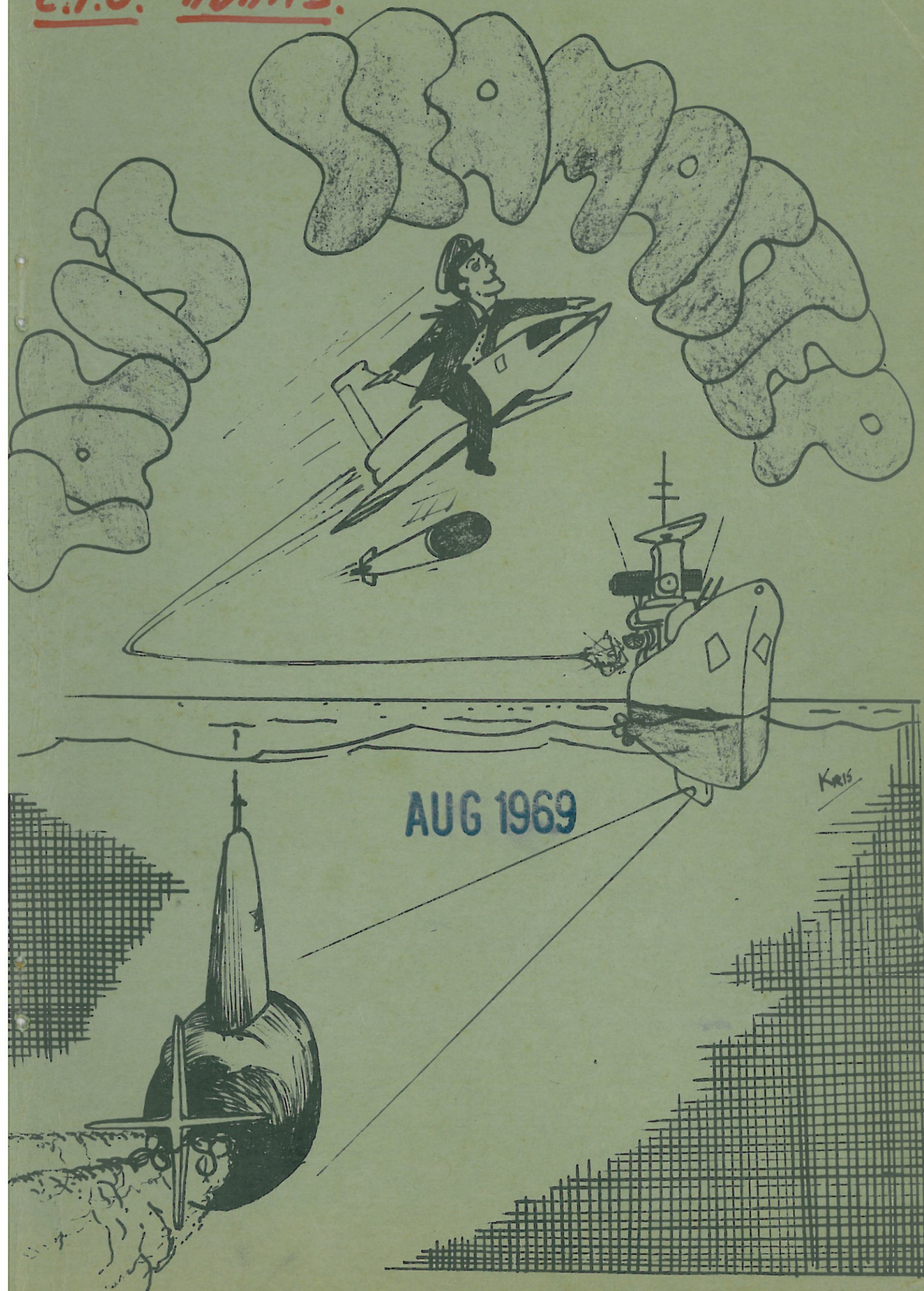


C.P.O. ADAMS.



"EDITORIAL"

Underway again with another edition of "SEAMASTER", I'm very pleased to say that we have received a lot more articles than we did for the last edition. Having said that, I hope you won't all sit back and think that that's all you have to do! Oh no! Keep 'em rolling in and I'll keep churning 'em out as fast as I possibly can. I would like to get the Magazine out on a monthly basis, but this depends a lot on what classes I've got etc., so my apologies beforehand if the Mag. doesn't arrive on time every month. If you can all manage to get out your ball points and scraps of paper, I'll try and get the next one out a couple of weeks after leave period.

I would also like to take this opportunity to apologise to P.O. THOMS for a paragraph in the last editorial which could be taken two ways. He knows which way I meant it but wanted to see it in black and white. Okay Tomo?

One last thing, if you know of any T.A.S.I. who did not receive a copy of the last edition or this one, don't let him drip all over you, tell him to drip over me by letter and I'll make sure it doesn't happen again.

F. J. LEIPER. Ed.

"WHAT CAN WE DO FOR YOU"

This page can be used to effect by you by:-

1. Giving us your ideas on aspects of T.A.S. training, e.g. "Ping Stealing", do you use it, is it a good idea or not etc. etc. (Ping stealing - the method whereby scale is not changed on the first attack from 30 to 15 until the S/M is or will be in the brackets).
2. Ideas for the "SEAMASTER" and the Association.

We supply the paper - you supply pussers pen, envelope and a bit of your own energy to writing on it.

NAME

SHIP

"WHERE'S MY OPPO?"

C.P.O. ANDREWS	TARTAR	P.O. COLCLOUGH	VERNON
" ADAMS	VERNON	" CHADBAND	CLEOPATRA
" ASHTON	"	" CAMBURN	GANGES
" AINSLEY	HOUGHTON	" CHRISTON	TYNE
" ALLEN	VERNON	" CONROY	PORTLAND
P.O. ALLAN	TARTAR	C.P.O. DRABBLE	GRENVILLE
" AKEHURST	R.A.F. BOSCOMBE	" DUNCAN	ROOKE
C.P.O. BROWN R.M.	FENELOPE	P.O. DYSART	VERNON
" BRYAN	VERNON	C.P.O. EASTHAM	VERNON
" BREWITT	"	P.O. ELSEY	OSPREY
" BUTLER	"	C.P.O. FEAZY	VERNON
" BLACKBURN	ARGONAUT	" FIRBANKS	"
" BROWN A.W.	F.O.F. HOME FLEET	" FORMOY	"
P.O. BROWN A.F.	VERNON	" FARRIES	LOCHINVAR
" BEKKER	HARDY	P.O. FORREST	MINERVA
" BATE	VERNON	" FEAST	ASHANTI
" BROMFIELD	"	" FRANCIS B.S.	VICTORY
" BALDWIN	"	" FOWLER	VERNON
" BROWN G.F.	YARMOUTH	" FITCH	HERMIONE
" BUSH M.W.	PORTLAND	" FORD	VERNON
C.P.O. CONNER	VERNON	" FRANCIS D.W.	PERSIAN NAVY
" CASTLE	OSPREY	C.P.O. GLADWISH	UNDAUNTED
" CADDEL	???????	" GALE	TERROR
" CARTER	EAGLE	" GILL	RALEIGH
" CURTIS	EAGLE	" GRIFFITHS	WALKERTON
P.O. COUNSEL	VERNON	P.O. GREANEY	JUNO
" CHERRY	GALATEA	" GODFREY	VICTORY
" CLARKE T.C.	PLYMOUTH	" GIBSON	VERNON
" CLARKE B.W.	FORTH	" GRUBEY	ARETHUSA
" CARVER	VERNON	" GRIFFITHS	??????????
" CASS	"	" GRECH	ABDIEL

"WHERE'S MY OPP0?" (contd)

P.O.	GREEN	WHITBY	P.O.	LEIPER	VERNON
C.P.O.	HANNEMAN	TERROR	"	LEAR	R.N.R. MERSEY
"	HOBART	VERNON	"	LATUS	R.N.R. GLASGOW
"	HEAVER	LLANDAFF	"	LINN	MOHAWK
"	HOVENDON	VICTORY	C.P.O.	MALTHOUSE	VERNON
"	HALL	PHEOBE	"	McPHERSON	"
"	HARDING	VERNON	"	MARCHANT	"
"	HEPBURN	VICTORY	"	MEALING	F.O.S.T. PORTLAND
"	HANCOCK	TARTAR	"	MANDERS	LEANDER
P.O.	HUGHES	RALEIGH	"	MAUNDER	DRAKE
"	HERBERT	???????	"	MURRAY	R.N.R. TAY
"	HACKNEY	JUPITER	P.O.	MOULSON	VERNON
"	HOLLINGS	ROTHESAY	"	McDONALD	GANGES
"	HYDE	AURORA	"	MADGE	SIRIUS
"	HILL W.	VERNON	"	MORALEE	VERNON
"	HIGHAM	GANGES	"	MACKAY	CHAWTON
C.P.O.	JACKSON	VICTORY	"	McINTOSH	SEA EAGLE
P.O.	JERRARD	VERNON	"	MILWARD	NEPTUNE
"	JACKSON	ALBION	C.P.O.	NEAL	OSPREY
"	JOHNSTONE	OSPREY	P.O.	NICHOLS	ESKIMO
C.P.O.	KINCHIN	JUNO	C.P.O.	OAKLEY	GANGES
P.O.	KINGSFORD	VERNON	P.O.	OWEN	EURLYLUS
"	KENSALL	VICTORY	C.P.O.	PATTERSON	TENBY
"	KINNAIRD	MALAYAN NAVY	"	PEARCE	VERNON
L.S.	KEMP	BELLEROPHON	"	PARKER	CAMBRIA
C.P.O.	LOFTUS	VERNON	"	PRESTON	VERNON
"	LAKER	F.O.S.T. PORTLAND	-	-	-
"	LISSIMER	VERNON	P.O.	POPE	ROOKE
"	LISTER	"	"	PERCIVAL	VERNON ??
"	LOMAS	HERMES	"	POWELL	R.N.R. BRISTOL
"	LAWRENCE	TERROR	"	PERRY	DANAE
"	LILLEY	?????????	C.P.O.	QUARTERMAINE	??????????

"WHERE'S MY OPFO?" (contd)

C.P.O. ROBERTS K.	VERNON	P.O. TOULSON	BAHRAIN M.C.M. SQD.
" ROBERTS E.	EASTBOURNE	" THOMS	VERNON
" ROBINSON	VERNON	" TOWNLEY	"
P.O. ROUTLEY	VERNON	" TROTTER	KENT
" RUSSEL	CHARYBIDIS	" TRENGROVE	GLASSERTON
" ROSENTHAL	TYNE	" TAYLOR R.	KENYA NAVY
" RICHARDSON	VERNON	" TAYLOR R.E.	VERNON
" ROBERTS D.	"	C.P.O. UNDERWOOD	LONDON
" REEDY	"	" VASS	VERNON
" RODAWAY	"	P.O. VERNON	LEANDER
" ROBERTSON	OSPREY	C.P.O. WHITE	???????
C.P.O. SPROTT	WHITBY	" WILLIAMS	R.N.R. SUSSEX
" SHOULS	ST. ANGELO	" WALK	ARGONAUT
" SMART	BINCLEAVES	" WHEELER	VERNON
P.O. SLADE	VERNON	" WHITE D.	OSPREY
" STRINGER	"	P.O. WHITEHEAD	VERNON
" SNELLING	"	" WALTON	TORQUAY
" SHEPHERD	"	" WOOD	VERNON
" STANLEY	RHYL	" WRAITH	"
" SOMERTON	VICTORY	" WILLIAMS W.	SCARBOROUGH
" SARGEANT	RALEIGH	" WRIGHT	VERNON
" SWANN	PHEOBE	" WATSON G.	AJAX
" SIZER	R.N.R. LONDON	" WICKENS	VERNON
" SMITH D.	VERNON	" WILL	"
" SOLE	"	" WARD	"
" SMITH W.F.	"	" WHITE D.W.	OSPREY
L.S. SINGLETON	"	" WINTER	COCHRANE
C.P.O. THORNHILL	DAEDALUS	C.P.O. YATES	BELLEROPHON
" THOMPSON	DIDO		
" TAYLOR R.G.	NAIAD		
" TONER	HASLEMERE		
P.O. THOMPSON	RALEIGH		

(If you know of someone we have left out or
wrong address given, don't drip, tell us!)



"THUMB THORY"

AN R.N.R. IS FEELING GLUM,
HE'S LOST THE TOP HALF OF HIS THUMB,
THE REASON WHY, IS QUITE CLEAR,
AS SHOWN IN THE GRUESOME PICTURE HERE. B. JERRARD

"SONAR SECTION NOTES"

The Sonar Section continues to get quietly on with the business of teaching and training the surface fleets U/W ears.

Two changes of management have occurred recently in that Lt.Cdr. D.J. BURTON (ex TARTAR) took over as I.S. and C.P.O. D. EASTHAM (ex A.S.U.A.T. 4) became Section Regulating Chief.

Very little out of the ordinary has happened this term but excitement amongst Instructors is building up as we all await the arrival next term of the new trainer, A/S 1079, to be known by the unusual name of A.S.U.A.T. 5! This is the computerised two ship, linked, M.R.S. fitted all humming last word, until its relief comes along!

The future of the VERNON Tape Team is now assured as the recent visit of the Complement Review Team has confirmed this. Over the years the taping industry, for want of a better description, in VERNON has been slowly declining.

Fairly recently, the requirement for 177 training tapes and replacement for 170B tapes became urgent and a newly formed Tape Team swung into action with excellent results. It is planned to keep the team going in providing up to date tapes and maintaining a tape 'library' in VERNON available for loan or copying.

A major policy change from the training angle has been the reduction of the U.C. Basic syllabus by nearly 50% and the addition of another sonar to be taught. This is obviously going to increase the load on U.C.1's and 2's at sea and increase the staffing problem and one can only hope that the syllabus for U.C.1's and 2's will not be reduced as well. The object behind the reduction in Basics syllabus is to try and get more junior ratings, to the Fleet at sea, sooner.

At a S/M T.A.S. Meeting held in DOLPHIN recently, one point for discussion was, "The job of employing a T.A.S.I. in the S/M service". This produced a lot of wry comment and quite a high number of T.A.S.I's present felt that they would prefer to go back to a system of P.O. U.W.1/U.C.1. but on a higher or more specialised scale. This may be due to the peculiarities of the S/M Service but what do you feel about your position in General Service?

Lt. Cdr. D. J. BURTON I.S.

"THE NEW T.A.S.I."

After spending many years floating around doing a thousand and one other jobs than T.A.S. on ones way through the navy, one emerges from a T.A.S.I's course feeling somewhat bewildered and perhaps a little frightened that it now rests with you to teach the up and coming T.A.S. rates of the navy.

Having completed a twelve week wonder course to become a T.A.S.I., which included a week at the I.T. School in R.N.B., where one was taken aback at the large amount of do's and don'ts in teaching technique and the extra work required to produce the ideal half hour lecture, one obtains a lesson plan and syllabus for a class and finds that it is virtually impossible to produce lesson notes of the so called correct standard as it would take about a year to produce a six weeks course notes. So, having compromised and achieved the best standard in the time available, ably assisted one might add, by the more experienced members of the Branch, one is called upon to give their first lecture!

Having everything planned in advance and having gone over the lesson literally hundreds of times in one's mind, one arrives in the classroom in front of a sea of strange faces, having had the class handed over by another T.A.S.I. with the expression, 'Good luck, they're all yours'. Then chunk! down comes a steel shutter in front of the mind and there you are, stuck! 'What do I say now?' - 'Oh my God I've fluffed it! and like expressions flash through the mind. Then slowly one gathers composure and gets into a slow lecture only to be thrown ten left when T.A.S.O. or Schoolie decides to come and sit in and you find you are back to square one with the steel shutter firmly back in place. So there one stands, stuttering and fumbling through an hours lecture. Every time one makes a mistake or something goes wrong one keeps count and by the end of the hour one's shirt is sticking to the back even though it's a cold day, but somehow, one manages to get through and one leaves the classroom thinking, 'Well, that's it - I made a complete hash of it they didn't learn anything' and one goes away, to say the least, somewhat despondent.

"THE NEW T.A.S.I." (contd)

Being firmly convinced that one is a failure one decides to pump the class T.A.S.I. and finds that the class didn't really notice all the mistakes and most of them found that the lecture was quite interesting and they did learn something.

With this boost to morale, one tries again with the next class, having convinced oneself that it is not as bad as one first thought, and as one progresses each time one takes a class, one feels more and more comfortable until after a month or so, one wonders, 'What on earth was I worried about in the first place?' (It's not nearly as bad as I thought' and so it goes on until the day one becomes the super-confident all-knowing T.A.S.I. that one knew when one was a young T.A.S. rate

J.B.

"TWICE THE SPEED OF CONCORD"

If you are ever sitting in the 'Concord' flying at maximum speed and you see a red hot streak flash past you, there is no need to worry as it will only be the American Spy plane, the S.R.71 'Blackbird'. Although the details of this plane are secret, I can tell you that it has a speed in excess of Mach.3 (over 2,000 m.p.h.).

Due to the heat at this speed its two man crew have to wear special astronaut suits to keep cool. On landing, the 107foot Titanium fuselage and short wings take over an hour to cool down.

When cruising at 100,000 ft., it can photograph 60,000 square miles in an hour. The American Strategic Air Command have 30 S.R.71's in operation and more are being produced by the Lockheed Aircraft Company.

K. J. THOMS

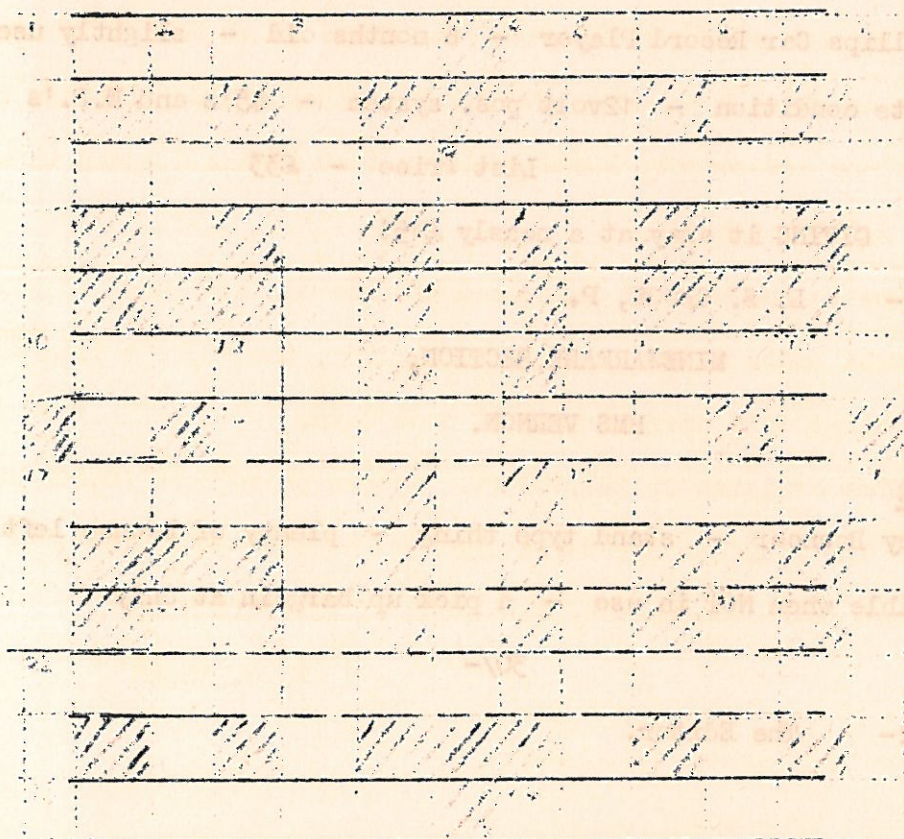
"HENDON TRIP"

The proposed annual cricket match with the Hendon Police, is an away 'do' on a Saturday (date to be arranged). As we have enough "Stag do's" at the moment, what about drumming up some support to have wives along as well??? It would give them a day out as well as yourself. Badger a Committee member or send a written vote for or against to the Editor of the "SEAMASTER" - hold a protest meeting too if you feel like it.

P.F.J.

The greatest area of unemployment?????? Between the ears!!

"SEASTER CROSSWORD"



ACROSS

1. An aged topic to talk about.
4. King of all the fairies!
8. Surface colouring is on a tempting theme.
10. Ancient wine maker?
13. An ideal place for the drain it seems?
16. Ten partly agree in adolescence.
17. It'll be cheap round in the market.
18. This Mary wasn't quite contrary.
22. Needed to switch bands perhaps.
23. Riots about the campanologists tools we hear.
24. Will this be a cure for a sprain?

DOWN

1. Turn out to be a tower of strength.

"EXCHANGE AND MART"

The page for you to flog things, exchange 'em, swop or buy. No extra charge!

FOR SALE

Phillips Car Record Player - 6 months old - slightly used -
immaculate condition - 12volt pos. system - 45's and E.P.'s -

List Price - £33

GIVING it away at a measly £15!

Contact:- L. S. CROOK, P.

MINEWARFARE SECTION,

HMS VERNON.

FOR SALE

Baby Bouncer - stand type thing - plenty of bounce left - fully
collapsible when NOT in use - a pick up bargain at only

30/-

Contact:- The Editor.

CROSSWORD CLUES CONTD.

2. Not quite on the roadside.
3. Are sessions bare before this?
5. Ask for these to ring Leamington Spa maybe?
6. There's plenty of this on the Moor.
7. In the direction of the stern is a scavenger.
9. Is this a refreshment service of B.R.'s?
11. Generally speaking, calmer than the average.
12. Briefer, shorter, cut, minimised?
14. Initially, the stokers benevolent club?!
15. A place for pregnant Mums. (INIT)
17. A rather damp agent could get sustenance from this.
19. Mentality of a Norse Gentleman.
20. Main food of the second Stuart?
21. Do the arts produce one?

"DIVING TRAINING"

There are two main groups of diver in the Royal Navy, the Clearance Diver and the Ships Diver. One is a full time professional and the other has a diving capability in addition on his normal job.

Dealing with Ships Divers first, we aim to provide each of our ships, from Minesweeper size upwards, with a diving team comprising a minimum of 1 officer (of any specialisation) and about 6 ships divers, (again of any specialisation). The larger the ship of course, the more divers they require to carry out the many underwater tasks which have to be tackled. Their diving duties on board are in addition to their specialist complement billet in their ship.

Ship's divers are employed mainly on Sea Bed Searches, Ship's Bottom Searches and Underwater Ship Maintenance of a minor nature. In addition they may be called on to assist the Clearance Divers in carrying out such tasks as Sonar Dome Changing, Propellor Changing and even backing up Explosive Ordnance Disposal Teams (this is the new name for Bomb and Mine Disposal). The primary role however, for which they are trained, is the underwater defence and protection of his ship in the event of attack by underwater saboteurs. At the moment we have about 1,000 Ship's divers and about 350 Ship's Diver Officers which is just about enough to go round.

The training course is much the same for Officers as for the Ratings, but in the case of the former a great deal of emphasis is placed on the supervising aspects of diving, because these Officers will be in charge of all their Ship's diving operations. A higher standard of knowledge is therefore required of an Officer although the standard of diving required is exactly the same. We have diving schools at HMS VERNON, HMS DRAKE, HMS COCHRANE and HMS TERROR.

The training consists of a four week course, two weeks of which is pure diving and two weeks applied diving, when they are introduced to underwater tools, ship's bottom searches and work on ship's hulls. They also receive instruction in the physiology of diving, diving theory and of course must learn the Diving Regulations thoroughly.

We find that four weeks is the absolute minimum amount of time that is required to train an average man to become confident in himself and in his equipment in such an unnatural element as the sea. The average "Sub-Aqua Club Diver" usually operates only in calm, clear water in daylight. The Ship's diver can dive in the dark, with no

visibility, when it is cold and rough, and he is frequently called upon to clear a foul screw when the ship is rolling heavily.

He is trained in the use of 'Swimmers Air Breathing Apparatus' (SABA) and 'Surface Demand Diving Equipment' (SDDE) to a depth of 120 feet.

(a) SABA is a self contained compressed air breathing set built to Naval specifications and has been in service for about 10 years. Its endurance depends on the man but is about 40 mins. at 40 feet. An improved version is being developed.

(b) SDDE could be called the successor to the Helmet or Standard Diving Equipment and is used in much the same way. One outfit comprises air storage cylinders and a reducing panel from which two sets and a pneumatic tool can be supplied at the same time. Being supplied by air from the surface the diver has unlimited endurance and we find this equipment ideal for working on ship's propellers, hulls or sonar domes - in fact anywhere where there is a job to be done in shallow water for long periods. Variations of this set are used as Damage Control Breathing Apparatus (DCBA) and Breathing Apparatus Search and Rescue (BASAR).

This depth restriction of 120 feet is not the limit for the use of SABA and SDDE (both are used by Clearance Divers to 180 feet and in some cases SDDE is used to 250 feet), but is imposed in the interests of safety, firstly, because there is usually no compression chamber available for the treatment of decompression sickness, and secondly because we consider that diving to depths greater than 120 feet by fairly inexperienced divers to be inadvisable.

Other divers that we train are:-

(a) Artificer divers - we used to carry out special 14 week courses for those Artificers who wished to become divers, most of their training time being devoted to cutting and welding equipment. However, the underwater welding requirement has been dropped as the demand did not justify the costly and lengthy training involved. An Artificer diver now does the ship's diver course only, which enables him to go underwater where his surface skills stand him in good stead as far as underwater ship maintenance is concerned.

(b) The Royal Marine Swimmer Canoeist - taught to use oxygen and mixture gas to 80 feet in order to get from point A to point B, and not required to work underwater.

(c) The Search and Rescue Diver - whose equipment is currently the Normalair

commercial aqualung, being replaced at the moment by Breathing Apparatus Search and Rescue (BASAR). The SAR Diver can come from any walk of life as long as he is a Ship's Diver, carries out a second four week course and transfers to the Fleet Air Arm. The emphasis with him is jumping into the water from a helicopter and having got there, rescuing the crew of an aircraft which has ditched.

We teach various other people how to dive but insist that no training can be less than four weeks. In the Diving Schools we cannot turn out experienced divers. Experience can only be gained in the field or on the job, experience being passed on by the older hands, assisted by handbooks and BR's. We merely give to the ship's and teams, men we know to be responsible citizens, confident in their own ability underwater, physiologically suitable for diving, and very little more.

Now to the training of Clearance Divers. These men are the result of the Diving Branch conceived during World War 2 to deal with underwater explosives and beach obstacle clearance. The jobs they are trained for and called upon to do nowadays, are many and various and include Seabed and Ship's Bottom Searches, Ship Attack, Sonar Dome and Ship Propellor Changes, use of Underwater Tools, Explosive Ordnance Disposal and Demolitions.

Being the Navy's professional divers they are required to know everything about all diving apparatus in use in the Service. They must be experienced Ship's Divers before they start the course for Clearance Diver as the emphasis is on oxygen and mixture breathing.

The Clearance Divers set is the Clearance Divers Breathing Apparatus (CDBA). This is a very versatile rebreathing set and can be adapted for use with any oxygen/nitrogen mixture. Which mixture is used depends on the maximum depth of the dive. Pure oxygen to a maximum swimming depth of 25ft., 60% oxygen/40% nitrogen to 80ft., and so on, decreasing the oxygen content with increase in depth. The maximum depth to which we use this set is 180ft. Between 180ft and 250ft., we use SDDE with air. For deeper diving, which is done experimentally only at the moment, oxygen/helium mixtures are used.

A great deal has been stated and written about the training of Clearance Divers and particularly about their selection. We have improved our method of selection quite recently and the system now favoured is a 5 day aptitude test, taken at a

Diving School, during which we eliminate the medically unfit, the psychologically unsuitable and those who are not really sure what they have volunteered for. Admittedly this is no more than trial and error but already we have saved a great deal of training effort that would have otherwise have been wasted.

The volunteers for Clearance Diving having been selected (all are volunteers; compulsion would not be possible or desirable) they then come to VERNON and are introduced to the training lake at Horsea Island and the mud of Portsmouth Harbour. In 6 weeks we make them physically fit and give them confidence in themselves and their gear. In the following 10 weeks they are taught how to work usefully underwater down to 180ft., and spend the final 3 weeks doing Explosive Ordnance Disposal.

This 19 week course is long, tough, rigorous and very demanding. The end product is one of the world's most versatile, highly trained, divers. But, even at the end of this exacting course, and having been taught to work safely underwater, to use explosives, to deal with bombs, mines and missiles, we do not have an experienced man. Experience can only be learned in the Fleet. We produce a trained product, the ship's and teams must then employ him properly to consolidate his training.

Lt Cdr K. G. LEES, RN
Instructional Diving Officer,
HMS VERNON

"LETTERS TO THE EDITOR"

ONE LETTER SO FAR, BUT WE CAN ALWAYS HOPE ! THIS ONE SHOULD HAVE BEEN PRINTED BEFORE IN FACT, BUT WE GOT A BIT MIXED UP WITH THE CHANGE OVER. MY APOLOGY TO THE WRITER !

:::::GREETINGS FROM THE LAND WHERE SAILORS ARE MADE::::

Dear Mr. Ed.,

I suppose most of our readers are quite familiar with "GANGES", but I would like to say a few words about the kind of life we lead here.

Firstly, we take a fifteen year old, long haired layabout, pluck him from his Mother's apron strings, and then try to dress him like a sailor. Then comes a year of intensive training including:- Parade training, school, basic, (land fighting, lookouts, internal comms.), seamanship, P.T., damage control, religious instruction, kit, laundry and of course S.Q.

In the T&S School we receive this junior about half way through his course for two or three periods a week, trying to teach him a very comprehensive TAS syllabus in amongst his sea training, workshop, and other subjects previously mentioned. Now I have been here over three years (with a TASI's course in the middle) and I know the heavy amount of training these juniors have to go through in a year, especially this term when on top of all this they are being spirited away to do special training for Parents Day.

Also, you would be surprised at the low intelligence of most of the juniors we receive. It is a battle sometimes to get them to read and write properly. You know the type of junior that arrives in "VERNON", well I can assure you that junior is twice the chap he was when he first came here. So you can see what we start with. Well, that is my little story, and I hope it helps you to understand our problem here when you are cursing these juniors in "VERNON".

I enclose a few lines from a book we have made up from junior's answers to questions. We call it the book of "HOWLERS".

DARBY ALLAN (Young type)

"EXTRACT FROM BOOK OF HOWLERS"

QUESTION

ANSWER

- Q. Which float supports the catenaries?
A. The 'Iron Mess' float.
- Q. What is meant by warming the bell?
A. WHEN SOMEONE IS TOLD TO WARM THE bell, he breathes on it to shine it up.
- Q. What is the main offensive weapon of an aircraft carrier?
A. Helicopters and Royal Marines.
- Q. What are the privileges of being a PO.?
A. Don't have to work.
- Q. Who passes the after life line?
A. The bloke who wants it.
- Q. How does the officer i/c of the seaboard know when the pins are out?
A. The boat falls into the sea.
- Q. How does sound travel through sea water?
A. Quickly.
- Q. Why is the transducer contained in a dome?
A. To protect it from fish, etc.
- Q. How do we achieve bearing spread on Mortar Mk 10?
A. The mounting jumps across in between shots.
- Q. What is the weight of an action projectile?
A. Don't know, but I can't lift it.

Who said "Out of the mouths of infants" !?

"TIP BITS"

NOW AND THE FUTURE

- Commuter Car - Small one pedal car which is easy to park, light on fuel and occupies a minimum of road space. Will have automatic transmission and unrustable bodywork.
- Carbon Reinforced Plastics. - Have the stiffness of steel with greater usable strength and weigh only 1/5th as much. Some cars have their body-work made of this plastic. (Mainly the racing variety).
- Water to Do Underwater Work - The Americans are working on a vessel which draws its energy from the hydrostatic pressure of the sea. The vessel is lowered to the sea bed and sea water is let in in such a way that it causes a series of pistons to do work. Being developed mainly for oil and mineral exploration on the sea bed.
- Spray On Central Heating. - A paint which conducts electricity could turn a wall or ceiling into a safe, cheap central heating panel. It has no smell, goes on smoothly by brush or sprayer and dries to a dull black finish. It is impossible to ignite and very tough. This does not mean there is a limit to the colour one can use. It still works just as well after ordinary painting and the heating causes no discolourisation to the paint applied. It will be some time yet before the paint is on the market, but it should sell at a price similar to that of commercial paints. Other possible uses? Roads, Runways, Footpaths and BR Waiting Rooms.
- Steam Engines for Cars. - Will not be in commercial production for quite some time. Basic problems of engine size, lubrications and operation in very hot or cold conditions, have still to be solved.

"TIP BITS" (Contd)

Oil Dredger? Experiments are being conducted with a ship that can mop up oil on the sea. The idea is to suck up the oil and water mixture, filter it, store the oil and ditch the water.

The ship will have two catamaran type hulls so that as it moves slowly astern the oil is gathered inside this "V" shaped design. If it becomes practicable, as well as doing a service to the public, it looks like paying its way. It will be able to store some 13000 cubic yards of filtered oil, and in addition it will carry two dracones, each capable of holding another 13000 cubic yards.

R. BREWITT.

T.A.S.I.'s LAMENT

All pings bright and beautiful,

All echoes big and small,

All asdics wise and wonderful,

Is now SONAR to us all.

We all know what A.S.D.I.C. meant, but how about S.O.N.A.R.? If it does not mean anything to you, here are a few suggestions:-

Some	Some	Some	Source	Snag
Other	Other	'Orrible	Of	On
Nations	Nautical	Noise	Noise	Notify
Always	Apparatus	All	And	Asdio
Right.	Required.	Round.	Reverberation.	Radioman.
Sample	Simple	Subs	Scrap	
Of	Or	Or	Other	
Nautical	Not	Non-subs	Navies	
Acoustic	Ask	Are	And	
Research.	Reg.	Reported.	Requisition.	

With the editor's apologies to C.P.O. E. H. CURTIS for using this again, but it has been requested!

PIU (PROGRAMME INSTRUCTION UNIT)

Visiting HMS COLLINGWOOD yesterday to find out more about Programme Instruction for my own benefit, I must admit that what I expected was to be greeted by a robot which would detail me off for a programme of learning and test my reactions afterwards.

To my surprise there was a staff, who, with their smiling faces and pleasant manners immediately put we the learners, completely at ease.

We were given the objectives of Programme Planning and how it was hoped these will be obtained. It became obvious to me as the day proceeded that we here in VERNON are already working with Programme Instruction with the present syllabi and material. By this I do not mean just the AVIT and DIA PILOT but the individual syllabus, which is in itself, what is termed in programme instruction as a Linear Programme. Such a programme, illustrated by the unit, is the books (BR 550) used to teach yourself NAMET.

Of course there are teaching machines and we were shown a variety of them, from a small portable tape recorder linked with a headset, to the AVIT type. The DIA PILOT was also shown and, like many of us TASI's I have experienced the frustrations when the slides do not appear in the correct sequence etc., but this of course is always being improved upon.

Two things which were explained to us and which I for one had never done were DIA PILOT:-

- (a) Read the programme first??????? (My question marks)
- (b) Explain the objectives to the class.

My question marks were for the fact that up to now I have put on DIA PILOT lessons, followed them with the programme and hurriedly stopped the sequence where necessary to explain a point more clearly, and have never thought to explain the objectives to the class. This was just one of the many things that I learned whilst at the one day course run by the Unit.

YES, I was sceptical before I went there and looked long and hard at all the statements made during the day, but my overall impression of this course was, WHY are not all Instructors given this course??? My advice, for what it is worth is, if you can find the time, this is a MUST course for any or all TASI's.

BILL LISSAMER.

"LATE NEWS ETC."

PO G. WATSON,

HMS AJAX,

BFPO SHIPS.

20th July 1969.

Dear Fred the Ed. and Members,

A short note to go in with my effort at an odd ode! Hope you will find room for it in your next "SEAMASTER".

Thank you for the "NEWSLETTERS" and "SEAMASTERS" that have found me during my few months in the "Far Flung", it's nice to be kept up to date with the goings on.

"AJAX" is coming to the end of the first leg of her commission, and a busy one it has been; up to now since Dec. 16th, when we sailed, we've clocked up 46000 miles, a bit different from the days of the "Bird Class etc", however we've had the odd visit, taking in Bangkok, Subic, Honky Fid and a couple of places in Japan.

ETA Pompey is the 30th October a few days leave then off just after Xmas for 3 months in the Med., followed by a home ports cruise; anybody feel like the trip?

At the time of writing we are on "JULEX", with the 28?? ships as stated on the BBC, anyway, for the 12 of us (including 3 RFA's) and believe it or not, the "FORTH", the weather is fair with an ISO down to 150 ft.

My best regards to all at home; keep the info coming, don't work too hard;

SOAPY WATSON (esq. soon)

~~~~~

SOAPYS LAMENT or THE AFTERMATH OF A MM10

I'll tell you a tale of 12 months at sea,

Of strange things that happen to Barry Clutton and me;

Of two young lads with a doubtful IQ,

And take this chance to say TA! to some of you.

- - - - -

There is one person I must exonerate,

And to him I say "You had a try mate!;

I'm talking of Ben Grubey, PO,

Who I know will say "I told you so!"

LATE NEWS ETC. (Contd)

The first I'll introduce is A.B. Keith-Storey,  
Who joined us last year in all his glory;  
But after 3 months of his vigour and zeal,  
He turned grey the head of 'Peggy O'Neal'.  
- - - - -

The second you must meet has driven us frantic,  
O.S. Parkes renowned for his antics;  
At the order reload he trembles with fear,  
Inserts the charges and blocks up his ears.  
- - - - -

Then comes the trouble when the switch is made,  
Thro' a pile of cordite we have to wade;  
The only noise heard is Peggy Neal's screech,  
'You bloody fool, you never closed the breech'.  
- - - - -

We mustn't forget A. B. Keith-Storey,  
Who is still trying hard to light up his glory;  
The other day was his seventh heaven,  
When I let him have a go at being No. 7.  
- - - - -

Barry wasn't pleased, his face all a twitch,  
Waiting for K.S. to make the switch;  
But he stood there gazing far up above,  
AH! AH! Barry, Don't give him a shove.  
- - - - -

Then came the time for the depth setting test,  
After struggling an hour to get thro' the rest;  
Repeatedly I said 'Ready lamps not burning',  
The speaker output was Keith-Storey's brain box churning.  
- - - - -

LATE NEWS ETC. (Contd)

Fatty Matey Lawrence has just been on board,

On seeing those two he said 'Thank the Lord';

I'm only on here for a day or two,

With graduates like that I don't envy you'.

- - - - -

But in the end the laugh will be on you,

I'm putting Parkes in for U.W.2.;

'And what of Keith-Storey' you may say,

I'm farming him out as a W.A.

- - - - -

You may think this will offend K.S. and Parkes,

But both are good lads and enjoy a lark;

After both having a cursory squint,

They gave permission to go ahead and print.

- - - - -

And so this saga must come to an end,

With Barry and me, right round the bend;

To all of you we hope to say cheers!!!

When on our return you say 'Sorry' with beers.

- - - - -

I must add a postscript to this little lark,

About the latest caper of our young Parkes;

Its enough to give you the hump,

He can't even start up a Mark 5.pump.

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LATE NOTE:-

I hope to get out a full Social Programme from the Association,  
C.P.O's Mess and P.O's Mess by the next edition.

ED.

"THE SEA TRIALS DEPARTMENT"

by Lt.Cdr. E. M. R. Skene

The role of the Sea Trials Department in HMS VERNON tends to remain something of a mystery to other members of the VERNON staff. Quietly and without much publicity the trials teams, over the past two and a half years, have taken on all post refit trials in frigates and submarines in addition to the traditional role of inspection and acceptance of new ships and equipment.

The Harbour and Sea Acceptance Trials carried out by the trials teams are probably your best insurance that the equipment state of your sonars and mortar has been tuned up to an operational standard on completion of a refit. The ships' staff do have an important part to play in ensuring the success of these acceptance trials, in all post refit ships they present the equipment for trial. The installation "check off lists" are available to ships as "S" forms in the 2200 series and should be used to ensure that no original installation defects are present prior to the refit. Properly used these can ensure that you get a good refit, and testing and tuning by your technical staff will be made easier.

Standards of achievement by sonar sets are no longer guesswork as used to be the case in older sets and during beam pattern trials. Sonars can be tuned to achieve a numerical set of standards which should ensure that you are always operating at optimum performance. It is to be hoped that this will give you confidence in your equipment and reduce the incidence of undetected submarines firing green grenades in your vicinity'.

The two frigate and destroyer trials teams from the VERNON have had an extremely busy year with 23 short refits, 7 long refits and 7 new construction ships. This has meant an almost continuous series of trials at all the home ports; in Gibraltar and at the building yards in Belfast, Glasgow and Newcastle. We have also had trials in five big ships this year. Teams consist of one TAS Officer, two technical officers and six technical ratings

"THE SEA TRIALS DEPARTMENT" (contd)

each, and have built up very considerable expertise in sonars and mortars through their virtual specialisation in this field.

The other important role of the trials teams is the acceptance into service of new designs of equipment. These acceptance trials are normally conducted by officers from AUWE and attended by trials officers from VERNON, who still have the right to determine the suitability of new equipment from the user's point of view. Subsequent first of class trials and acceptance of modified equipment is carried out by teams from the VERNON. Examples of this are the modernised versions of 177 and 184 and in the future the up dated mortar.

We are about to form a new team in the frigate section to deal with the IKARA project. IKARA acceptance trials in HMS BRISTOL (the only Type 82) and the first batch of IKARA fitted Leanders will be the task of this new team. The VERNON trials team have been allotted the task of conducting acceptance trials in this case and also will co-ordinate the other experts involved in the missile system.

So far I have only covered the role of surface ship trials but over half of the staff in Sea Trials are fully employed on trials in submarines, where we run no less than five separate teams and cover all aspects from sonar and torpedo control to torpedo and discharge trials.

The submarine refits are always more prolonged, and inspections before setting to work and trials in harbour and at sea are required in every case. We have separate teams dealing with nuclear submarines whose trials usually take more time because of their sophisticated sonar equipment. This year we shall have three fleet and Polaris submarines and ten patrol submarines undergoing trials.

We are about to form a sixth trials team for submarines which will conduct an overall weapons systems trial in all submarines. This trial will prove that all the individual systems, sonar, fire control and torpedo can be made to work together and achieve an overall success.

"THE SEA TRIALS DEPARTMENT" (contd)

We must also remember the MCD role and VERNON trials teams conduct all Minehunter inspections and trials, whilst the team from the BELLEROPHON conduct the traditional Minesweeping trials. The trials diving officer is mainly concerned with witnessing development trials but also conducts normal trials in diving equipment on all minehunters.

It would be tedious to list all the activities of the Trials Department but suffice it to say that we also maintain the role of TAS user advice to the Director General Weapons on all aspects of TAS equipment from computers to the lowly recovery vessels.

Perhaps where we can help the Fleet lies in these two roles:-

- a. Ensuring that new equipment is able to meet the Staff requirement and is practical from a user's point of view.
- b. Conducting acceptance trials in all ships and submarines, and thereby ensuring that standards of performance are maintained.

The reference book for trials and inspections is BR 4050(1) and (2). This book explains the organisation of trials and the pre-requisites for inspections and trials for all types of equipment.

The staff in Sea Trials are always available for advice and assistance on any TAS problems and from the range of officers and ratings there is usually an expert who can help you if you have a problem.

Lt.Cdr. E. M. R. SKENE



