

## HARBOUR DEFENCE

**A**LL naval and commercial harbours, where geographical conditions permitted, were protected by strong booms once hostilities commenced. Initially, until the necessary craft and material had been assembled, a small number of blockships were used but such measures were necessarily limited.

The Royal Navy finished the First World War with a wealth of experience in this type of work but with only a handful of mooring vessels, once requisitioned craft had been returned to commercial ownership. The residue of vessels also

included sixty dumb barrage vessels, specially built for the Dover barrage, but no such ambitious scheme as this was attempted in the Second World War.

In the years "between the wars" the Royal Navy prepared a sound nucleus for the boom defence organisation. As boom vessels of all categories were relatively cheap they were included, in small numbers, in the annual estimates where their low cost did not attract the attention focussed on the larger warships.

For laying, tending and operating booms both *mooring* and *gate vessels* were required; the former to lay the buoys from which the boom was suspended and secured and the latter to work that part of the boom made as a gate to allow vessels to enter or leave the protected area. Many of the dumb barrage vessels were adapted for the latter purpose which created the illusion that non-propelled craft were suitable for gate operations and resulted in a further class of dumb gate vessels later on. But the inability of both types to make ocean voyages resulted in some commercial trawlers being purchased and converted to *boom defence vessels*, to perform both mooring and gate duties, whilst a naval-designed vessel capable of world-wide employment was put in hand and evaluated. This resulted in the ubiquitous "Bar" class which served everywhere and could perform any of the duties connected with boom defence. As buoy-laying was not solely confined to boom defence, a further class of mooring vessels were built during the war but the difference between them and the boom defence vessels was more one of definition and employment than of construction. Generally, the boom defence vessels wore the white ensign and the mooring vessels the blue ensign of the Royal Fleet Auxiliaries.

In addition to the seven trawlers purchased before the outbreak of war some one hundred and thirty were hired, or purchased, during the war and will be dealt with in Part 6.

## NETLAYERS AND BOOM CARRIERS

THE need to rapidly render safe an exposed anchorage, or an undefended harbour, resulted in the construction of two netlayers designed to carry, lay and retrieve a net defence system (see *Note 1*). They proved most useful vessels whose utility was further enhanced by being fitted to work with the fleet target and photographic service.

The outbreak of war resulted in six, small merchant vessels being requisitioned as *auxiliary netlayers* and eight larger ones as *boom carriers*. The latter carried a most complete outfit of booms, buoys, etc. which the small boom craft laid, operated and maintained.

*Displacement:* 2,860 tons.

*Dimensions:* 310 (pp) 338 (oa)  $\times$  53  $\times$  11 $\frac{1}{4}$  ft.

*Machinery:* 2-shaft geared Turbines, S.H.P. 6,500 = 18 knots.

*Armament:* 2-4 in. A.A. (2  $\times$  1) guns.

*Complement:* 181.

P.No.	Name	Builder Hull: Engine	Launched	Fate
T.89	GUARDIAN	Chatham: Wallsend	1. 9.32	Scrapped Troon 12/62.

*Note 1:* Generally, a light net defence system were referred to as "nets" and a heavy net system, of a more permanent nature, as "booms".

*Displacement:* 2,900 tons.

*Dimensions:* 310 (pp) 338 (oa) × 50 × 11½ ft.

*Machinery:* 2-shaft geared Turbines, S.H.P. 9,000 = 20 knots.

*Armament:* 1—4 in. A.A., 4—.5 in. A.A. (1 × 4) guns.

*Complement:* 190.

T.98	PROTECTOR	Yarrow	20. 8.36	Scrapped Inverkeithing 3/70.
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**Notes:**—GUARDIAN had the two single 4 in. A.A. replaced by a twin mounting aft only and a quadruple .5 in. A.A. added forward. PROTECTOR had the single 4 in. A.A. mounting replaced by a twin one. The quadruple .5 in. A.A. was subsequently removed from both and up to ten 20 mm. A.A. (4 × 2 & 2 × 1) added. GUARDIAN was in Home waters up to 1941 and then went to the East Indies. PROTECTOR was in the South Atlantic 1939, Home waters 1940, Mediterranean 1940-41 and spent the rest of the war at Bombay, under repair.

## AUXILIARY NETLAYERS

P.No.	Name	Gross tonnage/ year built	Requi- sitioned	Fate
T.143	ATALANTA	486/06	6.40	Returned 4/45.
T.197	BRITTANY	1445/33	5.40	Returned 6/46.
	KYLEMORE	319/97	1940	Ex-P.M.S.; lost 21/8/40
T.198	MINSTER	707/24	8.40	Lost 8/6/44.
T.245	RINGWOOD	682/24	9.41	Returned 6/46.
	TONBRIDGE	683/24	8.40	Lost 22/8/41.

**Notes:**—All served in Home waters except BRITTANY in Eastern fleet 1942 and Mediterranean 1943-44. KYLEMORE bombed off Harwich; MINSTER mined off Normandy; TONBRIDGE bombed off Gt. Yarmouth.

## BOOM CARRIERS

Z.168	ASTRONOMER	8401/17	8.39	Lost 2/6/40.
Z.167	DEVON CITY	4928/33	1940	Returned 2/46.
Z.167	ETHIOPIAN	5424/36	5.40	Returned 1/46.
Z.208	FERNMOOR	4972/36	1940	Returned 1946.
	FOSSBECK	4918/30	4.42	Ex-aircraft transport; returned 5/46.
Z.199	KIRRIEMOOR	4990/35	8.40	Returned 6/46.
Z.243	LAOMEDON	6490/12	8.39	Returned 4/46.
Z.197	LEONIAN	5420/36	1940	Returned 1946.
	2—12 pdr. A.A. (2 × 1)			
	6—20 mm. A.A. (6 × 1)			

**Note:**—ASTRONOMER was sunk by U.58 off Kinnairds Head.

## MOORING AND GATE VESSELS

THESE two types utilised craft available after the First World War. Whereas the mooring vessels had to be self-propelled the gate vessels could perform their duties moored and needed power only for the boom winch. The availability of the dumb barrage vessels, suitable for conversion to gate vessels, rather forced this decision on them and was only briefly perpetuated.

As both types were only capable of restricted employment they were dropped in favour of an all-purpose *boom defence vessel* capable of proceeding overseas. A further class of mooring vessels were built during the war but of a size that permitted a wide range of employment plus a useful heavy lift capability.

## GATE VESSELS

*Displacement:* 270 tons.

*Dimensions:* 96 except \* 99 (oa) × 25 × 8½ ft.

*Machinery:* Dumb.

*Armament:* 1—12 pdr A.A., 3—20 mm. guns.

P.No.	Name	Builder	Launched	Fate
	BV.1	Workman Clark	12.11.17	Laid up 1944; scrapped.
	BV.2	Workman Clark	12.11.17	Laid up 1944; scrapped.
Z.24	SANDGATE (ex-BV.4)	Workman Clark	28.11.17	Lost 13/2/47.
Z.06	PARKGATE (ex-BV.5)	Workman Clark	12.11.17	BV.5 (1940); scrapped 1945.
Z.07	POLEGATE (ex-BV.7)	Workman Clark	12.11.17	BV.7 (1940); scrapped 1945.
Z.25	SOUTHGATE (ex-BV.8)	Workman Clark	12.11.17	Scrapped 1946.
	BV.10	Workman Clark	28.11.17	Sold 1945.
Z.88	WESTGATE (ex-BV.17)	Robertson	14. 3.18	Scrapped 1946.
	BV.18*	Robertson	12. 4.18	Sold 4/47.
Z.11	REIGATE (ex-BD.30)	Warren	21. 9.18	Sold 1958.
	BV.41	Robertson	6. 9.18	Sold 10/47.
	BV.42	Robertson	22.10.18	Lost 22/12/43.
Z.12	ROGATE (ex-BD.46)	Camper & Nicholson	1.10.18	Scrapped 1947.

**Notes:**—Survivors of a class of sixty dumb barrage vessels built during the war for the Dover barrage and laid up from 1919-33. BV. 1, 2, 5, & 10 were gate vessels at Sheerness 1940/45 and all except BV. 5 were converted to moored A.A. vessels in 1944. BV. 18 was gate vessel at Sheerness 1940/41 and then joined BV. 41 & 42 at Inchkeith. SANDGATE was scuttled in the E. Indies; BV. 42 lost by internal explosion at Leith.

*Displacement:* 290 tons except \* 345 tons.

*Dimensions:* 98½ (oa) × 26 except \* 25 × 8 except \* 9 ft.

*Machinery:* Dumb.

*Armament:* 1—3 in. A.A. gun.

Z.68	ALDGATE	Hong Kong & Whampoa	5. 4.34	Lost 19/12/41.
Z.66	BISHOPSGATE	Robb	15.11.32	Scrapped Charlestown 1959.
Z.17	DOWGATE	Hong Kong & Whampoa	24. 9.35	Lost /2/42.
Z.45	LUDGATE	Hong Kong & Whampoa	30. 9.35	Lost /2/42.

Z.71	MOORGATE*	Bow McLachlan	28. 7.31	Sold 1958.
Z.56	WATERGATE	Hong Kong & Whampoa	5. 4.34	Lost 19/12/41.

**Notes:**—Two gate vessels captured by the Japanese were used at Changi until 5/43 and were probably DOWGATE and LUDGATE. ALDGATE and WATERGATE both scuttled at Hong Kong; DOWGATE and LUDGATE scuttled at Singapore.

The following were requisitioned as gate vessels:—

CLAYMORE (R.N.Z.N.); Z.270 GUNBAR (R.A.N.); Z.221 KARA KARA (R.A.N.); Z.96 KINCHELA (R.A.N.); KOOMPARTOO (R.A.N.); KURAMIA (R.A.N.); Z.253 LANAKIA (R.A.N.); WHAKARIRE (R.N.Z.N.).

## MOORING VESSELS

*Displacement:* 750 tons (767 second group).

*Dimensions:* 135(pp) × 27 × 10½ ft. (138 × 29 × 10½ second group).

*Machinery:* 1-shaft VTE, I.H.P. 500 = ½ Kts (600 = 9 second group).

*Armament:* designed for 1—12 pdr. gun.

P.No.	Name	Builder	Launched	Fate
	ANCHORITE (ex-Progress)	Simons	24. 1.16	HERMIT (1944); scrapped Rosyth 2/48.
	BUFFALO	Bow McLachlan	25. 1.16	Lost 4/4/41.
	MESSENGER	Bow McLachlan	22. 2.16	Sold 1950.
	STEADY VOLENS (ex-Volunteer)	Simons Rennoldson	30. 3.16 17. 3.16	Lost 17/7/40. Sold 1947.
	MOOR	Bow McLachlan	12. 6.19	Lost 8/4/42.
	MOORDALE	Bow McLachlan	15. 8.19	Sold 1961.
	MOORFOWL	Bow McLachlan	11. 9.19	For disposal 1963.
	MOORHILL	Bow McLachlan	12. 9.19	For disposal 1961.
	MOORLAKE	Bow McLachlan	10.11.19	Sold 1946.
	MOORSTONE	Bow McLachlan	12.11.19	Sold 1949.

**Notes:**—BUFFALO mined off Singapore; STEADY mined off Newhaven; MOOR mined at Malta and scrapped.

*Displacement:* 720 tons.

*Dimensions:* 135 (pp) 145 (oa) × 31 × 10 ft.

*Machinery:* 1—shaft VTE, I.H.P. 500 = 10 knots.

*Armament:* 2—20 mm. A.A., (2 × 1) guns.

	MOORLAND	Simons	22.11.38	
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*Displacement:* 1,000 tons.

*Dimensions:* 149 (pp) 159 (oa) × 34 × 11 ft.

*Machinery:* 1-shaft VTE, 1.H.P. 500 = 9 knots.

*Armament:* 1—12 pdr. A.A., 2—20 mm. A.A. (2 × 1) guns.

4.396	MOORBERRY	Taikoo		Lost incomplete 12/41.
	MOORBURN	Goole Sbdg.	16. 4.42	
	MOORCOCK	Goole Sbdg.	27. 6.42	Sold 3/63, scrapped Troon.
4.395	MOORESS	Goole Sbdg.	16. 9.43	
	MOORFIELD	Simons	28. 4.41	
	MOORFIRE	Devenport	24. 5.41	Sold 3/63, scrapped St Davids.
	MOORFLY	Goole Sbdg.	14. 7.42	For disposal 1963.
	MOORGRASS	Goole Sbdg.	25. 7.42	Sold 3/63 to scrap.
	MOORGRIEVE	Goole Sbdg.	4. 9.44	Sold 1963.
	MOORHEN	Goole Sbdg.	30. 9.43	Sold 1970.
	MOOR MYRTLE	Goole Sbdg.	15. 3.45	Sold 3/63, scrapped Cork.
	MOORPOUT	Chatham	24. 7.44	Sold 10/68, scrapped Belgium.
	MOORSIDE	Goole Sbdg.	25. 8.45	Scrapped St Davids 4/63.
	MOORSMAN	Chatham	24. 7.44	
	MOORWIND	Singapore Hbr. Board		Lost incomplete . . /2/42.

**Notes:**—MOORBERRY and MOORWIND were destroyed on stocks.

## BOOM DEFENCE VESSELS

**B**OOM defence vessels were the final outcome of experience with boom operating craft. They were built sufficiently large to proceed overseas and yet kept small enough to retain the degree of manoeuvrability that their work demanded. They were coal-fired and reciprocating-engined: machinery with which trawler reserve personnel, who would man them in an emergency, were well acquainted.

The prototype vessel DUNNET was followed by the **Bar** and **Net**, classes but war construction again reverted to the former.

### Prototype

*Displacement:* 385 tons.

*Dimensions:* 125 (pp) 134½ (oa) × 26½ × 9 ft.

*Machinery:* 1-shaft Reciprocating (VTE), 1.H.P. 350 = 10 knots.

*Armament:* 1—3 in. A.A. gun. *Complement:* 15.

P.No.	Name	Builder	Launched	Fate
Z.14	DUNNET	Lytham Sbdg. & Eng.	5. 8.36	Sold 3/46.

## Bar class

*Displacement:* 730 tons.

*Dimensions:* 150 (pp) 173 $\frac{3}{4}$  (oa)  $\times$  32 $\frac{1}{4}$   $\times$  9 $\frac{1}{2}$  ft.

*Machinery:* 1-shaft Reciprocating (VTE), I.H.P. 850 = 11 $\frac{3}{4}$  knots.

*Armament:* 1—3 in. A.A. gun. *Complement:* 32.

Z.01	BARBAIN	Blyth: N.E. Marine	8. 1.40	For disposal 7/71.
Z.18	BARBARIAN	Blyth: N.E. Marine	21.10.37	Turkish AG.1 (1946).
Z.276	BARBASTEL	Philip: Holmes	26. 7.45	Scrapped 2/65.
Z.286	BARBECUE	Ardrossan: Lobnitz	19.12.44	
Z.257	BARBERRY	Ferguson	11. 2.43	For disposal 1958.
Z.29	BARBETTE (i)	Blyth: N.E. Marine	15.12.37	Turkish (1941). AG.2 (1946).
Z.242	BARBETTE (ii)	Simons	18. 6.43	Sold 11/65.
Z. 43	BARBICAN	Blyth: N.E. Marine	14. 3.38	Scrapped Inverkeithing 1968.
Z.169	BARBOUR	Blyth: Swan Hunter	9. 4.41	Scrapped Bo'ness 5/42.
Z.170	BARBOURNE	Simons	4. 5.42	Scrapped Briton Ferry 4/64.
Z.173	BARBRAKE	Simons	29. 6.42	S.A.N. FLEUR (1951) Sunk as target 8/10/65.
Z.222	BARBRIDGE	Lobnitz	8. 8.41	Scrapped Inverkeithing 11/64.
Z. 03	BARBROOK	Blyth: Whites M.E.	28. 5.38	For disposal.
Z.287	BARCAROLE	Ardrossan: Lobnitz	14. 3.45	Sold 1967.
Z. 09	BARCASTLE	Blyth: Whites M.E.	23. 7.38	For disposal.
Z. 70	BARCLIFF (ex-Barwick)	Lobnitz	10. 5.40	Scrapped Antwerp 10/67.
Z.174	BARCLOSE	Blyth: Swan Hunter	9. 7.41	Scrapped Dalmuir 8/8/62.
Z.177	BARCOCK	Blyth: Swan Hunter	3. 9.41	R.B.N. (1946-49); sold 6/62.
Z. 16	BARCOMBE	Goole: Amos & Smith	28. 7.38	Stranded 13/1/58; sold 10/58.
Z.214	BARCONIA	Hill		Cancelled 1941.
Z. 52	BARCOTE	Blyth: N.E. Marine	8. 2.40	Scrapped Holland 4/63.
Z. 22	BARCROFT	Goole: Amos & Smith	24. 9.38	Sold 6/62.
Z.185	BARCROSS	Blyth: Swan Hunter	12.10.41	S.A.N. SOMERSET (1951).
Z.195	BARDELL	Blyth: Swan Hunter	12. 1.42	Sold 1950.

Z.171	BARDOLF	Blyth: Swan Hunter	14. 4.42	Scrapped Holland 1/64.
Z. 31	BARFAIR	Lewis	31. 5.38	Turkish AG.3 (1946).
Z. 42	BARFIELD	Lewis	28. 7.38	Scrapped Antwerp 6/70.
Z.184	BARFLAKE	Philip: Plenty	18. 4.42	Lost 22/11/43.
Z.182	BARFOAM	Simons	8. 9.41	
Z.194	BARFOIL	Philip: Plenty	18. 7.42	For disposal 10/71.
Z.202	BARFOOT	Lewis	25. 9.42	
Z.209	BARFORD	Simons	21.10.41	For disposal 1968.
Z.200	BARFOSS	Simons	17. 2.42	Scrapped Belgium 7/68.
Z.190	BARFOUNT	Simons	5. 1.42	Scrapped Holland 8/68.
Z.205	BARGLOW	Lewis	10.11.42	For disposal 1970.
Z.225	BARHILL	Ferguson	26.11.42	For disposal 1970.
Z.211	BARHOLM	Ardrossan: Whites M.E.	31.12.42	Scrapped Spezia 9/62.
Z. 17	BARILLA	Lewis	7. 1.43	Scrapped 7/58.
Z.271	BARITONE	Philip: Holmes	3. 3.45	For disposal 1959.
Z.181	BARKING	Lobnitz	25. 9.41	Sold 1964; lost 20/3/64.
Z.277	BARKIS	Ferguson	29. 3.45	Scrapped Inverkeithing 2/64.
Z. 39	BARLAKE	Blyth: N.E. Marine	16. 9.40	For disposal 1963.
Z. 48	BARLANE	Lobnitz	27. 6.38	Sold 1958.
Z.256	BARLEYCORN	Lewis	6. 3.43	Scrapped Inverkeithing 12/64.
Z. 57	BARLIGHT	Lobnitz	10. 9.38	Lost 19/12/41, salvaged and I.J.N. No. 101 (1942); lost 15/6/44; salvaged and Chinese.
Z. 60	BARLOW	Simons	26. 8.38	For disposal 1958.
Z. 67	BARMILL	Blyth: N.E. Marine	16.10.40	For disposal 1958.
Z.232	BARMOND	Simons	24.12.42	
Z. 77	BARMOUTH	Simons	11.10.38	Sold 7/64.
Z.237	BARNABY	Simons	8. 3.43	Scrapped St. Davids 8/64.
Z.241	BARNARD	Lewis	17. 8.42	
Z. 92	BARNDALE	Lobnitz	30.11.39	For disposal 1970.
Z.245	BARNEATH	Lewis	27. 8.42	For disposal 1958.
Z. 84	BARNEHURST	Blyth: N.E. Marine	21.10.39	Scrapped 10/64.
Z.250	BARNESS			Cancelled 6/41.
Z. 37	BARNSTONE	Blyth: N.E. Marine	25.11.39	Scrapped Belgium 1969.
Z. 46	BARNWELL	Lobnitz	13. 2.40	For disposal.
Z.262	BARON	Philip: Plenty	11. 4.44	Mercantile (name unchanged 1946-58), R.Cev.N. (1959).
Z. 87	BARONIA	Hill: Plenty	28. 4.41	Sold 2/59.
Z. 94	BAROVA	Hill: Plenty	5. 7.41	Scrapped Holland 8/64.



Z. 54	BARRAGE	Hall Russell	2.12.37	
Z. 65	BARRANCA	Hall Russell	18. 1.38	Sold 7/64.
Z. 40	BARRHEAD	Simons	17.10.40	Sold 2/64, scrapped Faslane.
Z. 83	BARRICADE (ex-Ebgate)	Hill: Plenty	7. 2.38	Scrapped Bo'ness 5/52.
Z. 98	BARRIER (ex-Bargate)	Hill: Plenty	17. 5.38	Sold 11/63, scrapped Holland.
Z. 59	BARRINGTON	Simons	15.11.40	Sold 6/69, scrapped Antwerp.
Z. 73	BARRYMORE	Simons	13. 2.41	For disposal 1952.
Z. 75	BARSING	Simons	31. 3.41	Sold 6/62.
Z. 89	BARSOUND	Simons	25. 5.41	Scrapped Holland 1/64.
Z.224	BARSPEAR	Ferguson	25. 3.43	Sold 9/62.
Z. 32	BARSTOKE	Simons	9. 7.41	Mercantile (name unchanged 1946-60), sold 8/60.
Z. 95	BARTHORPE	Lobnitz	22. 3.40	Scrapped Holland 4/63.
Z.261	BARTIZAN	Ardrossan: Lobnitz	20. 5.43	
Z. 58	BARWIND	Ferguson	22. 9.42	Scrapped Briton Ferry 3/64.
Z. 80	KANGAROO (R.A.N.)	Cockatoo	4. 5.40	Sold 1966.
Z.216	KARANGI (R.A.N.)	Cockatoo	16. 8.41	For disposal 1965.
Z. 69	KOALA (R.A.N.)	Cockatoo	4.11.39	

**Notes:**—BARFLAKE mined off Naples; BARLIGHT scuttled at Hong Kong, finally bombed by Allied A/C at Saipan.

## Net class

*Displacement:* 530 tons.

*Dimensions:* 135 (pp) 159 $\frac{3}{4}$  (oa)  $\times$  30 $\frac{1}{2}$   $\times$  9 ft.

*Machinery:* 1-shaft Reciprocating (VTE), I.H.P. 850 = 11 $\frac{1}{2}$  knots.

*Armament:* 1—3 in. A.A. gun.

*Complement:* 32.

Z.05	BAYONET (ex-Barnehurst)	Blyth:	8.11.38	Lost 21/12/39.
Z.90	BOWNET	N.E. Marine Blyth:	19. 1.39	Sold 1958.
Z.33	BURGONET	N.E. Marine Blyth:	14. 3.39	Sold 1958.
Z.82	DRAGONET	N.E. Marine Blyth: N.E. Marine	2. 6.39	Mercantile FOUNDATION VENTURE (1961).
Z.19	FALCONET (ex-Barnham)	Blyth: N.E. Marine	5.12.38	Sold 1958.
Z.27	MAGNET (ex-Barnsley)	Smiths Dock	22.11.38	Sold 1958.
Z.41	MARTINET (ex-Barnstone)	Smiths Dock	8.12.38	Sold 1958.
Z.50	PLANET (ex-Barnwell)	Lobnitz	26.12.38	Sold 1958.

Z.63	PLANTAGANET (ex-Barwood)	Lobnitz	23. 2.39	Mercantile AMALTHÉE (1959). Sold 1958.
Z.10	SIGNET	Blyth: Whites M.E.	3. 5.39	
Z.47	SONNET	Blyth: Whites M.E.	12. 7.39	Scrapped Holland 22/4/59.
Z.15	KOOKABURRA (R.A.N.)	Cockatoo	29.10.38	

**Notes:**—BAYONET mined in the Firth of Forth.

## Com Class

*Displacement:* 736 tons.

*Dimensions:* 168 (oa) × 35½ ft.

*Machinery:* Reciprocating, I.H.P. 850 = 10 kts.

*Armament:* 1—3 in. H.A., 2—20 mm. A.A. guns.

Z.273	COMPACT	Curtis		Cancelled 4/45.
Z.272	COMPANION	Doig		Cancelled 2/45.
Z.274	COMPATRIOT	Doig		Cancelled 2/45.
Z.280	COMPEER	Doig		Cancelled 10/44.
Z.281	COMPETENT	Doig		Cancelled 10/44.
Z.275	COMPETITOR	Curtis		Cancelled 4/45.
Z.278	COMPLETE	Wivenhoe		Cancelled 4/45.
Z.279	COMPLEX	Wivenhoe		Cancelled 10/44.
Z.282	COMPLIMENT	Curtis		Cancelled 10/44.
Z.283	COMPOSURE	Curtis		Cancelled 10/44.

**Notes:**—Composite construction and coal burning.

*Displacement:* 1,058 tons.

*Dimensions:* 172 (pp) 194½ (oa) × 34½ × 11 ft.

*Machinery:* 1-shaft Diesel-Electric motors, B.H.P. 1,200 = 14 knots.

*Armament:* 1—3 in. A.A., 2—20 mm., A.A. (2 × 1) guns.

*Complement:* 44.

Z.266	PRECEPT (ex-U.S.N. AN.73 ex-YN. 79)	Barbour Boat Works	11. 4.44	Returned U.S.N. 4/1/46.
Z.285	PRECISE (ex-U.S.N. Boxelder AN.74 ex-YN. 80)	„	20. 7.44	Returned U.S.N. 14/12/45.
Z.263	PREFECT (ex-U.S.N. AN.75 ex-YN. 88)	American Car & Fdry.: Busch Sulzer	8. 3.44	Returned U.S.N. 28/12/45.
Z.284	PRETEXT (ex-Protect, ex- U.S.N. Satinwood AN.76, ex-YN. 89)	„	23. 5.44	Mercantile JOHN BISCOE (1947), ENDEAVOUR (1956).
Z.265	PREVENTER (ex-U.S.N. Seagrape AN.77 ex-YN. 90)	„	9. 8.44	Returned U.S.N. 10/1/46.

**Notes:**—Wooden hull. Ex-U.S.N. netlayers made available under *Lend/Lease*. Twenty vessels of this type (YN.77-96) were to have been transferred but the remaining fifteen were retained by U.S.N.

In 1933 a naval "Castle" class and two purchased trawlers were converted to boom defence vessels and were supplemented by a further four trawlers purchased in 1939. They were considerably augmented from the large number of trawlers requisitioned after the outbreak—listed in Part 6 (Trawlers, whalers and drifters)—plus the following mercantile conversion:—

P.No.	Name	Gross tonnage/ Built	Requi- sitioned	Fate
Z.83	TAMBAR (R.A.N.)	456/12	1943	Ex-A.M.S.; returned 1945.