Jobs. There are two new jobs starting in the Middle East, one on the Saudi project, one possible in ARE and the new Sandowns, when they arrive, so the call on your talents remains.

Numbers. With the latest round of redundancies, time expired MCDs, promotions and extra jobs being asked of PWOs (MCD), the plot is now tight, but workable, and its nice to see the fresh faces coming in at the bottom on LMCDO/MW courses. It does mean that the 'grapevine' is working quicker than my appointing pen at times — don't believe it until it comes out in the OAL!

For those in ships particularly, remember the lead in time for your relief, with the amount of courses he has to complete, is now very long so the 18-20 months for XO/OPS does not always work out.

Job Satisfaction.

The thing that has struck me most since I took over the chair is the amount of job satisfaction you all seem to have, but remember I have only so many exchange jobs in the USA!



● Lt. Cdr. Sam Baker

Summary

For those of you I have yet to meet — always delighted to hear from you on any matter. If I don't know the answer I know a man who does!



PERSONAL FROM FIRST SEA LORD TON CLASS — WITHDRAWAL FROM SERVICE

1. On the occasion of HM Ships SHERATON and BRINTON's decommissioning, and in anticipation of NURTON and WILTON paying off in 1994, I wish to record, on behalf of the Navy Board, our sincere appreciation for the magnificent contribution that the 118 Ton Class vessels have made to the Royal Navy over the last 40 years.
2. The Tons, as minesweepers, minehunters and patrol vessels, have served with distinction in many parts of the world, most notably in Malaysia, Borneo, Suez Canal and the Red Sea. They have been the backbone of our MCM

Force for many years providing exceptional service and earning a formidable reputation worldwide.

3. Finally, I wish to extend our particular thanks to those currently serving in Tons for their invaluable contribution to Fishery Protection Duties and operations in Northern Ireland.
4. To all those who have served or been associated with the Ton Class — BZ.



Hunting for Fish

HUNTING FOR FISH

By Lt. Pete Dearing — XO,
PO(D) Rick Rickard — COXN,
PO(MW) Nick Pugh — ORS

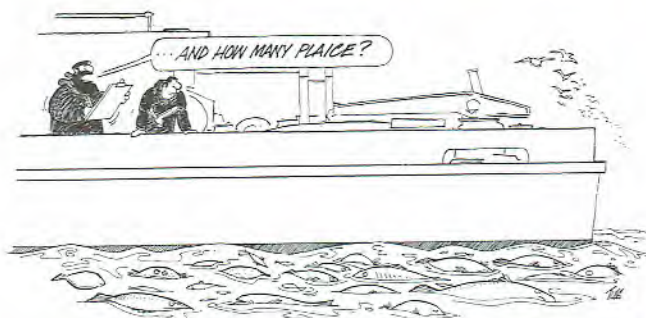
As we return to Rosyth on one of our infrequent home base visits, it is perhaps an appropriate time to inform you all of Brocklesby's activities over the last six months whilst seconded to the Fishery Protection Squadron. During this period we have successfully integrated into "Fish Duties", completed various MCM tasks and enjoyed a number of fascinating recreational visits.

The first remit was to be Fish enhanced so we waved goodbye to one vehicle and the Mk 14 mine, had a half deck fitted over the PAP well for the Tornado and received boxes of net gauges, forms, fish measures, Blue Book, and EC Legislations. We finally emerged from Rosyth on the 3rd March and headed for the south coast for what promised to be an interesting Eastern patrol with a MAFF searider embarked to conduct a Staff Sea Check (fish) (Civil service style). All went well and in no time we were let loose on the open sea to conduct our first solo patrol. "Now what was it the MAFF man said to do?"



Our initial concerns were how to combat potential boredom during the six day patrols, to ensure all equipment was kept serviceable and to keep the ship current in its primary role of MCM. This has been achieved by some imaginative training programmes (10 minutes sweepdeck lectures by the troops) as much WT as possible and dividing the six day patrols into two days maintenance, three days task book training and one day clean ship prior to a 36-hour standoff. After the first few WT periods it was evident that the basic skills were being retained and we successfully conducted an ATS, 00 and Tows. MH was a problem as our sonar had an opdef on the stable platform and since we were fish we were not highest priority for a new one. We managed however, to carry out touch drills with the lads and Gary Abnett was reduced to filleting fish and producing excellent 9 o'clockers. However, in June the stable platform was changed and we managed to prove the system and carry out a 36-hour MH serial. Once again the basic drills had been remembered (even by the XO).

During this period we had managed to become TV stars and have our boarding party kidnapped. This was due to the French FV La Calypso fishing inside the 6nm limit of Alderney but to cut a long story short, the French Skipper was fined and we got our boarding party back. During our resultant time alongside in Guernsey the BBC and ITV film crews were setting up their cameras on the jetty and yes the ITV camera went for a swim. Quick as a flash the Coxn plus a team of Naval Front Line Attack Divers appeared from nowhere and offered



to retrieve the said camera (still in working order). After a job well done, the team were treated to numerous bottles of whisky.

After this initial period of excitement we had Easter leave, a families day and a BMP which saw the divers going to Gibraltar for a work up: a very worthwhile exercise despite the fact that we were limited to air diving, and a most welcome break from the dark dirty water of the UK. Once again VMT to the GCDU.

Back on Fish patrol and enjoying the good weather, Summer leave was soon upon us. Post leave saw a big change in personnel which meant that we had to look closely at task book training, especially with the new baby divers since they had to keep wet. The Coxn managed to get them away in GUZ during an LSP where we managed to carry out Team Demolition training and get involved with PCDU, with some underwater engineering (on ourselves as it happens). "What goes around comes round eh Chris". But we would like to think we looked after the unit in the good old Devonport way with lots of 'egg banjos', which is no mean feat from a Coxns victualling fund. The team also managed to get wet on most patrols with some dives during stand-offs not always ideal but it kept us current in air diving. Mixture diving is looking good with our cylinders returned and reducers on the way after a quick rethink on thread size. With an 02 cleaned OMCC inbound as we write things are looking FAB. (Touch wood or whatever it is divers touch for good luck.)

During the next patrols PO(MW) Phil Hutchings joined as Bosun and Nick Pugh became ORS (at last peace from the XO). We had obviously been working far too hard as MAFF gave us some time off and we went into the tours business for ourselves.



Hunting for Fish

It was the wrong season for tours so we were re-tasked to a two week MCM package to re-learn some of our skills. This included a 36-hour MH serial with CST staff coverage (cheers to Pete Causey and George Hogg for being patient and extremely helpful) and then a five day Route Survey finishing off with a JMC. All this without our OPS Lt Angus Benton who was holidaying on the Hurworth in the Med for two weeks. In his absence the BR's, CB's and especially the PN handouts were well and truly fingered. Overall the ship has coped well, however we have the winter months to contend with now so when we report 'Brocklesby revisited' the story might have changed.



A DIVER'S LIFE ONBOARD A TON CLASS MINEHUNTER ON FISHERY PROTECTION DUTIES

HMS Brinton — Diving Team: PO(D) Harry Wallace, LS(D) Scouse Fleming, AB(D) Taff Rees, AB(D) Robbie Boyle, AB(D) Frankie Vaughan

This article is written as HMS BRINTON comes to the end of her life on the ocean wave. We thought the other readers of MAD Magazine would be interested to know what a diving team think of being on a Fishery Protection ship for a year. It has to be said that it is pretty frustrating; the opportunities for diving and mine clearance work are limited, since the fish task means that these have to go to the bottom of the list of priorities.

This means that our diving has had to be done during some standoffs, while everyone else is ashore doing their dhobeying and having a quiet beer, and on the odd evening spent at anchor during patrol. That is just to continue to qualify for SSP(D). Other training like deep-dive-work-up and demolitions training is even harder to undertake.

On the positive side of things, with the limitations being put on the operational minehunters, the fish task means the opportunity to have runs ashore in non-naval ports all round the country, and even on occasions in the Channel Islands (where I am writing this article). Also, being on a fish boat can be useful if a fishing vessel encounters a mine in his trawl, something that does occur fairly regularly.

The best day that the diving team have spent in HMS BRINTON was on 27 April 1993 when we were asked to assist a fishing vessel who had a mine caught in his net. At the time BRINTON was on patrol in the Bassurelle ground south of Dungeness. The Officer of the Watch overheard the Newhaven registered stern trawler QED requesting assistance from Solent Coastguard. They were about one mile south of Newhaven, about thirty miles from the ship's position.

This was it! Quick as a flash the Boss called the Coastguard and told them that the professionals were on the way to sort out the problem. Two hours later the ship was at the QED's position and Harry and I (Scouse) went across to the fishing vessel to assess the situation, while Taff, Robbie and Frankie readied the gear.

The mine was tangled in the cod-end of the QED's net which was lying on the deck. We had to cut the net away in order to get a closer look at the mine, which was positively identified as a Second World War German buoyant mine, GY Star.

We then called the ship to let them know what we had found and told them to send over the rest of the lads with the bomb bag, detonators and diving equipment. In no time they turned up with all the gear closely followed by the ship's WEO, Bill CARDNO, armed with his camera. (After all, he had all the ship's best-looking guys mustered in one place doing some real work!)

Joking apart, we had to get to work on the problem of disposing of the mine as there were some problems to be overcome. First of these was the presence of an oil tanker at anchor only 200 metres from the fishing vessel. We told the QED's skipper to move his vessel away from the tanker into safer water. The second problem was the worsening weather, making the sea state marginal for diving.

We decided to use a 60 metre icos line to lift the mine from the net, with a view to lowering it to the seabed once we had 'packed it up'. The decision about where to locate the 4 lb packs was made easier as there was a gaping hole in the mine case, exposing the charge case. The packs were secured and the det cord was attached, care being taken not to snag it on anything.

Then came the moment to hoist the mine back outboard and lower it to the seabed. This we did in slow time because of the rough seas and the need to avoid straining the det cord. Once the mine was on the bottom, we transferred the icos line and det cord to the gemini, allowing the QED to clear the danger area with a very relieved crew.

As we were about to attach the safety fuze to the dets, Harry tried to contact the ship to keep them in the picture, but the battery on the Icom was flat, and the spare turned out to be duff. This meant we had to return to the ship to get a new one, so we marked the mine with a 'LL' float attached to the icos line and det cord, took our three transit marks and set off.

Once we had been re-equipped we went back to the mine's position, taking some time because of the heavy seas. We removed the det cord from the LL float and secured it to the fish box in preparation for 'det-ing up'. Harry told me to det up and then reported to the ship that we were ready to light the fuze, which was set for four minutes. The command to light the fuze was given and we retired to a safe distance.

After four minutes detonation occurred, causing the mine to high-order, and we returned to the ship to continue the patrol. This was probably the last time that a Ton boat will dispose of a live mine (another one for the history books, thanks to the divers!) as HM Ships BRINTON and SHERATON are decommissioning on 5 October 1993.

As for the QED, the story didn't end there. BRINTON arrested a French stern trawler and took him into Newhaven for trial on 16 August 1993. While we were there, the crew of QED came round for a couple of wets with the lads, and jokingly said that they would give us a call if they found another one. Sure enough, the following day they did! Some people have all the luck! Needless to say, our heroes were soon on the scene to assist. This time, however, the mine (another WWII buoyant) fell out of his net in 60 metres of water before we could have a look at it and sank to the bottom. The QED has since changed his fishing ground!

Well, that is the end of the day that the divers in BRINTON did what they were trained to do. Opportunities like that are sadly rare on a Fishery Protection Ship. The runs ashore are some consolation — I am about to head off into St. Helier with the lads. (It's a tough life, but someone has to do it!) Remember, if you get drafted to a fish boat, bring your diving gear but don't expect to use it too often.

FRENCH CONNECTION

By Lt. John Law

I sat on the verandah of a beachside café on the Côte D'Azur, sipping a cool aperitif whilst watching the sun go down, and the scantily clad females languidly stretching themselves on the hot, golden sands. I thought to myself, 'I wonder what those poor buggers in Gunwharf are up to?' Perhaps I'd better drag myself away from the beach long enough to explain to a (no doubt) spellbound readership what this exchange job is all about.

The location is Toulon in the south of France and my extremely impressive title is 'Officer in Charge of Minewarfare and Diving Training for the Mediterranean Small Ship's Flotilla'. Don't however be deceived by the somewhat all encompassing nature of the title. There's still lots of time to enjoy the more important things in life, which are in plentiful supply in this part of the world.

As I am only the second person to have filled this position it is probably not particularly well known amongst MCDs and MWDs, both of whom are eligible for the job. The appointment is for two years and is an excellent opportunity to swan around the Mediterranean visiting all the places you would normally pay to see whilst collecting Cat 5 diving pay, LOA and LSSB. In the past year the flotilla of three Tripartite Class Minehunters has participated in an Invitex with the Greeks and a major NATO exercise in Turkey. We have visited Majorca, Menorca, Tunisia, Corsica, Italy, Sicily, Turkey and Greece. Not to mention numerous well-known holiday resorts on the south coast of France. Apart from the obvious sightseeing benefits the opportunity to

exercise with navies which we are normally unaccustomed to working with is a professionally mind-broadening experience (how's that for being diplomatic?).

The French are justifiably proud of their minewarfare and diving expertise especially in connection with the Gulf War, during which they found and dealt with a large proportion of the mines eventually cleared. The Tripartite, or Eridan Class Minehunter as the French call it, is a very capable and well thought out design which is also in use with the Dutch and Belgians. From a diver's point of view the layout is especially appealing. There's a shower-room/wet gear compartment and a drying room and locker room down aft adjacent to the sweep deck, as well as stacks of storage space and a workshop on 2 deck with an access hatch onto the sweep deck. Compare that with the rabbit hutches we have to make do with on the HUNT and SANDOWN Classes and you wonder what our ship designers were thinking about. Diving practices and procedures in the French Navy are quite a lot different to our own and require a bit of getting used to. They use two different types of mixture sets, one with a limit of 55m (DC55) and the other with a limit of 80m (MIXGERS) although this is rarely used. Their air diving equipment is straight off the shelf SCUBA gear which they use to a depth of 60m. An ABLJ, spare regulator, and two further back-up breathing systems make it an extremely safe and comfortable set to use. On the negative side they don't use safety lines or any other form of dives marking which could be a bit disconcerting at 60m. Surface supervision is minimal and

the diver controls his own stops using a depth meter and the buoyancy control of his ABLJ. Once the conversion has been made to the French way of doing things the diving is really excellent with fantastic visibility, no tidal stream, and warm water practically all year round. In addition the French coast was heavily mined during the Second World War and there are consequently plenty of real mines to keep life interesting.

The only potential drawback to this posting is the necessity to become fairly fluent in French before you can begin to make a reasonable contribution. Having never studied French in the past, I was given a six week crash course before leaving England which enabled me to ask the way to the toilet and not a lot else. The majority of the language training is 'on the job' in the best traditions of the Royal Navy. Contrary to most popularly held beliefs the French are actually nice, friendly people (as long as you keep off the subjects of Trafalgar, Nelson, Battle of the Nile, Crecy, Agincourt, etc., etc.) especially if you are making the effort to speak their lingo. You have to be prepared to take a lot of ribbing about our not so friendly relations in the past but it's all good humoured and I like to think I give as good as I get (I am after all arguing from a position of strength).

So, if any of this appeals to you and you're going to be at a loose end around November 1994 get on to the appointer and put your bid in now to beat the rush. Hopefully I've given you some idea of what's on offer out here. I could write lots more but the tan's starting to fade and the champers is getting warm, time to get back to the beach. Life's a bitch sometimes ain't it?



Update on alma mater

MDT — THE WAY AHEAD

In these fluid times of financial and economic justification, it is perhaps an appropriate juncture to update the article by WO(MW) Dixie Dean in Volume 3 Number 1 of the *Minewarfare and Diving Magazine* entitled "The Future of Gunwharf". The aim of this article is therefore to detail the "current" plan for the future of the MDT Department of SMOPS. The term current is stressed as final details still require to be finalised.

Background

The decision to move from the GUNWHARF site was first mooted in 1990 for reasons of administrative and financial savings. The process of implementing these savings began in 1985 with the closure of HMS VERNON as an independent command and the formation of the GUNWHARF Site under the administrative umbrella of HMS NELSON. Since then, the Royal Engineers Diving Establishment has successfully moved from Marchwood to Gunwharf and most recently, the offices of the CGRM have also moved in whilst final preparations for their move into HMS EXCELLENT are completed. Various interim plans for moving the MDT Department have been proposed, the most advanced of which, at the time of the previous article, was a proposal to move the Minewarfare school across to HMS DOLPHIN along with the Departments' administration, the RNXS and SMOPS Maritime Trade Training Section.

The Future

So what of the future? Courses will continue to run from GUNWHARF until April 1995, when the first MW instruction is scheduled to commence in Redpole building HMS DRYAD. Courses will also be accommodated in DRYAD. The final location for Diving training is still under review. What is confirmed is that a new Defence Diving School will be established. The details of these moves are expanded below by the relevant Heads of Section. The site itself is to be sold for commercial development although precise intentions are still being discussed with the Portsmouth City Council. Although it is sad to witness the final closure of what will continue to be the Alma Mater for many Minewarfare and Diving personnel, the benefits of the move should also be recognised. From a Minewarfare perspective it heralds another step towards narrowing the gap between the "big ship" world and the "minor war vessel" world, the requirement for which was amply demonstrated during Operation GRANBY. From a Diving point of view, the advantages of co-locating the administrative and stores support at the primary training area speak for themselves.

THE MINEWARFARE SECTION

Minewarfare has been taught at the GUNWHARF Site since the formation of the Minewarfare Branch in 1977. Prior to that date it had been an integral part of the TAS Branch (Underwater Weapons) which had been based in HMS VERNON since 1946. Modern development has necessitated the majority of training being centred around reactive simulators and computer based trainers such as the HUNT Class ARCTURUS Trainer (1076) and the planned SANDOWN Class Trainer (1107), both of which are supported by classroom CBTs. Whilst the trainers can adequately teach minehunting procedures, sea training is still required for minesweeping techniques which cannot as yet be satisfactorily simulated. In addition, Minewarfare training is supported through static displays and working models including the HUNT Bay and Mine Deck in addition to the usual classroom instruction. All of this adds to a complex and highly technical training package designed to meet the requirements of a full minewarfare career for both officers and ratings.

The planned move from the current site to REDPOLE Building in HMS DRYAD, will take place in the Spring Term of 1995. Professionally, this constitutes a sound move forward, co-locating the MCM fraternity alongside the rest of the Warfare Branch. Plans for REDPOLE Building include the relocating of the Mine Deck and HUNT Bay, with an MCM configured CAAIS and NAUTIS CBT system replacing the present CACS trainer. The HUNT and SANDOWN trainers will be sited adjacent to the building, in the area currently occupied by the ASUATs. In addition, three Portacabin classrooms will be provided on site for PJT instruction. It goes without saying that the building itself will be completely redecorated prior to the move. CUNNINGHAM Building will also house MCM real estate, with the Advanced Minewarfare Course being located in what is currently a CAAIS keyboard trainer. Minewarfare Tactical Support Systems (MTSS) will be hardwired into cubicle 1 and used by AMW courses. MCM precise navigation systems will be co-located in PURBROOK Block allowing a full range of MCM skills to be taught in a single establishment.

When it is remembered that the mine accounted for a significant percentage of ships sunk in both World Wars, it is perhaps appropriate, that the first thing a visitor to the School of Maritime Operations should see, will be mines outside a modern, state of the art Minewarfare Section ready and able to meet the requirements of the fleet and complement the Warfare Branch as a whole.

DIVING TRAINING SECTION — THE FUTURE

From the perspective of Naval Diving training, the way ahead is now becoming clearer and somewhat more settled. The naval diving school as we have traditionally known it will cease to function as a single service organisation in mid 1995 when it combines with the Royal Engineers Diving Establishment to form the Defence Diving School (DDS). Current plans for the move indicate that Horsea Island is the most likely venue where a mixture of new buildings and refurbished old ones will house the Fleet Diving Group as well as the DDS. At the time of going to press this seems to be the most favoured option although the details are not yet 'set in concrete'. We have all had to remain very flexible throughout the detailed planning stages and heavy negotiations of the last two years, so a few last minute changes would not come as a complete surprise.

Construction is due to start early in 1994. There will be a new FDG building, joint admin block, classrooms, workshops, stores, tool training facility all largely based on an extended and refurbished "gallery block". A replacement tool training hut will also be provided. Finally, there will be a facility with a jetty at Whale Island from which the diving training boats will operate. As far as 'joint training' is concerned, this is still at the planning stage. However, it is likely that areas of current training which are duplicated could be rationalised e.g. basic air diver training.

The Diving Training Section at Gunwharf has taken on the administration of the old VERNON building at Bingleaves since the demise of the FOST Diving team in early 1993. For the foreseeable future this will remain the operating base for all mid-water training.

Parts of the plan may have a ring of uncertainty. However, you should content yourselves with the knowledge that the Joint diving training organisation (whatever its name and wherever it is situated) will continue to supply you, 'the customers in the Fleet and the Army with the same reliable and high quality divers that the various single service schools have provided over the last 50 years.

The uncertainty of the final plan for the move prevents the publication of any further details. Watch this space for a full 'exposé' in the next issue of the MAD Mag!



FDU 05 — ANNUAL REPORT

By Lt. Cdr. Paul Raisbeck

OK, so the title is a bit cheeky but the diving team in INVINCIBLE is about the same size as an FDU! The team presently consists of one MCD, three ships Diving Officers, four Senior Rate Supervisors and 14 Ships Divers. The spread of expertise is quite wide too, with nearly all departments onboard represented in the team. Getting them all together at once is a major problem though — even the opportunity of fame and fortune in the MADMAG couldn't get them all off watch at the same time. The majority of the team is shown posing with the team "wagons" — one SWB Land Rover, one K Reg Range Rover vogue LSE and one Sea King Mk 6. Isn't it amazing what you can do with a well-managed budget!

Over the last nine months the team has had a wide range of tasks to perform and has acquitted itself quite well. The ship came out of DED in the Spring and set off for sea trials — only to return with some serious shaft problems three days later. The subsequent work required many hours of diving by the

ships team in conjunction with PACDU (see June 93 edition of MADMAG). A great deal of underwater engineering experience was gained during the task under the watchful eyes of CPO Traynor and Roy New and the combined efforts of PACDU and "05" saved the ship from an expensive emergency docking and the subsequent programme disruption. Once past the sea trials hurdle the ship set off for sunny Dorset and a visit from the men in green. The ships team was exercised daily under the watchful eye of Lt. "Steamy" Window and was given a very satisfactory assessment at the end of the harbour week.

One task which the team briefs upon regularly but has (thankfully) yet to carry out is the recovery of a ditched helicopter. With a large number of Sea Kings onboard there is a likelihood that one may come down in the wrong place due to technical problems and it is the diving team's job to help get the beast back onboard. Up to sea state three it (shouldn't!) be a problem as the aircraft will float upright. Anything above a three and the chances of it turning upside down are greatly increased — as does the difficulty factor. There is therefore an urgent requirement to get the ship manoeuvred close to the aircraft and get a lifting strop attached if the aircraft is to be recovered with minimum damage. Regular briefings are organised so that the team can familiarise itself with the lifting points and also with the hazards associated with the aircraft. At the time of writing the ship is on station in the Adriatic for DENY FLIGHT operations. Regular hull maintenance is now

the order of the day with few opportunities to experience the pleasures of some of the Mediterranean's more well known diving sites. Hopefully a maintenance period in Malta at the end of the year may help alleviate the problem.

On the minewarfare side MCM ops in the Adriatic are always a possibility but the threat from mines is presently considered to be low outside the former Yugoslavian territorial waters so there's little chance of the Hunts being brought into action. Having said that the situation is so confused that anything could happen and no-one is attempting to predict very far into the future. Large mine stocks are held by some factions of the former Republic of Yugoslavia but as the conflict is land orientated there appears to be little that could be gained by the warring factions deploying minefields in the Adriatic. The threat does however remain and a watchful eye is kept on naval units at all times.

At the moment both the running Carriers have MCD PWO's onboard and along with the general increase in MCDs in warfare jobs there can be no doubt that this can only enhance

the standing of the Branch in mainstream warfare. I take quite a pride in waving the branch flag in the face of the other warfare officers and sixty-odd WAFU's onboard and I believe the Branch has a lot to offer with regard to the MCD (or MWO) PWO. Two letters in the Warfare Officers Newsletter this year back up this belief — and to quote DSOMW from one of those letters "minewarfare is no longer something that the PWO(U) can effectively deal with between standeasy and lunch". Being one of the more unglamorous aspects of



warfare people soon forget the efforts of the Branch until they need us again so we need to advertise our presence as much as possible and what better way than as one of the warfare team in an FF/DD? The PWO Course is hard work at times but it needs to be done if you have any wish to progress and the MCD/MWO experience in a Hunt or Sandown Ops Room will help ease the transition from Minewarfare to Warfare. Take the plunge — get cross-trained!

Well, a letter covering a wide variety of topics but one which I hope has been informative. Life goes on and I must close now as other tasks call for my attention — we still haven't finalised the FDU 05 Christmas card design yet! Merry Christmas.

(P.S. I have to come clean over the "team vehicles" — the Range Rover is supplied by Land Rover Ltd. for the ships Commanding Officer and the Sea King belongs to 814 Squadron. Unfortunately both owners want them back!)



Minewarfare Reporter

CONGRATULATIONS



To PO(MW)(O) W. A. "Pony" Moore on his being selected for promotion to CPO(MW) in the recent Operations Branch promotions signal. "Pony" is currently employed in the Minewarfare section of SMOPs where he has done a Sterling job in producing a large portion of the necessary documentation for the Warfare Branch.

AWARD OF MERITORIOUS SERVICE MEDAL

On 18 October, WO(O)(MW) "Pony" Moore was presented with the Meritorious Service Medal during an informal ceremony at DRA Southwell, Portland. Captain John Chadwick Royal Navy, Director Torpedoes and Weapons for DGUW(N), made the presentation and paid tribute to Pony's many achievements and his continuing contribution to the service. He pointed out that the MSM is only awarded to a handful of individuals each year and is therefore particularly special.



of an Argentinian prize ship after CORPORATE to satisfying Urgent Operational Requirements during GRANBY (for which he received a special commendation from the Controller of the Navy). As the MCM Trials Co-ordinator for the Mine Countermeasures and Diving Group of DGUW(N), he currently spends much of his time conducting

development and acceptance trials at BUTEC in SANDOWN Class ships where his considerable specialist knowledge and helpful advice is much sought by all concerned.

CDR. P. J. GALE, CDR MDT has been kept particularly busy this term making medal presentations to worthy recipients. CPO(MW)(O) "Pinky" Preston received the Gulf liberation medal for his

efforts as the Operations Room Supervisor (ORS) during the recent Gulf crisis. PO(MW)(O) "Simmo" Simmonds and PO(MW)(O) "Bomber" Mills were both awarded the Long Service and Good

Conduct medal for their respective 14.5 years of undetected crime. Further congratulations are also in order for Simmo on his recent promotion to CPO(MW)(O).



● CPO(MW)(O) "Pinky" Preston receives his Gulf Liberation Medal



● PO(MW)(O) "Simmo" Simmonds



● PO(MW)(O) "Bomber" Mills



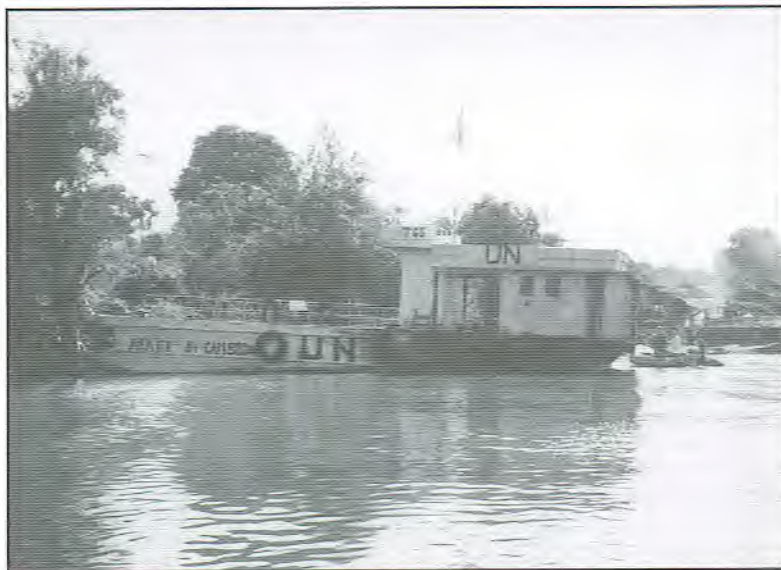
● AB(MW)(O) McKinna recently completed LS(MW) 64 Qualifying course. Throughout the course he was noted for his jovial character and continued dedicated approach to the task. His efforts were rewarded by him being identified as the "Best Student" and he was presented with the VERNON trophy by the Staff Officer Minewarfare (SOMW) Lt. Cdr. Simon Nicholson.

Note: To those who remember Simon Nicholson as: Slim, Tall, Blonde Curly Haired and Handsome, he would like you to know, "He's had some TOUGH appointments".

UNITED NATIONS TRANSITIONAL AUTHORITY IN CAMBODIA (UNTAC)

NP 1042 JUNE — DECEMBER 1992

Our arrival in Phnom Penh was met with enthusiasm: the people were friendly and genuinely pleased to see us. But the ravages of past wars and poverty stricken people were evident everywhere — and our fervent hope was that we could help in the short time available to us — the task seemed enormous. After an initial indoctrination process required to join the UN, I deployed with one PO Seaman (Spec) and four Royal Marines Sergeants to a town called Kampong Chhnang. It was here that our work began in earnest, while remaining members of the British contingent were assigned to various other locations and provinces throughout the area.



● U.N. landing craft used for patrol work to forward positions on the 'Stoeng Sen' river, Cambodia

Our task in Cambodia was to act as (unarmed) United Nations military observers. This entailed patrolling the vast number of rivers and waterways and provide Phnom Penh with intelligence relating to the location of villages and their inhabitants, what group or factions they belonged to and to gain an overall picture of the warring sides who continued to fight each other.

The ultimate aim was then to encourage these various groups to seek cantonment, surrender their weapons and partake in forthcoming elections, in order that a new government could be formed. The Khmer Rouge were scattered throughout the country in large numbers and continued to war against the Cambodian People's Armed Forces.

The Khmer Rouge insisted that Vietnamese soldiers were still in Cambodia and refused to co-operate with the UN while they remained. On several occasions we came across their villages and were often escorted back out of them again by armed gunboats.

Halfway through our tour we moved headquarters to the Tonle Sap Lake, where we lived on a converted houseboat moored near a Vietnamese floating village called Chhnok Tru — a move that enabled us to extend our area of operations considerably. The floating HQ was aptly named Tango Hotel and remained our callsign throughout the deployment. The houseboat was made of wood and supported on a bamboo raft, the locally installed toilet along with the self-styled shower facility (2 x 45 gallon oil drums situated on the roof) was primitive but functional. The cooking arrangements consisted of two earthenware stoves fuelled with charcoal.

The houseboat was shared with numerous creatures: ducks, chickens, rats, mice, snakes and a multitude of insect life — the place was indeed reminiscent of a zoo!

Patrols continued from Tango Hotel and the Stoeng Sen river became an active place of interest. It was along this stretch of water that we again made the acquaintance with the Khmer Rouge — although less friendly this time. Several visits up the Stoeng Sen were often met with gunfire in our continued efforts to try and transit the river.

We were prevented from returning on one such occasion and detained in the Khmer village for a few hours! A further attempt was made by another patrol at a later date, with a less fortunate outcome — they were held for four days.

As my time in Cambodia was drawing to an end, it was with a certain nostalgia that I said farewell to the floating house, our reliefs and the village of Chhnok Tru. May Sandowners continue at Tango Hotel.

A. A. LAWRENCE
WO(D)



● Taking cover whilst observing military activity between CPAF and NADK forces on the 'Stoeng Sen' river



Cambodian Patrol

Andrew Seabrook in Cambodia

Reported by AB(D) Toldi

Andrew Seabrook was based in Cambodia from 29th May to the 30th November in 1992. He acted as a military observer who was responsible for negotiating and arranging meetings with the Khmer Roubé Headmen. His journeys would take him on long trips by boat and foot through the jungle. On one occasion he was held hostage and shot at by the Khmer Police on countless occasions, but what made it funny was when Sid was asked to negotiate with the same people who had held him hostage.



● This is Andrew Seabrook being taken to one of the meetings

Report on cease fire violation at Phum Thmie

Andrew Seabrook was based in Krati up the Mekong River when he was carrying out a joint operation with a team from Campong Cham. There had been a number of known bandits operating in the area between Krati and Campong Cham. Early in the morning on the 3rd of the 9-92. A joint operation has started when two united personnel hid on the terry in Krati. The terry was heading for Campong Cham. Unbeknown to the bandits was that the terry was being shadowed by two Kanzs (task patrol boats) and two Zodiac inflatables. They were on their way from Campong Cham to intercept the terry in the bandit zone. As expected the bandits emerged and uncovered a 50 calibre machine gun. They then stopped the terry as two bandits boarded, making their way to the bridge. When suddenly they were confronted by two unarmed naval personnel. After a very tense moment where the troops were threatened. Then the bandits suddenly turned and fled back to the boat. The bandit boat proceeded at full steam



● This is a picture of the bandit boat before it was captured

towards the shore. When all the boats were called in to apprehend the bandits. Sid was on the first Kano to arrive on the scene. The bandits were adopting a very hostile stance towards the Peace Keeping troops. The bandits were then heard to say, "F--k Off or we will kill you." The naval personnel then boarded the ship in order to negotiate and disarm the troops. One of the bandits was a twelve year old boy with an M16. The two bandits on the bow refused to put their weapons down. By this time the other Kano and two Zodiacs arrived.

The bandits would not put down their weapons until they had spoken to their captain ashore. One of the men was escorted by a Zodiac towards the shore, but before they even reached the shore they came under fire from the shore. It was then reported that a long range rifle was being trained on the boats. Then the radio interpreter heard the captain give permission to shoot the U.N. troops. Luckily the bandits had just been disarmed. The boats were now all heading downstream to get away from the long distance rifle.

During the retreat all the bandits jumped overboard and started to swim towards the shore. A decision was made not to pick the bandits up, because of the danger of being shot. The boats proceeded to Kampong Cham where they were met by their counterparts. This was the first major cease fire violation.



● The man in this picture is known as POL POT who is responsible for murdering one million of his countrymen. This man is still alive and in Power of Cambodia



● A mass grave that still exists

A NAVAL OBSERVER IN CAMBODIA

By PO(MW) Ian Cook



The time was 1700G on 25th November 1992 when PO(MW)(O) Ian Cook set his first foot down on Cambodian soil. It was damned hot! Was my first thought as I followed the other bewildered souls into the vicinity of the airport lounge and awaited the arrival of our kit. Still not knowing what the future held in store for us we boarded the bus that was to take us to the hotel, the air conditioning was fully functional, well the windows were wide open! The trip to the hotel seemed to take an age, the speed of the bus was so slow that it didn't even cause the slightest draught. It was with a great sigh of relief that the bus pulled up to a halt outside the Dusit hotel. After the checking-in formalities were completed and on arrival in my room the fridge was quickly emptied of its contents of bottled drinking water. After a short while a full recovery was made thanks to the timely turning on of the air conditioner. It was time to risk the elements and leave the cold comfort of the room to explore the capital city that appeared in the movie THE KILLING FIELDS, PHNOM PENH.



● "A Western import"

What no McDonalds?! There's a McSam's which is a Cambodian spin-off of the aforementioned establishment. The smell is indescribable and swiftly done away with any thought of eating I may have had. The streets are dirty, the drainage system installed by the French 100 years earlier has failed due to no maintenance since the Khmer Rouge cleared the city of its inhabitants in 1975. Rubbish gathers at every corner, rats exist in greater numbers

than Cambodian's, sorry excuses for dogs roam the littered streets in search of a meal which surprisingly in amongst the trash there is nothing either edible or useful. The Khmers waste but nothing.

The Museum of Atrocities at the former secondary school Tuol Svay Prey, now named the Tuol Sleng Museum, was transformed from its earlier, more legitimate use into the prison S21 (Security Office 21). S21 was the largest of its kind in Cambodia, several thousands of victims were imprisoned, tortured and eventually exterminated here along with their wives and children. The prison itself was, and still is, surrounded by a double wall of corrugated iron sheeting surmounted by dense barbed wire. The three-floored school buildings, six in all, were divided up thus: ground and first floors respectively were knocked through and divided into separate cells whilst the third floors were used for mass detention. During the successful invasion by the Vietnamese forces in 1979 which put an end to the Pol Pot regime, apart from finding six survivors still here, there was evidence proving the atrocities carried out by Pol Pot's henchmen such as: instruments of torture, of which there

are too many to mention, dossiers and documents, lists of the victims' names along with photographs before and after suffering torture. Although there's not much to see, how it is presented leaves little to one's imagination.

The full horror of the Khmer Rouge's cruelty is only too plain to see when one looks at the small, bloodstained cells that once held the poor intellectual unfortunates who suffered at the hands of

Pol Pot and his cronies, that still hold the items of torture used on their victims.

The Killing Field, a short drive from the city left me feeling sickened and totally lost for words.

Even to this day I find it incomprehensible how man could be so cruel to people of his own kind. It took more than an hour after leaving the site — where there are exhumed mass graves of thousands of people, hundreds without heads — to come to terms with the grief I felt for the

poor souls who died there and at other such places of execution throughout Cambodia. Not only Khmers were put to death in such places, foreigners, too, were put to death in the same inhumane ways that make Hitler's gassing of the Jews look like a Sunday School outing party game. A stupa has been erected in the Killing Field filled with the skulls of the victims as a grave reminder of the past, in the hope that nothing like that would ever happen to these poor downtrodden people again. It certainly brought home the reason for the United Nations presence in Cambodia to ensure that after 20 years of war these people can at last live in peace and without fear for their lives.

Naval Party 1042 consisted of over 70 RN and RM personnel. Personnel were dispatched to different areas of Cambodia, some not as well off as others. The UK Naval Contingent was headed by a Commander and overall the UN Naval Component was lead by a Uruguayan Captain. The RN Commander acted as his deputy.

The UN personnel in Cambodia were made up of people from all walks of life and effectively fell into two components: Civilian and Military. The Civilians included Electoral staff, UN Civilian Police, Human Rights Officers, Civil Administration and Civil Engineering Organisations. The Military component was made up with Military observers, Signals Company, Logistics Company, Medical Company, Engineering Company, Mine Disposal Awareness Company, Military Police and certain Armed Elements. In all there were 19,000 Military Staff and 3,000 Civilian Staff. It was the largest United Nations Mission ever undertaken to date.

A few days after arrival in theatre, the joining procedures had been completed and I was in possession of the blue UN beret and UNID card and ready to be deployed. Now a fully-fledged member of UNTAC (UNITED NATIONS TRANSITION AUTHORITY CAMBODIA). During this period I happened across PO(D) Ted Mangion who not only had been shot at but had caught every disease that was on offer, not to forget the odd snake bite, spider bite etc. etc.! I think he was happy to be on his way home, poor Ted he doesn't have a good time living! Shortly after this chance meeting and thinking I was sure to contract some deadly

Cambodia

illness I was informed that I was to be deployed to Maritime Op's Kampong Cham (KCM) where I would be employed patrolling the Mekong river and carrying out the duties of a UNMO(N) (UNITED NATIONS MILITARY OBSERVER [NAVY]). Having been introduced to two of the team from KCM I was ready to go and get stuck in. Cambodia roads are not the best in the world and after three hours and one ferry trip I was almost ready to pack it all in and go back to the safety of the Arcturus trainer. There wasn't one part of me that did not ache. My left arm ached more than anything else because of the constant waving one had to do every time the vehicle passed a person. The children appear to go into spasmodic fits



screaming UNTAC! UNTAC! their arms flapping as fast as possible. It gives you the feeling of being a conquering hero. I know now how Her Majesty must feel after one of her state visits. The Toyota Land Cruiser which is the navy's vehicle is an ideal mode of transport for use in Cambodia, its 4 x 4 capability would prove to be vital on more than one occasion during my tour of duty. The rough terrain driving training we underwent prior to being deployed proved invaluable and many lessons learnt on that course have kept me mobile. For that reason I would like to thank the RCT for their advice and guidance.

The house in which Maritime OP's KCM operates from is by Cambodian standards a mansion and certainly would be considered a very modest property in the UK. After settling in and unpacking for the umpteenth time I met the Boss and began the indoctrination — my learning curve shot straight up and even after four months it is still almost vertical, there is so much to learn and no two days are hardly ever the same. The team consists of 11 members, a mixed bunch of various nationalities: Canadians, New Zealanders, Filipinos and not forgetting the Brits whom are in the majority. There are three interpreters working for us and, with the housekeepers, makes a total of six

local staff. Food is good by comparison with other provinces and the local restaurants offer a varied and perfectly safe alternative. The electricity supply is a nightmare, the voltage at night varies between 90 and 300 volt and plays havoc with my CD player, that being the only shortfall there isn't much to complain about and it's a far cry from what I imagined life to be in Cambodia.

Kampong Cham has CPAF (Cambodian Peoples Armed Forces) and NADK (Khmer Rouge) the two main factions, operating within its area. Along with the extortion and killings that take place on KCM's part of the river there is plenty of work to be done. Work consists of investigating reports of shootings from boat owners, boarding river traffic to check

documentation. Setting up and operating a Port Authority which is now fully effective in our area, and calls for a good working relationship with the local authorities and a very close working relationship with the State of Cambodia Marine Police who were once a large contributor to the extortion problems on the Mekong. Other tasks include recovering deceased persons from the Mekong, meetings with the commanders of the local factions up and down the river which is a good source of intelligence and investigating and reporting on ceasefire violations as and when they occur. Routine patrols, Medevacs, and not forgetting Logistic support and Electoral Component support. Which is after all, why we were there.

Vessels we had at our disposal consisted of two old landing craft that in their day were capable of transporting one medium-sized tank, nowadays, they are manned and maintained by Cantoned CPAF Naval types who effectively make up the rest of our team. The guys work alongside us and on many occasions help us to get out of tight situations and they are damned good at gleaning information out of people who might otherwise remain silent for one reason or another. There are eight of

these chaps working with us whose knowledge of the river is unsurpassed and without their assistance our job stress factor would increase two-fold. Along with the two LC's we have an old Russian-built Kano, once capable of reasonably high speed, now we're lucky if it makes 15 kts on a good day with no wind and going with the tide. The pride of our "fleet" is a Zodiac Rigid Inflatable Boat (RHIB). Not in the same league as a Sea Rider but capable of 30 kts and able to allow us to "show the flag" in both the north and south parts of KCM's area. We await the arrival of a second RHIB, of better design this time, but still not a workhorse like the Sea Rider.

During a routine patrol in early April, seven CPAF Soldiers were seen at a location known to us as a crossing point on the Mekong used by the NADK as part of their supply route. Not a good place for CPAF Soldiers to loiter in — this is what drew my attention to them. I located a suitable stopping place for the RIB and proceeded up the bank to speak to whoever was in command. The soldiers were heavily armed, I sought out the I/C. He turned out to be a private, who, when questioned about his purpose in that area, stated they were prepared for an attack from across the river by the resident NADK forces in that area. The Private, as always, refused to answer any further questions and directed me to his Commander some 2km downstream. The atmosphere was tense at the scene and when requested, he radioed ahead to alert his Commander of my intention to call. This would also give me the time I required to contact my own boss and alert the Army UNMO's of the impending ceasefire violation.

The Motorola VHF set in the RIB decided to play up at this time and by switching between the hand-held set I had as back-up and the main set installed in the boat I was able to contact both interested



● *Captain Soun Neon CPAF Military Cdr., Kong Meas District — relaxing with members of the Navy team after routine Intel meeting*

Cambodia

parties. The Army UNMO in that area was a Lt. Col. US Ranger (Airborne) (Special Forces) whom informed me that he would be unable to be in the area for at least 90 minutes. That meant the ball was well and truly in my court and apart from wishing I hadn't got up this morning, there was nothing else to do but clear the frequency of all traffic and go visit the offending Commander.

Having pulled alongside the Command vessel, which was easily located owing to the 20 foot VHF antenna that was perched on its top deck, the patrol members were invited on board and a real sign of relief showed on the Commander's face.

Capt. Soun CPAF — like his men — was in uniform, however, with no rank insignia showing, was only too pleased to answer the questions I put to him. Soun explained that at the end of March he was monitoring the NADK VHF channel when he overheard a reference to a quantity of logs that were being transported downstream to Phnom Penh. The NADK were under the impression that these logs were owned by the Vietnamese and that they planned to attack the shipment as it passed this area. The shipment, however, belonged to the Cambodian Government. I had boarded this shipment earlier in the patrol and checked its documentation which were in order. The logs did indeed belong to the Government. The shipment was slow-moving and was being shadowed by a number of Soun's troops on the bank opposite where he expected the attack to come from. The

during which time I passed the information I had gained to the Sector Monitoring Team back in Kampong Cham. Having followed the shipment past the area I returned to Capt. Soun's vessel.

Soun was deep in conversation over the VHF net when we arrived and through my interpreter I was able to discover that he was speaking to the NADK Commander, who sounded irate to say the least! Capt Soun was telling him to calm himself and the situation down, the logs were Cambodian, UNTAC was present and there was no need for a ceasefire violation. Thankfully he agreed and stated that he was standing his troops down.

Soun thanked him and said he would follow suit, which he did as soon as he switched back to the CPAF channel. Soun was soon joined by another CPAF Capt that was known to me who threw his arms around me saying, if it were not for the timely arrival of the patrol which quelled the situation, and allowed for a peaceful solution there would have certainly been a clash. Before I was able to pass on to Kampong Cham that all was well one of the CPAF Soldiers was seen pointing to a body, floating face down in the middle of the river. Without a chance to draw breath we were off to recover the body — the body was brought back to the riverbank. UNCIVPOL were radioed and informed of the find and on their arrival at the scene took over from us.

possible victim it was time to head back to the location of the body and try and identify the person. The body was too decayed for a positive identification, the characteristics had similarities and it was likely to be the missing person. Nothing further could be achieved and there was no reason why the body could not be laid to rest. Forensic scientists are non-existent in Cambodia, the work that should have been carried out by the CIVPOL was done by my patrol!

Another episode was to follow the next day. During the previous night the NADK had "visited" a village toward the southernly end of our area and had opened fire indiscriminately with AK47's after which they had proceeded to burn down the community offices including the police station. Thankfully there was only two slightly wounded people, who were



● *One of the pitfalls of river patrolling*



● *Viper on patrol during elections*

only course of action open to me was to return to the shipment and escort it down through the area until it was back in CPAF-held territory. Under instructions from the Force Commander I was unable to make contact with the NADK. To that end I was praying that the presence of the RIB with its UN flag would avert an attack. Having slipped from Soun's vessel I headed north to meet up with the shipment

The body had been in the river for three to four days and was badly decayed, his hands were tied behind his back, the head and fingernails were black which denoted that he had been murdered.

Leaving the multinational UN Civilian Police to take care of the formalities the patrol departed for the town of Prek Pou some 40km to the south and the

location of U506, the Lt. Col. in whose area the day's activities had taken place. The time was now clocking on for 1330 and we had been on the river since 0700. Bear in mind that the average temperature was 130°F. Having debriefed the colonel he informed us of a disappearance that had taken place in his district some days earlier of a NADK Colonel. Hearsay was, that he had been killed by his own kind for crimes he had committed against them. Once furnished with a photograph of the

hit by shrapnel when the Khmer Rouge fired two B40 rockets into the school building. It was in the remains of which, where the Commune chief and the CPAF Commander were interviewed about the incident. A number of villagers were picked at random to give their version of the happenings of last night. There were 45 CPAF Soldiers with the Commander, they were busy readying themselves and their weaponry for the patrols that the Captain had designated them for. The patrols were to skirt the immediate area and show presence to keep the NADK at bay.

The attack was for Political intimidation purposes, the Commune chief was warned that if the villagers attended the forthcoming election polling sites then the NADK Leader would have no alternative but to return to the village and execute him and his family. This would be a deterrent to the remaining members of the village, the purpose of this threat was to cause disruption to the polling period — by keeping the voters away the election would be null and void.

However, although the Commune chief was very concerned about his family, he held no fear for himself and he stated he

Cambodia

would urge his villagers to still attend the voting regardless of the outcome of what he called "an idle threat". The CPAF Capt., well known to me asked what UNTAC would do regarding the apparent unprovoked attack. Knowing the answer I was about to give would cause him to get annoyed, it was hard to think of an answer to pacify him. There was no amount of waffle that would have made what he already knew easier to take. I was powerless to do anything, except report the statements given to me by the villagers and indeed the Captain's good self.

The NADK, he informed me were within two kilometres and he offered to escort the patrol to their whereabouts.

The Captain knew only too well I was not allowed to go seeking the culprits and he, although normally very friendly and helpful to me, concluded his statement by saying "It would be a different matter if the CPAF had caused the damage, but because it was the NADK, no action would be taken by UNTAC". Unable to comment further and to avoid making promises that were beyond my control I watched him turn his back on me, scoffing he walked away bellowing orders to his men. His second in command, another man who was also friendly towards me said not to worry, he's upset, he'll be back to normal tomorrow. We are both aware of your position and know you'll inform the right people. The SNC (State National Council) must be informed of this act of violence. His parting words and action put the smile back on my face, clasping my shoulders he said "We still have trust and respect in you, my friend". Hearing this I was relieved, because of the restrictions imposed on us by the High Command, I was unable to be seen by the CPAF to treat this incident as I would an incident caused by one of them.

The honesty I had shown them was to put me in good stead with these two Captains, important men in their own right because of the vast area they had under their control.

Later visits to them proved that they did indeed hold me in high esteem by the free flowing information I was able to get from them, which would be given to the SMT (Sector Monitoring Team) (Army UNMO's) for clarification and which all proved correct and extremely useful prior to and during the elections. There being nothing further to achieve in the village, having all the information that was needed, my patrol went off to investigate the report of a shooting incident concerning a ferry being made by CIVPOL over the radio whilst I was in the village.

I found the owner of the attacked ferry in the office of the CIVPOL, in Kang Meas,

a small town some 25km north of the village I had just departed. He was giving a statement to the Indian policeman in charge of the district. He explained the whereabouts of the attack, it was in an area well-known to the Navy team. The owner was reluctant to slip his berth for fear of further attacks from his attackers who were according to him possibly still in the area.

I had a job convincing him to sail and I had to promise to stay on his ferry until he was in Kampong Cham waters some 30km further upstream. Once on the ferry and it was underway he wasted no time in showing me the damage caused by the shooting. There were no less than 32 bullet-holes in the structure I found half a dozen spent rounds laying around, his story needed no further substantiation. There was, however, blood on the deck towards the stern of the ferry, where two passengers had been shot.

He had made no mention of this to the CIVPOL. When questioned why, he explained he was afraid of repercussions which he felt sure he would have got if he had reported the incident to the SOC Marine Police.

Having convinced him that the Marine Police in Kampong Cham were no longer unruly he agreed to report the matter to them on his arrival at Port Authority from which office they worked from.

Not 20 minutes later a cry was heard from his helmsman that the boat which contained the offenders was 300m on the port bow! Some fast thinking was called for and the solution I came up with was to board the offending vessel, stop it and allow the ferry to put room between the two of them. On went the blue beret and off we went again into the unknown. It's a strange feeling that one feels at such a time, I would be a liar if I was to say there wasn't an element of fear mixed in with the emotions that I felt, and by looking at the faces of my companions, a Filipino Officer and our interpreter, I was not alone in my troubles. Having circled the boat a few times at high speed I was sure he knew we were there and he did not hesitate to stop his engines, thus allowing the ferry to pass unperturbed. The ensuing interrogation lasted more than 30 minutes and with the completion of a full search of the vessel for weapons and the owner's documents safely in my pocket I had no qualms in letting the owner proceed knowing there was plenty of river between him and the ferry.

The speed of the RIB meant I had plenty of time to return to Kampong Cham and make the necessary arrangements with the SOC Marine Police and CIVPOL who awaited the arrival of both vessels in

earnest. With the matter now well and truly in Police hands all that was left for me to do was go back to the office and compile the report, which meant another twelve hour day under my belt.

Guess who was nearest? yup! your right, it was on my way back to base. The owner/captain of the ferry was busy giving a statement to the UNTAC Civilian Police (CIVPOL) on my arrival at his location. The attack had taken place in an area known well by the navy team because of the regular happenings of attacks like this. It was deemed necessary by me to investigate this matter further. After the owner had completed his statement to CIVPOL he was only too pleased to see my presence on his ferry and proceeded to tell all, pointing out where his ferry had been hit by AK47 fire no less than 32 times and showing me where two of his passengers had been seriously wounded. The work in Cambodia was very demanding. Calling for a large amount of improvisation, adaptation and overcoming many of the events that occurred, some more life-threatening than others, called for endless amounts of tact and diplomacy. Most incidents that occurred were by our standards morally and socially unacceptable, but to the Khmer, everyday occurrences, and therefore not even noticed by them. Emotionally it was a very trying time and, I hope, from which I came unscathed.

As I climbed into the aircraft that was to bring me home (via Bangkok) with mixed feelings I happened a glance backwards wondering what would become of the country that had been my home and workplace for seven months, hoping that the work we as Naval observers and our colleagues in the other components had done and achieved will not prove to be all in vain.

The election was, as far as voter turnout, a success with more than 90% of the population ignoring the threats and intimidation and despite the heavy downpours still attending polling sites and exercising their new right to vote. The future of their country is in their hands. Hands that know the meaning of the word SUFFERING. The United Nations Transitional In Cambodia has put them on the road to success and, God willing, they will be able to put their horrific recent history behind them and look towards a bright future.

My prayers are with them.



UNITED NATIONS NAVAL OBSERVER

Cambodia 1992-93

By CPO Simon Mansell

Background

I never expected to receive a draft chit to work with the United Nations, even less likely seemed the draft would include Cambodia yet I got both on one piece of paper, incredible.

Like most people I had heard of the country and knew a little of it's recent history, none of it was tourist board stuff. The film "The Killing Fields" brought the incredible scale of the genocide committed by the Khmer Rouge to the attention of the world. I could vaguely remember the news reports concerning the Vietnamese invading Cambodia and their subsequent withdrawal. Other than that and the information in my Reader's Digest Atlas of the World, it would be all new.

This is the first time the Royal Navy had been involved with the UN and I think we all missed the opportunity to draw on somebody else's experience. Prior to departure, No. 8s were swapped for DPMs and Stones, steaming boots for tropical combat boots and desert wellies. Mosquito nets were held aloft in amazement and the medical people informed us if we ate or drank anything that did not have "Made in England" stamped on it we would die a slow and lingering death. Landrovers were driven around the Wiltshire countryside at breakneck speed and hundreds of questions were asked with only a few answers given. Then within three days and several hangovers later we were standing on the runway at Pochentong International Airport, Phnom Penh clutching our freshly

issued UN baseball caps while searching through 100kg of luggage for the suntan lotion. It was hot, dusty and definitely not Heathrow but at least now we could find out for ourselves what it was all about.

Phnom Penh The Early Days!

Having now been in the country for five months it is difficult to recall the full extent of the culture shock that we suffered. This was a city that had last seen a road sweeper or a coat of paint in 1975 and it showed. We were informed that it was much improved since the full UN mission had arrived in the Spring and to be fair large areas did look like building sites but the rest of it? Along the road from the airport were small huts made from palm



leaves outside of which naked children played in the dirt. There was no real indication that we were reaching the main city except for the fact the huts turned to dilapidated buildings still fronted by the groups of children. On the larger corners, piles of rubbish sat cooking under the sun — the smell the air conditioned bus protected us from, until we got off! The hotel wasn't excellent but it was clean, had a bath (provided you didn't mind the worms in the water), and World Service television that fades in and out as the wind shook the satellite dish. Michael Fish reading the weather reminded the life we had left was still there as was the snow and freezing rain, maybe this wasn't so bad after all!

The main form of transport in Phnom Penh is the "moto" which covers any form of motorbike up to 125cc, out of the million odd people in the city it seems like nearly everyone has a moto and they are all trying to get to the same place at the same time. Crossing the road, or trying to, is akin to walking across the M25 blindfold, going for breakfast on the first morning was an interesting experience to say the least. Cycles are also abundant and either these or a moto can be hired for a journey around the town for a fee of 1,000 Riel which averages out at about 15 pence.

Our introductory briefs were long and drawn out and told us little we didn't already know but it was a good introduction to the way the United Nation machine worked. As we had been allocated our outstations on arrival in the country most of us spent as much time as possible trying to find out what we needed for life in the "sticks". Christmas Day came and went in a continuation of the drunken haze started on Christmas Eve and we were then dispatched over the country. I found myself in a landcruiser heading north to Kampong Chhnang and my first view of the real Cambodia.

Flat, very flat is the best way to describe it, north of the city the only thing to break the horizon was numerous sugar palms and the occasional rocky outcrop. The "road" left a lot to be desired with the 90km journey taking nearly two hours and testing the suspension to the limit. Half way there I became convinced that if the potholes didn't get us then one of the pigs or water buffalo that wandering aimlessly in front of us, would!

Kampong Chhnang
Having now arrived on station I could at least find out what the job of a Naval Observer entailed. The initial impression was that we were committed to waving at the hundreds of

children that would appear on the banks of the river while we patrolled but as it turned out this was just a side line. The river systems throughout Cambodia had been split up into nine areas and each team was responsible for the operations in their area. We were tasked with the job of monitoring ceasefire violations, working with the land observers when required. Assisting electorals during the registration process and then with the recce and planning of polling sites and in some cases we were also called upon to make security assessments of these sites. Working with the financial controller for the sector to check on reports of extortion and to keep an eye on breakers of the extremely complicated fishing laws. As Chhnangs area covered more than a thousand kilometres of waterways and we only had two Russian-made Kano patrol craft to cover this area in, we were kept fairly busy. Patrols lasted about eight hours and while we might only spend an hour of this time ashore it was important we covered as much of the area as possible to show the flag and reassure the locals we were looking after their interests as best as we could. Our HQ was in with the Tunisian Battalion who were responsible for security in the sector, this was also the location of the Australian communicators who had the country at their fingertips, well sort of.

Cambodia

During my time in Chhnang the security situation started to deteriorate with UNTAC patrols either being detained or shot at, while the shots we aimed to miss. It served as a reminder that the Khmer Rouge were not intending to abide by the peace agreement and participate in the coming elections. The movement of troops also picked up, and the sight of 30 State of Cambodia police all armed to the teeth with AK47s and RPGs crowded into a small sampan is a little strange to say the least. Tact was found to be the best approach in these situations and any where the man you were taking to had that many guns behind him. The saving grace was always that we are UNARMED observers and this point was impressed at meetings with the factions.

The villagers were always glad to see us and despite the large area, we tried to visit at least once a fortnight. Despite the poverty the life style is in no way squalid and you always felt at ease sitting in the head man's house. At times the local tea was offered and while it wasn't overly kind to the western digestive tract good manners prevailed with a mental note to put the Sunday supplements by the toilet door! We tried to make sure that they were treated fairly by the various authorities that tried to extort money from them and we

were bound to report all cases to our area financial controller. Who, as full time UN, investigated all cases and at times was able to prevent some of the extortion though it is such a way of life it could never be eradicated.

After three months people were rotated to different stations, thereby giving them a bit of a change and at the same time seeing more of the country. I moved at the start of March to Koh Kong which is on the Cambodian/Thai border and while I was sorry to leave Kampong Chhnang the thought of doing a sea patrol appealed to me.

Koh Kong/Phnom Penh

The job at Koh Kong was much the same as anywhere else with the added attraction of catching smugglers. Top of the list is Motos, followed by cement and building materials. It's amazing how many Captains had manifests with typing errors, particularly when it came to the amount of cargo carried! We also tried to enforce a logging ban, tried being the operative word. With nothing more than words to support us and millions of dollars at stake with each load we were generally met with a wall of silence and deliberate ignorance. A few barges whose owners felt they had too much to lose did comply but the majority just vanished in

the night, with the support required for the election we had neither the time, or the resources, to put into long offshore patrols.

After three weeks I was forced to transfer to Phnom Penh for medical reasons and following an operation to reconnect a severed tendon in my hand was assigned a place in the Naval Information Cell. This is the same job as Naval Intelligence but the United Nations being what it is refuses to call it intelligence.

I had only been at the desk for a few days when the Khmer Rouge pulled all of their liaison officers out of Phnom Penh and stepped up their level of attacks across the country. Because of this the learning curve was nearly vertical as I had to try to become as conversant as possible with places and names that all fitted into a strange jigsaw. Our morning briefs became more popular and it soon became apparent that we were the only unit monitor and plotting troop movements countrywide. To this end we were in a position to advise our outstations on the security situation in their area and of any perceived threat. We were fortunate in the fact that the Khmer Rouge have limited water transport and as the highways and byways of Cambodia became less safe our teams were able to continue their normal patrolling routines.



With a large number of polling sites only accessible by water the Naval Teams were heavily involved in the election. The landing craft on loan from the Cambodia Peoples Armed Forces (CPAF) and repainted white, were used for the transportation of vehicles and various other electoral stores while the RIBs took personnel out to the various sites to ascertain the accessibility and security of the area. Two Naval Observers from different countries are required to travel on each vessel and where appropriate armed guards from the local Battalion provided additional security. The spread of sites meant that various teams were dispatched to forward logistical bases prior to the election and spent either three or six days working from a landing craft or, where possible a locally acquired house. The average team with four vessels and 10 Observers put in 300 hours of patrolling over the election period which was nearly incident free. For whatever reason the Khmer Rouge despite being in a position to be able to, did not carry out their threat to disrupt the election. The biggest threat to the first day's polling was the onset of the monsoon season and though it made conditions unpleasant for the teams in the boats it did little to dampen the spirits of the Khmer people who turned out in droves to vote. Thankfully the sun shone for the

remaining five days and a trip to the polls was treated by the locals like a picnic with entire families voting then sitting in the sun enjoying the festive atmosphere. A few small incidents occurred that involved the Naval Teams, in one area the Khmer Rouge mortared a village after polling had finished resulting in the Observers at the location making a tactical withdrawal! The most amusing report came from the police in Kampong Cham district who reported that a midget submarine had sunk two electoral boats on the Mekong river, alas the depth of water would not allow us to send an ASW Frigate to the area to peruse the matter further.

In Conclusion

The Naval Observers in Cambodia are drawn from Great Britain, New Zealand, Canada, Uruguay, Chile and the Philippines with all stations multi-national. On patrol the amount of Nations involved increases, my first trip as patrol leader was in the company of a Russian Major and an Army Captain from China. The senior land Observer at Koh Kong was a Russian Marine and while it was a pleasure to work with him he had differing ideas on road safety! At times the United Nations machine is slow and frustrating to work with but it has been an interesting experience to see it at

work. The goal of the elections has been achieved and while they may not have been the freest and fairest in the world it was an election and with luck will give the population of Cambodia some form of peace in which they will be able to rebuild the country. As this was the first time the United Nations has had its own Navy as such new ground has been broken and perhaps set a precedent for the future. An open mind and extreme flexibility are the greatest requirements for a Naval Observer, knowledge of all manner of weapons, and a basic understanding of the way all arms of the military work are secondary and something quickly learnt on the ground. Being unarmed must be the greatest saving for us when we are on patrol as non of the faction feel threatened by our presence. They more than likely think we are crazy running around the country without guns! There must have been times when all of us have thought twice about the situations we have found ourselves in but sailors being the animals they are talk their way out of most things! I would jump at the chance to work with the United Nations again with the hope that they will learn from the mistakes here to make the next mission run a little smoother. At the end of the day the job is more interesting than flying a desk around Portsmouth.

A BEND BY ANY OTHER NAME . . .

By Surgeon Lieutenant Commander P. J. Benton Royal Navy
Senior Medical Officer (Diving Medicine)

In the very near future, perhaps even by the time you read this article, a package will have arrived within your department consisting of two immaculately bound blue tomes. The long awaited new BR2806; Volumes 1 & II will have arrived. At least two things will strike you about it. First, the BR has put on weight, second, old familiar terms such as arterial gas embolism (AGE) and decompression sickness (DCS) are nowhere to be found. What has happened you may ask? Has Service diving become so safe that 'bends' are a thing of the past? Were they just figments of divers' (or medics') fevered imaginations? Or is this simply another cutback brought about by 'Options For Change'? The answer is none of these.

There has been a fundamental rethink about the decompression disorders — what goes wrong, how they can be diagnosed and, how they should be treated. The objective of this process has been to make life easier for divers and, above all, their supervisors. This article is an attempt to explain what has happened.

The classical division of the decompression disorders into AGE, DCS Type I & DCS Type II was convenient. However it was based on the assumption that it is possible to distinguish between the illnesses which result from AGE and those which arise from DCS. To assist in this distinction, a doctrine was developed which stated that if a diver developed neurological symptoms or signs within 10 minutes of surfacing he was suffering from AGE, whereas if identical symptoms or signs developed after more than 10 minutes, the diagnosis was DCS.

Recent studies have revealed that this '10 minute' rule is unfortunately wrong. DCS, or disease caused by the release of bubbles of dissolved inert gas, can produce symptoms or signs during decompression or within a few minutes of surfacing. Conversely, symptoms or signs caused by AGE may, on occasions, take longer than 10 minutes to develop. To further complicate matters it has been shown experimentally that in most instances it is impossible, even under the microscope, to distinguish between the injury caused by the bubbles of DCS and those of AGE.

Our inability to distinguish reliably, except in a few extreme situations (such as submarine escape training), between the two major categories of the decompression disorders: AGE and DCS, is not the only problem with the classical system. DCS has been divided into minor (Type I) and major (Type II) categories. Differentiation between the two is dependent on the medical skills of the examiner. Type II DCS is further subdivided into cerebral, spinal, and peripheral nerve DCS which once again is dependent on the ability of the examiner to determine the precise site of the lesion caused by the bubble. Given that DCS is a disease which involves the whole body, is this categorisation practicable? A recent study has shown that even medical specialists are often unable to agree between the diagnoses of AGE, DCS Type I and DCS Type II. Nonetheless whatever the symptoms or signs, the diver is still 'bent' and requires recompression therapy. But if we are no longer to use the terms AGE, DCS Type I and DCS Type II, how do we decide which treatment table to use? Previously we were led to believe that it was vitally important to make the distinction between AGE and DCS between the treatment of AGE required rapid recompression to 50 metres (RN table 63), whereas DCS was treated at 18 metres (RN tables 61 or 62). There is now scientific evidence that it is the amount of oxygen that the diver breathes, not the depth of treatment which is most important. Recent experimental work on animals has confirmed this by showing conclusively that shallow oxygen treatment tables, such as RN table 62 are as effective, if not more effective, in the

treatment of definite AGE as 50 metre treatment tables such as RN table 63. This is perhaps not surprising when you consider the fact that the 50 metre portion of a Table 63, whether on air or 32.5% O₂/67.5% N₂, involves not only continued exposure to inert gas, but also a lower inspired pO₂ (1.2 or 1.95 ATA) than when at 18 metres on 100% oxygen (2.8 ATA). An additional disadvantage of Table 63 is that the performance of the attendant, doctor and patient is severely impaired by the effects of nitrogen narcosis at 50 metres. If we are no longer going to use the terms AGE, DCS Type I and DCS Type II, how are we going to classify the 'bends'? In 1990 an International Workshop, under the auspices of the Undersea and Hyperbaric Medical Society, was held at the Institute of Naval Medicine. The purpose of this Workshop was to discuss the problems of the old classification and to attempt to formulate an improved, more practical system. At this Workshop it was decided that, at least until we know far more about the decompression disorders, no attempt should be made to classify them. Instead, the decompression disorders would simply be described. Perhaps in years to come, when we have collected vast quantities of accurate data on the natural history of the 'bends' (something, contrary to popular belief, we know very little about at present) we may be able to accurately and consistently place the decompression disorders into separate categories. Until that day we will aim to describe cases as accurately as possible and treat them, consistently, in the best way we know how.

The Workshop concluded that the very minimum information required in order to describe a diving illness was:

1. The **evolution**
2. The **manifestation(s)**
3. The **time to onset** of each manifestation
4. The **gas burden**
5. Whether or not there is **evidence of barotrauma**

Later on, further additional information which is of importance may become available which includes:

6. The **response to recompression**
7. The **results of any investigations**

A brief definition of these terms is provided below:

Evolution

The object of describing the evolution of the disease is to gain an impression of the natural history of the condition prior to the definitive treatment, which is recompression. The following terms are used:

Progressive. This term describes the situation where the number or severity of symptoms or signs is increasing. Examples include: limb pain which is becoming increasingly severe or which is extending to include more sites, or the development of a new manifestation, such as a neurological problem in addition to the limb pain.

Static. This describes the situation where the intensity of the symptoms or signs are no longer changing. It is important to record how long the condition has remained unaltered and how it evolved prior to reaching this state.

Spontaneously Improving. It is not uncommon for some of the manifestations of the decompression disorders to improve even without recompression. However, because the intensity of symptoms can fluctuate, substantial improvement must occur before this term can be applied.

Relapsing. This term is used to describe the situation where, after an initial spontaneous improvement, the patient's condition

Institute of Naval Medicine

deteriorates. This pattern, although not common, is associated particularly with neurological manifestations.

Manifestations

Decompression Illness (DCI) is a multi-system disease which can affect most, if not all, organs or bodily systems. It can therefore present, in a wide variety of ways. To aid the descriptive process these manifestations are categorised into the following groups:

Limb Pain. This is probably the most frequent manifestation and is used to describe the deep aching pain in, or around, one or more joints that can occur following a dive.

Girdle Pain. This is a poorly localised, aching or 'constricting' sensation which is generally in the abdomen, pelvis or, occasionally, the chest. Girdle pain in the context of decompression illness is an ominous sign as it often precedes neurological deterioration.

Neurological. The variety and combination of manifestations which can occur as a result of neurological involvement are almost infinite. These include loss of power, sensation, balance, co-ordination, visual and hearing disturbance, and loss of consciousness and seizures. More subtle changes may also occur affecting an individual's mood, memory and even personality.

Constitutional. Often a diver with the bends will complain of other non-specific symptoms which are now considered to be part of the syndrome of decompression illness. These include headache, fatigue, malaise, nausea and loss of appetite.

Limb Pain, Neurological, and Constitutional manifestations are most common in decompression illness. However, although relatively uncommon, other parts of the body may be affected. This includes the lungs, skin, and lymphatic system. The manifestation terms to be used in such cases are **Pulmonary, Cutaneous, and Lymphatic**. It is very important that all manifestations are recorded, not just those which seem to be of greatest significance or severity.

Time of Onset

In order to accurately describe any event it is important to record when it occurred. Decompression illness is no different. The time of onset is the time interval between surfacing from the most recent dive and the onset of each manifestation. Signs and symptoms of DCI may appear from within a few minutes of completing the last dive, to in rare cases over 48 hours after the dive. Such a delayed onset is not uncommonly associated with flying after diving.

Gas Burden

The gas burden is a measure of the quantity of inert gas dissolved in the diver's body. Unfortunately there is as yet no universally accepted index of gas burden, although a number of indices have been proposed. The factors which affect gas burden can however, be recorded, these being the dive profile and the gas mixture breathed. All dives carried out over the previous 48 hours should be recorded with the dive profile recorded as accurately as possible.

Evidence of Barotrauma

This can only be established by a thorough medical examination of the diver. In order to diagnose this condition, there has to be hard clinical or X-ray evidence of barotrauma to an organ, such as the lungs, ears or sinuses. Recording this information is of importance if we are to ever understand the natural history of decompression illness.

Terminology

By combining the terms described above it is possible to produce an accurate, concise description of an episode of decompression illness. The general form of the descriptive terminology should be as follows:

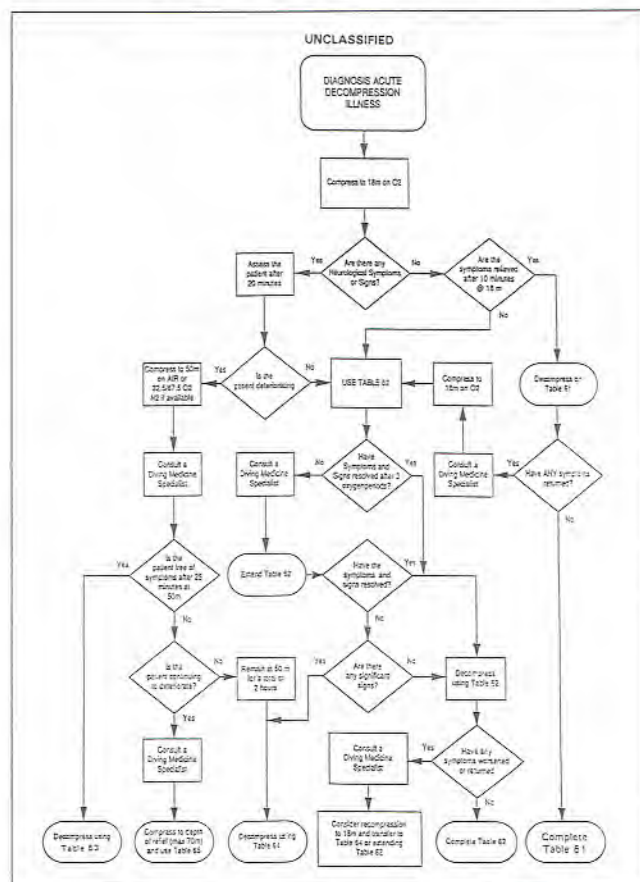
ACUTE [Evolution term], [Manifestation term], DECOMPRESSION ILLNESS

ACUTE is used to differentiate the signs and symptoms of decompression illness, which can develop within a few minutes or hours of a single pressure exposure, from CHRONIC conditions such as dysbaric osteonecrosis which develop many months or even years after what are usually multiple and lengthy pressure exposures. Whilst this distinction is important from a medical point of view, there is no

requirement for divers to use it routinely. DECOMPRESSION ILLNESS includes both decompression sickness and arterial gas embolism. If there are multiple manifestations then all should be recorded, not only what is thought to be the most important. Thus a condition in which there were progressive neurological signs or symptoms, which previously would have been labelled as "Type II DCS", would be described as Acute, progressive, neurological, decompression illness. If the diver had also complained of limb pain, then the episode would be described as Acute progressive, limb pain and neurological DCI.

Many of you reading this will be thinking that the adoption of this new system is of little, if any, relevance to the diver or dive supervisor. Nothing could be further from the truth. Previously the supervisor faced with a bent diver had to make the difficult, we know now in most circumstances impossible, decision as to whether this was AGE or DCS. This was necessary in order to determine the correct treatment table to use. This decision no longer has to be made. Instead the only question the supervisor has to ask is, "Is this DCI?" Because of this it has been possible to produce a single treatment flowchart. The flowchart (Fig. 1), is both simpler and more user-friendly than the two flowcharts it replaces. If the answer to the question "Is this DCI?" is YES, then assuming that a suitable chamber is available, the diver is compressed to 18 metres on 100% oxygen. As you can see, depending on the diver's progress, subsequent treatment is completed using anything from a Table 61 to a Table 65. In practice the majority of cases will be completed using a Table 62. The flowchart, although new to BR2806, has been trialled by the Undersea Medicine Division of the Institute of Naval Medicine over a number of years, during which time many divers have been successfully treated.

In conclusion, by the adoption of such a flexible descriptive system it will be possible to learn far more about the natural history of the decompression disorders which in turn may lead to improvements in treatment tables and techniques. Indeed the new treatment flowchart, which should make life easier for the supervisor and ensure the best of treatment for the diver, is just one such improvement.

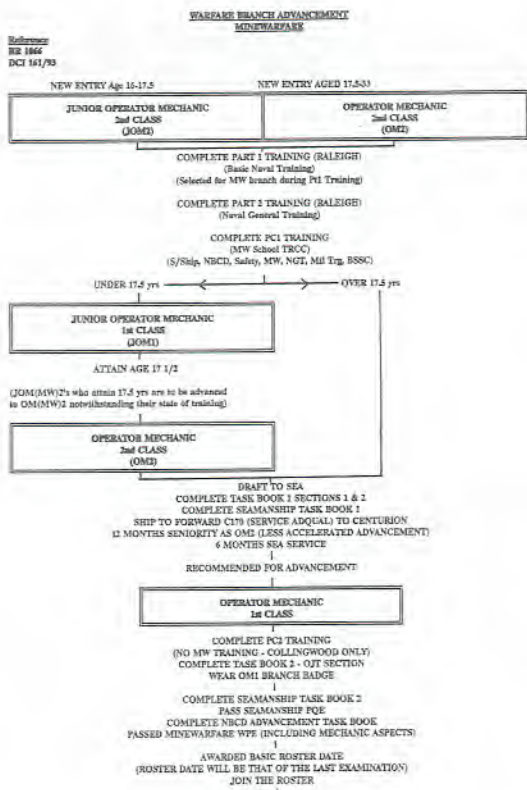


● Treatment Summary Flowchart for the Management of acute Decompression Illness

WARFARE BRANCH UPDATE



By WO(MW)(O)(AMW) R Dean



FULL TITLE

SHORT TITLE

Warrant Officer (Minewarfare)	WO(MW)
Chief Petty Officer (Minewarfare)	CPO(MW)
Petty Officer (Minewarfare)	PO(MW)
Leading Operator Mechanic (Minewarfare)	LOM(MW)
Operator Mechanic (Minewarfare) 1st Class	OM(MW)1
Operator Mechanic (Minewarfare) 2nd Class	OM(MW)2
Junior Operator Mechanic (Minewarfare) 1st Class	JOM(MW)1
Junior Operator Mechanic (Minewarfare) 2nd Class	JOM(MW)2

The Operations Branch personnel amongst you should be aware that your career structure remains totally as it was before and that the introduction of the Warfare Branch ratings into the advancement system in no way affects you or your chances to progress your career. You should continue to advance yourselves under the Operations Branch system which will remain for some time to come.

The same applies to those of you on the reserve list for cross-training. You should

continue to advance yourselves under the Operations Branch system. Should you be called forward to attend a cross-training course the rules for cross trainees will apply (see DCI[RN] 14/93). This will be the last Warfare Branch Update from me as I have been appointed to serve in warmer climates. I hope the updates have been of some use to you and perhaps made some aspects easier to comprehend. I must admit to have enjoyed my involvement over the last three years and I for one, am convinced that it is the way ahead and that we possibly would not have survived as a branch had we not been fully integrated into the Warfare Branch (as was the original plan). A lot of people have put in a lot of hard work explaining, to those unfamiliar with MWV's, their unique ways (watchbills, stores and support routines etc.) as well as having many deep and meaningful discussions to overcome many difficulties and obtain the best for the branch. Remember, it is not problems we need just solutions!

Since the last update in Vol 3 No. 2 the Implementation of the Warfare Branch has moved on. The first Able Seamen (Minewarfare) to cross train as Operator Mechanics (Minewarfare) 1st Class, completed their cross training course at HMS COLLINGWOOD in October and are now either undertaking their relevant PJT's before joining their next ships or are already at sea. Having successfully completed the course, they are now fully integrated into the Warfare Branch and will progress their careers accordingly. I wish them every success for the future.

The second Cross Training Course commenced in HMS COLLINGWOOD on 10 January and will complete in March. They are due to join their ships shortly afterwards having had their entitlement of shore time and completed appropriate PJT's.

The design and production of Warfare Branch Task Books is very much in the advance stages and will be ready for issue to the first Operator Mechanics (Minewarfare). As stated in my last article (see Vol 3 No. 2), the Task Books play an important part in the training of Warfare Branch ratings. You will see from the advancement diagram below, exactly where they fit into the training system.

The construction of the Minewarfare Written Provisional Exam (WPE) for Warfare Branch ratings is underway. An FTM outlining the administration and application for candidates to sit the exam will be issued shortly. This WPE will be run separately from the Operations Branch WPE's so as to avoid any potential confusion. Divisional Officers will need to be fully acquainted with the method for applying for a Warfare Branch Minewarfare WPE and should remember that it only applies to Minewarfare Branch Operator Mechanics.

DCI(RN) 161/93 details the advancement regulations for Warfare Branch ratings. A copy of the DCI should be inserted into BR1066. The diagram below outlines the career pattern for the Warfare Branch and is a simplified version of that in the DCI. It does not include the detailed notes and references to BR1066 as given in the DCI:

You will note that branch badges are not to be worn on completion of course (as is the case at present). The branch badge relevant to the rate is worn on completion of Section 2 (On Job Training) of the relevant Task Book, the reason being that until the On Job Training has been completed, the rating has not achieved the Operational Performance Statement for that rate and is therefore not entitled to wear the badge.

From conversations I have had with ships and some shore authorities, it is obvious that confusion exists on how we refer to a Warfare Branch rating. DCI(RN) 195/92 details the rates for all disciplines but a summary for the Minewarfare Branch is as above:



FAREWELL TO DATCHET

By WO(D) Scouse Kidman

In June 1993, after 25 years' faithful service to the diving branch, the Fleet Diving Tender Datchet left Plymouth and became another Defence cut statistic. She will be greatly missed by all Devonales.

Her career with the Clearance Diving Branch commenced in Singapore in 1968 where she was built by Vosper's for service with the Far East Clearance Diving Team based at HMS Terror. Even then the branch had problems with finance. As many of you will recall it was the year that the pound was devalued; the additional funds needed to complete Datchet were not available and so to enable her to be completed two twenty-five year old engines were fitted along with an old, obsolete, generator. At the time the cost saving changes did not seem to make much difference, as after all the team had been using an old German tug named 'Diver' which had been taken as a war prize during World War Two and Datchet had been designed by the divers in the team and at that time was state of the art. During her life, Datchet was involved in many tasks and the resultant dits could fill a complete MADMAG issue. However, two have been chosen as representatives . . .

It was during her first long deployment that problems became apparent. On arrival in Penang, Malaysia, one of the engines broke down and needed parts replaced to repair it. There were none and so the team members spent some ten days trying to keep themselves occupied while the problem was sorted. This leads to the first dit. Those who have seen the movie the 'Caine Mutiny' will see a similarity. Some weeks previous to the deployment to Penang the team had taken part in a beach clearance exercise in Australia with the Aussie CD's who on completion presented the boss with a very large Camembert cheese. On leaving Singapore the boss had placed his cheese in the fridge in the galley on board and stored a large selection of biscuits in his cabin intending to enjoy a feast later in the trip. On the second night in Penang and after a few beers in the local RAF bar some of the divers returned to Datchet and as divers do, went looking for a midnight snack before turning in.

Fortunately the Leading Chef, who was loaned from base for the trip, was among the party who entered the galley looking for nourishment. The only thing that could be found in the galley to eat was quote: "cheese covered in cardboard". Having chopped off the cardboard saying "the connoisseur always eats the crust". Large amounts of cheese sandwiches were devoured and finally as the cheese smelt a bit, the chef ditched the remainder over the side. The following afternoon the emergency recall alarm was heard to sound and all members of the team returned to Datchet by the quickest means expecting that an emergency job was imminent. On arrival we were fell in on the quarter deck and then the boss spoke "where is



Datchet in the Far East

remember her from. A more tragic turn of events befell the ship when, on 20 October 1978 Mr Alfred Ball, a civilian member of the crew, lost his life in an accident on board whilst the ship was alongside in Falmouth docks. Mr Ball, or Alfie as he came to be known, was a jovial character who was well-known throughout the diving fraternity. He served on the Datchet during numerous deployments making many friends amongst the groups of trainee divers and staff who, like him, were not unknown to prop up the odd bar or two . . . or three, Alfie's popularity was reflected in the very large number of diving personnel who turned out for his cremation and the very generous collection donated to Mrs Ball.

Datchet featured in a very fitting way when the following week Mr Ball, a seafarer all his life, was committed to the deep. Under a sombre sky, the funeral party embarked, Datchet slipped quietly from Kings Stairs saluted by an assembled party of diving personnel and RMAS officers, with the chaplain, family and friends on the quarterdeck, the master set a course for HMS Vernon which passed slowly abreast of the Port beam. As Datchet approached Mr Ball was honoured by a saluting party coming to attention, and the moving strains of a pipe could just be heard as a most poignant tribute and was repeated at HMS Dolphin as Datchet passed quietly by.

Heaving-to at Spithead, all systems were shut down and an eerie calm engulfed the ship as she drifted silently on the swell. After a short service Alfie was committed to the deep from the ship he had served. Flowers could be seen drifting slowly away from the starboard side. Some branch members who have served on Datchet since, say on quiet evenings Datchet's engines have been known to falter and gearboxes known to rattle. Alfie's hand on the tiller . . . who knows?

Datchet finally ended her naval career in Guiz where she kept to a very busy schedule sailing around the PCDU areas of responsibility from Holyhead, as the Unit worked on SS Castellion, to Barrow-in-Furness for the launching of the first Trident submarine, to Portland assisting SMOPS diving training. It is with great sadness that the Devonales say their last farewell.

DIVING BOAT "MINER III"

For a number of years the PCDU has operated two diving boats within the Devonport area, the infamous Harbour Launch Diesels (HLD) 150 and 152. Both have been utilised for underwater engineering work within HMNB Devonport and for general diving duties, including monthly dippers, in the local Plymouth areas. However, after over 40 years sterling service, HLD 152 is now on the disposal list and has been replaced — at considerable cost but that's another story (perhaps for a future issue) — by a purpose-built diving launch "MINER III". Although **NOT** a Datchet replacement (smaller, no RCC, no accommodation etc.) initial experiences with the craft have shown that she is already a valuable asset for the PCDU.

The "MINER III" was accepted into naval service during 1993. Her details are:

Name and radio call sign:	MINER III
Builder:	Halmatic Ltd, Southampton
Type:	Talisman T47 Diving Boat
Length oa:	14.25 metres
Beam:	4.45 metres
Draught:	1.45 metres
Height (keel to top of mast):	5.10 metres
Displacement (max):	23.00 tonnes
Maximum speed:	10.00 knots (just)
Main Engine:	SABRE Model 350C
HP Air System:	HAMWORTHY custom-made system Rated pressure 276 bar Will support no-stop surface-supplied diving to 42 metres

"MINER III" (you may have seen her at the Southampton Boat Show in the Summer of 1993) is the second naval craft to carry the name and perpetuates a name linked with clearance diving history.

The previous "MINER III", commissioned in February 1940 as one of a class of 12 minelaying vessels, and was based at HMS VERNON, Portsmouth, from 1951 to 1967, initially as a mining tender (capacity 26 mines) then as a diving tender. Converted into a diving tender in 1952 she was fitted with a compression chamber aft and a diving station forward. This arrangement was not successful, especially for surface decompression, due to the distance between the diving position and the aft chamber and the various deck hazards encountered en route (mining rails, fittings etc.). The compression chamber was resited forward in 1954. During her latter years she spent much of her time berthed at Falmouth for clearance diving training. The original "MINER III" paid off into Reserve, for sale or scrap, on 13 March 1967 after 27 years' service. The role of diving training tender was taken over by HMS LALESTON, the converted TON class MSC.

The above details were cleaned from a back edition of the original diving magazine published in 1967. Any further details or pictures of the original "MINER III" will be gratefully received by WO(D) Scouse KIDMAN, PCDU, Diving Centre, HMNB Devonport, Plymouth, Devon PL2 2BG (telephone 0752 555454 or MOD network HMNB Devonport 65454).



DIVERS GOLF CHAMPIONSHIP 1993 SEVENTH TIME LUCKY FOR A. J.

By WO(D) Mo Crang

Arguably the best golfer in the diving branch A. J. Wheeler, after six finger-biting attempts, finally won the now prestigious Divers Golf Championship. Leading by two shots over defending champion Tug Wilson and John Coggins in the morning round, A. J. comfortably won the tournament by a margin of seven shots with a total of 153. With nine morning rounds below 80 the rest of the pack succumbed



● *The Superintendent of diving Cdr. Mansbridge presenting the Divers Golf Championship to A. J. Wheeler*

to the hour-long torrential downpour which greeted the early afternoon leaders. A. J. Owen was Wheeler's closest rival with a score of 162. The surprise of the day was E. Pattinson who scored an all day aggregate of 79 pts (a net 14 under par?) to win the Overall Stableford Championship and nearly doubling his prize with partner John Dadd only to lose on a count-back to Dave Bartlett and Growth Ansell in the Mick Fellows Pairs Championships. Growth Ansell did double-up however with a convincing win in the Second Division

● *WO(D) M. J. Crang presenting a cheque for £500 to Rosalynde Webster of Kids Appeal*



Stableford competition. N. Smith won the First Division trophy with a total of 75 pts.

The popular Solent divers Team Trophy was won by brothers A. J. and P. D. Owen, M. J. Owen and that now famous bandit E. M. Pattinson, aptly named "The OWENS". To rub salt into all golfers' wounds Jessy Owen's brother P. D. Owen also won the Guests Championship. (Do either of you work for a living?) Also worth a mention — this year's sporting heroes were R. Tatt winning the wooden spoon and old and bold Jasper Peters losing the most golf balls, a staggering 12. Once again the 84 entrants dug deep into their pockets and raised £500 for charity. This year's charity money was donated to "KIDS APPEAL" which on a project-by-project basis brings a little happiness to children suffering from Cancer or Leukaemia. Incidentally the money we raised enabled a terminally-ill four-year-old to visit Euro Disney and a family treating their terminally-ill son to a week in Disney World, America. The now familiar nearest the pin seventh charity hole was again sponsored by a donation of a gallon of whisky by Clearways Explosives which raised over £200. Other fundraising events included a raffle and an all-day putting competition, sponsored by Dave Bartlett, which at times had more

people playing on the putting green than the golf course. The very lucky winner of the putting competition was Sean 'Shady' Meleady. Brian Mansbridge, The Superintendent of Diving and a non-golfer (this year!) presented A. J. Wheeler with the prize for Divers Golf



● *Peter Ellis presenting PCO(D) Pat Pattinson the Fullerton and Sherwood Trophy*

Champion and then introduced Actor Peter Ellis, better known as Superintendent Brownlow of "The Bill". Peter Ellis explained the work of the KIDS APPEAL Charity and then presented the remainder of the prizes.

Shep Wooley again entertained the Golfers and non-Golfers bringing to an end to yet another excellent day which typifies the camaraderie of the Diving Branch.

Next year the Championship will be held on Friday 22 July and hopefully will allow even more of the Golfing Divers (or should that be Diving Golfers) to participate. Experience gained over the previous two years should make next year's Championship even better, consequently the evening programme will differ slightly. The complexity of scoring the Divers Championship is very time-consuming so it has been decided that the barbecue will commence at 1915 with the presentation scheduled at 2030. It has also been decided to include the barbecue and entertainment (two separate acts) in the entrance fee, an extra £8.00 a head for evening guests. An event of this size does not run on its own, so on behalf of the Committee John Dadd, Jimmy Lynch, all diving golfers and myself, I would like to thank Southwick Park Golf Club, Brian Mansbridge, Shep Wooley, Peter Ellis, The Kids Appeal Team and the kindness of all the sponsors for their efforts, time, and kind donations.

See you all next year — Mo Crang

Individual Winners 1993

The Haskell Energy Systems Divers Golf Champion:	A. J. Wheeler
The Fullerton Sherwood Trophy Overall Stableford Champion:	E. Pattinson
Avon Rubber First Division Stableford Winner:	N. Smith
The Drager Second Division Stableford Winner:	J. Ansell
The Mick Fellows Trophy	
Divers Pair Champions:	D. Bartlett & J. Ansell
The Solent Divers Team Trophy:	"The Owens"
	A. J. Owen, P. D. Owen,
	M. J. Owen, E. M. Patterson
Avon Rubber PLC Divers Guest Champion:	P. D. Owen
Sabre Safety Ltd Guests First Division Stableford Winner:	M. Sissons
Mara Engineering Ltd Second Division Stableford Winner:	J. Hammond
Divex Sporting Trophies Wooden Spoon:	R. Tatt
Clearway Explosive Ltd Charity Hole:	P. Lucas
David Williams Engraving Best Aggregate Par 3 Trophy:	P. Lucas
Gem Travel Guests Best Aggregate Par 3 Trophy:	P. Lucas
The Dave Bartlett Charity Putting Competition:	S. Meleady
Interspiro's Guests Sporting Trophy Wooden Spoon:	T. Nown
Walnut Tree Glass Nearest the 15th Pin:	A. Parton
Bristol Bakeries Guests Nearest Pin Second Hole:	G. Howes

An entry form for this year's competition can be found on page 35.

Notes from The Warfare Office

A DAY IN THE LIFE OF COMMW'S MINING TEAM

By WO(MW)(O) 'Barney' Barnett

RMAS TORCH rolls gently at her moorings somewhere in Gerrans Bay off the Cornish Riviera. For one who is based North of Hadrians Wall the opportunity to operate in friendly waters doesn't occur all that often! Anyway to cut a short story long, I am waiting for the National Health Service Orthopaedic Bedstead lookalike (ROV CUTLET) to become operational after a major problem. Sea water in the electric string make it no want to work under the water or even out of the water for that matter. The fault occurred whilst recovering the ship's Bruce anchor which had parted company with its cable during earlier operations. You can't beat having all the right gear to solve DIY problems. However, despite the bracing Cornish air, Oggies (cheese and onion or standard issue), Pixies, Long reds, Long Blacks, Avos, Megas, Soldering Irons, Black Masking Tape and Tie Wraps not to mention the expertise of the Robotic Engineers, they have so far failed to make the motors hum. My offer of a large



10lb Maul has yet to be taken seriously, but its getting close! Forgive me if I appear somewhat cynical readers, but I have been waiting some nine hours and it is a Friday (night)! The sound of laughter, the subtle clink of glasses, the smell of the ale houses, hostelries and fish and chips (with malt vinegar) all waft gently on the breeze from the direction of Falmouth. Meanwhile back in the real world there appears to be some action back aft, 'The Beast' shows signs of life. To all intents and purposes it is ready to enter the dark and silent underwater domain where it reigns

● "In"

supreme. The well-drilled RMAS team spring into action as the main broadcast announces "Stand-by to launch Cutlet". Without so much as a "guff up" or "clear yer bag" the vehicle slides beneath the waves. All is well, it works, sonar contacts appear in the vicinity of some very elusive and naughty Exercise Solid Stance mines that have so far seemed pretty determined not to be found and returned to their rightful resting place in The Mining compound at Rosyth. Up on the bridge, eager eyes scan the camera monitor. (A must for avid followers of Red Dwarf VI the optical illusion of flying through the Galaxy is fairly realistic but only if you keep taking the tablets!) Abruptly the sensation of flying through the Milky Way ceases, alarm bells ring, mission control calmly aborts the operation, the crew are alerted to Recover the Vehicle. Has the system suffered another catastrophic time consuming failure? Has H₂O once more entered the electric string that provides the motive power to this creature of the deep? Or could it be that unlit Lobby Pots are stronger than leccy motors. The post-recovery routine proved the later to be the case.

Being honest matelots and in the interest of furthering good relations with the fishing industry the offending pots were re-rove with suitable cordage (C126 action in hand) and re-laid. Some fine examples of 'Cancer pagurus' undoubtedly had a very lucky escape! So did the B****y Solid Stance Mines come to think of it! All offers of help from passing MCMVs (regardless of funnel badges/base port) will be gratefully received. Due to budgetary constraints (crews overtime) and combat fatigue from the ROV control caravan it was decided to 'Draw Stumps' and call it a day.

COMMW's Mining Team

The Mining Team is based at Castle Workshop in Rosyth Naval Base. A mega redevelopment scheme in the vicinity is currently well under way with many surplus buildings already demolished. The purpose of the demo job was not to expose the Team to public view from the roadway and remove the hidey holes! (Productivity does seem to have improved of late, it must be coincidence!) During the past year the team has covered a fair few miles by land and sea. For those who dislike heavier than air machines it's the only way to travel! (It's also considerably cheaper in these days of stringent fiscal controls.) Some 135 days to date have been spent either Minelaying or in the exacting task of Mine Recovery. The Team has consumed more cholesterol and 'fat boys breakfasts' than is good for them! The Divisional PO has assured me that the Sailors Charter will be implemented during the Closed Season and everyone will be Mean and Lean for next year's programme.

The complement of COMMW's Mining Team is:

- 1 x Warrant Officer (Minewarfare) — Staff Mining Officer
- 1 x Petty Officer (Minewarfare) — PO I/C Mining Team
- 1 x Leading Seaman (Minewarfare) — Buffer
- 1 x Able Seaman (Minewarfare) — Worker!

The above PQ numbers are currently occupied by the following personnel:

- SMINO — Barney Barnett (2 x Ts as in Spaghetti)
- PO I/C — Jan Takel (1 x T as in Float)
- Buffer — Streaky Bacon (1 x C as in Cutter)
- Worker — Peter the X Pongo Parry (2 x Rs as in "censored")

Last but not least, when deployed the Team has one of The Demon Droggys ace operators: CPO(SR) Sam Coulter alias "Sam Sam the Sun Spanner Man".

● "Out"



Notes from The Warfare Office

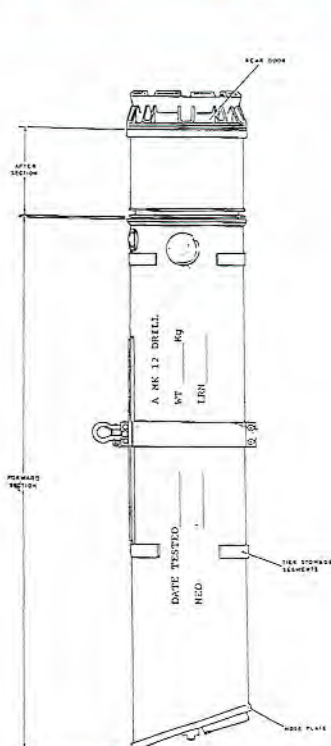
There remains one outstanding item that must not be overlooked when dealing with the Team's personnel. This is the 'additional to complement' guys who provide much of the logistic and behind the scene support. RMAS rules on manning and embarked personnel precludes their participation in the Dropping the bits off the back-end part of the operation. Their efforts are greatly appreciated.

ATTENTION ALL MEMBERS OF THE FROGMAN FRATERNITY.

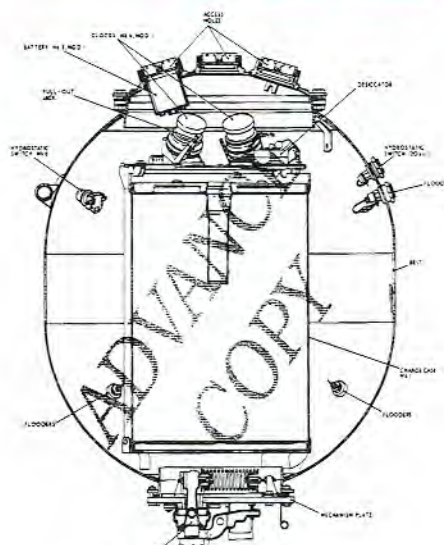
PENDING INCLUSION OF THE FOLLOWING "EXERCISE" MINE TYPES IN THEIR RELEVANT PUBLICATIONS, YOU MAY FIND THE FOLLOWING INFORMATION OF INTEREST THE NEXT TIME YOU'RE AT 40 METRES IN THE FORTH/ST. ANDREWS BAY AREAS.

AMK 12 MOD 1 — *Figure 1*

MK17 'METRON FITTED' EXERCISE MINE — *Figure 2*



● *Figure 1*



● *Figure 2*

At a recent "fire side chat" with the Cdr I took the opportunity to express the concern of many MW Senior Rates with regard to the lack of jobs and poor promotion prospects within the branch. As a consequence this office was tasked to look at branch structure and employment. An example is the proposal to replace the PO ORS in both classes of MCMV with a CPO(MW)(O). Another being examined is a WO(MW)(O) to each Squadron to replace the CPO(MW)(O). There are others and there is one out of branch Warrant Officer Minewarfare billet filled latterly by Norman Blick. If all proposals are adopted the OM(MW) of the future, will have far better career prospects than those at present on offer to the Senior Rate (MW).

Other more general news: Mine Warfare publications for which COMMW is responsible are slowly but surely being brought up-to-date thanks to a very good liaison between DSMCDO and the Naval Staff Author Group. If your ship or Squadron is asked to comment on a draft copy of a BR please remember it's not only the typos but the contents along with proposed changes that are required. You're the Ops room, Bridge and Sweep deck crews with experience of the systems, not the Naval Staff Author, he only writes what you tell him. In is what proper english! After long and hard negotiations with the local Fisheries Authority we now have a permanent WPA field off Saint Andrews Bay. Barney laid it last month but states you cannot watch the golf whilst going up and down the lap, even with a pair of 1900As. Sorry golfers it's just too far off!

MCM in support of Amphibious operations is flavour of the month both Nationally and in NATO. Another hot topic is a greater integration of the MCMV with those rather large "Mine Sweepers" complete with helicopters on the sweep deck that appear in Rosyth three times a year for a JMC. At long last JMCs are becoming more than an opportunity for Deeps to make a big bang with the MDDU whilst his ship takes part in what appears to be a game of sea going "Follow the leader" smallest in front. I get the distinct impression that MCM is once again becoming a high profile Warfare subject within the Surface Fleet, borne out by the closer liaison now established between JMOTS and the Warfare Office.

On the equipment front, all Hunts not on Fishery Protection Duties should have at least one SIT camera fitted RCMV and hopefully a compatible monitor. Keep sending the run reports complete with Bobbin numbers; they really do give Project a useful data bank on which to identify problem areas.

MOTI Change 18 gives full SOP for MAS which is currently going through the FWA process. The five remaining Hunts should be fitted with MAS during the next couple of years. Early November saw the first of the Fleet trials with NavPac and it looks promising. Watch out for SPNO's detailed article due for the next issue of this Mag.

Before ending I feel I should mention SOSOD Lawry Lawrence, Tiny's relief, driving a desk coming to terms with a keyboard as well as Op con has caused more than a smile or two in the office. After nearly an hour producing his first letter on the computer the screen-saver cut in and he thought he had lost it all. The expression on his face was a picture of sheer horror. You really should have explained screen-savers Tiny.

On the personnel front
Staff Warfare Office (SWO) Cdr Bertie Armstrong
SMCDO Lt. Cdr. John Staveley
DSMCDO Lt. Tony Welch
SMINO WO(MW)(O) Barney Barnett, with two TTs as in spaghetti
RSO Lt. Cdr. Allan Bayliss RN Retd
SPNO Lt. Cdr. Andy Holt
SANO Lt. Lindsay Polfray
WWA Tanya Jardine
SOSOD WO(D) Lawry Lawrence
MWDO Lt. Cdr. Frank Ward will have been relieved by somebody by now!
AMWDO CPO(MW)(O) Dicky Wardrope

Those of you acute enough to detect the fact that I am not listed will probably also know that COMMW has made a reduction in complement of one Warrant Officer (MW). Some time ago during one of those Options for Change — or was it LTC Tranche 5 or 6 — it was proposed and accepted that a Lt Cdr Hydrographer be permanently established on the staff in order to cover Precise Navigation. As is usual in these matters a compensating reduction had to be made. Of the various options the one that was taken was one of the WO(MW)(O). How this will be managed without overloading SMINO remains to be seen. An opportunity here to point out to the sea goers that if you have a query or need advice regarding Minewarfare or Diving please speak to your Squadron Staff first. If "they" are unable to answer your question then the Squadron Staff should seek guidance from the Warfare Office. In the past this office has been drawn down among the weeds chasing stores, finding the last change to a CB etc. only to find the Squadron Staff are sat back dumb and happy with the answer at their fingertips unaware of the problem.

All that is left is for me to hand this to SMCDO who will sort out my split infinitives, verb intransitive and participial adjectives. Thank goodness for the spell-checker and the Dead Line extender (fax machine).

Bob Baker
WO(MW)(O)

Note by SMCDO to aspiring Warrant Officers. The Officers Study Group (OSG) has recommended higher educational qualifications for Warrant Officers and an increase in numbers, so keep up the schooling.

Letters to the Editor



“Minewarfare and Diving” welcomes letters from readers. Letters should be addressed to the Editor and should include a daytime telephone number. Please cite page reference and edition for any article mentioned. Letters may be faxed to: 0705-822351-24705.

Letters not intended for publication should be clearly marked as such. Where possible authorities or Units involved in correspondence will be given the automatic right of reply in the same edition.

WHERE ARE THEY NOW

Dear George

Well since leaving in July 1990, I have joined the good old MOD — PLOD as most people affectionately call us. My first station was an Army port (Marchwood) the other side of Southampton, after two years I transferred to HMS SULTAN. Since joining I've carried out various police duties. From the normal gate duties to a stint catching real crooks (ha ha) with MOD CID which was very interesting. I have even spent a month on the police boats but a life on the ocean wave is no longer for me.

I've also carried out various detached duties to exhibitions and army camps, and can say that now having worked with both the Navy and the Army I can honestly say that the Navy beats the army in every respect — from discipline, the people in the job, and dress. Anyway that's a quick outline on what I have been doing since departing the Royal Navy. I hope to see you and many others in the near future.

Yours sincerely
A. Preston

P.S. I am trying to get in touch with Nick Carter on behalf of Paul Stockley. I know that he would accept and say yes to a Reunion.

CAN YOU HELP?

A query was received recently from the Senior Assistant Librarian in the Local Studies and Naval History Department at the Central Library in Plymouth, the details are as follows:

- Mrs Amos' husband was a civilian diver working for a salvage firm before the war. During the war he served in the Navy possibly in the RNR and she alleges that he was serving in the Mediterranean off the island of Sicily when the Germans first used aerial torpedoes. According to her, three were dropped but one failed to explode and Mr Amos was employed trying to find it. During this search she reckons that he set a record for the depth of dive in a suit.
- No trace of any record of this event can be found by the Central Library at Plymouth.
- If anyone knows of the above event and are able to provide any details please forward to:
J. R. Smith
Senior Assistant Librarian
Central Library
Drake Circus
Plymouth PL4 8AL
- Our readers may also be interested, and any details could be published in the next edition of MAD.

RETURN OF THE HELMET

Dear Editor

I read the article from PACDU (Vol 3 No. 2) and found it to be most interesting but oh despair!

The part where they were approached by the 'Head Docky' who rightly commented on the absence of hard hats made me cringe, particularly in light of the present climate where as I/C of an evolution you could be held responsible for non-compliance of COSHE regulations.

The Health and Safety Executive guidance on regulations regarding the wearing of head protection clearly states: 'Every employer shall ensure so far as is reasonably practicable that each of his employees who is at work on operations or works to which these regulations apply wears suitable head protection, **unless there is no foreseeable risk of injury to his head other than by his falling**'. The word employer encompasses foremen and supervisors. The only exemptions are Sikhs or divers who are preparing to or are about to dive, this does not include those such as the diving supervisor or those in the vicinity of the load who are not dressed (i.e. wearing a rubber suit) for diving operations.

Whilst the philosophy of 'If that load falls this hat will not stop it from hurting my head' is technically correct, it should be remembered that the purpose of Industrial Safety Helmets is to prevent or mitigate head injury caused by:

- Falling or swinging objects such as crane hooks, materials or tools.
- Striking the head against something such as slung loads, low overhead obstructions etc.

I put it to offenders that in the event of an accident the first question that would be asked by the Insurers is 'Was he wearing head protection'. If the answer to this question was No, then it would possibly have a detrimental effect on the amount of compensation paid out to the injured party or his next of kin!

It should also be remembered that it is everyone's responsibility to take adequate precautions **so if you are supplied with an Industrial Safety Helmet WEAR IT!**

With the amount of emphasis placed on Health and Safety in the diving world I find it hard to accept that the simplest of the regulations is being flaunted. End of dit.

Yours
Anymouse

DAMAGE CONTROL SAVED ST. ANTONY STREET

During 1972 I was a 'Twozee' in the Western Fleet CDT, this dit will also help substantiate the fact that I did not join the branch as a Chief Diver as so many people seem to think. The WFCDT was replaced by the FCDT which in turn has been replaced by the 'Corner Group'. We covered the same area, did the same jobs, but of course more often, and with only half the men. I digress, the team was tasked with clearing a ship of all ordnance from the seabed of Valleta harbour, Malta. She had been sunk while unloading her cargo of 500lb and

More Letters to the Editor

250lb bombs all of which were fused as they were being taken straight to the airfield where the RAF was going to drop them on Italy. During this time she was hit by a German bomb and caught fire, so it was immediately decided to flood and sink her before our own bombs could do to Valletta what the Germans could not. As much as possible of her superstructure was removed so that the mooring buoy could still be used, it being one of the deep water buoys for capital ships. It was the Eagles ships diving team that reported some large bullets under her keel that eventually sent us out there.

After an initial survey it was decided the job would take about six weeks. The barracks at St. Angelo issued the necessary non-availability chit as an aid to morale, (which I must add, the present Fleet Group still feel is theirs by right) and we moved into a succession of flats in Victoriosa. My own flat was in St. Antony Street which is where the 'Dit' was born. The days turned into weeks and the resistance to duty-free spirits was increasing nicely, life in the flat was tranquil with an easy-to-follow routine. The only meal allowed in the flat was to be breakfast, lunch was out-of-date ration packs, and supper — chips with fish if available. I myself lost all appetite for breakfast after the third week which was probably my undoing as my resistance to the duty-free spirits dropped considerably at the same time, which I can only blame for the following sequence of events. I arrived back late and decided to have my breakfast. Taking a frying pan and filling it with oil I placed it on the gas and walked back to my bed to talk about the run ashore while waiting for the oil to heat. With no one to talk to I fell asleep but luckily awoke as I fell off my bed. Standing up I could already see the dancing shadows at the bottom of the passage and knew instinctively that the oil was by now too hot. On reaching the kitchen and noticing with some alarm that the flames had already removed the net curtains I turned off the gas and shut the door. I was reluctant to



shout Fire, Fire, Fire, as I also knew that I was in real deep shit, but call it the naivety of youth if you like, I still thought I could put the fire out. The heat was increasing so I stepped outside to reassess and regroup. Snakebight Taylor, who had been watching the scene from its beginning, had filled a bucket with water in readiness which he now threw over me, the passage wall and the kitchen door. Even those with the most elementary knowledge of firefighting knows the futility of boundary cooling in a house fire, it was time to re-enter the kitchen. I opened the door and picked up the offending pan, I remember the handle being very hot but the good thing about it was that the flames seemed more interested in me than in the kitchen. I felt if I could keep the flames moving round they wouldn't get a hold and there would be less damage. In less than a heartbeat I knew this was not a good plan and like all good Twozees who know when to quit I called for the Chief. He arrived with nothing more than a sigh and a towel, the towel he placed on the pan and the fire was out. All that was said was, 'Get this cleaned up, and we'll speak in the morning.' I was left to reflect on what wasn't even a good run, and to clean the kitchen. Nothing much was ever said, I just found myself in the chair more often than I would have liked and of course had what was probably a long overdue firefighting course. The following points I would now like corrected if the 'Dit' is to be retold. First, the flat did not burn to the ground, WFCFT did not have to leave the island, and last, but most important of all, Ray Ramsey did not relieve me as buffer.

1993 SEAMANSHIP SEMINAR — THE MINEWARFARE "SPY IN THE CAMP"

In September I represented the Fishery Protection Squadron at the annual Seamanship Seminar held at HMS RALEIGH for the Seaman Specialist branch and Seaman officers, my application to attend being accepted as a Squadron staff Chief. The event was a great success, both professionally during the day and socially at night. The entire range of seamanship skills were discussed (most appertaining to MWVs) and it soon became apparent that Minewarfare rates are the only ops branch still practising seamanship, not having the "specs" to do it all for them, their "empire" having now been built. My presence was well received, and despite my quiet and shy nature, I did enter debate and enforce my views, one of which is that seamanship, particularly the terms of reference for the CBM or Bosun do not differ whatever branch you happen to be. It has therefore been proposed that next year's seminar be open to seaman specialist ratings, seaman officers and MCM Squadron Chiefs and MCMV Bosuns. The rewording of the FTM (normally issued around March/April) will be your invitation, I heartily recommend you attend.

On an associated subject, I cannot help thinking that the Minewarfare branch is missing a valuable trick here, perhaps we should be holding an annual seminar for LS(MW) upwards, the school or NELSON being the obvious venue. As our ships deploy less often and the north-south divide grows it would be the ideal opportunity to present and discuss new items, tactics, problems, etc. with an evening to refresh old friendships. I know we have the MCD conference (WO and above) and much of our equipment has a higher classification than a straight screw shackle but I had a more open forum in mind. Your opinion, favourable or otherwise is welcome.

Yours Aye
Paul Stockley
CPO(MW)(O)

THE LAST FOUR PULLS

Known to many of his MCD Brethren as 'Uncle Jules', Commander Julian Malec completed his last RN dive at Horsea Island on 15 September in standard diving equipment. One of the three remaining serving members of LMCDO 69, Cdr. Malec is seen here with some of those who had a hand in 'stitching him up' — he had no idea what to expect other than



a routine dip with CPOMEA Bill Hadfield in the tool training hut. Arranged by his former course instructors ex CPO(CD) Dusty Miller and WO (formerly L/Sea CD) Peter Still, Cdr. Malec dived under the watchful eye of another 1969 course member Lt. Cdr. Dan Nicholson (currently staff officer diving training). Later in the tool training dive he was presented underwater — and on video — with a plaque made by Bill Hadfield and inscribed "The Last Four Pulls".

Even more Letters . . .

Until recently Cdr. Malec — who is the RN's most senior in date MCD Commander — served on the staff of CINCPACFLT and will take up a civilian post with DNR when he retires in February next year. Good luck Uncle Jules, and to quote the LMCDO 69 motto, 'Steady Old Plod'!



THE END OF THE LINE

What a 24 years that was. Didn't we have a great time? Well I did. It started as a J/Sea (UW) on HMS DANAE in 1969 as the Mortar Mk 10 crew and a trip out to the Far East where I lost my cherry quite a few times to some very nice ladies.

I was flown home from Singapore after nine months to join HMS HUBBERSTON, with Topsy Toner (the banjo player), Piggy Trotter (now WO Diver). From there it was on to Rame Head in Londonderry looking after pongos with six months in the "pot wash" with Cudley Dudley. That was followed by a draft to HECATE with Charlie Howe who decided to take a swim in Livorno harbour in full Number 1s.

Then CWT in the mining shed with Ginge Denyer, John Pullen, Swede Bridgeland, Fred Basset and Shakey George who after a dinner-time sesh (DTS) got the front wheel of his push bike caught in the footrest of a motorbike at the traffic lights. You can guess what happened when the lights changed. He once invited me and the wife to go out and see a show. So off we went with him and his wife to a den of inequity and hustled to get a front seat in order that we would have a good view. Suddenly his wife walked out onto the floor and proceeded to get her kit off (what George had forgot to tell me his wife was the floor show). My wife has never forgiven me since. During this spell at CWT I ended up in the Royal Navy's School of Corrective Training (DQs) following a slight altercation with a WAFFU Officer (28 days — I was framed).

After CWT it was on to HMS IVESTON with Polly Perkins, Keith Swindles, Bomber Mills, Eddie Kerr, Dog McMonagle and Cocoa the dog. I picked up my hook on the Ivy at the Fleet Review and left soon after to await a course. Whilst waiting I revisited the Ivy for a few tins, on the day when I was Duty Killick in VERNON. Having had my share of tins I fell asleep, to be woken up with five minutes to go before I was due to muster VERNON's Duty Watch. Taking off at a great rate of knots I managed to get to the mustering point just in time to conduct that duty. It was at this point that I realised that everyone was laughing at me and I couldn't understand why until I reported to the DSR who told me to find a mirror and sort myself out. So I went to the heads to see what the problem was, what they had

done while I was asleep was drawn dits all over my face (thank you Grahame Wilkinson and Bomber Mills).

I started the new LS(MW) course with Pinky Preston, Taff Ely, Paddy Kilbride and Chats Harris. And what a course that was, LS MW 16 will go down in minewarfare history (well the PCD will) it's a long story and if you ain't already heard it, ask S/Lt. Turnbull, he will explain because he was there.

Having managed to hang on to my hook, I joined HMS HECLA and in true naval tradition introduced myself at a mess run by singing a few songs and taking my clothes off and falling off the bar stool (which I happened to be standing on at the time). The Falklands War started so we were sent down as a hospital ship looking after the walking wounded and taking them to Montevideo and teaching them how to play risk.

From HECLA it was back to VERNON for a POs course with Pete Cawsey, Fred Perry and Sopy Soper it was a fairly quiet course and the PCD went without a hitch (because George T. wouldn't let us ashore beforehand).

After the course I joined the CHIDDINGFOLD with Les Seaman, Tug Wilson (Pomem), Deep Fat Friar (Coxn), Bob Gatland (Cob), Sxxt Face Goodstyle Goodchild (WEO). We were sent to the USA to show the yanks how minewarfare should be carried out. The ship's company will never forget Doom Watch Danny The Killick Stoker. Whenever he was on watch the gennys would shut down — not normally a problem, but, when you're in the middle of the Atlantic Ocean in a Storm Force 8 in line astern it gets a bit scary.

I left the CHID with my rate still intact and joined VERNON again to teach babies with Dodger Long and Tony Sheaf. The Minewarfare School was temporarily moved to the Porthere minewarfare was discussed in great detail most afternoons (VMT Bill Scott).

I was then drafted to HMS SANDOWN with Rab Darge as my opposite number. I was introduced to the ship's company at the ship's acceptance party where I ended up asleep at the end of the gangway in Number 1s covered in blood from where I had fallen over trying to return to the ship. Just before I left we were invited to Sandringham House to meet the Queen Mum where having had a few with Mum I invited her to my farewell run ashore (she declined by the way). Titch Seymour tried feeding the stud horses with the cheap wine, I have never seen a "stud" horse with brewer's droop before. Also whilst on board I met "H" Stockwell who became my run ashore oppo. I managed to keep my rate despite being caught in bed a few times when I shouldn't have been by various 1st Lts.

I then joined DRYAD to look after Flint Division (baby sailors and WRENS). I only made one mistake (which was a good un), I failed to send the babies to morning divisions. This was noticed by the parade staff, who subsequently advised the world to start contacting me by 'phone. (I didn't know I was so popular). Trying to explain why you cancelled divisions for 300 juniors is not easy.

I got away with that and soon found myself back at the college of knowledge teaching SRMH PJTs, which is where I am at the moment.

That's about it. To all those who know me and didn't get a mench, I apologise — you are not forgotten. Thanks for the party one and all.

May your bxxxxxks turn to Oxo cubes and all your sons be beef.

**Yours "Out Sweeps"
Pete Davey**

THE GUNWHARF HANDICAP FUN RUN

By Lt. Cdr. J. G. Gueran RN

If I was to announce to MAD magazine readers that over 10 Minewarfare and Diving personnel were regularly running and competing at lunchtime, you would have great difficulty in believing me. But its all true! In fact not only is running a growing sport; there are enthusiasts who actually enjoy the Tuesday Handicap run and genuinely look forward to pitting themselves against each other in the run to Southsea Pier (and back).

The fun comes from the handicapping system. Runners are given a handicap according to how good they are. The slower set off first and are chased by the better who start later. The aim is that everyone should finish at the same time, if all run to form. Thus each runner has the chance to win by crossing the finishing line first.

The spirit of competition keeps the less fit trying not to be caught and gives the racing snakes a target to aim for. All the time runners are improving their own fitness and aiming to beat their personal bests.

The run is from Gunwharf Main Gate to the sea front and along the Esplanade to Southsea Pier and back — a distance of 4.4 miles. Those starting running for the first time, really unfit or recovering from a good leave period have the option of doing 2.2 miles to the memorial.

During the time the handicap has been running there have been some notable and even remarkable performances. Peter Whitehead at one stage did a PB four weeks on the trot coming down from 34:55 to 32:08! Jumbo Hallisey started out struggling to the Memorial in 26 minutes, then ventured to the Pier in 40:16, but is now charging along the longer course in a magnificent 33:14. Ron Bashford regularly cracks the course in sub 30.

Of course human nature being what it is, a careful eye must be kept out for Bandits! These low life bandaleros lie about their form and predicted time in order to cross the line first. There have been some pretty dastardly Gringos skulking around the Hasienda waiting to head off the good guys at the pass. Nick Smith was one of the more outrageous running over 10 minutes faster than predicted on one occasion! Many other amusing and bizarre things have happened. We have had runners lost, numerous comments by puzzled onlookers including "Hello BIG B___CKS" to a young LMCDO, certain Naval Officers cutting corners to get a fast time, another NO regularly jumping the starting gun by at least three seconds.

Records to date are as follows: fastest Memorial Pony Moore 13:17, fastest Pier John Gueran 23:56, best handicapping all runners finishing within 1 minute 6 seconds, greatest improvement Jumbo 6 minutes 46 seconds, best turnout 16 runners.

The Tuesday handicap run is very popular, a fun way to keep fit and fair competition for all. So if you are due to join Gunwharf or are visiting on a Tuesday don't forget to bring your kit. The photographs show some of the runners smiling prior to setting off. There is also a set of results for interest.

RESULTS OF THE 19th GUNWHARF HANDICAP RACE

NAME	PREDICTED TIME	PIER or MEMORIAL	HANDICAP	FINISH POSITION	FINISH TIME	ACTUAL TIME
STAN	20	M	14	1	29.33	15.33*
CHRIS "C"	20	M	14	2	31.21	17.21FT
PETE "S"	34	P	0	3	31.37	31.37FT
SMUDGE	34	P	0	4	31.38	31.38*
DAN "N"	20	M	14	5	32.11	18.11
JUMBO	34	P	0	6	32.14	32.14*
SIMMO	34	P	0	7	32.26	32.26FT
RON	30	P	4	8	32.59	28.59*
Lt. Col. PICKWORTH	33	P	1	9	33.06	32.06FT
PAUL	30	P	4	10	33.07	29.07*
PETE "W"	33	P	1	10	33.07	32.07*
ADRIAN	29	P	5	12	33.24	28.24*
STEVE "E"	29	P	5	13	33.44	28.44*
JIM "A"	27	P	7	14	33.51	26.51*
JOHN	26	P	8	15	34.01	26.01
CRAIG	30	P	4	16	34.54	30.54

It's amazing what a photo and a possible mention in the MAD Magazine will do for people's competitive spirit. MW and Divers certainly lived up to their reputations as posers supreme. With Tony Mulraine injured TSOMW took the opportunity for a run out; despite running exactly to time I did not even

get a distant view of the massed ranks of Mexican Bandits well out over the horizon! However, having said that, there were some tremendous performances:

Well done to all nine PBs. Of special note: Jumbo's fourth on the trot, Pete Whitehead's very welcome return to form, Smudge's best run for ages, Ron now cracking the 29:00 barrier, Paul getting under 30:00, Adrian cracking the 29:00 barrier, Steve taking 3:00 off his PB, Stan's return with a PB, Jim on becoming the sixth fastest Pier man.

A very warm welcome to

Lt. Col. Pickworth and Chris on their debuts, and Peter S. and Simmo on their first Pier runs.

See you all next week.



By Ed: Many congratulations to John Gueran on his excellent showing during the recent USMC Marathon in Washington D.C.



Stop Press

NAVPAC GOES TO SEA

By Lt. Cdr. A. F. Holt, SPNO

Following a protracted procurement phase a pre-production model of NAVPAC is finally at sea on board HMS CHIDDINGFOLD for Fleet Trial. The first phase of the trial, was held in the Forth from 8 November to 3 December. A full description of the system and its performance will be forwarded for the next edition of MAD magazine. In the meantime here is a few snippets and some photographs of the Bridge and Ops room equipment which should answer some of the questions you may have.



What is the aim of this beast? The aim of NAVPAC is to take responsibility for navigation calculations away from CAAIS. CAAIS will receive position (Lat and Long), an accuracy figure (Figure of merit) and time from NAVPAC. Position will be calculated from up to three electronic nav aids simultaneously. For the Trial in CHIDDS the system was fed with P(Y) code military GPS, Trisponder and Hyperfix.

Who gets NAVPAC? A total of 18 systems have been procured: One for each of the HUNTS, four systems for the training and support establishments and one specially adapted 'sawn off' version for the mining team.

When will you get it? The training and shore establishments should start to get NAVPAC in April '94. On completion the ships will then start to get theirs. It is intended that the equipment will be fitted over two BMPs. During the first BMP the Ops room and Bridge will be 'prepared to receive' with the equipment being fitted in the next BMP. Standfast ships in refit, who, hopefully will get it as part of the refit. The In Service Date for the first nine outfits is November '94 with Fleet Weapon Acceptance planned for the end of '95/early '96.

What do the pictures show? Fig 1 shows the Ops room equipment affectionately called the 'Wurlitzer'. The base of the Wurlitzer has space for three nav aids in commercial standard 19 inch racks. Trisponder and Hyperfix (QX2) are shown in the picture. The spare slot can be used for another nav aid, for example Syledis. Fig 2 shows the Bridge display unit fitted to the Chart table.

How do you use it? The majority of the injections will be carried out using one of the three buttons situated above the tracker ball. Options are called up on the colour screen in a 'Windows' format by positioning a pointer over the option required using the tracker ball. The QWERTY keyboard is used to inject QZR details, new navigation chains and information required to set up the system.



First indications from the trial are promising. The system is very user friendly and although there are teething troubles I remain convinced that NAVPAC will provide the solution to the well known precise navigation errors and problems within CAAIS.

Announcements

MINEWARFARE AND CLEARANCE DIVING OFFICERS' ASSOCIATION



The Minewarfare and Clearance Diving Officers' Association was formed to perpetuate the "Esprit de Corps" and comradeship amongst Minewarfare and Clearance Diving Officers in the Royal Navy. This is achieved by a regular exchange of information and meetings on both a formal and social basis. The Association is now in its second year and has matured into a viable and effective organisation for social occasions. It is also a focal point for events that affect the Minewarfare and Clearance Diving community and carries out simple acts of charity on behalf of its members.

Since our formation at the Inaugural General Meeting in 1992, we have been granted "Qualified Recognition" and have grown to a total worldwide membership of 225 consisting of 134 serving Officers and 91 retired. The Association consists of Full, Associate and Honorary members; Officers qualified as MCDOs or MWOs are eligible for Full Member status on application to join the Association.

We hold two main social functions a year; a ladies' night or a party at Easter and an Annual Dinner in November. These popular events are well supported and have proved to be ideal opportunities for our members to meet old friends and renew acquaintances. Those unable to attend such functions are kept up-to-date with the Association membership and events by means of newsletters and membership lists. Should any officer of the "brethren" not already a member wish to join, or knows of a retired Officer who wants to maintain contact with the community, then further details can be obtained by writing to:

The Secretary
 MCDO Association
 Minewarfare section
 HMS NELSON (Gunwharf)
 Portsmouth PO1 3HH

ROYAL NAVY CLEARANCE DIVERS GOLF CHAMPIONSHIP 1994

VENUE — SOUTHWICK PARK (Naval Recreation Centre)
 DATE — 0730 Friday 22 July 1994 (Tee times available late July)
 COST — £22 for divers. (Members of SPNRC Golf Club). £32 for divers. (Non-members of SPNRC Golf Club)
 £32 for Guests. £22 Diving Vets (55 and over) PM round only. (Vets Championship)

Cost includes: Entrance fee, green fees, morning coffee, luncheon, two ball sweep, evening barbecue and entertainment.
 £8 per head for evening barbecue/entertainment for non-golfers.

There will be a limit of 84 players on a strict first cheque, first served basis, including guests. No post-dated cheques. Priority will be given to past and present CLEARANCE DIVERS up until 1 June 1994 with last entries 21 June 1994 or before if limit is reached.
 CANCELLATIONS — £10 cancellation fee will be charged for any cancellation after 1 JUNE 1994. No refunds after 1 July 1994.
 Additional Prize — Prizes will be given for the best dressed team. (Golfing dress only please.)

CLEARANCE DIVERS ENTRY FORM (DIVERS ONLY)

Name & initials _____ Present/Retirement Rank/Rate _____
 Handicap _____ Golf Club (if member) _____
 Service or home address: _____
 Telephone number: _____
 Tick one — Chicken & Chips _____ Sausage & Chips _____ Ploughmans _____
 Entrance fees — Clearance Divers (members SPNRC Golf Club) (£22) £ _____
 — Clearance Divers (Non-members SPNRC) (£32) £ _____
 Additional Evening Guests (£8 a head) No _____ Cost £ _____
 If applicable do you wish to play with your guest. Yes/No Total £ _____

GUESTS ENTRY FORM

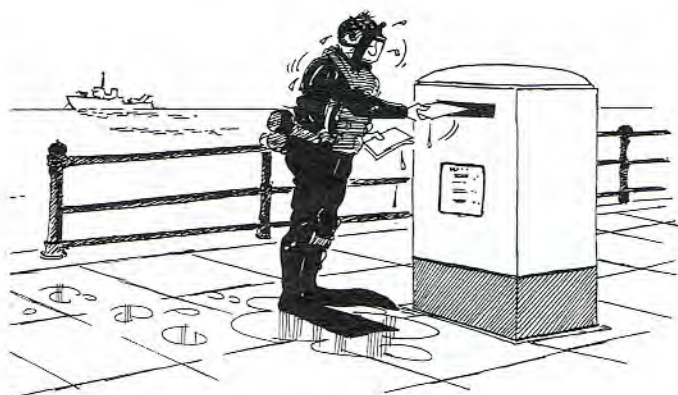
Name & Initials _____ Service Rank/Rate (if applicable) _____
 Handicap _____ Golf Club (if applicable) _____
 Service or home address: _____
 Telephone number: _____
 Tick one — Chicken & Chips _____ Sausage & Chips _____ Ploughmans _____
 Entrance fee — £32 £ _____
 Additional Evening Guests (£8 a head) No _____ Cost £ _____
 Total £ _____

FOUR BALL STABLEFORD TEAM APPLICATION FORM

Only one team member to fill this application form in. Players not identified will be teamed up automatically.

Name of Team _____
 Team members: _____

Readers Response Page



Your Name

Your Rank/Rate

Your Job Title

Your Unit

Your Address

.....

.....

Your Tel No

Your FAX No

The Editor
"Minewarfare and Diving" Magazine
MDT Department of SMOPS
HMS NELSON (GUNWHARF)
Portsmouth
Hants
PO1 3HH
FAX: 0705 822351 Ext 24705

Dear Editor,

1. I have read this edition from cover to cover and I think:

- (a) It's terrific—keep up the good work
- (b) It's OK—but you need more
- (c) It's no good—because

2. Please find attached my contribution towards the continued success of "Minewarfare And Diving" Magazine. It is:

- (a) a written article/Letter To The Editor, typed, double spaced and word-counted.
- (b) a photograph /slide /diagram No. of items:
of.....
- (c) less than RESTRICTED in classification

3. I realise that the Magazine publication dates are 1 Jan/1 Jul of each year, and that by sending my article in today it will arrive at least six weeks before the next edition is due.

4. I would/would not like my material/contribution returned on completion of printing.

5. I understand that inclusion of my contribution, in whole or in part, is at the discretion of the Editorial Committee, but that if I am to be considered for either of the prizes associated with each edition, I must be prepared to have a "grip and grin" mugshot taken and published.

Yours.....

Signed.....



Challenge And Reply

BIG SHIP CHALLENGE VII

ANSWERS TO SHIP CHALLENGE VII

The Big Badge Challenge for the previous issue was obviously too difficult and foxed even our more elder "ex VERNON" readers of whom we expected at least one to be able to meet the challenge. Then again perhaps 1938 is too far back to expect people to remember. We had one response from Mr Steve Millin who was close with the sister ship HMS NIGHTINGALE. Here then is the answer:

The date was 9th December 1938. The occasion was a change in the "VERNON" named ship, which up until then had been a Trawler which had borne the name since 1923 but was condemned because of boiler trouble. The replacement, which is shown in the picture was the Mining Tender "SKYLARK" which was re-christened "VERNON" at the ceremony depicted. The place is of course the Creek at HMS VERNON (The Establishment) with hands fell in on what used to be the Quarterdeck. The name of VERNON (The ship) was later changed to VESUVIOUS to ease postal and administrative problems. Easy wasn't it.

George T.



OBITUARY

It is with great regret that we inform the Minewarfare fraternity of the tragic death of one of the Branch founder members, the former PO(MW) "MICK" LUKE. Mick died on 14th November and was cremated at Bitterne Crematorium on 22nd November. The funeral was attended by a large representation from the Minewarfare Section along with other ex service personnel. Ironically the last time we wrote about Mick it was to bid him farewell from the RN (See Vol 2 No 2). Little did we know it would be so final.

MCDO ASSOCIATION TIES

Minewarfare and Clearance Diving Officers' Association ties have been manufactured and are now ready for purchase. They are to a design agreed by the committee and are good value for money. The cost has yet to be determined but will be in the region of £5.00. These most desirable items of personal attire can be purchased from either: Lt Cdr (Frank) Ward, COMMW, Lochinvar Block, HM Naval Base, Royth, KY11 2YA. (Ext 62496) or OIC, FDU1, HMS NELSON (GUNWHARF) Portsmouth, Hants, PO1 3HH (24577).

EDITORIAL

Vol 4 No 1 is mainly given over to those serving overseas or out of branch.

This has meant that some articles have had to be held over until the June issue. Be assured any article received will be included eventually! Special mention goes to the 3rd MCM Squadron whose articles will form the centre spread for the next issue.

Vol 4 No 2 will be concentrating on the future, be it the final resting places of the respective schools or advances in technology in diving or minewarfare. Articles of any description are gratefully received. Remember you write this magazine so get scribbling! On a personnel note thanks go to Lt Cdr Graham Landrock and Lt Mark Kessler for their efforts in compiling this edition. Finally, S/Lt George Turnbull is leaving shortly to take up his new post as XO in HMS Bristol. His contribution to the MAD MAG over the years has been immeasurable and he will be sorely missed.

ED.



BIG MINE CHALLENGE VIII

The mine illustrated above was trawled up in the Solent.

What is it?

What was its target?

All replies to the Editor, MAD Magazine.

Any badges/objects considered suitable for inclusion in future challenges would be gratefully received and will of course be returned.