

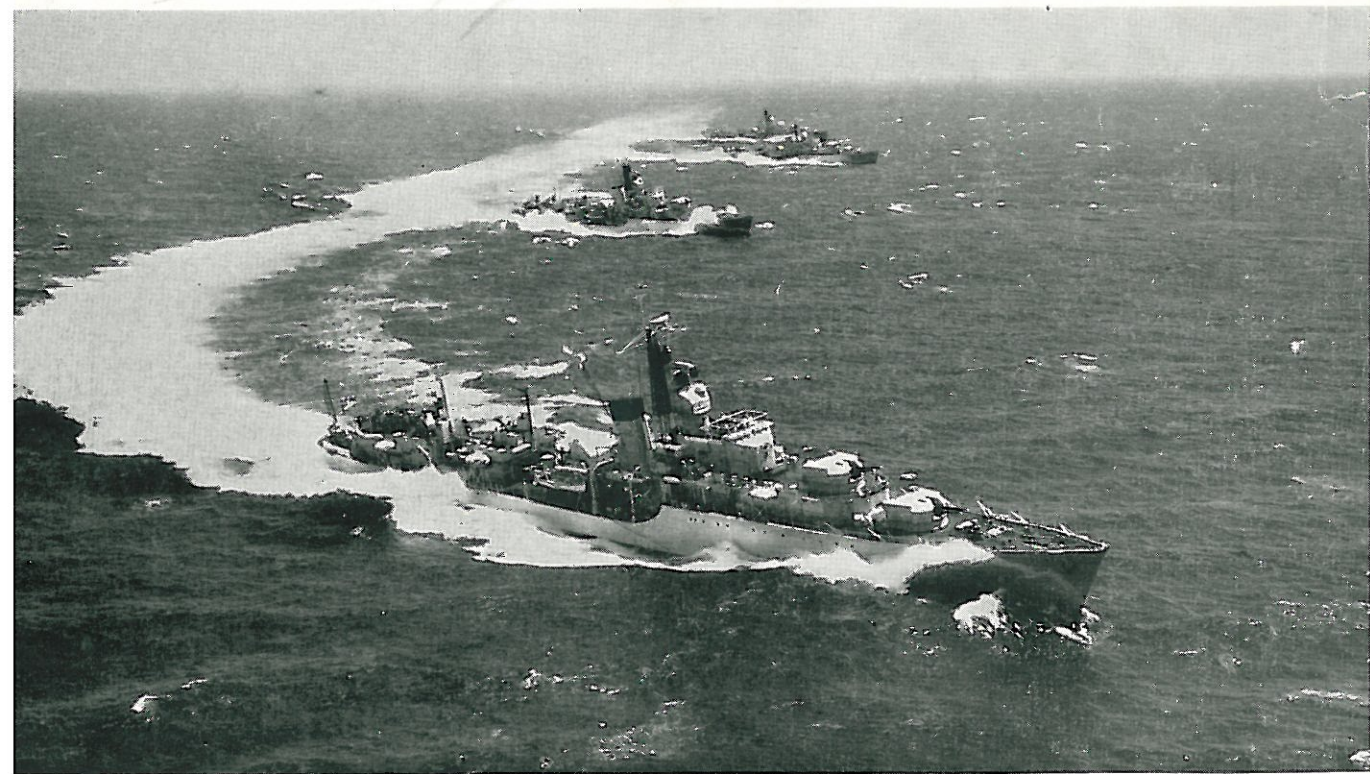
THE SEAMASTER



Vol. II

"QUI DOCET DISCIT"

No. 2



The T.A.S.I.'s view of Naval Notes and News

CONTACT

1/-

Summer Number 1961



SIMONDS

for a
man-sized thirst

THE SEAMASTER

The Magazine of the
Torpedo and Anti-Submarine Instructors'
Association (1955)

Volume 2. Number 2 "QUI DOCET DISCIT" Summer Number

* * PATRONS * *

First Patron of the Association

VICE ADMIRAL N. A. COPEMAN, C.B., D.S.C.

Patrons of the Association

CAPTAIN H. L. LLOYD, D.S.C., ROYAL NAVY

Captain of H.M.S. Vernon.

CAPTAIN G. D. POUND, D.S.C., ROYAL NAVY.

CAPTAIN E. G. BLUNDELL, O.B.E., ROYAL NAVY

CAPTAIN R. W. MAYO, ROYAL NAVY

* * COMMITTEE * *

Chairman	C.P.O. H. Cundick
Vice Chairman	P.O. J. Graham
Secretary	P.O. A. W. Brown
Treasurer	P.O. R. W. Andrews
Committee	P.O. A. C. Cooke P.O. V. Connor
Editor	C.P.O. E. Gauntlett

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CHAIRMAN'S LETTER

This is the first and only opportunity I will have of writing in the magazine as Chairman of the Association.

My term of office has been comparatively short, nevertheless, it has given me a good idea of the state of the Association as it stands today. In all honesty, I must say it is not a very healthy state.

Financially we are quite sound. The new Auxiliary Fund Raising Scheme shows a small but steady profit each week, our balance remains steady, but the apathy and lack of interest of a very large number of members is incredible.

I feel this is the time for plain speaking if the Association is to carry on AT ALL.

I myself qualified T.A.S.I. late in my service life, and I have only been a member for a little over a year. During the many years as a P.O. U.W. and the five years as a C.P.O. U.W., I gained the impression the T.A.S.I.'s Association was a going concern, fulfilling in effect the ambitions as laid down in the Rule Book, viz:—

- (a) To promote "Espirit de Corps" among T.A.S.I.'s. and thereby enhance their prestige in the Service.
- (b) To help in all respects, the duties of and life of a T.A.S.I.
- (c) To maintain an Employment Bureau.

But I have been disillusioned these past few months.

The poor attendance at meetings, the lack of enthusiasm to any social suggestion, the poor response to the Annual Outing, and most important, the difficulty to get volunteers to serve on the Committee is deplorable.

It is not good enough to give as the reason for not going to the outing a dislike for the place selected, if you did not attend the meeting when the selection was made.

Far too much is left for the Committee alone to decide, or decisions are taken at poorly attended meetings; in either case the results invariably prove unpopular later.

Members serving away can best show their enthusiasm by contributing regularly material for the magazine. We have lost a very able Editor who supplied the greater part of material in recent issues himself. The future of the magazine is not good unless members at home and away are willing exercise their literary talents.

Some of you may think I have laid it on rather heavy, lots of you do not even know me, others will think I am talking out of the back of my neck; but those who do know me will also know I am not by habit noisy or dramatic. Believe me when I say it would be a very great pity if the Association, or even the magazine, folded up through lack of support by it's many members.

We cannot allow it to happen. We owe it to all past and future members, that as long as there are T.A.S.I.'s. there will be a T.A.S.I.'s. Association.

I would like to thank, on all our behalfs, the previous Chairman and Committee for the hard and good work they put in, and, of course, my grateful thanks to the present Committee for their valuable assistance.

I feel a special 'thank you' should go to C.P.O. E. Gauntlett for his tremendous effort as our last Editor. Also to P.O. I. A. Phillips, our last Secretary.

To P.O. A. W. Brown, our present Secretary-cum-Editor, I can only wish him the best of British luck, until, as I sincerely hope they will, ALL members start to play a more active part in making the Association a going concern.

I shall have left Vernon, and possibly the Service, when this goes to press. It has been a privilege to serve as Chairman, if only for a short spell, and I thank you for your support and confidence. I wish you all good health and good fortune in the future.

J. CUNDICK, C.P.O., T.A.S.I.

... EDITORIAL ...

The demands on the time of a T.A.S.I. are numerous. We none of us have enough time to spare; always there is something that takes priority over what was to have been a rest period.

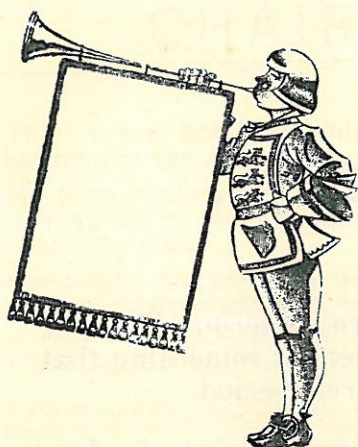
Our day doesn't stop at 1630, but continues through the dogs with duties, private affairs, etc., and so to bed with, perhaps, quite a few jobs left undone. Time is, in fact, the governing factor of our lives, and no amount of stretching can lengthen a teaching period or an instructional day.

Planning, however, can cause the seeming contraction of a task so that it fits its niche with some time to spare; and an accumulation of these 'niches' can provide as much as an hour—and even more in a day—that can now be filled with that other task that you could not fit in before.

The daily round of everybody—even those whose work *you* consider interesting and varied—eventually becomes tainted with tedium and monotony for themselves, but it can reflect a facet of another world to those who are outside observers; and you can give this interest and variety expression in the pages of your own magazine; turn to the page 'Letters from All Over' and see the number of folk who are becoming our correspondents. The Editor is soon to join them in their eyries overseas, (at last!) and so the Seamaster requires another helmsman.

Relief, Close-up! !

The Editor.



REPORTING to YOU

SECRETARIAT REVIEW

MINUTES OF GENERAL MEETINGS

CAPTAIN'S ADDRESS

SECRETARIAT REVIEW

Time is a governing factor in our lives. It controls us in our reveilles, meals, leave, work and even our drinking. This commodity, which is always with us, can also be so very rare. That, I have found out since I took over the job of Secretary. The days when Vernon could allow the Association a full time Secretary appear to be, for the present, in the past. If some of you recently have been "straining at the leash" awaiting replies to your letters, it is because time, spare time, is exceedingly rare. Luckily I have an understanding wife, though even she wonders sometimes if she is married to yours truly or to the Association.

Since taking office, a new A.F.R. scheme has been started. This is showing a steady profit and appears to be catching on. If only we had a few more ticket sellers to probe all the nooks and crannies in Vernon, its popularity, I'm sure, would increase. Don't forget that this magazine is largely dependant upon the A.F.R. profits, and members' annual subscriptions, for its very existence.

With reference to annual subscriptions, some members are adrift in paying. No-one really likes receiving a letter reminding them that they are not fully paid up. More often than not, it is a lapse of memory from which we all suffer from time to time. May I remind members that for a sum of £5 (five pounds) they can become Life Members. That way, it saves possibly some unpleasantness, and maybe, some embarrassment.

On glancing through my list of members, it is obvious to me, that we are a well spread out Association. We could offer a global coverage for news, but unfortunately this is not so. We do have a faithful few who do drop us a few lines for each magazine issue. From the great majority, however, there is a great and utter silence. You do write to your friends at home, so, when next you do, and have finished their letter, don't put your pen and paper away; keep it there and scribble a few lines to me. A story, a ditty, a humorous occasion, people you may have met, what the ship is up to, even your moans would all go to swell the pages of the "Seamaster". Try to spare your own Association a few minutes of that vast, but so often elusive, thing called time.

The annual outing this year is being held on Friday, 23rd June, and is a visit to the U.S.A.A.F. Base at Wethersfield in Essex. We have been promised as good a time as can possibly be arranged, and those of us who can go are looking forward to a pleasant day out. A report of the proceedings will be included in the Autumn issue of the magazine.

Lastly, owing to our Editor being drafted, I am trying to cope with the publishing of this current edition of the magazine. I appreciate even more now, how much work the Editor has to do on his own, to fill up the pages of the "Seamaster". How much simpler his task would be if all members spared him an hour or so, once every three months.

Everything you see revolves around that commodity called "Time".

A. W. Brown,
Honorary Secretary.

T.A.S.I.'s ASSOCIATION (1955)

Minutes of the Annual General Meeting held in the Cinema, H.M.S. Vernon on 10th March, 1961.

The Chairman declared the meeting open at 1025; there were forty members present.

Item 1. Chairman's Opening Remarks.

C.P.O. Aberly welcomed the members to the A.G.M., and extended the welcome to include members throughout the world. Owing to instructional commitments, he asked the Vice-Chairman to take over the chair.

Item 2. Vice-Chairman's Report.

P.O. Beeching stated that Kimbell's had been provisionally booked for Friday, 24th November, for the Annual Re-Union Dinner. He had asked for suggestions for the annual outing at the last Q.G.M., and so far only two had been put forward:—

1. A visit to an R.A.F. Camp, followed by a social.
2. A visit to London Airport.

No date had been suggested yet, but of course this would depend on the training programme.

Item 3. Treasurer's Report.

C.P.O. Firbank said that this was the first year that there had been an adverse report from a Treasurer. One reason that the Association was losing money was the lack of response to the Auxiliary Fund Raising Scheme. Another reason was the high rate of expenditure. Last year's income was £635, expenditure £615, gain £20. In fact, the Association had just paid its way.

The factors contributing to this were:—

1. **Seamaster.**
It had been necessary to subsidise the magazine to the extent of £219.
2. **Last Years Outing.**
A very good outing. A complete success. The subsidy, £29 3s. 0d.
3. **Auxiliary Fund Raising.**
This showed a considerable decrease in profit last year.
4. **Annual Dinner.**

Making the Annual Dinner a Re-Union Dinner, had resulted in a decrease in the cost. The subsidy last year was £81, as opposed to £110-£120 in previous years.

If all shares held were sold at the present time, they would realise £814 approx. The Treasurer would recommend that the I.C.I. shares be retained and also the M. & G. shares, which were steadily appreciating. If capital were needed he recommended disposing of the Defence Bonds. This would of course be the responsibility of the new Committee, if the need arose.

Further discussion followed on the subject of the magazine and advertising.

Item 4. Secretary's Report.

P.O. Phillips commenced by saying that so far this year (1961), the loss on the Auxiliary Fund Raising was between £6 and £12.

Membership Figures.

- 11 Life Members—an increase of 4 in the past year.
- 77 fully paid up members.
- 71 whose subscriptions were due.
- 32 whose membership had lapsed by reason of arrears.
- A total of 159 members. Last year's figure, 177.
- 10 Life Honorary Members.
- 58 Honorary Members.
- A further discussion on the A.F.R. followed.

Item 5. Editor's Report.

P.O. Gauntlett stated that he had had to write practically the whole of the first two issues, due to lack of contributors. The policy of the magazine was stated on the cover:—"The T.A.S.I.'s view of Naval notes and news". He asked, "What are your views? Some at least must be free of writers' cramp".

A lengthy discussion followed.

Item 6. Matters Arising from Q.G.M.**(a) Auxiliary Fund Raising.**

P.O. Cooke put forward his proposal of a Tote system to replace the Football tickets, and explained its operation. After some discussion on this, the Vice-Chairman adjourned the meeting for lunch at 1145.

After lunch, the Chairman re-opened the meeting.

Item 7. Election of New Committee.

Due to the many changes in the nominations, necessitated by drafting, etc., it was necessary to discount the postal votes.

Nominees.**Results.****CHAIRMAN :**

C.P.O. Pink
C.P.O. Cundick
P.O. Shouls

TREASURER :

C.P.O. James
P.O. Andrews

COMMITTEE :

P.O. Cooke
P.O. Wood
P.O. Connor

SECRETARY :

P.O. Brown

VICE - CHAIRMAN :

L/Sea. Graham

CHAIRMAN :

C.P.O. Cundick

TREASURER :

P.O. Andrews

COMMITTEE :

P.O. Cooke
P.O. Connor

SECRETARY :

P.O. Brown

VICE - CHAIRMAN :

L/Sea. Graham

Tellers were P.O. Summers and P.O. Ashton.

The new Chairman, C.P.O. Cundick, then addressed the meeting, saying that he would endeavour to carry out his duties to the best of his ability.

Item 8. Chairman's Address.

In his farewell address as Chairman, C.P.O. Abery summed up the year's activities, saying that the committee had done well, but not in the matter of Fund Raising. Last year's dinner was a success to the extent that the Admiral, who was due to leave at 2230, was still present at 0045. A good time was had by all. In conclusion, C.P.O. Abery urged members to give greater support to the Association. He then introduced the Captain.

Item 9. Captain's Address (as elsewhere in this issue)**Item 10. Introduction of the New Chairman.**

C.P.O. Abery thanked the Captain, and introduced the new Chairman, C.P.O. Cundick. The new Chairman then thanked the members for the confidence they had shown in seeing fit to appoint him. He assured the Captain that the committee would do their utmost for the Association and as T.A.S.I.'s in Vernon.

Item 6(a) Auxiliary Fund Raising (Continued)

Proposed by P.O. Farries, seconded by P.O. Seamons, that P.O. Cooke's proposed Tote system be tried for a three month period, with the proviso that no committee member be allowed to hold tickets.

Amendment to proposal. P.O. Wood proposed that the committee should investigate the Tote idea, and any other scheme, and then report their recommendation to the next General Meeting. Seconded by P.O. Farries. Motion Carried.

Proposed by P.O. Martin, seconded by P.O. Brown, that the Football Tickets be continued until the end of the season. Motion Carried.

Item 6(b) Proposed board recording names of past committee members

After considerable discussion, it was decided that a board was not required for this purpose. Proposed by C.P.O. Firbank, seconded by C.P.O. Evemy, that a book be kept to record the names of past officials of the Association. Motion Carried.

Item 6(c) Lapel and Car Badges

P.O. Brown stated that it would cost the Association £10 to have a die made for an Association lapel badge, and the actual cost of the badges would then depend upon the number produced. Proposed by P.O. Brown, seconded by P.O. Yates, that a lapel badge be introduced. The proposal was defeated by 21 votes to 12.

P.O. Phillips then quoted the price of the proposed car badge, £18 as part cost of the die, and £2 2s 0d approx., per badge, if 50 were ordered. There being no proposal on this matter, it was not proceeded with.

Item 11. Any Other Business**(a) Magazine Sub Committee**

Proposed by P.O. Shad, seconded by P.O. Bryan, that a Sub Committee be set up to assist the Editor in the production of the magazine, and to explore ways and means of making it pay. Motion Carried.

Five volunteers were forthcoming to serve on the Sub Committee, and these were appointed:— P.O. Shad, P.O. Purkiss P.O. Bryan, P.O. Wood and P.O. Ford.

Further discussion followed.

(b) Shares

Proposed by P.O. Wood, seconded by P.O. Seamons, that the Association's holding of War Bonds be disposed of, and M. & G. shares purchased, in their stead. He stated that fixed interest stock tended to depreciate as the cost of living rose, whereas Unit Trusts were just as safe, but had the advantage of appreciating slowly.

P.O. Purkiss suggested that a second opinion ought to be sought before taking action.

P.O. Wood amended his proposal: that the investment in War Bonds be changed to M. & G. shares subject to the Bank Manager's advice. Seconded by P.O. Purkiss. Carried with one abstention.

(c) Vote of Thanks

Proposed by P.O. Shad, seconded by P.O. Ashton, that a vote of thanks be passed to the retiring committee for their work on the Association's behalf. Motion Carried.

There being no further business, the meeting closed at 1545.

Minutes of Extra-Ordinary Meeting Held on 13th April, 1961.

Officials Present:— CHAIRMAN : C.P.O. Cundick
 VICE CHAIRMAN: P.O. Graham
 SECRETARY : P.O. Brown
 EDITOR : P.O. Gauntlett
 COMMITTEE : P.O. Cooke
 TREASURER : P.O. Andrews
 COMMITTEE : P.O. Connor

Absent on Duty:—

Agenda:— Item 1 Date of Outing. Item 3 A.F.R.
 Item 2 Treasurer's Report. Item 4 Any other Business.

Item 1.
 The Chairman informed the floor that the finalised date for this year's Annual Outing had been fixed for Friday, 23rd June.

Item 2.
 The Treasurer informed the floor that the Defence Bonds held had been sold as agreed at the A.G.M. and that M. & G. shares had been purchased, on the Bank Manager's advice.

Item 3.
 The Secretary stated that the Football Tickets would cease on April, 29th and the new A.F.R. scheme would be the suggested Tote Draw, to commence on May, 6th.

Item 4.
 Suggested by P.O. Wood that chits for the enrolment of Hon. Members be printed and passed on to T.A.S.I.'s with a view to encouraging more T.A.S. Officers to join the Association.

Item 5.
 Suggested by P.O. Wood that the purchase of the Stock Exchange Year Book might be a good investment.

Item 6.
 Suggested by P.O. Gladwish that the possibility of holding the Annual Dinner in the Co-op Hall be investigated. It was also suggested, amid laughter, that the Association become members of the Co-op, and collect dividends should the suggestion be acted upon.

Item 7.
 There being no other business, the meeting was closed at 1733.

Minutes of a Meeting Held on 17th May, 1961

Officials Present:— VICE CHAIRMAN : P.O. Graham
 SECRETARY : P.O. Brown
 EDITOR : C.P.O. Gauntlett
 TREASURER : P.O. Andrews
 COMMITTEE : P.O. Cooke
 COMMITTEE : P.O. Connor
 Absent on Duty:— CHAIRMAN : C.P.O. Cundick

Agenda:— Item 1. Annual Outing. Item 2. Vice-Chairman's Report.
 Item 3. Any other Business.

Item 1.
 Proposed by P.O. Wood, seconded by P.O. Roe that the Annual Outing be to the U.S.A.A.F. Base at Wethersfield. Carried unanimously.

Proposed by C.P.O. Firbank, seconded by P.O. Malthouse that all names on the lists one week before the Outing, would pay for the trip unless prevented from attending by Service reasons. Carried unanimously.

Proposed by P.O. Yates, seconded by C.P.O. Macleod that the dress be uniform. Carried unanimously.

Item 2.

The Vice-Chairman informed the floor that nominations were required to fill the posts of Chairman and Editor, owing to both present officials being on draft.

He also informed the floor that it was intended to form an Association Darts Team, with a view to entering in the local Darts League. He also asked for any ideas for outings, social events, etc.

Item 3.

P.O. Wood asked for details of the profits of the new A.F.R. scheme, which the Secretary provided. P.O. Wood stated, that in his opinion, the profits were not substantial enough and that the A.F.R. situation should be reviewed by the Committee.

Item 4.

There being no other business, the meeting was closed at 1311.

CAPTAIN'S ADDRESS

The Captain stated that it was a pleasure to be able to address the Association. He understood that one of the aims of the Association was to find jobs for its members returning to civilian life. As he would be retiring in a few years time, he remarked that he might even require our assistance in his own resettlement.

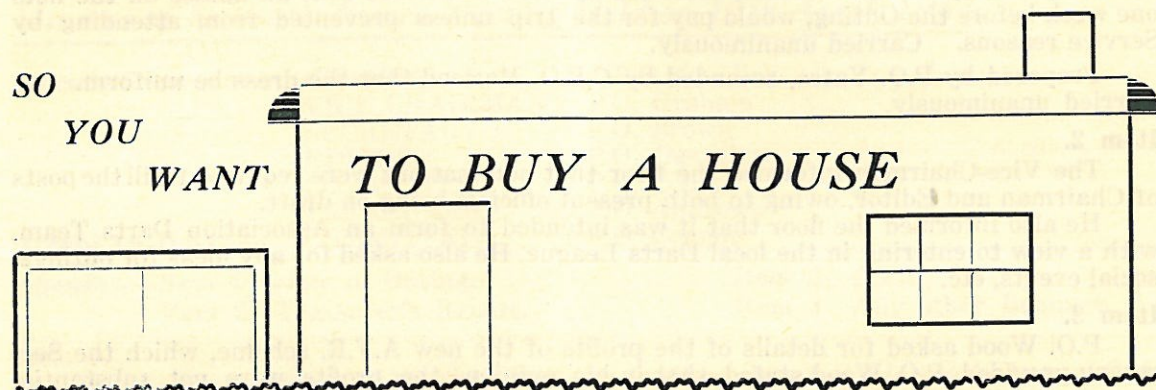
He was acutely aware that T.A.S.I.'s were being misemployed, and it was hoped to remedy this in the near future. He reminded the floor that we were all seamen first, and specialists second. Himself being a torpedoman by origin, he knew that many a good T.G.M. was not above driving boats between his electrical duties.

On the subject of Under-Surface Warfare, he said that it made him tremble every time he heard people ask why we needed a Navy. This country was dependent upon the sea for her food and supplies, etc., and it must have an efficient Navy devoted to the right aims. He would like to see more emphasis placed on the importance of Under-Surface warfare. However, the Government had many commitments in addition to the Royal Navy. Under-Surface warfare held a high position in the British Defence policy, with the T.A.S. Branch in the fore front. In the field of Submarine Detection, we were ahead of any nation in the Western Alliance, but there were still gaps in our armoury which the helicopter and the helicopter borne torpedo would help to fill. We in Vernon were under pressure to fulfill the target set by the Director General of Training. He felt that, as the Captain of Vernon, he was the guardian of the Under-Surface warfare efficiency of the Fleet as a whole. It was dangerous to reduce shore training any further. He realised that the Instructors had a difficult task in keeping up the subject interest of classes, but he felt that this was being achieved. It was to be remembered however, that Submarine Detection was only one part of the work of the Branch, and that the mine, the under-water swimmer, etc., were equally important. The lesson of Korea should be remembered.

The rapid developments in the Branch were placing more emphasis on the needs for a system of user-maintenance. Whatever the future held, the T.A.S.I.'s would still have an important part to play.

He thanked the Chairman for presenting him with the opportunity of addressing the Association and wished all members good luck in the future.

SO YOU WANT TO BUY A HOUSE



Broadly speaking, there are but two ways of buying a house. The first and simplest is to pay cash; but this is so rare an event that we can disregard it! The second is by means of a loan advanced on the security of the property to be purchased, and it is this method with which this article is concerned.

Although such a loan can be obtained from other sources, the obvious and popular choice is to borrow from one or other of the well known Building Societies, which were, of course, developed expressly for this purpose and which between them handle almost all the advances made for the purchase of private dwelling houses. To obtain a loan, both the borrower and the property must conform to certain requirements. Although these requirements do not vary a great deal between one Building Society and the next, they are very much dependent on the amount of money available to them, mainly in the shape of funds from the investing public from which new loans can be made. The less money being invested the more selective does the Building Society become as to both the class of property and the percentage of loan.

Assuming reasonable lending conditions the principal requirements as to the property itself are:—

- (1) that it is not too ancient;
- (2) that it is constructed of traditional materials;
- (3) that it is in a reasonable state of repair;
- (4) that it is for the purchaser's own occupation.

These matters will be investigated by the Surveyor appointed by the Building Society whose fee is met by the prospective borrower. As to him, he also must not be too ancient, must be in regular employment, in receipt of an income of not less than four times the amount of his

proposed yearly repayment to the Building Society and able to find sufficient ready money to cover the deposit and legal charges.

The deposit required will normally be from 10% to 20% of the lower of (1) the value placed on the house by the Surveyor or (2) the purchase price. If the borrower is anything of a bargainer and the property is of recent construction then there should be little or no difference in these figures.

Legal fees and stamp duties are charged according to a scale, the amount depending on purchase price and the amount borrowed. As will be appreciated, interest is payable on the loan and currently the rate varies from 6½% to 6¾%; a fair average would be 6½%. The loan is repaid by fixed calendar monthly instalments over the agreed period of the mortgage which may be anything up to 30 years but is normally 20 or 25 years. For each £100 borrowed at 6½% the monthly repayments are, over 20 years, 15/2d a month, over 25 years, 13/8d and over 30 years 12/10d. For example, if our borrower buys at £2,500 with an advance of £2,000 at 6½% interest repayable over 25 years it will cost him £3 3s 1d each week and he will need to have a regular weekly income of not less than £12 12s 4d. If he pays over 20 years then the weekly cost is £3 9s 10d and the income required, £14

It can, I think, safely be said that a man who buys a house is thinking not only of himself but also of the comfort and security of his family; which brings us to the crux of the matter, that is, how best to secure these things for

SO YOU WANT TO BUY A HOUSE (Cont'd)

them in the event of his death before the mortgage is repaid. Life Assurance of course is the obvious, and in fact, the only answer. The form the policy takes will depend on a number of things but chiefly on how much one can afford each year and usually there is only a limited amount of money to spare after the mortgage repayments have been met.

The most economical method, and therefore perhaps the most popular is a combination of a basic without profit Whole Life or Endowment Assurance and a temporary cover of some sort, the total cover being sufficient in the event of death during the period to meet either the balance of the debt outstanding in full, or to provide an income sufficient to meet future repayments as they become due.

The alternative is to use an Endowment Assurance for an amount equal to the mortgage and for the same term but this is comparatively expensive and not to be recommended unless one can be quite certain of obtaining relief of income tax at the standard rate on the whole cost of the transaction each and every year. To quote a comparison to the example previously referred to and using without profit Endowment — with profits is more advantageous but it is also still more costly — the weekly cost for a 20 year term is £4 1/- this requiring a regular income of £16 4/- a week, for 25 years £3 13 7d a week, requiring an income of £14 15/-.

Although these incomes do not in most cases measure up to Service pay and allowances, it is wiser to use the Endowment method of purchase only where it is possible to arrange for the mortgage to expire before completing one's service, or where it is possible to limit the sum borrowed to an amount on which the repayment will be not more than one quarter of the income one is likely to earn on returning to civil life. To which can be added of course, if one is doing a "full stretch", one's pension.

The Reader will appreciate that this article covers its subject only inadequately, and that a good deal of information that should be included has of necessity been omitted, owing to the limitations of space. For this he must blame not the Writer, but the Editor.

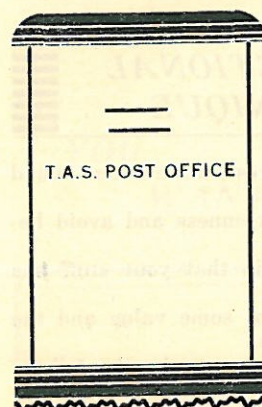
INSTRUCTIONAL TECHNIQUE

If you can keep up interest, while others round you fail,
If you maintain your keenness and avoid becoming stale;
If you are really certain that your stuff has gone across,
that the chaps have got some value and the time was not a loss.
If you can cut the cackle - make the fellows DO and THINK,
and not just talk, talk, talk, which drives a man to drink;
If you can stress the things that count, not spouting what you know,
To make a great impression on the student down below;
If you've a voice that's confident, which carries to the throng,
If you've a word of praise as well, to help the slow along;
If you set a good example in dress and gait and air,
Though it may mean early rising and an awful lot of care;
If your equipment's working, while others fume and stall,
and your lesson has a sequence and never starts to pall;
If your diagrams and models can be seen by everyone,
and your class, when you are finished, are sad that it is done;
And IF, combined with all these points, you're natural and real,
You're a pretty good INSTRUCTOR - in fact - almost IDEAL!!!

* * * * * HOWLERS

- Q. What should render a British Moored mine safe on breaking adrift?
A. The Army clocks.
- Q. What is the burning rate of Safety Fuze?
A. Two feet per hour.
- Q. What is meant by H.E.?
A. Hydrostatic Echo.
- Q. What component of the Asdic set converts electrical energy into sound?
A. The Hammer. (2004? Ed.)
- Q. What are the readings on the N3 Safety Ohmmeter?
A. 0 to Eternity.

E. H. C.



LETTERS

OVER
ALL
FROM

Dear Sec.,

Thank you very much for the delivery of the Seamaster; it really was a pleasure to read.

Jim Haques has now joined, and Ron Williams has returned to the U.K. to prepare himself for Civvy Street (The Great Unknown).

The training programme has not been very hectic of late, which proved a blessing as it allowed more time for the preparation for Flag Officer Malta's Inspection. The only sea-going T.A.S.I.s in the Med at present are Bill Parkins and P.O. Caddell. We rarely see them because Bill is always at sea on some exercise or other, and P.O. Caddell is in Lion. One can appreciate a shore job when one compares the working hours that are put in at sea. Maybe the seagoers should get more pay to compensate, and maybe it would attract more volunteers.

The R.A.F. are now encroaching on our domain, and if ever there occurs an opportunity to accompany them on one of their jaunts, take it, you will enjoy it and learn that equipment hasn't got too big to be "Sailor Proof"!

Sports Report

Bill Parkins completed a three mile race and was not last! It did prove a little too much—three miles is a long way to gallop at Bill's age. Has he found the secret of eternal life, or is running a tea boat sufficient training?

Any T.A.S.I. on a ship, and contemplating being accompanied by his family will need information about rents during their stay in Malta. Just drop me a line and I will assist as much as possible.

By the way, Commander D. Scott, D.S.C. is now in the Med; Fleet T.A.S. Officer, Lascaris, Malta. Will you please forward his Seamaster to him there, and not his namesake in H.M.S. Surprise.

Cheerio now, Cutts Curtis,
Training Centre, Manoel Island, Malta.

* * * *

Dear Ed.,

Again, and also for the last time, we write from the 2nd Division.

This term is our Swan Song. We carry out the normal training programme until July 10th, spend a few days getting ready for Captain (F), then sail for Portland to join up with the 1st Division, with whom we sail in company to Amsterdam. After that, back to Dartmouth to pick up the Combined Cadet Force for a cruise to the West, where we shall again meet the 1st Division at 'Botany Bay' for the regatta.

Jewel holds the 'Cock' now, though there's just a chance that we can take it off her. August 2nd will see us back in Devonport for 'Navy Days', and we start paying off on the 8th.

The Jewel and Acute have been on this job for five years now. The first Training Chief was C.P.O. Prosser, T.A.S.I. and I am to be the last. The 10th of July will see me relinquishing the post of Training Chief and I will revert to the duties of Mess-decks, Flats, Gash bins and Cleaning gear Chief. The "Journal" was able to give my draft three months before I heard officially, can the Seamaster do the same?

Should a Chief be required for 'Osprey' or 'Bingleaves' put me in, - - I already have a sun tan. While we were in the Dockyard at Devonport I was informed that a dockyard

LETTERS continued

workman would like to see me. "Who is it?" says I. "A stoker off one of the dockyard barges" replied my informant. "Where is he then?" I asked, and looked over to the jetty expecting to see him waiting there, but he was nowhere in sight. Sitting it out in the Cox'n's Office later on, I was surprised to see a grizzled face poke itself round the door, and split itself into a toothless grin. "Hi Reg.", it said in a voice that resembled a 126 being tuned up. "Blimey" says I (in Naval terms of course), and I had reason to be surprised too. It was my old grandfather, Johnathan Tazz'. After the usual verbal greetings (also in Naval terms of course) we got to talking of 'this and that and them and thos' with grandad coughing and clearing his throat like he was trying to get a 'Fire Queen' pump to discharge.

It seems that he had not heard of the new time for 'Up Spirits', - - he was 45 minutes too soon! After I had explained to him, he very kindly forgave me and came back later. Strange that he should have turned up in Guzz, and as a stoker on barge number 99. Wonder if that number has any significance?

Cheerio now,
Reg. Norley.

* * * *

Dear Editor,

Although I have not a lot of news as we are in Dockyard hands, I feel that I must write something as I was one of the blokes who volunteered at the Annual General Meeting to give you a hand out with the Editorship, and I still repeat the offer. If there is anything at all that I can do, I shall be only too pleased if you drop me a line.

I shall be able in fact, to help much more once we arrive in the Far East, where I shall be able to contact other ships' T.A.S.I.'s and in fact, contribute a Far East Round-up.

"Plymouth", as I said before is in Dockyard hands, in fact, still building, and everyone will know what that means - yes, utter chaos. However, we commission on May 11th, and the day after that a big Civic Lunch in the Guildhall for all the Ship's Company. I of course, am looking forward to the time when the "Plymouth" Brewers ask us out.

Being down here in the land of the "Og", I don't see many of our fraternity. In fact, the only one I see quite regularly is Reg. Norley of Dartmouth Squadron. I believe there are a couple of T.A.S.I.'s in Reserve Fleet, but one never sees them. I think one needs a passport to go down there.

Back to my own particular ship - we of course, are fitted with the latest in Asdicory, though I'm quite pleased to say that we've lost the dreaded lergy Mk. 20.

As regards complement, we are a very strong team, TASwise. Many in Vernon will remember Lt.-Cdr. Phillips who is our 1st Lieutenant. The Squadron T.A.S.O. is Lt.-Cdr. Chalmers of I.A.S. fame and the ship's T.A.S.O. is Lt. Hickson. Battling against them are myself, 3 U.C. 1's, a U.W. 1, 6 U.C. 2's and numerous 3's, so we should sink a few.

If anyone is down this way, please call in and see me. There may even be a spare one.

Closing Down, My regards to all members.

P.O. S. G. Bryant, T.A.S.I.,
H.M.S. PLYMOUTH,
Devonport.

* * * *

Dear Sec.,

Enclosed is my sub. for the year, regret it being a little late, but movements have prevented memory catching up with me.

I have been receiving copies of 'Seamaster' regularly, and would like to congratulate all responsible for its publication. My copy is always well read, in fact, I am usually well down the waiting list.

I am shortly coming to the end of my commission on H.M.S. Tenby and, with a little bit of luck, and a note from Haslemere, I shall be back in the old school late summer.

The Tenby will be the sole survivor of the 5th Frigate Squadron which, since commissioning in September, 1959, has roamed a good proportion of the seven seas. Our commission has been a General Service (East of Suez) and that is as flexible as can be, and has taken us as far east as Japan and as far north as Iceland, where we are now 'relaxing', if one can call it that.

Our sister ships, Torquay, Scarborough, (leader) and Salisbury have been paying off at two monthly intervals since March. The only other T.A.S.I. in the Squadron was P.O. Robinson (known affectionately to his friends as Big Robby). He was on the staff of Captain F.5. Whenever the Squadron were together in harbour, Robby would creep on board, and always at the appropriate time, of course.

I have bumped into our fellow brethren in all the expected and unexpected spots, the most unique being a somewhat large hole in Manilla Dockyard in the dark, strange as it may seem going ashore, not returning. The unknown factor, when we picked ourselves up,

LETTERS FROM ALL OVER (Cont'd)

turned out to be none other than Tansey Lee of Osprey vintage, who was at the time cruising on the Cavendish.

I think the highlight of all was whilst at Brest during Exercise 'Dawnbreeze', when my Saturday afternoon tranquility was broken by the appearance en block, of T.A.S.I's Flack, (Undaunted), Griffiths (Caesar), and Maguire (Teaser). I spent the next day making apologies all round my own ship.

Tenby is destined for extended refit on paying off, so there need be no speculation as to who will inherit this billet.

I am assuming that the Annual Day Out is drawing near. I hope you all have a pleasant trip, and don't forget, if not with the first, perhaps the second, a thought for those in peril on the sea.

Wishing everyone the best of luck,
Yours Sincerely,

P.O. A. R. Hovenden,
H.M.S. TENBY.

* * * *

L. J. Parsons, WEA (TAS),
S.A.S. Saldanha,
Saldanha.
Cape Province, S.A.
14th March. 1961.

Dear Sec.,

After many months of saying to myself I really must write to the T.A.S.I's Association, it has happened.

Firstly, for anyone who doesn't know the Cape, Saldanha is situated about 110 miles from Cape Town on the West Coast; its main function is the canning and processing of fish, and we have two factories that work from January to July full bore.

Fish that is caught close to or within about four hours of arriving at the factory, is used for canning, and the other fish, irrespective of 'age', sometimes as long as three weeks old, (what a smell) is put into the fish meal plant. There is no waste, every piece of the fish is used, and the only by-product not used is the distilled water from the boiler.

The boats leave usually on a Sunday evening and continue to fish until a full load is obtained, around 150—180 tons. A crew consists of a skipper, mate, engineer and six hands, and on some of the boats they are completely manned by non-Europeans; on others the skipper, mate and engineer are Europeans.

The skipper gets about 10/- a ton and then it scales down through the crew, much like the R.N. prize money does. Recently a skipper at

St. Helena Bay, just north of here, in a month caught 2,180 tons, this being a record, and his share was £1,090, or in our new money system, 2,180 Rand.

The second function is the Military Academy, where our future officers of the Navy, Air Force and Army are trained. It is very much like Dartmouth and Sandhurst. They are selected from the Gymnasium trainees (more about this later) and do three years of academic studies and naval or military training. After three years, they pass out and become Subs or the equivalent in the other Services.

The Gymnasium is used for the purpose of training boys from civvy street in one year to become 'sailors', they are really like our R.N.V.R.; can be called up if required in an emergency, and from these boys are selected our future midshipmen.

They usually arrive at the end of January and are kitted up during early February, and learn "what to salute and what not to salute" (you know the old saying, "If it moves salute it if it stays still whitewash it") and of course, how to march and dress properly. Late in February they start their instruction in boatwork, etc., Radar and T.A.S.

In T.A.S. we keep to very simple things, the Type 164 set, Asdic Material, Operating and Control, with a little on the weapons side. The course usually lasts about four working weeks, when they are examined and passed on to their next subject.

The staff of the T.A.S. School consists of a Warrant (EA) T.A.S., P.O. U.C.1. Petty Officer Wolmarans who was in Vernon a while ago, and a Leading Seaman U.C.3, D. Jones.

We have a Type 941G Table, 147F Shore Trainer and a 1st Op. Teacher; we are not able to give actual sea operating as we do not have a ship attached to us. However, some of the trainees are lucky to be doing their 30 days sea-time during CAPEX when we have the R.N. submarine attached.

On February 14th we changed our system of monies, and to date I have found no difficulty. For those coming the Cape way, the following may help:—

1 cent	equals	1 penny
2 cents		2 pence
2½ cents		3 pence
3 cents		4 pence
4 cents		5 pence
5 cents		6 pence
6 cents		7 pence
7 cents		8 pence
7½ cents		9 pence
8 cents		10 pence
9 cents		11 pence
10 cents		1 shilling

10/- = 1 Rand. The Pound and 10/- notes have only been altered in the actual wording. The £1 is now 2 Rand (R2) and 10/- 1 Rand (R1).

Recently we had H.M.S. Victorious and her attendant craft in Cape Town, and it has really been a treat to see pictures in the papers of the R.N. types having a good time.

The following is a cutting from the local Cape Times.

"Bad Steering

Overheard at the Docks this week when two dock workers were discussing the detection apparatus in the Victorious.

"Ai, but the rudder up there is big" said one. "That's not the rudder; the rudder is at the back" said the other.

"No man", responded the first, "they use the rudder on top there to see in the fog. Its no use at the back".

Somebody should have told them that the radar and the rudder are unrelated".

We also have our Howlers during exams and I am enclosing a couple.

Q. Give the reports made by T.A.S. C.O. when classifying an echo.

A. Stand by to close in to identify echo.

Q. Give the fixed and variable allowances for A.T.W.

A. It's the time from mounting to A/S Handing Room in seconds.

Q. What does the 1 inch red band indicate on the Squid Projectile?

A. Gas check ring fitted.

To S. . . . Abery Congratulations on his Herbert Lott Fund effort. Nice to know that we still have Chiefs who are of an inventive nature.

To Charles Flux, who is in England for one of our new frigates, have a nice time.

Regards to Dodo Watts, Holmes, Lloyd and all the others of the 'Old Brigade'.

Best wishes,
Tubby Parsons.

* * * *

Dear Secretary,

Thank you for your letter of the 14th, also for the invitation to join in the Annual Outing of the Association. Unfortunately, I am duty in the Prison on Friday and I must therefore, decline. I trust you'll have an enjoyable time and only wish I could attend.

My regards to all I know in Vernon. I am looking forward to being able to come to the Dinner this year.

A belated thank you for the Spring Magazine. The Magazine improves with each number and I look forward to receiving it.

F. G. Bounds,
Parkhurst, I.O.W.

* * * *

NEWS FROM THE NORTH

Only this time, far from being North, we are in the South. At the time of writing, both the 51st M.S. and the 100th M.S., together with Vernon's own Squadron, and somewhere in the near vicinity, Reclaim and Plover, are all engaged on Exercise "Sea Dragon" off Brest.

The 51st Squadron, consisting of four I.M.S's, have just completed a 16 day recruiting campaign in London, where all the ships' companies turned guide-cum-instructor when they came to grips with their future reliefs in the form of some 2, 500 schoolboys who came on board from schools as far flung as Guildford.

On the whole they seemed very keen to join the Navy, but, 14 and 15 years old, already wearing winkle pickers and 30 guinea 'Teddy Boy' suits, makes you wonder. No doubt some will become T.A.S.I's, but I think a lot of work will have to be done on them first. (No doubt the sausage machine will cope!).

I would like to take this opportunity of thanking the Mine Countermeasures Section (bless 'em) for helping us out with demonstration models which made our work in London considerably easier. One point of interest was the B.B.C's television film which was taken on board Chailey. After well over an hour's filming, we actually appeared for three whole minutes on the magic box! !

All in all, I think we convinced a lot of the school boys that the R.N. is a pretty useful way of passing 22 years. Talking to many of the Masters, it was obvious that the visit was very much appreciated and they would like more of it.

A final note on the visit was when one Master thought it fit and proper to search all of his class after leaving our engine room.

As I have no more news for the present, I wish you all 'bon voyage'.

Dickey Dyke,
H.M.S. Chailey.

* * * *

The S.D. Dependents' Fund

Unfortunately the history of what was originally known as the Submarine Detectors' Dependants' Fund has never been written. Certain simple facts are well known and are set out below. It is hoped that anyone who has something to offer will contact the editor so that a store of knowledge can be accumulated. The author of this article was not a member of the A/S Branch, but as a student of Osprey and Nimrod, hopes that ex-S.D.'s will bear with him in producing more facts about their own special fund.



The fund was started towards the end of 1939 during a Canteen Committee meeting in H.M.S. Osprey. The Committee were considering a grant to the wife of an H.S.D. who had been killed in a collision (H.M.S. Vanquisher) and realised that this case would, unfortunately, be the first of many. It was decided that all officers and men qualified in A/S should contribute 6d a week from their pay, deductible by their Paymaster, and donate it to a central fund. Who administered the fund, and the approximate amounts of money paid out, has not yet been discovered.

At the end of the war most of the remainder of the money was used to provide a well decorated and comfortably furnished room in the Canteen in Osprey for use by A/S ratings and their friends. Two paintings of Captain Walker were bought and a beautifully illuminated Roll of Honour was installed in this room which is known as the Walker Memorial Room and is still in every day use.

In 1948, when H.M.S. Vernon came into the A/S picture, it seems that a grant was made to the fund from the S.D.I's Benevolent Fund, and that consequently, the S.D. Depen-

dents' Fund changed its name to the A/S Memorial Fund. Before this change in the title came about, the beneficiaries and the members of the A/S Branch were consulted.

The fund then lay idle for a number of years, and was next broached in 1960 when it was used to pay for a copy of the Roll of Honour. This copy, together with one of the portraits of Captain Walker, were presented to Vernon to be placed in the newly built Walker Wing.

It was obvious at the time that there was little to be gained from keeping the fund in being, and feelers were put out to all those directly concerned with it to find out how they would like it to be wound up. Those directly concerned being only those who were members of the A/S Branch during the war and who were consequently contributors.

Like so many round robin letters a great many proposals were put forward. They ranged from seats (suitably inscribed) on the Isle of Portland, through hospital beds, to giving all the money to a suitable charity. The strongest contenders for a grant were the Portland Branch of the R.N.A., who have many old pingers amongst their members. At that time the Branch was trying to build a Club House on the Island, but the project fell through, and a firm decision on the disposal had to be reached.

Captain Pound felt that a lasting memorial was required; that it should not depend on an income to keep it alive; and that it should be intimately connected with both Osprey and

and the A/S Branch. He decided that Silver for the Osprey Chapel should be bought, and thus, the beautiful cross, candlesticks, chalice and platter shown in the photograph were purchased. They cost £220, which together with silver plating the offertory plate has used all the remaining capital.

Each of these articles carry the Osprey crest, and each one is engraved with "A/S Memorial Fund". The cross and chalice carry an inscription dedicating them to the memory of those of the A/S Branch who gave their lives in the 1939-1945 War, thus they will always remain in Osprey as a lasting memorial.

The silver was dedicated on March 12th, 1961, before the families of the officers and men presently serving in Osprey together with a small representation from retired members of the A/S Branch. It is hoped that the Osprey Chapel will be rebuilt in the very near future, and that when this is done, a Service will be held in which as many of the old A/S Branch as possible will be invited to attend.

One should remember that in 1919, H.M.S. Osprey was in the forefront of the A/S War and that she still holds that position today with the thriving Air A/S School taking over from where the T.A.S. School left off, thus perpetuating one of the reasons underlying the Osprey crest which is "suggestive of the employment of aircraft, and these are important factors in anti-submarine work" (May, 1923).

T.A.S. SCHOOL, SIMONSTOWN

Members,

This will be an historical message to "Seamaster" from we Republicans down under, and we hope the T.A.S. bond will remain between us for many more years to come.

Members will undoubtedly be well genned up on the subject through such prominent people as 'Brother Cassandra', Dimbleby and 'Cousin' (not Richard), therefore, the less said by me the better.

To the members from A.W. 16 in the 'Pool' I offer my condolences, and good hunting to the remainder, not forgetting "that boy with those beautiful eyes". The after dinner look undoubtedly pulled through men.

Our school here in "Snoekie" is working at full pressure under the wing of "Pony" Moore, S/Lt., W.O.'s E.A.'s Jock Moffett, Taff Davies, George Wise and T.A.S.I's Steve Herholdt and myself. Dough Faulkener, who has now risen to the dizzy heights of W.O. and the father of four, is slumming it at sea in 'Vrystaat', whilst

W.O. EA Tubby Parsons keeps a watchful eye on a full time Reserve A.T.H. at Saldanha Bay.

A new school and Tactical Teacher are in the offing, to contain the latest equipment which will make our willing hours a little easier to bear and save the most embarrassing practice of arm, head and hand contortions in order to explain the workings of this SIMPLE equipment. An example of this frustration is by the answer to the following question to a U.C.3.

- Q. What does the trace on the C.R.T. represent?
- A. The Left is the Right/Left. The Right is the Top/Bottom. When the Lights is Right on the Right, the Sub. is at the bottom. When it is to the Left, the Sub. is on the top, when it is to the Top, you train left extent.

With the full application of Psychological I.T. (Cut left stick)* we win.

* Republican translation:— Sny Links Stok. Totsiens, Dave Planck, T.A.S.I., S.A.N.,

CANADIAN CAPERS

One reads and hears a lot about folk who immigrate to the Dominions and Colonies returning home with tales of poverty and hardship. There appear to be few success stories to encourage others to follow the example set by those who, by dint of determination and a will to win through, get what they set out to do.

Members of our Branch are noted for being able to take on anything and make it work. For those of our readers who have thoughts of immigration to Canada, take heart, - and advice - - from the story of "Lofty" Waterfield.

There's a T.A.S.I.'s mess in at least two large firms in this country. Will there eventually be one in Saskatoon?

Before I actually get down to what happened to me it might be as well to say that I had no illusions of easy living and lots of 'lolly'. Nor had I any aspirations of becoming an executive. I wanted to be a policeman, and I happened to be lucky, - eventually.

On July 1st, 1960 I passed through the portals of R.N.B. (P) with no regrets and no hard feelings; and after a week spent in frantic packing, moved with my family to London. The only available sailing date to Canada was September 23rd, so I had three months to spend hanging around. I signed on at the Labour Exchange for a job of a temporary nature. The Resettlement Officer at R.N.B. had assured me that jobs of this type would be plentiful, have I got news for that gentleman! There were offers of permanent jobs which, due to the circumstances, I had to turn down. After a prolonged search I was at last able to find employment with a concern that entreates people to "eat them, enjoy them".

Apart from the experience of working with people from all nations, the taste of Civvy work was, after life, in the Service, quite something. It was hard, (I lost 20lbs. in weight) and the basic wage was discouraging; although I was offered permanent employment at a higher rate, I turned it down, and told them why. September arrived at last, and with it began our first stage of the journey that was to take us away from these hospitable shores.

Arrived in Liverpool, we embarked in the "Empress of Britain" where I remarked at once on the difference from the 'grey funnel line'. The good food helped me to regain some of that lost weight, though I felt a bit 'spare' in the role of passenger. There seemed always to be something that ought to be done, and I

almost felt tempted to get on with it. If you want to avoid that feeling, fly your way out here. Early one morning, six days after sailing we had our first view of Canada. It looked most impressive since the aspen, spruce and maple trees were in their 'fall' colours. We went ashore in Quebec for about half an hour in order to complete a few immigration formalities, then sailed on to Montreal that same night, arriving at about 11a.m. next day, September 23rd.

After a mid-day meal, during which I thought I had poisoned myself with a glass of clam juice - (I had been trying everything on the menu from day to day), we went ashore for a hectic hour of Customs, baggage checking, sending arrival telegrams, and changing rail tickets, I'd been given the wrong ones at Portsmouth. A nerve racking experience of being driven in a French Canadian taxi-driven to Montreal Windsor Station where the C.P.R.'s "Canadian" awaited us, will never have to be repeated in order that it shall be forever printed on our memories.

What a train that turned out to be! A huge gleaming monster with scenic domes, aircraft type seats, canned music, and impeccable service. This was to be our home until we reached North Bay, some eight and a half hours later, where we changed trains. Eventually, after an overall journey of nearly six thousand miles, we arrived in Timmins, Ontario. This was the town in which I intended to become a policeman, I thought little of the disappointments that were waiting for me.

Timmins is a medium sized town of some 29,000 inhabitants, and it is situated on the edge of a gold field in the Ontario Northlands. It is very close to the 'bush' and most of the

men thereabouts pack up and disappear every week-end to try for moose or deer on hunting trips.

It was with a certain amount of luck that I was able to pin down the Police Chief for an interview, and was somewhat staggered to be informed that he had no requirement for personnel at that moment. I tried at the Employment Office, and received similar news. Previously I had been told to be prepared to take any type of employment until what I wanted came along. This is what I did, though why I accepted the offer of labouring in the nearby goldfield I'll never know, unless it was the thoughts of my family being hungry.

The mine was twelve miles from town, starting at 0700 I worked eight hours a day with two Italians and a French Canadian under 'a seegar-chawin' French Canadian who gloried in the name of Desil Rivet. We were known as the Bull Gang, and as the name might imply, the work was heavy, to say the least, and I promptly shed another 10lbs. in weight; this was due to sweating strangely enough, even though we worked outside in near zero degree weather.

I'd been there for almost a month when I decided to pull up stakes and move on. Having been in contact with Don (Pusser) Mann, I left my wife and daughter in Timmins, and took the twenty eight hour (1700 miles) train trip to Saskatoon in the Prairies. This was a move I would not regret.

Thanks to the timely intervention by Pusser, I managed to secure a position on the Saskatoon Police Force. Its interesting work and varied. The pay is pretty good too, about £27 10/- a week, and since probation lasts only six months, the first rise isn't long in arriving.

Pusser is doing fine; enjoying his work and not regretting one bit having left the Andrew when he did. His wife has recently presented him with a 7lb daughter and her head was duly 'wet' with the usual celebration. We don't see a great deal of each other due to shift work, but we often meet at H.M.C.S. Unicorn the H.Q. of the reserve in Saskatoon; we are both members of the Reserve and the P.O.'s mess in Unicorn. We still hold our rate as T.A.S.I.'s but quite soon we look like becoming seamanship instructors, since T.A.S. is on the way out of Reserve curricula. The mess is a good one, and there are plenty of social occasions to which we take our wives and talk over the not so distant past. Apart from that you may recall, those of you who ever had anything to do with the 'Canucks', that R.C.N. pay is fairly lucrative.

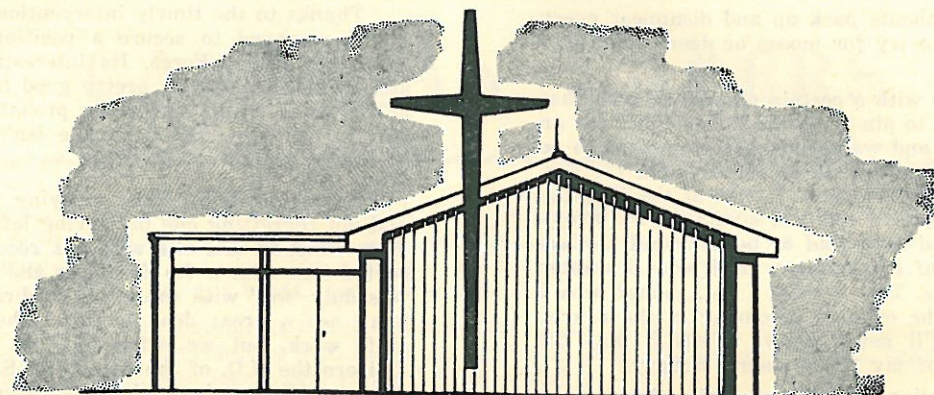
Pusser Mann and myself send our best wishes to all in the association and the Branch; we'll answer any letter, so are there any takers? Come out and join us!

Ed., Address from the Sec.

ALL FOR A SHILLING A DAY

The T.A.S. Instructors are a happy band,
Some serve at sea and some on land.
He has a lot to learn and a lot to say,
And for all that, gets a shilling a day.
The R.A.F. and the Army have Instructors as well,
And they are always quick, us to tell,
They do not get any extra pay,
So be thankful for your shilling a day.
But like all sailors we do like to drip,
When shall we see a G.I. 'Part of Ship'?
There's no difference between us I would say,
Don't ALL qualified Instructors get a shilling a day?

E. H. C.



Once again the Padre's page must begin on the theme of bricks and mortar. As I write, the Chapel is in a state of chaos as the Chippies hammer, the Painters paint, and the Dockyard Joiners do their bit. In other words, the results of the support given by so many of your members is, at last, beginning to take shape. A new archway at the step of the sanctuary transforms the whole atmosphere of the building and with the first of the new stained glass windows installed, gives an indication of the quiet dignity that even a Pound hut can acquire with a little effort and imagination.

But more than a little effort has been put in to make these improvements possible. In the Church outside a great change is taking place whereby the laymen are taking over much of the weight of the "business" side of parish life from the parson's shoulders. This is as it should be, and where it is happening a new spirit has grown in parish life.

We in Vernon are not behind-hand, as evidenced by the gift of the stained glass widows. Five out of the six windows have been presented by representative sections of "Vernon" life, and each window will have an inscription recording the generosity of the donors.

All this was entirely organised by laymen under the guidance of the Supply Officer, Commander Williams, and I would here like to express my very warm gratitude and appreciation for their efforts.

It is expected to have the reconstruction work completed by the end of June and we look forward to the visit of the Chaplain of the Fleet on 16th July when he comes to dedicate the new windows. I feel sure that I can count on a good representation of all those who have contributed for the occasion.

But I don't think we should think of the dedication as the completion of the reconstruction work. It rather marks the beginning. All

our efforts so far have gone to produce an atmosphere in which a man can worship God and say his prayers at any time. The reconstruction is, therefore, not completed by bricks and mortar. The bricks and mortar simply pave the way for the reconstruction of ourselves. How much I should like to take part in this goes without saying, but it is not to be. The ancient prayer of Sir Francis Drake leaps to my mind "O God, when thou givest to thy servant to endeavour any great matter, grant us also to know that it is not the beginning but but the continuing of the same until it be thoroughly finished which yieldeth the true glory . . .". A draft chit has come my way after all too short a time with you, and I will not be here to see the matter thoroughly finished.

It is, of course, a great honour to have been given charge of the Dockyard Church of St. Anne, but that does not altogether soften the blow of being taken from the work which you have helped to make so delightful and rewarding for me. Because of the friendliness you have shown me here, I have no intention of losing contact, and I have a feeling that in my visits to ships in H.M. Dockyard, I shall always head first for one particular department!

Bill Richardson,
Chaplain

NO LIGHT MATTER

There are moments in life that demand the utmost from a man. Henry Pavey was experiencing one of those moments as he stood against the bar of the Blue Boar making his last pint of the evening go as far towards closing time as possible. His normally ruddy face was drawn, and his shoulders sagged: so did his stomach, but that was usual and rarely provoked comment among his friends.

Henry was worried and he didn't like it. He was not the worrying sort he always said, - - too much trouble attached to it, - - and anyway, you'd die if you worried just as surely as you'd die if you didn't, so why worry about it?

Nevertheless the words of the 'city gent' kept echoing in his mind - "Compulsory Purchase". Wasn't really possible that that tailor's dummy could take Meadow Field just like that? and for that ridiculous price? All the work and money that had been put into creating the forlorn corner of Meadow Farm into a blossoming wonderland. The pumps alone had cost a small mint, and the drainage system had reached very nearly ten thousands. Apart from that there was the sentiment that had provided the urge to make out of the bog a garden that his Hanna wanted so badly. No, it didn't make sense and he was damned if he'd let 'em get away with it.

He'd told no one of the visit of the council's representative, nor of the previous offers he'd had from them; but now he felt the need to confide in his oldest friend Charlie Brent. They'd been at sea together as boys and rollicked around the world before settling down to farm successfully, albeit raising the eyebrows of the locals at first, but accepted into the brotherhood of the village at long last.

Charlie grunted when told of the situation. It was an habitual response to trouble and said more than words could convey. Later he blew his nose into a large red handkerchief and, looking quizzically at Henry over the rims of his spectacles said, "We'll fight 'em", and went to bed.

Major Charlton-Brown at the Lees House bristled when the story reached him. Stalking stiff-legged through the village the following morning he met Henry at the door of the Blue Boar, and with a "Usual?" led the way into the public bar. "Well", he said, through the foam on his moustache, "what are you going to do?"

"Fight 'em", Henry replied.

"Good man. I'm with you all the way. Now what plan have you got?"

"Simple", said Henry taking another draught. "Nothing".

Charlton-Brown nearly dropped his tankard as his eyes popped and his moustache reared up like a startled horse.

"Look now Major, I don't need to do anything. They think they're getting a piece of land suitable to build on. What they don't know is what keeps that land dry. When they have made their Compulsory Purchase, and got the land, I'll just do nothing. 'Nothing' means just that. No more pumping, no more draining—just wait for it to fill up again. If they want to drain they'll either have to buy my equipment and lease the drains across my land, or put in their own pumps and drains also on my land. And they'll have to pay me for it"

Henry emptied his tankard and called for two more. He felt better now, especially as he watched the grin spread slowly over the Major's face.

In due time the purchase was made and the village, while stunned at the price, recovered enough to anticipate the resolution of the plan. As the weeks went by the grass took on a deeper hue, and at eventide a mist hung low over the Meadow field. The first tractor appeared to start clearing, and immediately bogged down. A second, sent to haul out the first, met with a similar fate—and Henry watched and waited. A mobile crane dragged one out, but toppled over when attempting the extrication of the other. Peace once more descended, and still Henry waited.

Towards the following Spring the City gent appeared in the village and asked for Henry who received him in the public bar. What transpired between the two the village never discovered, but Henry's face is a glowing picture to see, and Meadow Field is lush with pasture and the plants of Hanna's garden.

It'll be a long time before we get the electric in Charn—oil lamps are so much more cosy.

TED 'G'

Printer's Postscript

Dear Ted,

I would like to put in print how much we appreciated your cordial association with us. "Thank you" from the boys, best wishes to yourself and your family and good luck in the future.

A SAILOR'S FAREWELL

*"The time has come", the Walrus said,
"To talk of many things,*

*Of Ships and shoes and sealing wax
And cabbages and Kings. . . ."*

(ALICE IN WONDERLAND)

T.S. "Warspite" entered me fully equipped into the Royal Navy of 1932. The Flagship next accepted me, a fearful 1st Class Boy about a year later. Boy boxer, Bugler, Admiral's Caddy were the roles in which I starred until the battleship Nelson ran aground one windy spring day at the entrance to Portsmouth Harbour. Both she and Rodney had giant foresails which were frequently rigged and its a pity they did not use them that day.

So I wasn't sorry to be drafted to destroyers and begin a life I shall never forget or regret. (I did not however, miss the odd business of using a sail in a warship, for in a later wartime destroyer, we managed to cover over a hundred miles in this fashion! But that's another story).

Its been said before, and much better too, that our ships are not inanimate things. They have personality and character and such I have known and loved.

Their crews have been proud of them, from the Captain to the most junior rating. They have cared. And many have died for them. H.M. Ships. Leadership and Loyalty in War and peace, the unspoken but none the less real abiding principles of their Ships' Companies.

How many stories rich in human interest cascade from the lips of former shipmates at the words "Do you remember . . . ?"

Yes I do remember . . .

Commanding Officers I have served under, some whose names are now household words. I remember Officers . . . they have taught me a great deal. But chiefly and naturally my experiences will have been integrated with the great host of men of the Royal Navy. Countless men of unnumbered ships.

Nelson, Vimy, Electra, Active, Osprey, Hereward, Whitley, Amazon, Thruster, Nimrod, N.P. 1734, 30th A.U., Lizard, Royal Alfred, Euroclydon, L.S.T. 2006, Relentless, Cormo-

rant, Victory, Scorpion, Rooke, Saintes, Mauritius, Boxer, Liverpool, Vanguard, Armada, Vernon. Such ships, such men have all played the main parts of the drama that I have been a privileged and sometimes scared participant. They are part of the background of the pageant of Royal Navy history. A background that is a trifle misty in parts, but none the less vivid.

The nautical canvas comes to life with a powerful contrast of colours when history takes up the brush. Carefully she blends ships and events. Palestine and partition. Death in the noon day sun. The Spanish Civil War and "Hunter" bleeding red. The swift incisive palette knife moves. War. 'E' Boat Alley-Narvik, Namsos and Aandalsnes- Lots of icy white and deathly emerald green. Sepia and foul black- fuel oil of sunken ships in struggling throats, eyes and lungs. Bursting bombs. Prelude to Dunkirk. "What did you do in the War Daddy?" "Hydrophone effect on bearing. Stand-by, Fire! . . ."

Yes, what did the Royal Navy do? History knows. It was superb. Ordinary sailors. Clean, proud yet devoid of swank. Men of H.M. Ships. 'U' Boat sinkings. "There she is . . . U.50. . . U.110. Black shapes bob belched up in disgust by the sea. Indifferent cruel sea. Specks in the water. The drab grey of endless Convoys. The saffron glare and crystal brilliance of that run to Murmansk. A shattered bridge. They said the ship rose to 38.5 knots as, guns out of action, she she led her group toward the twisting superior German Narvik Class Destroyers. The icebergs and deadly mists. The classic chase of the Bismarck. The brilliant trapping and sinking of the Scharnhorst. How well I remember. The lower edges of the canvas turn to khaki as the sailors man the invasion fleet. 'D' Day. Belgium. Holland, France, Germany, Norway and Denmark. . . Freedom. - and then the regrouping for Peace and the 'H' bomb. Ban the Bomb and Brainwashing.

But I shall remember with affection the many lovely occasions that the Royal Navy has made possible. The loyal friendships; the glorious free-for-all fights in many a Mediterranean bar. The weird and wonderful adventures in Pub, Palace, and Church. Human nature - regal, rancid or rip roaring. Blondes, Brunettes, or Ginger. Sun-kissed beaches, waving palms, bronze bodies, basking sharks. Moonlight swim parties; Capri, Beirut, Athens, Naples, Algiers, Istanbul, Lisbon, Jerusalem, Hong Kong, Singapore, Aden, Basra, and fascinating Malta. R.N. Cooks' Tours, the lot!

Lovely, yes wonderful occasions linked together by strenuous exercises ashore, afloat. Of gun, tube, plot and ping. High lights of meeting with people. Real people. Royalty. Famous people. Infamous people. Happy types. Scared types. Weirdies and plain nice folk.

Sentences they said to me.

Admiral Max Horton: (During Dunkirk). "You tell your Ship's Company I have no spare destroyers . . .". Lt.-Cdr. G. Roope, V.C. of "Glowworm" fame: "Bloody well get on with it" Lt.-Cdr. N. G. Roper, D.S.C. - 'Amazon' in convoy, as a salvo of U Boat torpedoes roared towards us and we urgently pinged our way through the lines of ships - "Have you got the b yet?"

Lots more that are burnt indelibly in the mind. Thrilling moments. Silly moments. Ugly moments. And yes, lovely romantic moments. Times in eternity when one's wonderful wife has played her part in urging one to do one's duty when she could so easily have played a more selfish role. Exciting moments like being in the middle of a Med. night action when a radio message announces the birth of a daughter.

All these in a glorious galaxy of human colour. And after drills and exercises, Rugby, Water Polo, Running, Hockey, Boxing, Shooting, Banyans and "grippos", Concert parties and wild, wild regattas. The thrill of being in a winning boat. Mad raids on other ships afterwards. Drunken laughing matelots being heaved in the sea, pelted by spuds and hosed down. No quarter asked or given. Indeed a full life. Riots, street fighting. Rough seas, ships on fire. Rescue, salvage. Vivid splashes of colour on the Naval canvas. "By Command of their Lordships . . . sink on sight". "Beg to report enemy ship sunk. Task complete . . .". "Leave will expire at 0800 don't be late". And the rickshaw arrives alongside with Coolie up and Jack, gloriously pickled big hearted Jack, in the shafts.

"Raise steam for all despatch. Aircraft down in position . . . X.Y.Z.". The business of great

waters learned only the hard way.

And under the waters that wonderful unexplored world. To be a S.W. Diver for a skylark and find oneself looking for real trouble under the hulls at Cyprus and Suez, but always someone to help. They always do in the Navy. The comradeship that transposed a 2nd Class Boy into a C.P.O., T.A.S.I. President of the Mess. To such, my real thanks.

Indeed, the words 'I remember' release a great flood of colourful, panoramic memories. It's all wide screen stuff with stereophonic sound. There's no room in the Royal Navy for small minds.

When I hear about who won the war I shall think of all my pals who died in their youth. They won it too- "Pro amicis mortui anicis vivimus"- Just officers and men of the Royal Navy.

Yes, I am proud to have served 29 years in the Royal Navy. I always shall be. Its one of the worlds greatest universities in the art of learning to know one's true self. The various colours of experience are plastered boldly on the canvas. It will never be finished of course, its an endless story. I'm grateful too when I step back to look at as much of the whole picture as I can absorb. A long look.

It seems to glow. Exquisite lines have been etched by an unseen hand and transformed the whole.

I've known it quite a bit. There's a distinct pattern that I didn't put there. It is God, working His purpose out . . .

Not many of my matelot friends would ever dream of saying as much but they too have often recognised bits of His pattern too.

"They that go down to the sea in ships and do business in great waters; these see the works of the Lord and His wonders of the deep"

A priceless discovery. . .

So goodbye and good luck from

yours sincerely,

Carl Hayman.

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N.A.A.F.I. NEWS SERVICE

At the 40th Annual General Meeting of the Council of the Navy, Army and Air Force Institutes held on 5th May, 1961, the Naafi Balance Sheet as at 29th October, 1960 and the Profit and Loss Account for the twelve months ended on that date were approved.

The turnover for the year was £57,481,633 compared with £56,538,625 for the previous year - an increase of £943,008, despite the continued reduction in the strength of the Forces.

After rebate and discount totalling £2,220,633 had been paid to the Services during the year there was a surplus of £221,600. This was increased by bringing in £125,261 from sums provided in previous years to meet liabilities not now required, making a final surplus for the year of £346,861. After the transfer of £38,836 to development Reserve on Navy Account, and £35,504 to the Staff Pension and Benefit Reserve, and after setting aside £108,360 for payment of extra rebate in the future, a balance of £164,161 remained which by agreement with the Service Ministries, will be paid to the Navy (£10,000), Army (£95,580), and the R.A.F. (£58,581).

In his address to the Council, Sir William F. Beale, O.B.E., Chairman of the Board of Management, referred to the success of the instalment credit scheme and said: "Sales on instalment credit continue to be extremely popular with both families and unaccompanied Servicemen. The total value of agreements completed for the year to 29th October, 1960 was £968,741. While the number of bad debts is still small, there is a tendency for a number of customers to be slow in paying their instalments. We are taking vigorous measures to ensure that this problem is not allowed to become serious".

FIRST OF THE MANY

A history making car was driven off by an Army Sergeant on Saturday, March 4th. It was the first car to be sold under Naafi's new deal for car buying on hire purchase. The owner was Sgt. Gordon Le Brun, 10 Signal Regiment, Bradbury Barracks, Krefeld, Germany, who took delivery of his new car in Paris.

The Naafi scheme, which began last month, enables Servicemen stationed in Germany, Holland and Belgium, to buy a car on easy payments.

The down payment is 20% and the H.P. charge is only 6% per annum spread over a maximum of three years.

Servicemen being posted overseas can order a car while in the U.K. and take it abroad with them when they go.

NAVY'S SIXTH SOCIAL CLUB

The Navy's sixth social club set up under Naafi's "club concept" programme was opened on March 1st.

The sailors who will enjoy a new lease of off-duty life are the 2,400 ratings of H.M.S. Collingwood, Portsmouth. The new club was converted from the old Naafi canteen in three months by Naafi's Works and Buildings Branch at a cost of £14,000.

Star attractions include a lounge bar, cocktail bar, restaurant, social centre, games and TV centre, Espresso coffee bar, youth club room and a "men only bar".

Under the "club concept" pioneered by Naafi's Naval Canteen Service, clubs are run by committees of Servicemen and women, who are responsible for everything from the organising of entertainments to the administration of club rules. The clubs form the main social centres on camp where men and women can entertain their friends, wives or sweethearts.

The other five thriving clubs are on stations at Lossiemouth, Arbroath, Abbotsinch, Culdrose and Yeovilton.

MORE CATALOGUES

The following publications are now being distributed and may be seen in Naafi shops and stores in the United Kingdom:

Naafi Retail Wine List. A handy, pocket-size guide to the wines, spirits and liqueurs which can be obtained from Naafi shops.

Naafi Wholesale Wine List. A larger catalogue (mainly for messes) which, in addition to listing wines and spirits, gives price details of soft drinks, cigars, cigarettes and tobacco.

Belstaff Motor-cycle and Scooter Clothing. A 14 page catalogue of protective suits, jackets and crash helmets.

The Good Companions. The camping and outdoor catalogue of Thomas Black & Sons (Greenock) Ltd., with 85 pages of equipment and accessories.

Pegley-Davies Ltd. 1961 Catalogue of Fishing Tackle. This catalogue lists in 121 pages, everything for the angler, whether beginner or expert.

Harris Lebus 1961 Furniture Catalogue. This has been distributed as a supplement to the Naafi Catalogue so that prospective customers can be advised on items not listed in the durable goods catalogue.

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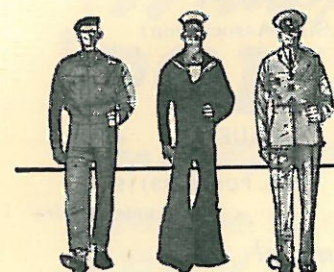
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