

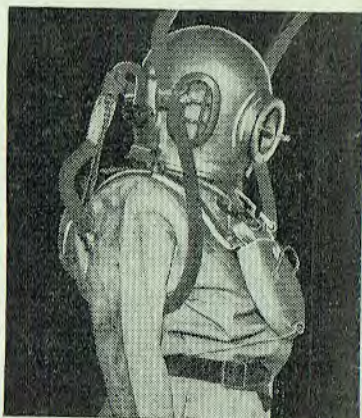
Whatever the hazard  
... it's safer with

**SIEBE, GORMAN**

ESTABLISHED 1819

## STANDARD DIVING DRESS

From head to toe, from special underclothing to tough telephone breast-robe, this diver is equipped exclusively with Siebe, Gorman gear. The Admiralty Pattern 6-bolt helmet and corselet, shown here, make a watertight joint with the matching Para-rubber and twill dress, which is reinforced at knees, crutch, feet and elbows. Front and back lead weights are suspended from the corselet, and a helmet cushion worn underneath spreads the weight over the diver's shoulders. The sturdy boots have lead soles and metal toe caps. Hanging from a leather belt is a readily withdrawn sheath knife. The multiple air hose has been tested to the highest standard.



*In addition to the dress shown here we can supply all types of Diving dresses, helmets, and other apparatus.*

Complete diving equipment can be supplied on hire for all types of operations. The services of our team of expert divers are also available. Details and charges will be supplied on request.

SIEBE, GORMAN are long established suppliers of safety equipment to the Admiralty, the Public Services and Industry.

**Siebe, Gorman & Co. Ltd, Davis Road, Chessington, Surrey**

TELEGRAMS: SIEBE, CHESSINGTON • TELEPHONE: ELMBRIDGE 5900

Manchester Office: 274 Deansgate • Telephone: Deansgate 6000

COASBY & CO. LTD. SOUTHSEA.

ROYAL NAVAL

# DIVING

MAGAZINE

1/6



[www.mcdoa.org.uk](http://www.mcdoa.org.uk)

[www.mcdoa.org.uk](http://www.mcdoa.org.uk)



# HEINKE

THE ONLY PEOPLE IN THE  
WORLD WHO  
MANUFACTURE A FULL  
RANGE OF DIVING  
EQUIPMENT IN THEIR  
OWN FACTORY



Standard and Harbour-  
Type Diving Equipment

Diving Dresses

Diving Hoses

Delta Dry Underwater  
Swimming Suits

Wet Suits

The Hans Hass range of  
Fins and Masks

Heinke Lungs

Heinke Demand-valve  
Regulators

High-pressure Air  
Charging Units for  
Aqua-lung Cylinders

Pump Gear of all types

Motor Compressors

Hand Pumps

Diver Phone Sets

Knives, Compasses,  
Gloves, Weight-belts, etc.

C. E. HEINKE & CO. LTD.

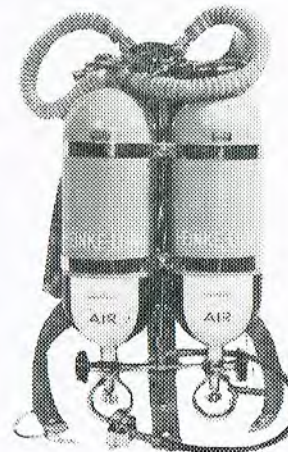
87 Grange Rd., Bermondsey, S.E.1 Tel. Bermondsey 4461

1820-1958

## We Specialise

IN THE NEEDS  
OF THE  
UNDERWATER  
SPORTSMAN

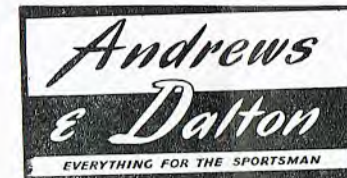
WET SUITS  
DRY SUITS  
LUNGS OF EVERY  
TYPE



We hold a complete  
range of the foremost  
manufacturers'  
swimming gear

POST FREE!

Price List and  
Illustrated Literature



126 HANWORTH ROAD, HOUNSLOW  
MIDDLESEX

Telephone HOUNslow 6722

DEFERRED TERMS ARRANGED

—(3)—

	PAGE
SHARK REPELLENT ... ..	6
COMMAND BOMB AND MINE DISPOSAL UNIT — H.M.S. ‘LOCHINVAR,’ PORT EDGAR	11
NOTES FROM H.M.S. ‘RECLAIM’ ... ..	11
MANTA BOARD SURVEY TO ROTTNEST ... ..	15
‘YO-YO’ NOTES (H.M.S. ‘ADAMANT’) ... ..	16
HOW TO USE AN AQUALUNG ... ..	19
CHATHAM DIVING SCHOOL ... ..	21
FLEET CLEARANCE DIVING TEAM, HONG KONG ... ..	21
DIVERS’ X-WORD ... ..	22–23
ANOTHER TRY FOR THE AULD MUG ... ..	25
51ST CLEARANCE DIVING TEAM NEWS ... ..	28
LONDONDERRY DIVING TEAM ... ..	31
NAVAL DIVERS AID TRAWLER ... ..	33
DIVERS’ EMPLOYMENT BUREAU ... ..	35



# R.N. Diving Magazine

## EDITORIAL STAFF

Chief Petty Officer R. L. BENFIELD, *Editor*.

Lieutenant A. C. OTLEY, *Treasurer*.

Instructor Lieutenant F. J. D. KELLY, B.Sc., R.N., *Secretary*.

Able Seaman A. LYDEN and L/Sea. M. J. BRASSINGTON, *Cartoonists*.

---

Vol 6

December, 1958

No. 4

---



Christmas Greetings  
and a  
Happy New Year  
to all our readers  
from all R.N. Divers





# Shark Repellent

by Inst. Lieut. F. J. D. Kelly, B.Sc., R.N.

THOSE subscribers who read the last-but-one issue of the magazine will remember the article 'Shark Attacks in Australian Waters since 1919'. As a result of this, we received a wealth of information about these fishes which should prove invaluable to any diver who willingly or un-willingly happens to meet one.

Approximately 325 species of shark are recognised but many are either of small size or so restricted in habitat as to be considered unimportant as a hazard to men. The simple question may now be asked, 'Is the shark dangerous to man or not?', but there is no simple answer. The place, the species, and the time, may all be deciding factors.

As regards place, one should consider that the appearance of man is not a normal phenomenon to the shark. It will not know whether man can be eaten or not, how dangerous he is, what his defences are — and hence will hesitate before attacking. If, on the other hand, the shark is encountered in waters where the war raged, it should be treated with the utmost respect. Many are the tales of nightmare scenes when hundreds of wrecked and wounded men were devoured; and, like the bag-adminkanevalla, the man-eating tigers of India who have tried human flesh and constantly slaughter people in the small jungle villages to satisfy their appetites, these sharks know and like men.

The time of day, or rather the amount of light, is also extremely important. Nearly all carnivorous fishes feed after dark. If, however,

the diving area is one which is used by immense shoals of fishes then it is reasonable to assume that the sharks, voracious as they are, will not attack this unknown quantity.

But the most important factor of all is the species of the shark. The Great White Shark, *Carcharoides carcharias*, and the Tiger shark, are the three largest species after the Whale shark and they are by far the most aggressive. Often these fishes are over 30 feet long, and eight or ten quick fin strokes are able to propel them at 50 mph. They are, indeed, extremely dangerous.

Another interesting trait of sharks is that they are attracted to bright colours. Many experiments have been tried and prove that dark objects are ignored whereas any white or yellow object is attacked. It is, therefore, unwise for a diver to increase the light surfaces on himself by wearing any equipment which may arouse the shark's curiosity.

Let us now consider the principal characteristics of sharks. It is a primitive elementary fish. Its skeleton has never advanced to the bone stage but is cartilaginous like our ears or the septum of our noses. It cannot adjust its weight to a particular depth as it lacks the air bladder found in bony fishes and thus it must swim continuously to prevent itself sinking to the bottom. This demands a lot of energy which is obtained from the broken-down food it devours. Unfortunately the gastric juices are not able to digest this food entirely and research has shown that the power of assimilation of the intestine is about 50% of that

of a normal fish. This accounts for a shark's insatiable appetite and its fame as an extraordinarily voracious fish.

Normally sharks locate food by smell and sight. This sense of smell is derived from the olfactory lobes and the nasal chambers. Thor Heyerdahl, while on his famous expedition, spent much time watching the behaviour of sharks and he found that whenever any blood was thrown overboard, as often happened after cleaning fish, they would collect from a long way off and dash about in a blind frenzy. Other people refute the idea that the shark's sense of smell is so acute and postulate that it is their hearing sense which informs them that some other creature is dying. The vibrations of the death throes travel far and fast under water and this could well account for the unfailing regularity with which a shark arrives wherever there is a dying fish.

The natural food of sharks generally consists of a variety of small marine life such as fish, squids, crabs and shellfish. They seek food which is relatively easy to obtain, especially stragglers from schools of fish or wounded and helpless prey.

Considering the diving that the Navy must do in tropical waters, the Admiralty decided that all precautions should be taken to ensure that divers were not molested by the dangers of the deep. Some Naval personnel believed that, since authentic incidents of shark bites

an important factor making for survival of not only divers but those who are unfortunate enough to be wrecked in shark-infested seas, is the elimination of anxiety. A decrease in anxiety is an increase in morale. If an effective deterrent can afford swimmers protection against shark attacks, thus raising morale to the point of prolonging survival, obviously it is worth carrying it. However, the initial experiments carried out on Dog sharks under laboratory conditions to find an effective shark repellent were discouraging. The strongest fish poisons, even in high concentration, failed as a deterrent. The sharks, though killed within half-an-hour by the poison, devoured all the bait. Supersonics, stenches, irritants and different types of ink clouds failed. Since dark clouds did not prevent the shark's predominantly olfactory brain from scenting and locating the food, clouds by themselves appeared to have little or no effect in the laboratory tests.

Finally, knowledge of lore among shark fishermen, substantiated by supporting evidence and laboratory tests, led to the first open sea tests. They consisted of presenting two identical baits, 30 to 50 feet apart, one of which was guarded by the deterrent chemical. The comparison in the number of strikes and catches on the two baits gave a factor of effectiveness.

Effectiveness of a shark repellent is expressed as a percentage and is derived from the following formula:

$$\% \text{ effectiveness} = \frac{\text{Sharks on control bait} - \text{Sharks on deterrent}}{\text{Sharks on control bait}} \times 100.$$

were extremely rare, it was a mistake to recognise the danger by supplying a deterrent, for such recognition of danger would magnify it. However,

The first deterrent tested was copper acetate. Copper ions had proved effective in laboratory tests; and the acetate ions, an ingredient in decay-



## For Town or Country!



Our  
**READY-TO-WEAR**  
Department offers you  
a choice of two-piece  
suits in 40  
patterns of  
'Glenheather'  
Thornproof Tweed  
of this original  
specification and there  
is no finer Tweed  
obtainable.

Price 16 gns.

**Baker & Co.**  
*J. Baker & Co. Ltd.*

**81-82 QUEEN STREET, PORTSMOUTH**

and Branches

12 Tavistock Road, Stoke  
DEVONPORT

22 Railway Street  
CHATHAM

14/15 Castletown  
PORTLAND

ing sharks bodies, had been found to keep sharks away from regions where they had been killed.

It was thought that a deterrent which protected inert fish bait from attack might also protect a swimmer. Since it was obviously impossible to use live human bait for the experiments, the investigators sought to establish food preferences for sharks. A shrimp trawl invariably attracts many sharks, but it was difficult to attract them with goat blood. This is in line with the belief of both commercial shark-fishermen and experts, who are of the opinion that anything which does not remotely resemble regular shark food is not, comparatively speaking, an attractive bait. If a deterrent was capable of protecting the type of bait most attractive to sharks, that is, fish, it was reasonable to suppose that it would give protection to less attractive bait, a swimmer.

Since no deterrent can be expected to be 100% effective, the interested agencies agreed that a repellent-guarded bait should be taken by sharks only 33% as often as unguarded bait under similar circumstances (67% effectiveness). At the time of this agreement, a shark deterrent had already been tested in various localities off the west coast of South America and off Florida. Under normal slow-feeding conditions it showed itself to be roughly 80% effective.

The term slow feeding is specifically used in contrast to certain rare mob-behaviour conditions of high stimulation and excitability. Under slow feeding, the shark seeks his food, locates it, and attacks it primarily by smell. Under mob-behaviour conditions, a shark is convinced of the presence of food and strikes at anything he sees. He

is hunting for a mouthful in competition with hundreds of thousands of other sharks. In some tests, wood chips were taken by sharks about as rapidly as pieces of fish. Mob-behaviour among sharks is extremely rare under normal feeding conditions. It does occur artificially at certain periods in conjunction with the shrimping fleet operations at St. Augustine, Florida, and at Biloxi, Mississippi. During open-sea tests at Biloxi, the score was reduced from 80% to 45% effectiveness. This fact established the necessity of developing a deterrent that would both mask the scent of the swimmer and diffuse around him a dark cloud to screen him from view.

The Naval Research Laboratory and the Calco Chemical Corporation discovered a nigrosine-type dye which was tested in May 1944, under the extreme mob-behaviour conditions of St. Augustine. An excerpt from the report follows.

"... Sharks were attracted to the back of the shrimp boat with trash fish. The sharks appeared as a dashing, splashing shoal. We prepared a tub of fresh fish and another tub of fish mixed with repellent powder. We got up the shoal of sharks and the photographer started his camera. I shovelled over the plain fish for 30 seconds while the sharks, with much splashing, ate them. Then I started on the repellent fish and shovelled for 30 seconds, after which I shovelled plain fish for 20 seconds, repeating the procedure three times. On the first trial the sharks were quite ferocious in feeding on the plain fish right at the stern of the boat. They ate fish for only 5 seconds after the repellent mixture was thrown over. A few came back when the plain fish were put out immediately following the repellent.



On a second trial 30 minutes later, a ferocious school fed for 30 seconds that the plain fish were supplied, but left as soon as the repellent struck the water. There were no attacks while the repellent was in the water. On the third trial we could not get the sharks nearer than 20 yards to the stern of the boat.

These results are far beyond anything the investigators had expected to obtain. The A.A.F., on the strength of the evidence already available, immediately ordered large quantities of shark-deterrent packets

for use on overseas flights between the latitudes of 45° north and south.

It has been found since that this repellent is not really effective and the results obtained in the first trials have been disproved. The problem now is not solely the concern of the Americans; many other countries are involved and we in the Royal Navy are holding trials on a new chemical in the Far East and in the waters around Christmas Island.

It is hoped that the findings will be promulgated in some future edition of the Magazine.



*'Excessive sebaceousness has a deleterious effect on the cytoplasm and, to a lesser extent, the metabolism'*

## Command Bomb and Mine Disposal Unit—H.M.S. 'Lochinvar,' Port Edgar

**S**ALUTATIONS gentlemen, from this 'land of brown heath and shaggy wood, land of the mountain and the flood'. Since our last epistle we have been to most corners of our far-flung empire, including the following: Fraserburgh, the Shetlands, Belfast, South Uist, Mallaig and West Cumberland. One of our most interesting jobs was a combined operation in the Victoria Channel, Belfast, with our Standard friends. Long hard work was done by all concerned, and a very enjoyable Yorkshire run with limbo and other party tricks as a grand finale made a fitting end to our fruitful labours. For the record the time taken from Renfrew to Belfast by B.E.A. was one hour, Belfast to Greenock by Bar-boat, 28 hours.

However, the return trip, though not swift, was very enjoyable. The sea was like a veritable mill-pond enabling one to view the beauty and splendour of the Firth of Clyde in the autumn sunshine though vision was

occasionally slightly blurred by the falling ash and thick black smoke (that B . . . . Belfast coal).

Our friends in *Breareley, Brenchley*, and *Dingley*, are with us again, the last two having just completed a good job in locating a helicopter which 'ditched' off Portrush in Northern Ireland. Today we bade a fond farewell to one of our oldest (i.e. time in the unit) members, namely Spider Webb, who is now on a southbound flier heading for the fleshpots of Portland. Friday November 21st was a historic day for Port Edgar and Scotland, as the Secretary of State for Scotland, Mr. John MacLay, drove in the first pile for the new Forth Road Bridge. Work is proceeding with this immense project which when completed will be the longest suspension bridge in Europe.

Here's wishing a Merry Christmas and a Guid New Year to all divers.

MAC.

## Notes from H.M.S. 'Reclaim'

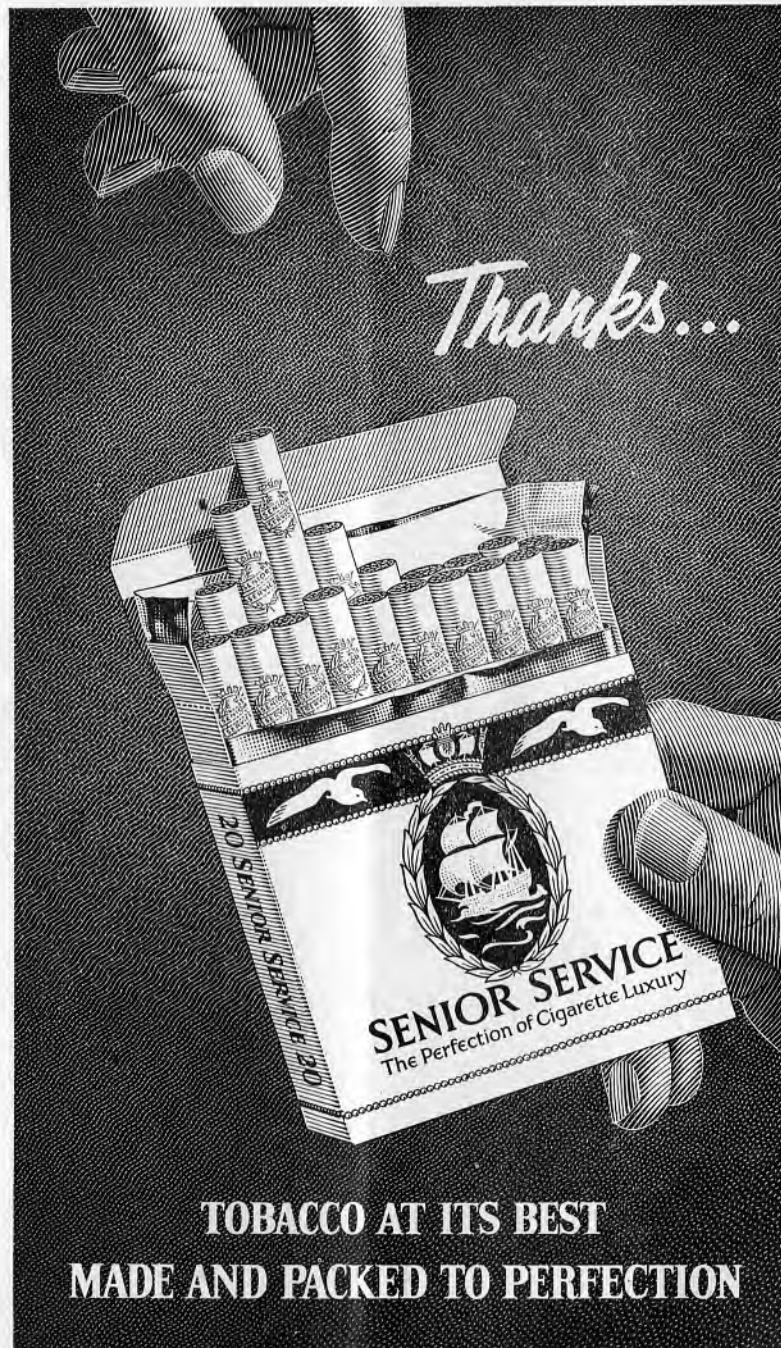
**I**T may seem a little indelicate at this time of the year to write about our summer cruise but, as our last contribution to the Magazine was solely concerned with technicalities, perhaps the readers will forgive us. Anyway we intend to give a few of the highlights which have occurred since the refit.

At the end of August, having completed extensive trials, we sailed for Portland. The working-up period started and *Reclaim* began to look her usual self. For a short period we

were emergency destroyer — which meant canteen leave only — but the divers managed to dive in the bay which did relieve the monotony. They used Siebe Gorman's Mistral sets, S.A.B.A. and the gas mask. The Mistral proved very popular as it was new to many of the divers, and was extensively used.

Risden and Biesley, the well-known salvage company from Southampton, gave the ship a wreck to work on in 150 feet of water about 10 miles south of Portland Bill,





*Thanks...*

**TOBACCO AT ITS BEST**  
**MADE AND PACKED TO PERFECTION**

Little did we realise at the time that this generous offer would almost result in a tragedy. On September 1st it was decided to view this wreck by asdic, moor over it and then sight it visually either by diving or using the observation chamber. The asdics very quickly made contact and after the ship was successfully moored a diver was sent down to view the wreck.

PO Newson failed to make contact and PO Mills was then sent down after the ship had been moved a little. Reports came through that the wreck was below him and that he could see what looked like a davit sticking up and an engine-room hatch-grating. As he then reported that the tide was starting to run, it was decided to bring him up.

We realised this was not going to be as easy as it seemed. His air-pipe had become foul of the wreck, and due to the strength of the tide the stand-by diver couldn't be sent down to aid him. To make matters worse, the shot-rope became foul and parted, due to the tide; this was now running at about 3 knots, the increase from slack water having occurred in fifteen minutes. The only remaining hope was that the diver could remain below without any personal injury or damage to his equipment until the tide changed six hours hence.

All at once we found we could haul in both the air-pipe and breast-rope, which we proceeded to do at record speed — but our efforts were interrupted by a yell from the upper deck, 'Diver on the surface, starboard side, amidships.' Every available diver rushed to find out what was happening. The Coxswain was clasping the diver's hands whilst the Chief M.E. was hanging on to the Coxswain's feet. PO's Scantlbury and Holland

at once jumped overboard and secured lines to the diver's helmet. Fortunately, the diver had surfaced by the midships door and he was soon inboard. His suit was cut off and he was rushed to the R.C.C. in the diving flat, where the Surgeon-Lieutenant took charge. We are glad to report that the diver has not suffered any ill effects after this hair-raising experience. He still remains one of our keenest divers.

On inspection of the equipment we found the inlet valve on the helmet had parted. All the screws securing both parts of the valve had sheared off, allowing the valve and the valve-spring to fall out. This in itself normally proves fatal but happily the diver reported earlier that his suit was flooding-up and he had been given maximum air supply. This extra air plus the tide must have been all that was required to carry the diver to the surface. But how he missed the ship's bottom is still a mystery.

Two days later we sailed for St. Jean-de-Luz, a beautiful resort, situated between Biarritz and the Spanish border.

The voyage was uneventful. Blue skies and a calm sea augured well for the future and all were in high spirits. The long refit was enough to shatter the nerve of even the most confident person. We had to anchor in the bay, a mile off shore, as the harbour is equipped to take only fishing boats and pleasure yachts. Fishing is the main industry there and the people have the typical Basque friendliness. This was to prove advantageous when our liberty boats came alongside and a horde of sailors invaded the town.

Not long after anchoring, a fleet of small boats appeared. It seemed that the population of St Jean were



coming out *en masse* to visit the ship. Yachts, rowing boats and peddalos then proceeded to go round and round *Reclaim*, thoroughly inspecting the paintwork and wondering where we were concealing our guns. We in turn were feasting our eyes on the many bronzed bikini-clad madamoiselles. It wasn't long before all initial shyness vanished. This array of small boats around the ship never altered throughout our stay and when we opened for visitors it was essential to have several men on duty solely to look after those tied alongside.

Great interest was shown in the diving flat and equipment but trying to explain in French the technicalities of the standard gear, the observation chamber and the hundred and one things we have, almost drove us round the bend. This was especially so when the enquirer was a beautiful French girl whose perfume and bikini rather tended to disturb one's thoughts and concentration. We were never short of passengers for trips to the sea bed, in the observation chamber.

Many tours were arranged for the crew by the Vice-Consul in Biarritz. They included visits to Lourdes, San Sebastian and a trip round the Basque country, and were great successes. On the Sunday we played a team of British exiles at cricket and convincingly won. This means that last season we had a 100% success at cricket — played one, won one, a record of which we are justifiably proud.

That night there was open-air dancing in the square and to mark the end of the bull fighting season the famous Battle of Confetti and fireworks display was incorporated. This proved immense fun. Everybody had huge bags of confetti with

which they attacked the Royal Navy in no uncertain manner. The sailors joined in the fun; and many a girl rued the fact that she had emptied a handful of confetti down a sailor's white front. The ship's group of musicians took over one cafe and the proprietor was so pleased at the increased trade that from then on nobody in uniform was charged for his drinks.

So the week passed and all too soon we had to say good-bye to St. Jean-de-Luz. However, it wasn't only the crew who wanted to stay. The observation chamber, having had so much to do with the entertaining, decided to break loose and sink just before sailing time. Fortunately or unfortunately, depending on whether one was married or single, salvage of the misbehaving equipment was soon carried out and we sailed only one hour adrift. Pompey rev's were produced by the engine-room staff and *Reclaim* was certainly making good time when a signal came through diverting us to Pembroke Docks. There we had to take on stores and men to play our part in the NATO exercise 'Ship Shape.'

Anybody who has been to this place will realise what a come-down it was to St Jean. Fog, rain and cold replaced the sun and heat and it wasn't long before all vestige of tan faded. Part of the time was spent at Barry which is only a short train journey from Cardiff and this relieved the monotony. Nevertheless, diving was restricted to inspections of suspected foul screws and rudders and clearing fouled loop sweeps.

We left the exercise area on the 26th of September for Portsmouth but again we were disappointed, this time being diverted to assist in the search for and possible salvage of the Scimitar aircraft which had crashed

whilst landing on H.M.S. *Victorious*. The estimated position was 16 miles south of Selsey Bill in 220 feet of water and right in the middle of the shipping lanes. No protection could be expected from the land and only 15-20 minutes' diving time is possible

during the neap tides. Contact was made using asdic sets but, as most readers already know, the Scimitar was recovered by the other salvage vessels present.

We are now in Falmouth having had a short spell in Portsmouth.

## Manta Board Survey to Rottnest

by The Underwater Explorers Club of W.A. (Inc.)

ON Sunday 13th January 1958, ten diving members of the Underwater Explorers Club of Western Australia, together with a naval navigator, a marine biologist and a reporter, completed a twelve mile survey across the ocean floor between the main-land and Rottnest Island, the depth varying from 25 to 72 feet.

This survey was carried out on a 'Manta' board, designed and developed by one of our members, Len McWhinney. S.C.U.B.A. gear was used as the underwater breathing medium.

This survey did not bring to light anything of particular interest on the sea floor; no wrecks, no interesting reef formations or any spectacular results which newspapers love. Sandy bottom, interspersed with seaweed, a few fish and other marine life, usually only interesting to the marine biologists or keen underwater observers, were the only things sighted.

It did, however, (and this was the real object of the exercise) prove that reasonably long distances could be covered by a team of well-trained divers on this apparatus called the 'Manta' board. For the Club members' own enjoyment, this method of travel is incomparable, and is the

nearest approach to low-level flying by an aircraft.

At this juncture, a brief description of the 'Manta' board would not be out of place. First, the word 'Manta' needs clarifying. There has been some argument here lately, between those who say that the name is given after the insect, the praying mantis, and others who attribute it to the manta ray. Probably the latter explanation is correct, but no one can deny that the machine has a distinct resemblance to both these creatures, with its elevators, ballast tanks and bent tubular construction. Underwater sled is a name that could be applied to it, but 'Manta' board is our own idea, and we are sticking to it.

It is a framework of light tubular steel, a ballast tank is fixed on each side longitudinally (this is purely for positive buoyancy), a pair of wooden blades are fixed at the head, and it is these blades which work, similarly to the elevators of an aircraft, the up and down positions through the various depths. Push the blades downwards, and the 'Manta' board goes to whatever depth is required. Pull the blades upward and it rises to the surface.

The operator lies full length on the framework, tucks his flippers securely



under a cross-bar, gives the signal to the towing craft, and proceeds to move forward at a speed of about 3 m.p.h. He is separated from the boat by about 150 feet of towline (usually nylon).

The diver submerges to the bottom where he levels off, and keeps moving 18 inches off the bottom. In this attitude he settles down and observes the panorama without having to exert himself at all.

For the purpose of the survey to Rottneest, we arranged a roster of divers to stay down for 15 minutes each. During that 15 minutes the diver would surface every five minutes to signal all O.K. Our navigator plotted the position at various changeovers, the run taken and any change of course. Our marine biologist and reporter interviewed each diver on his regaining the mother ship for his report; we were then able to plot on a chart, depths,

scenery, fish and formation of rock or marine growth.

The whole outing was a pleasant one, with the exception of a N.W. breeze which made the motion of the boat rather unpleasant.

The arrival at Rottneest was one of satisfaction to ourselves, especially in view of several criticisms of some people as being too dangerous and impossible. Indeed, there were several times when we seemed to make no progress whatever, and it needed some determination to carry on. The inevitable result was that as we pulled into the landing on completion of the trip, spirits were high and thirsts were excellent. As luck would have it, there happens to be an establishment called by the locals 'Quokka Arms', and it is to this place we hurried to celebrate the longest underwater survey by civilian divers in the world.

## 'Yo-Yo' Notes (H.M.S. 'Adamant')

WE find great interest in knowing the whereabouts of our friends in the branch and hence start our notes by giving recent changes in the unit. Pony Moore departed for warmer climes having been relieved by Jack Langley from Chats. Nick Queripel, complete with brand new spouse, left us to re-join *Vernon*. Robbie has been whipped away from *Deepwater's* Chandlery to take over the reins. S/Lt Simmons, the Diving Officer, is shortly to leave us as well. He joins H.M.S. *Daring*, being relieved by S/Lt Kempshall.

On return from one of our submarine inspection trips to Invararay last month, we encountered some unfriendly fog in Loch Fyne and found ourselves on the beach almost

alongside a farmer's haystack. Nothing daunted, Mk.I's were rapidly donned, and a quick shoring job using the diving ladder and all available timber, ensured the M.F.V. remained perpendicular until the next tide, when we were towed off with the assistance of a T.R.V. As can be imagined this resulted in very witty repartee being exchanged with the locals.

We have been having our share of bad weather too. One night we were hauled out of our bunks to go to the assistance of a yacht who was supposedly flashing SOS to the shore during the height of the gale. Having got to the yacht moorings we worked in and out of about 50 yachts, sounding our siren and

flashing the aldis for about an hour, before we eventually found one with an owner aboard who shouted he had only flashed his torch at the boat-house to let them know that he had got back onboard in his skiff. I think he was a bit alarmed at having a 90 ton M.F.V. hanging over his yacht and was rather glad to see the back of us.

We had an urgent call to go to the assistance of the 8,000 ton newly built merchant ship *Clan Mac Iver*,

less to say, abandoned ship. B.D.O's and *Barrington's* divers had been down outside but couldn't locate the hole. We assumed she was lying on it so we went inside, using gas mask and all our available air-pipe, to try and get a hook-bolt patch against the inrush of water. This proved impracticable so we put an enormous plug in from outside and stood by all night while she was pumped dry and righted. This effort was front page news in all the Scottish daily



Photograph by kind permission of *Scottish Daily Express*

which was listing dangerously in James Watt Dock, Greenock. When we arrived she had listed as far as 55° and didn't look as if she was very far from going over on her side. Apparently a five inch diameter hole had been cut in her side about four feet above the water line to drain bilge water; and during the night, whilst the night watchmen were transferring fuel or something, she took on a list which put this hole under water. The watchmen, need-

papers and we were highly commended by F.O. Scotland.

At the moment we are back with the more ordinary tasks of floating dock inlets, inspections of submarines and lost articles, etc.

The unit to date consists of PO O'Connor and AB Stewart on H.M.S. *Adamant*, and on the boat we have CPO Roberts (Cox'n), PO Semple, POME Macintyre, LS Rees, AB Langley, and AB Beacom as chef.



## Send your Gifts— through Bernards

Through the Bernard Direct Despatch Service your choice of gifts can be sent to any address to arrive on any date desired and accompanied where required by personal greeting cards or messages.

Where it is not preferred to pay cash the cost of orders may be charged to a Credit account for settlement by Admiralty Allotment or Banker's Order.

A fully illustrated 28 page Gift List will be sent on request.

**Make this a happier Christmas with Gifts from Bernards for you really**

**DO BUY BETTER AT BERNARDS**

### C. H. BERNARD & SONS LTD

ANGLIA HOUSE, HARWICH

and at 6-9 Queen Street, PORTSMOUTH

and at 34 Branches

Members of the I.N.T.A.



## How to use an Aqualung

by Alott E. Dono

THIS article has been written to counter much which has been published recently on the subject in a manner not becoming to the seriousness of the operation of diving under water.

First of all it is necessary to obtain an Aqualung; this can be done by borrowing from a friend, taking out H.P. terms on one for the rest of one's life, finding one, or as a last resort joining an underwater swimming club. Having read all current British and Continental literature on the theory, ask your diving colleagues for general advice and then use a diving technique which you find out by yourself by trial and error.

Nevertheless you have presumably carried out the precaution of asking a number of friends to dive with you — as the 'buddy system' is highly recommended. On this occasion they either have to wash the car, visit a relative or work overtime, but would have jumped at the opportunity otherwise. It is a good thing to decide now that you won't be taking any extra-ordinary risks — this makes the justification of diving alone more palatable to the conscience.

Naturally, as you will be spending a fair time around the 200 feet mark, you will want plenty of air, and a double or triple bank of 120 cubic ft cylinders will satisfy your requirements nicely.

It is always necessary to get assistance when climbing into the harness of the outfit, as an insurance against forgetting to do something. Make sure that the harness straps are a firm fit, paying particular attention

to the Jock Strap. Have this comfortably adjusted, then take it up an extra notch so that distinct pressure is apparent beneath the armpits.

The rest of your equipment is donned quickly, whilst checking the newly gummed heel-grip of your fin (pronounced flipper on South Coast), which unfortunately prevented you from diving last week. A last check to see that your polythene instruction book is securely in your weight belt, one more pull on your fag, then you can descend slowly into the water. Immediately upon entering the water you sink a little but it seems that your mouthpiece is nowhere around so surface quietly and ask friend to bring it in front of your face instead of behind your head. With slow revolving hand movements you now gracefully sink to find that at 6 feet down no air is coming through.

Fast hand movements and violent thrashing of legs will propel you to the surface and it is better to climb into the boat for a breather. Whilst enjoying your breather the cylinder valve can be opened by your friend who will no doubt apologise for his previous oversight.

Ten minutes having elapsed, you will carry out your check drill meticulously this time, stand on side of boat and jump in forwards. Amidst the foam of green/blue bubbles which shuttle about you, you will experience freedom, but now a check on your depth gauge. Yes you are descending well and as you move your left arm swiftly towards your face the readings are clear 10, 12, 14,



16 feet down, down, but now a floating feeling again and your head bobs above the surface, 'Blimey', you must have whipped out the pin of your weight belt when taking that depth reading. That means the belt has gone complete with your new three guineas stainless, supper back serrated, none sinking divers knife which you had just purchased.

Out of the water again with simple explanation to friend. It's a good job there's another weight belt in the boat, it's not certain to whom it belongs but he probably won't mind.

Over the side again, shore side this time, so everybody can see you. No — you better come up again as you have collected a pocket of air in your bootees which keeps you suspended upside down. For a change you can roll in this time, over the back end of the boat,—down—down—down. Breathing is very tight at 20 feet, so you come for relief—let's

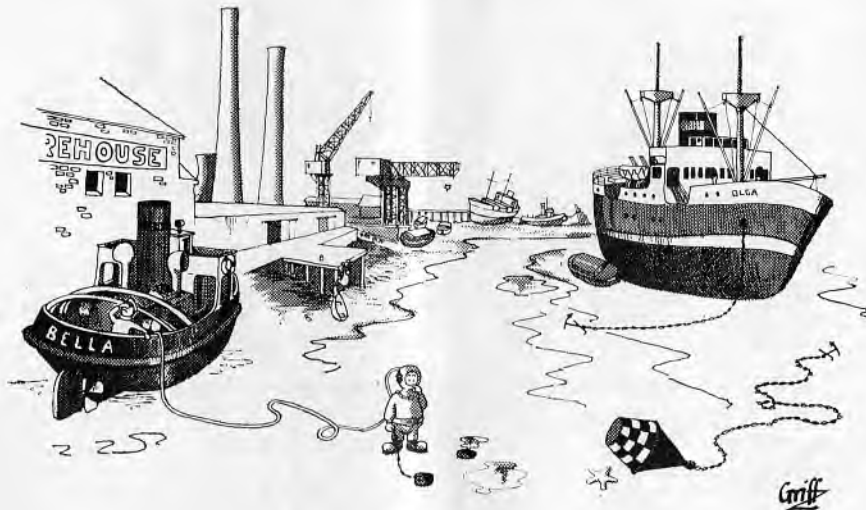
have a check on the air content of the cylinders. Unharness, and fit the special American check gauge—just as you suspected, empty.

It doesn't matter though as it's just starting to rain and it's getting late too. Upon reflection of the day's activities, back at the pub, it certainly was a good thing to have had such a good basic training at the baths when you got your 'C' Class Underwater Mariners Salvage and Oarsman's Rating Certificate or you might have got into trouble today.

#### Special Note:

The Uxbridge Sub-Aqua Group reluctantly declines to take any credit for the research or factual accuracy of this article. We feel that any compliments are deserved by the author alone.

INFORMATION OFFICER,  
*Uxbridge Sub-Aqua Group.*



## Chatham Diving School

ALTHOUGH several changes occurred in the school's high command due to the paying off of H.M.S. *Kingfisher*, things are going quite smoothly. CPO Hall, B.E.M., is now in the chair and CPO Pearman is awaiting draft to Scotland. Many queries have been received regarding his future employment and diligent enquiries have unearthed the fact that his job will be with the Reserve Fleet, Rosyth.

Malta has lost CPO Gates whom we welcome here with open arms and PO Rust, having been deprived of 'Oggies' since leaving Devonport, is now a mere fourteen stone and fit for anything.

We are following in the footsteps of the school at Horsea by erecting various outbuildings. To give added tone a new Recompression Chamber

has been obtained and this is in the process of being installed.

The C.D. Team lost Lieutenant Heatley, M.B.E., in November. He is emigrating to Australia. They have been fairly busy recently with mines, smoke floats and misbehaving torpedoes but this has not prevented PO Christmas, B.E.M., from spending many hours in the E.V.T. Centre where slowly but surely a work bench is taking shape. This he intends to place in his shed as an ornament.

Congratulations to CPO Jackson on being up-rated. He has left H.M.S. *Caledonia* and is now in H.M.S. *Forth*.

From Chatham may we extend to all our friends, our heartiest and best wishes for Christmas and the New Year.

## Fleet Clearance Diving Team, Hong Kong

TWO changes have occurred in the hierarchy of the team since we last sent notes and, as with all turn-overs, so much had to be done that we missed the last issue. Lieutenant Checksfield has relieved Lieutenant Commander Warner as the 'Boss', and CPO McKinlay is the new terror, replacing CPO Hopewell. AB Harrison replaced AB Burton who is going outside. He intends to emigrate to Canada and assist the matchstick-making industry.

The most sensational job we've attempted recently was the search for 2½ million dollars' (H.K.) worth of opium. The local customs were most anxious to recover it but we had no success, though we tried hard

enough. All our opium pipes are now for sale.

Attacks have been carried out in many places, the worst of all requiring half the team to come up through a sewer to arrive at their objective. Their best friends wouldn't speak to them — far less tell them. This was bad enough but, having left their prisoners whilst attempting to remove the odours, they found on their return that all the beer had been drunk. Never has there been such a discontented team.

A visit to Singapore soon followed and we combined with the Home team for other exercises. These were great fun but most of us suffered chronic pains in our arms afterwards



due to throwing ball weights at the lock gates from the attacking position. Crocodile-infested waters were next on the agenda. A most alarming time resulted as can be imagined. However, the only souvenirs of this period are the red ants, which Le Cornue is training as a circus.

Our return to Hong Kong brought

us back to reality. Classes have restarted. Sales of the magazine may be increased if we can persuade the New Zealand lads from H.M.N.Z.S. *Rotoiti* that in order to qualify a chit must be sent to *Deepwater*.

The team runs are normally quiet, finishing at the stalls, the equivalent of the Honky Tonk or Sams, at about

0300. It is usual to find that half the party has disappeared by then but where they go is anybody's guess. We did, however, have a hectic thrash when saying farewell to Lieut Commander Warner, but for further information on this evening Lieutenant (Ears) Donnally, the Gunnery Officer, should be contacted.

The morning after, we inflict ourselves on PO Lewis at B.D.O's for a pot dip as their tea is much stronger than ours.

The school is always open for exercising divers from any ship in the station and it is hoped that they will make full use of the amenities offered. MAC.

## DIVERS'

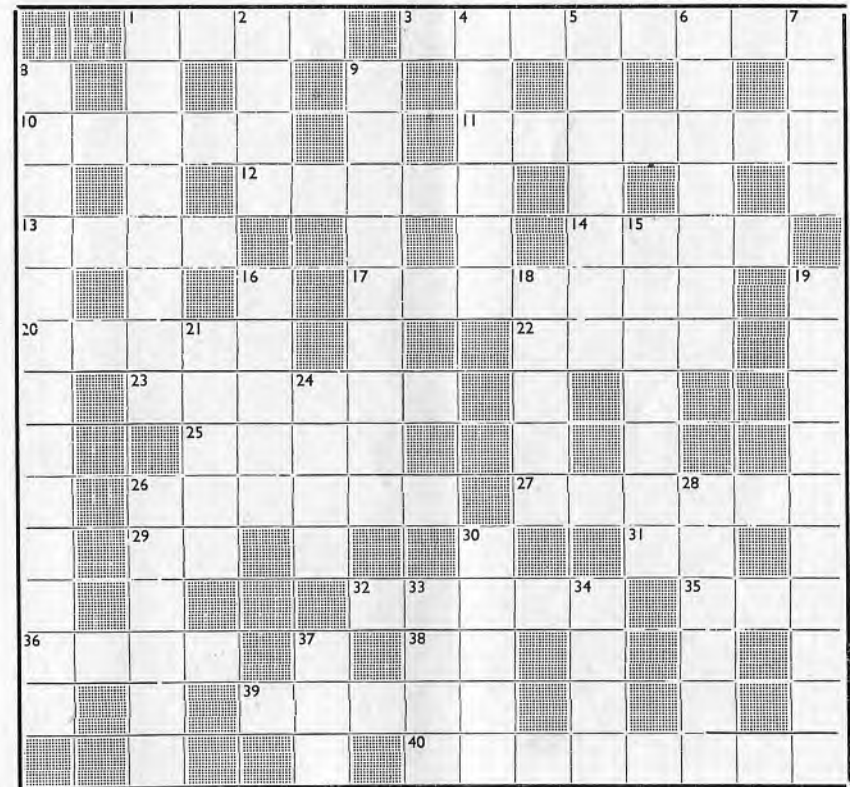
### CLUES ACROSS

1. Something can be this through 3 across (4)
3. A saucy Yorkshire river finds an opening (8)
10. Down—on the bed? (5)
11. It's useless — giving one a long time to dress (7)
12. Finish thus (3, 2)
13. Treat roughly — with a hammer? (4)
14. Quite dead (4)
17. One thing that we should not be (7)
20. Deserving of help (5)
22. Not new (4)
23. An angular character? (6)
25. A shoe stopping the flow? (4)
26. Hymns of triumph (6)
27. Motorists find these avoid a let down (6)
- 29/31. Abstainer in spectacles (4)
32. Picked, given time (5)
35. Small enough anyway (3).
36. Petty Officers back to back work part of ship (4)
38. Gunner or artist initially (2)
39. A disused fight (5)
40. One required to put up the score (8)

### CLUES DOWN

1. The Old Jew doesn't sound too happy you understand (8)
2. Bronte's Jane (4)
4. Complete the washing and pass on (3, 3)
5. Sore Red — seen in church (7)
6. Alone I did it as it were (7)
7. Veer a long time (4)
8. To Ann a glimpse is enough to cover this watering place (10, 3)
9. One this on joining up (3, 2, 4)
15. Sea tone — Full House? (3-4)
16. Revolutionary machine? (5)
18. What the housewife does (5)
19. Met with in Commons (10)
21. Old coin (5)
24. Can I touch you for this? (4)
26. Description that won't hold water (6)
28. Tea rot? (6)
30. This beast is alright in the head it seems (5)
33. This isle is heartless (4)
34. Lake pure and simple (4)
37. One doesn't need this for a trick (3)

## X-WORD



The solution to this X-word is on page 27





The  
finest tobacco  
perfectly packed

## Another try for the Auld Mug

IN January an Admiralty Fleet Order was published asking for volunteers to crew *Sceptre* in the America's Cup Race. Naturally there were plenty of takers and the most promising forty-eight were given a trial in Mr Owen Fisher's 12-meter *Evaine*. Twelve to eighteen were tried out every week-end for six weeks, the trials starting on March 13th. The main requirements were youth, strength, and plenty of time to spare. Twenty were selected and full-time boat trials started on

May 30th. Many professions were represented other than the Navy. An engineer, a university student, two boat builders, a forestry expert and a broker were included.

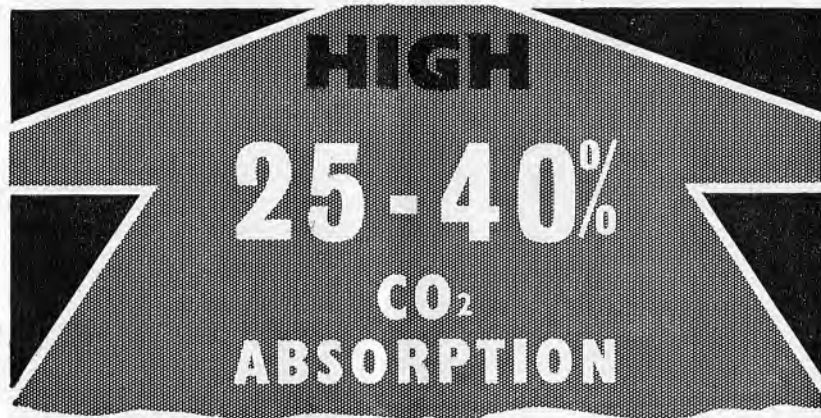
*Sceptre* was based at Gosport and *Evaine* at Cowes. Every day the two boats would meet in the Solent and do some practice races. During this time *Evaine* had a rigging failure and broke her 90 ft mast. No one was injured as all the wreckage went over the side. Later *Sceptre* moved to Cowes and both



Outside the Palace, July 9th 1958

L. to R.—Tim Langford, Ted Mappley, Self, Joe Brooks, Mike Tremlett, Ian Lennox  
Photograph by kind permission of Keystone Press Agency Ltd.





Anaesthetic quality Sofnol Soda-lime is used in over 30 countries for Anaesthetic apparatus, respirators, oxygen administration, air purification in confined spaces etc., and is available in 3 grades—White (non-indicating), Green and Violet (self-indicating), in granule sizes  $\frac{3}{16}$ " to 40 B.S.S.

Analytic quality Sofnolite is a special self-indicating soda-lime for gravimetric CO<sub>2</sub> determination.

# SOFNOL

## NON-HYGROSCOPIC SODA-LIME

SOFNOL LTD., WESTCOMBE HILL, GREENWICH, LONDON, S.E.10



crews lived at the Royal Corinthian Yacht Club.

After spending almost a month there it became obvious that we should have to move elsewhere as the weather conditions were too peaceful in the Solent. After much discussion Poole was decided upon and we moved there. The Royal Motor Yacht Club gave us the use of their premises and we stayed in nearby houses.

Day after day we were out off Poole practising sail changing, tack-ing and racing. The only casualties were one man overboard and the skipper of *Evaine* whose leg was badly hurt when a block broke.

On June the 28th the final crew was selected. *Deepwater* was well represented with Lt-Cdr J. Brooks, navigator, Lt. E. Mappley and L/Sea A. Brooker as reserves. Also from *Vernon* was Lt.-Cdr D. Woods who was in charge of the shore-side arrangements.

July 9th was the big day when we went to Buckingham Palace. Who was it who said 'What a lovely walnut table — fake of course'? We were informally entertained by the Duke of Edinburgh, who was most charming. Unfortunately the Queen was ill at the time.

After further working up we went to Camper and Nicholson's at South-ampton to have the boat painted. On August 3rd *Sceptre* was loaded aboard the Cunarder *Alsatia*, which

sailed for New York the same day. The crew went over by the *Libertie*, *Queen Elizabeth*, *Alsatia* and by air.

On arrival at New York *Sceptre* was towed to Stamford, Conn, where the mast was stepped and adjustments made. She was then towed to Newport, R.I., arriving there on August 17th.

We were given a large house named 'Horsehead' by Mr and Mrs Sidney Wright. It was very well situated as it was on a bluff over-looking the harbour. Mr and Mrs Wright were kindness itself and had the house renovated for the occasion.

More working up, this time with the American 12-meter *Gleam*. The S.C.D.T. was often called upon to wipe the slime off *Sceptre's* bottom and many other odd jobs.

The least said about the races the better. *Columbia* was by far the better boat and went out of her way to prove it... *Sceptre's* crew was probably as good as *Columbia's* but this was of little help to her.

Throughout our stay the Americans did all they could for us and made our stay most enjoyable.

Although we didn't achieve the object of the exercise we certainly learnt a lot. Any future attempt would have a much better chance and we would like to try again. If the crew were all divers it would be a foregone conclusion.

A.W.G.B.

### SOLUTION TO CROSSWORD

**Across**—(1) Seen; (3) Aperture; (10) Eider; (11) Garbage; (12) End so; (13) Haul; (14) Dodo; (17) Out Done; (20) Needy; (22) Used; (23) Euclid; (25) Clog; (26) Pacans; (27) Spares; (29/31) Ot To; (32) Oakum; (35) Tot; (36) Poop; (38) R.A.; (39) Scrap; (40) Nineteen.

**Down**—(1) Sadducee; (2) Eyre; (4) Peg Out; (5) Reredos; (6) Unaided; (7) Ever; (8) Leamington Spa; (9) Had to Sign; (15) One Seat; (16) Cycle; (18) Dusts; (19) Opposition; (21) Ducat; (24) Loan; (26) Porous; (28) Rotate; (30) Okapi; (33) Aran; (34) Mere; (37) Ace.



## 51st Clearance Diving Team News

GREETING to all you lucky people who live south of the Border from all of us up here—we envy you reclining on the sun-soaked beaches of Southsea whilst we hastily put on our long woolly combs to counteract the first signs of the 'brass monkey' weather now setting in.

This last term has been an interesting one, but at the same time pretty hard work. Any similarity between the programme planned and the programme in fact carried out is purely coincidental and designed to keep everyone guessing and to give those of us being chased by angry fathers with shotguns a reasonable chance of escape.

The autumn term started properly on Sunday 14th September, when the squadron sailed from Port Edgar for a six-week spell of exercises and visits. Our first stop was to be Portland but having gone down river and turned right (south) at the entrance to the Forth, the ship decided that the sea air was too strong and promptly broke down. The rest of the Squadron were very helpful. They anchored whilst we were being repaired and after a twelve-hour delay we were able to carry on. The rest of the journey passed without further mishap.

Fog greeted us on arrival at Portland but a cloud of black smoke was seen through the murk ahead, combined with a growling, grunting, puffing noise. This turned out to be our 'Oppos', *Dingley* and the H.S.C.D.T., who were attempting a crafty dash into harbour before we arrived so that they would avoid having to form up. However, having been caught red-handed, they ended

up by entering harbour last in the honoured position of 'tail-end Charlie'.

Our stay at Portland was purely for business reasons and as we are such a secret and 'hush hush' crowd we can't really tell you why we were there. Anyway, due to bad weather and lots of gales, the time spent in harbour was quite extensive and gave us the chance to entertain a number of visiting experts of the C.D. world who carried out a thorough test of the various beverages on board.

From Portland we went to Portsmouth, arriving in time for the long week-end starting Friday 26th September. Or at least that's what we thought until word was received that we were required to join in the search for the 'Scimitar' aircraft that crashed into the sea whilst landing on H.M.S. *Victorious*. So Saturday saw us at sea again and for the next six days if we weren't at sea due to bad weather we were at short notice for it.

Happily the 'Scimitar' search did not interfere with our previously arranged visit to Holland and on Monday 6th October, having embarked Lieutenants Burstall and Kelly (from *Vernon*), we departed for Den Helder.

We received a very warm and hospitable welcome from our Dutch opposite numbers and most of the exchange of ideas and views on diving took place whilst viewing our hosts through the bottom of an up-turned beer glass. However, a party of C.D.O's and C.D's did go to sea one afternoon to witness a demonstration of a search used extensively by the Dutch, and the following day

another party visited their Diving School at Den Oever.

When the time came to leave Den Helder the usual gale was blowing, so the inshores went to Amsterdam, our next port of call, via the Great North Holland Canal. It was an interesting and enjoyable trip and enabled us to perfect a method of retrieving ducks that were shot en route—by stopping the ship in the middle of the canal whilst one of the team leapt over the side in suit and fins to bring back the prize.

Amsterdam was a great success and a jolly good run ashore was had by all. We intended to stay only six days but once again a gale blew up and we ended up by staying for nine. Our two guests for the trip left very hurriedly by air one day before we finally left saying they were duty in *Vernon* and had to get back. It is widely believed that this was not the case but that the situation was becoming too hot and they had to leave before the police or irate parents caught up with them.

Other than saying that if not all, certainly most of us, at Amsterdam suffered alcoholic 'bends' due to all the bubbles in the local beer, it would be best that no future details of our visit there should be published lest they conflict with stories already told by individuals to their relations and friends.

From Amsterdam we returned to Chatham, and the rest of the squadron spent a week there before returning north to Port Edgar. However, *Brenchley* cunningly had another breakdown requiring a generator change and was delayed by four days much to the delight of the natives of the south and to the annoyance of the natives of the north.

We finally arrived at Port Edgar on Sunday 2nd November, expecting a restful period and a 'feet up' session. But not on your Narcosis—we were greeted with the news that we would be sailing on the Tuesday for Northern Ireland to look for and recover a ditched helicopter. So on Tuesday the 4th we sailed for Portrush via the Caledonian Canal. For those of you who haven't been through the Canal do not miss the chance if you get the opportunity. The scenery along the various reaches of the Canal and through the locks is very beautiful and impressive—regretably whilst passing through Loch Ness, the monster was under-going deep dips in an attempt to square off the tax collector for the financial year, and was not seen.

Our stay in and around Portrush and Londonderry lasted just under two weeks and, as long as weather conditions permitted the search carried on at full tempo every day. Just a few hours before the search was due to be abandoned the H.S.C.D.T., embarked in *Dalswinton* for the operation, reported seeing a weird object on the sea bed in one of the search areas allocated to them but the diver was unable to reach it, because of the tide. The following day the weird object was identified as the helicopter much to everyone's delight.

We arrived back at Port Edgar on Sunday 23rd November, and at the time of writing are firmly established high and dry on the slip, so no one can send us off to sea for at least another week.

Since the beginning of July there have been many changes in the team. PO Norman is the first C.D.1 to be appointed to *Brenchley*, a permanent and recently approved





## 'Bring 'em back alive'

by Acceptance Trials

EST.



1880

Phone 22045

# BAUN & CO

172 QUEEN STREET, PORTSMOUTH

Tailors and Outfitters  
to the Royal Navy in Six Reigns

**Civilian Clothing, Sports Wear  
and Fancy Goods Departments**

*Specialists in Blazer Badges for all branches of the Armed Forces*

ORDERS BY POST WELCOME

alteration in the scheme of complement. Then at the end of August, Lt Whatley swapped jobs with Lt Lermite who took over duties as Team Manager. In September, L/Sea Davis joined and in October two old-timers, A/B Handford and A/B Wannerton, were relieved by A/B Redford and A/B Martin. And finally A/B Chaplin managed to tear himself away from servicing a reducer three days ago to be relieved by L/Sea Ayre who had come from *Vernon* via Londonderry, just to check that the ship wasn't there.

To all our old team mates we wish the best of luck in your new jobs and hope you won't be seasick, and to all members of the diving fraternity we wish you a Happy Christmas, Drunken New Year and big whacks of S.9s in '59. D.P.R.L.

### Secretary's Note.

It is with the utmost concern that Lt Burstall and myself read the report on the Amsterdam visit. We would like to assure all readers that we behaved with the utmost decorum

and the reasons we left so rapidly were:

- (a) No sea-sickness prevention pills on board.
- (b) The middle watch was a certainty.
- (c) Our loves from K.L.M. had departed.
- (d) We couldn't eat ashore—no cash.
- (e) We couldn't eat the food on board—no stamina.
- (f) There were no more parties in Amsterdam.
- (g) There were parties in Pompey.

However, if any diver requires a detailed dossier on the nocturnal behaviour of the *Brenchley* crew, application to the Magazine will ensure prompt action. This material is classified as TOP SECRET and must not fall into the hands of adolescents, the daily press, or wives . . . though after the insulting remarks made about us it's a wonder we care about the crew's welfare. Perhaps they have another cruise soon.

## Londonderry Diving Team

THE team now consists of:—

Sub-Lieut. (SD Tas) R. Boon, D.S.M. (I.D.O.); Chief Petty Officer J. Edwards (Diver 1); Able Seaman R. Halliday (Diver 3); Able Seaman J. McIntyre (S.W.D.)

Since the last epistle from 'Derry' we have been steadily employed, diving in various places under varying conditions. If just 'getting wet, above as well as below the surface qualified for S9's, we would be among the highest paid divers in the world, as the average rainfall for the day is about 16 hours.

Due to a misunderstanding in the engine room of a certain visiting ship when flashed up, the dolphin to which the diving boat was secured collapsed. We are still wondering how our boat escaped mortal injury but not even the paintwork was scratched.

In the middle of June we were asked to co-operate in a search for two brothers who unfortunately lost their lives when their sailing boat overturned at Carrickfergus. We were unsuccessful in the search, but the hospitality of the residents leaves a wonderful memory.



Throughout the last half century Civilian & Uniform clothing created by **Flemings** has been appreciated ashore and afloat.

We suggest with conviction that it will be well worth your while to consult us regarding all your clothing problems.



May we send you a copy of our Gift Brochure? You will find it full of interest.

Good Clothes are made by

**A. FLEMING & CO.**  
(OUTFITTERS) LTD.

Civilian and Naval Tailors and Outfitters

Local Branches:

Royal Sailors' Home 11 EDINBURGH RD. Trafalgar Services Club  
Queen Street PORTSMOUTH Edinburgh Road

Head Offices: HAY STREET & PORTLAND STREET, PORTSMOUTH

Phone: Portsmouth 24251 (3 lines)

Grams: 'Navserge' Portsmouth

Branches at Devonport, Chatham, Weymouth, Dunfermline, Malta

Member of the Interport Naval Traders' Association

When the R.N.A.S. at Eglinton held their Air Display Day we were asked to give a demonstration of U.B.A. This was accomplished in a static water tank, four feet deep. Our task was to salvage pennies and other coins which were donated to various charities.

Another search was instigated for a Norwegian sailor who was missing from his ship that was berthed in the River Foyle. After three days the search was abandoned, only to find, after a further four days, that the body surfaced ten yards from the diving boat.

The only other job 'out of routine' was a search for a pistol lost during an Army exercise in the River Roe. The gentleman concerned was rather vague as to the position where he

had lost it, even admitting that it might not be in the river. As you may have surmised, we had no luck once more.

Apart from the preceding items, it's been the usual grind, wires around screws, asdic domes buckled or lost, and one Chernikeef log bent at 90° from the vertical. We also exercised the S.W.D.'s from visiting ships and it is apparent that a large percentage of those who qualified in Malta — in good conditions, with excellent visibility — are, to say the least, rather unhappy here, where visibility is no more than one foot.

Well, it's 'five bells' once again, so we wish all Divers everywhere all the very best, and hope that they will look us up if ever in the locality.

## Naval Divers Aid Trawler

*Excerpt Admiralty News Summary*

Two Royal Naval divers from the frigate H.M.S. *Duncan* worked for two-and-a-half hours in water 13 degrees above freezing point off Iceland during the night of November 20th-21st to free a wire which had snagged the propeller of the Grimsby trawler *King Sol*.

The trawler reported by radio to Royal Naval fishery protection vessels patrolling off Iceland that her warp wire had caught round her propeller. She was incapable of moving and the wire was fast to the bottom, 13 miles off the N.W. coast of Iceland.

H.M.S. *Duncan* sent three divers with a support party to assist the *King Sol*, and Able Seaman M. Dungay, of King's Lynn, and Able

Seaman M. J. Surr, of Grimsby, dived in relays to remove five-and-half turns of the three-inch wire from the trawler's shaft and propeller blades.

The Icelandic gunboat *Thor* overheard the plight of the trawler and called up the Naval frigate to say she also had a diver on board. The Icelanders said they would be very pleased to tow *King Sol* into an Icelandic port.

Commodore B. J. Anderson, senior officer of the Navy's Fishery Protection Squadron, reported to the Admiralty:—

"*Duncan* declined with thanks. *King Sol* remarked, 'Too right he would like to tow me in!'"



# OWEN J. CARTER (NAVAL SUPPLIES) LTD.



ESTABLISHED 1864

SHIPPERS OF FINE WINES

AND

SUPPLIERS TO THE

ROYAL NAVY

OF

WINES, SPIRITS,

TOBACCO & CIGARETTES

Our aim: 'Service to the Service'

Head Office:

3/3A HALF MOON STREET, THE HARD  
PORTSMOUTH

Telephone 23451/2

Branches at:

DEVONPORT	25 WILLIAM STREET	Plymouth 52169
CHATHAM	46A MILITARY ROAD	Chatham 45375
MALTA	11A LASCARIS BLDGS.,	VALLETTA 3227
GLASGOW	220/220A BROOMIELAW	Central 0571

## Divers' Employment Bureau

The Bureau continues to function, and if you wish your name to be recorded please forward the undermentioned to the Employment Bureau.

Applicants must be either serving R.N. Divers or Ex-R.N. Divers who are subscribers to the *Diving Magazine*.

Full Name .....

Rating..... Off. No..... Age.....

Time Expired or Expires.....

Private Address .....

Willing to Serve Abroad.....

Diving Rate..... Date and Place Qualified.....

Equipment Experienced in.....

Diving Experience.....

This information will be filed and referred to as and when diving employment is required. The Bureau does not assure you of a job, but it will advise applicants on vacant diving situations.





# **DUNLOP** — *Pioneers of Streamlined* *form fitting underwater SWIM SUITS*

DUNLOP SPECIAL PRODUCTS LTD., FORT DUNLOP, BIRMINGHAM 24

[www.mcdoa.org.uk](http://www.mcdoa.org.uk)

[www.mcdoa.org.uk](http://www.mcdoa.org.uk)

## **MARINE SALVAGE, TOWAGE & UNDERWATER CONTRACTORS**

*The Company's Fleet includes  
the following:*

"Salveda" 781 tons 1200 I.H.P.

"Metinda III" 593 tons 1275 I.H.P.

"Lord Anson" } Coastal Salvage

"Lyness" } Vessels

**All classes of ocean and coastal towage  
undertaken. Harbour clearances and  
all branches of diving and underwater  
work carried out.**



**METAL INDUSTRIES (SALVAGE) LIMITED**  
FASLANE PORT SHANDON DUNBARTONSHIRE  
TELEPHONE (DAY & NIGHT) GARELOCHHEAD 351 (3 LINES)

A METAL INDUSTRIES GROUP COMPANY