

THE SEAMASTER



The
OFFICIAL JOURNAL
OF THE
TORPEDO AND ANTI-SUBMARINE
INSTRUCTORS' ASSOCIATION
(1955)

Headquarters :
H.M.S. Vernon - - Portsmouth

C. P. O. HOBART.

CHAIRMAN'S LETTER

As Chairman of the Association I would like to call the attention of all Members to the fact that your Committee is working hard to bring the news of the Association to you where ever you are serving. It is not an easy task, but one which requires a great deal of effort on their part mainly in their own time. They have decided that the "Seamaster" is the most effective method of communication and so it is once more back in circulation. Don't keep your copy to yourself. If you know of any Member who does not receive his copy, let us know. Also, pass your copy on to other T.A.S. men that you meet. In this way you can help to spread the word that the Association is alive and still doing its best to help you.

Many of you will have seen an article, which appeared in the Portsmouth Evening News, regarding the G.I.s Association and their supposed superiority over other Instructor Branches. This has been challenged on all sides, not least by our good friend in Haslemere Lt.Cdr. Robinson. He telephoned me the other day about this matter and has also written a letter to the Association about it and has taken the matter up in other quarters as well. You can be assured that there is no fact behind this article and also that it did not go unnoticed, or unchallenged.

Those of you who are serving away from "Vernon" and also Members who have left the service, will be interested to know that we hold a social in the Sonar Club on the last Friday of every month. These are fairly well attended and we have some good evenings, why not drop in and see us. Ex-Members who no longer have their Membership cards can always ask for the Club when they arrive at the Main Gate and someone will be pleased to come to meet you. Just come along

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and have a few wets with us at the Club.

Best wishes to all Members everywhere, serving and ex-serving,
may your glass never run dry.

Bob Loftus.

TREASURERS REPORT

Total cash held £160

Total cash in Deposit Account £15

Giving us a cash Total of £175 - 0 - 0d

Held in shares £181. Value on the market as of today 26th March £552

At the moment the total income for the T.A.S.I.s Association is from the profit of the Club and the TOTE Draw. There is also our other source and that is the initial 10/- fee to become a full member, but this at the moment is very low, as only about 6 over the past 2 years have joined.

We are trying new methods of increasing sales over the bar with socials and other activities, but in order to be able to put on a first class show, we must have your support, with this support we will then be in a position to help you with access to other civilian clubs, and not to forget the outings, which we could then go on for free, with the Association perhaps footing the bill.

I have been promised a draft, by the powers that be around January 1970, so any one joining at about that time, and would like to take over please lets hear from you. The pay is £3 per month, not subject to Surtax, or Barbara Castle. Anyone with any money to give away
PLEASE DO NOT FORGET US, Thank You.

P.O. Shepherd

THE SUMMERISBLE SEAPIANE OR THE FLYING SUBMARINE

To some of us this might not sound so far away, and to those who think it is out of a comic I suggest you think again.

In 1965 the USN has its first full report on such an idea from the General Dynamics Corp. of America, this report said that it was "feasible, practical and well within the state-of-the-art", according to the companies project engineer.

A preliminary configuration employing a seaplane-type hull, wings and tail has been decided on. There are three jet engines, two mounted on pylons above the wing and the third centred on top of the hull aft of the wing. All three would be used for takeoff and the hull mounted engine would be used alone for cruise. A retractable hydro-ski would aid takeoff.

The American Bureau of Weapons requirements specify a flight radius of 300 to 500 nautical miles at speeds of 150 to 225 knots, an underwater range of 50 nautical miles at 5 knots and a depth of 75 feet. Payload would be 500 to 1,500 lbs.

In order to achieve negative buoyancy all of the aircraft type structure would have to be flooded. Structural material would have to be high density material. Pressure vessel for the two man crew would be titanium or glass fibre. Underwater propulsion energy would be furnished by batteries or fuel cells.

Since this first report very little has been released, but by the speed at which the Americans have progressed in other fields I am sure this must by now be well on the way to being reality. Maybe at last we are getting one up ready for this by the fitting of Radar PPIs in the S.C.R. of our modern frigates.

THE TAPE TEAM

A team has been formed in "Vernon" with effect from 1st Jan. 1968 for the production of tapes for Sonar Initial Detection & Classification Training. The 1st task of the team is to produce 177M tapes for use with A/S 1072. The idea is to supply ships fitted 177M/1072 with a set of 15 tapes i.e. one equipment test tape to set the 1072 up and 14 other tapes. Comprising Easy-Mod Difficult and Difficult of various speeds- aspects- depths etc. of submarines. With the set of tapes will go an Instructors Guide similar to the one for 170B tapes.

The team has been to sea 4 times to get original recordings. In January '68 on Hardy and in June on Murray to record slow submarines and in Dec '68 in Murray with faster submarines. The last trip was in January this year to tape a Nuclear Submarine. The Murray sailed in a Force 8 for the Scilly Area and on arrival it was increasing to Storm Force 10. This was too much for the ship and many things went wrong including losing guard rails, a catwalk, a life raft etc. The final straw as far as we were concerned was when an A.T.U. Mushroom on the Bridge Deck staved in and waves were breaking over the Bridge, coming down the fan trunking and pouring out all over the Ops Room and S.C.R. With the S.C.R. flooded and the 170B topped up with sea water we returned to harbour. We will now have to wait for another chance to record a Nuclear Submarine.

While recordings are being taken very complete records are kept of each and every transmission. Back in 'Vernon' the tapes are played through many times on the 177M set in 122 Room and with the track charts of the ship and the submarine plus the help of the records a very accurate picture of each transmission is built up.

Each trip to sea produces 8 to 10 hours worth of tapes and it takes many hours to analyse them, so when you read the Instructors Guide I can assure you that what it says about the echoes is 100% correct. Out of the originals we make the Masters. We select what we want for each 2 page example from the originals and build up a master, this again is analysed many times. The full set of Masters will be copied by a civilian firm for issue to the Fleet.

The other part of our job is to produce Vidio Tapes for instruction on equipment that (1) 'Vernon' hasn't got, (2) It is hard to get a whole class around and explain it logically.

During Sept. '68 the team were loaned a T.V. Camera, Control Unit, a Vidio Tape Recorder and two small monitors by BOSCH Ltd. This equipment was taken to 'Collingwood and a short 184M Knobology Film was made. We learnt many lessons from this on Camera Technique, Lighting, Scripting etc.

In October '68 we took delivery of our own equipment, Two Camaras, Control Unit, Two Vidio Tape Recorders and Two Monitors. BOSCH engineers worked all day tuning the equipment and the following day we went to Plymouth to join a Leander Class frigate to film a 184M in action. The ship was busy on her lawful business during the day so our recording had to be made at night 2200 to 0500 most nights. With the result of this week at sea and the 'Collingwood' trip we have put together an Introduction to 184M Film of about 28 minutes. It is not good due to many snags on our equipment plus our lack of experience. Once again we learnt a lot, but the film is definatly better than nothing to anyone who hasn't seen a 184M. We will in the near future be remaking it. We now have 14 19" monitor T.V.s so we can accomodate a whole class in 124 room. Each monitor will be fitted with a headset and

the instructor will have facility to talk to any or all individuals wearing headsets.

After the remake of the 184M we have other possible subjects in mind such as the 182 and 193.

If anyone has any suggestions or would like any further information we can usually be found in 222 Room in Creasy South here in 'Vernon' Our Tape Team consists of :- Sub. Lt Newton R.N. (S.D. T.A.S.), P.O. A.Brown TASI (who relieved P.O. Green in Sept.'68), C.E.A.2. Kirkland and L.See Coulson.

A VERNON C.C.T.V. PRODUCTION.

PLAYBOY SMILER

The morning after the office Christmas party, the husband woke up with an agonizing hangover, "I feel terrible" he complained.

"You should", said his wife "You really made a fool of yourself last night", "What did I do?" "You got into a quarrel with your boss and he fired you". "Well, he can go to hell". "That's exactly what you told him". "I did?" he said incredulously. "Then screw the old goat!" "That's just what I did" his wife replied. "You go back to work on Monday."

THIS IS HOW WE ARE THOUGHT OF :-

A quote from 13th Feb. '69 Resettlement Notice. Item 28/2/69.

Glosifilm Ltd. of Reading require general assistant:-

"This post would be suitable for a Senior Rating of the Seaman Branch. The duties will be general cleaning, loading and unloading vehicles, distribution and collection of work inside the works, and acting as a general humper and heaver."

THE SILENT SERVICE

You may brag about your glorious Army,
And your gallant Air Force too,
But I ask you, Sir, remember,
Some chaps wear Navy Blue.

They don't fly over your cities,
Nor march with a heavy pack,
But the Navy lads will take you there,
And be sure to bring you back.

There's never more than a whistle,
As they quietly shove off to sea,
To protect your precious Merchant ships
From a ruthless enemy.

No frantic crowds to see them off,
No commotion in the town,
And if they're lost in action,
Why, it's just a ship, gone down.

They face the wild Atlantic,
The icebergs, the snow, and the sleet.
No matter what the sacrifice,
The Navy can't retreat.

In carriers or in submarines,
The purpose is the same,
To up hold the flag upon the seas
And protect the Bulldogs name.

P.T.O.

Professional men, civilians, young and old alike,
Wary watches keeping, in case they need to strike.
Shouldering two battles, one against the sea,
The other one more potent against the enemy.

In history great, in modern times,
Or yet in days to come,
The Navy boys must fight at sea,
To make safe our Island Home.

Dark night cloaks port arrival,
When the convoy's safely in.
Some shore leave, and a boiler clean,
And stores replenishing.

The dawn mists put to swirling,
And the river cleaved in twain,
A little hoot, a pipe maybe,
And it's off to sea again.

By all means praise your Army.
And your gallant Air Force too,
But I felt I should remind you, Sir,
Some chaps wear Navy Blue.

Young Cuts Curtis (Good Luck on the EAGLE).

A THOUGHT TO THINK ON

Raise your hat to the past but take off your coat to the future.

MALAFON

This is the French Surface to Underwater anti-submarine missile. It looks very much like a small aircraft and is built around a 21 inch acoustic homing torpedo.

This missile is ramp launched with the aid of two solid-propellant boosters with a firing time of 3 secs., these jettison after burn-out by which time the missile has attained a speed of 515 m.p.h. and the remainder of the flight is unpowered.

It is flight guided and at a position some 2,600 ft. (800 metres) from the target, a tail parachute is streamed, the torpedo is then ejected from the airframe by inertia. The torpedo then carries out its part in the hunt for the submarine.

The above information was gathered from James "All the Worlds Aircraft", this book also contains details of the worlds missiles.

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A-SUB TRIALS

Whilst we are talking of the French, it has been reported that sea trials of France's first Atomic Powered submarine, the REDOUTABLE, will begin in May this year.

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WEAPON SECTION

1968 saw a few changes made within the section. I.W. Lt. Cdr. Handley was relieved in November by Lt. Cdr. Gavin and Darby Allen was relieved by Ron Brewitt in September.

Lt. Cdr. Handley has now departed to civey street soon to be followed by Darby - when he is medically fit. He is going into Household Electrics after a Government resettlement course.

The C in C's training inspection was recently completed and every thing is back to normal. I'm glad to say that we came out of it quite well and it certainly did 49 Building a lot of good. The place took on a really new shine - Thanks mainly to the efforts of P.O. McCormack who is new with Glasgow R.N.R. (now that Cuts is off to Eagle). A few changes are envisaged this year, but, no one is sure when. Ikarn is going to be fitted on the ground floor and Lt. Cdr. Lunn is due to take charge of it in June. The double squid in 49 building is scheduled to be removed and M.Mk 10 fitted in its place. A Leander body room was fitted out at the back of 49 at the end of last year and is proving to be useful training aid.

T.A.S.I.s in the section at the moment consist of Jock Will sweating profusely on his chiefs rate, Shinner Wright, Ken Kingsford - departing to the Planning Office next term, Pete Cass and Sandy Powell complete the team. Jim Boulster, one of Dolphins T.A.S.I.s, pays us an occasional visit with submariners classes.

Bob Loftus and his A.V.I.T. team are slowly but surely extending themselves along the first floor. They are taking half of 131 classrooms and we are now wondering where this quatermass expansion will end. Still, with a few more lessons on tape we wont have to cackle so much and instructing should be a little easier.

Tom Marchant and Alan Quartermain, attached to the Weapons Section but swotting up in R.N.B., are leaving for civvy street in a few weeks time. Both are going to do the Industrial Supervisors course and we wish them luck for the future.

Don't forget to drop in for a yarn when you're in Vernon - we can always lash you up to a cup of coffee if nothing else.

All the best

Ron Brewitt.

THE YOUTH ACTIVITY TEAM

Always on the lookout for something different, I was rather surprised when a requirement came up for a T.A.S.I. to join up with the Bootnecks. So I promptly volunteered. I found that it was to take part in a re recruiting drive for the Bootnecks themselves, but was left wondering how a T.A.S.I. was involved. It seemed that a year or two previously, they had gone off on a similar do, but had failed to have the Andrew represented, with the result that the Public at large got the impression that the Bootnecks had nothing to do with the Navy. So, to correct this gross misrepresentation, a Naval Contingent was included in the current effort.....your truly, plus two Naval Airman.

This still left me wondering, but at the appointed hour I presented myself at Eastney Barracks. After installing myself in their palatial mess, with an ultra-modern cabin, I, in turn was presented with a large 6 ton Fussers Panthechnicon. This monster opened out into a display unit which contained a working model of a Leander frigate, able to fire M.MK10 bombs at a moving S/M., the whole being driven by long lengths of string and bicycle chain, relays and electric motors. The reason for having a T.A.S.I. became apparent, for apart from having to explain the mysteries of an A/S. attack to the boards of children that were to invade us, I also had to maintain the machinery of the model, making sure that it was working on each days demonstration. This was not all, for it transpired that I was responsible that all the remainder of the Bootnecks various demonstration displays which required electrical power actually got it. This was achieved by either the schools own electrical power, or, failing that, providing our own by means of a trailer-generator. Whichever method was employed, entailed the laying out of hundreds of yards of cable, with the ensuing tests and checks. Thus I began to see the value of having a T.A.S.I. with this recruiting drive,

for without one they would have been lost.

So it came to pass that I had to take a driving test for the monster, as they were so short of drivers themselves. This was O.K. except that the largest thing I had driven up till now was my own Mini... and as you can imagine, there is a slight difference. However, all went well, and I got my Passers ticket which allowed me to drive heavy vehicles.

Eventually off we went, a whole company of Bootnecks, numbering about 180, and involving the use of two coaches, four three tonners, four Pantechicons, and six Land Rovers, all in convoy. First stop was the Marine Barracks at Lympstone, a grotty place from where we fanned out to a different school each day.

As time went on we found ourselves travelling all over the country, stopping off at various R.A.F. Stations. Whose messes seemed on a par with the Wardroom, with waiter service and all mod cons. this was a terrific eye-opener and showed how the other half lived. While at these R.A.F. Stations we would go off to a different school each day, aiming at the 12 to 14 year olds, and try to invigle them into joining the Service. This would often entail a journey of about 70 miles each way. So what with an early start and all, it made for a fairly hectic day, particularly when one had to re-paint and re-furbish one's exhibit at the end of each day.

So the trip went on, covering such places as Plymouth, Hereford, Brum Manchester, and places North, until we eventually arrived at the Haggisland, where we stopped at the Terriers camp at Penicuik, six

miles outside Edinbrough. From there, we branched out to various schools as far apart as Glasgow and Kirkcaldy, entailing crossing the Forth Road Bridge, a novel experience.

Eventually on down the A/1; Doncaster, Sheffield, etc. and more places in the Midlands, we arrived back at Pompey exhausted, crabby and at about 1.30 in the morning, but feeling that at least we had achieved something worthwhile, having covered about 7,000 miles in about three months.

So, you see, volunteering for something does sometimes pay off.

Bob Carver.

We Thank Thee Lord....

Many moons ago, when I was young, good looking, and still at school, we used to say Grace. One such Grace used to start thus:

We Thank Thee Lord For Jesus Christ

And For The Blood He Shed....etc.

It took me yonks to work out what the BLOODY SHED had to do with it..

This is true by the way...

Bob Carver.

V.D.S. FOR TRIBALS

An enquiry has reached my office as to if or when are they going to fit V.D.S. to Tribal Class frigates. It is quite true that V.D.S.
is being fitted, the first of these is being done at the moment in Portsmouth Dockyard, as to when or if the others will be converted I have no idea but I am sure you can find out through a more Classified channel. Sorry I can not help more. Ed.

STIFFEN THE SINEWS?

Since being given the great honour of being voted as your association Vice-Chairman, I have been wandering around Vernon asking odd TASIs various questions about THEIR ideas on what the association means to them. This dicky one man survey was designed to give me some answers to the question of how the association is going to survive the overwhelming flood of enthusiastic apathy which seems to have overcome us in the past few months. I have used the word "apathy" with some thought. I do not honestly believe that anyone is ACTIVELY ANTI -association, any that are will not be reading this, anyway.

To return to my one-man gallup poll. Some of the answers I got gave rather a strange picture of what some people think the association is for. One of the aims of the association is to "promote Esprit de Corps amongst T.A.S.I.s" . This does not mean running around, raising Cain with the powers that be, every time a TASI is sent to a ship and finds himself employed as Messdeck P.O. or Buffer. Without wishing to labour the point, we were ALL seamen before we were T.A.S. RATES. Just in case you are thinking along the lines of "I can do seamanship, without having to prove it as a Buffer with an instructors rate on my arm" How many of you can rig for R.A.S. on a frigate using probe and drogue method ? . The next thing that came up

(several times) was the vein (expressed by several) that the association was "only a social club, after all". All right. The dictionary (mine, anyway "Eagle English - 2/6d on Fareham Market). Defines 'SOCIAL' as "Pertaining to organised community" or "human relationships" "Espirt de Corps", on the other hand ----- is not in my dictionary, but means, literally, "spirt of the body, in our case of the company.

Surely one of the most traditional methods of forging a close relationship on both a professional, and a social plane, has a;ways to " get together over a few wets".

One person getting an idea on his own is nothing more than one person getting an idea on his own. If, however, that idea is shared, it can become development. Eventually, if actioned by a HEALTHY organisation it would lead to progress.----How do you think the Sonar Club came into being ?

The points I have mentioned in this letter were all points that COULD have been raised at the A.G.M., which was attended by a capacity crowd of SEVENTEEN members! -- 5 of whom go outside this year. Committee meetings are held every week during the lunch hour on a tuesday, in the club.

FINALLY, if you think I have gone overboard on this -- You're right, Don't TELL me, write it out.

C.P.O. THORNHILL .

THE SONAR SECTION

Since taking over the chair of the Sonar Section at the beginning of the Summer term last year, lots of changes have taken place.

I. Sonar, Lt. Cdr. J. Harvey-Samuel was relieved in January by Lt. Cdr. R. Burdett, who, straight from running the Sonar Section of the S/M world in Dolphin came over to the surface ship side.

This has allowed us in the Section to get up to date knowledge on the Sonars fitted in S/Ms. TASIs from the Section have had trips in S/M arranged for them during the term which have proved valuable to the Section as a whole.

We have also been trying to get all our T.A.S.I.s, to sea in 184 M fitted ships. If any T.A.S.I. on ships so fitted who could take one or two chaps for a day, would drop me a line, we can see what we can arrange.

We are no longer teaching the older sets, (except for P.C.T.) but concentrating more on the modern sets in use.

This with the aid of T.V. teaching equipment and programmed instruction gives a better balanced course, which has proved a success.

On the divisional side Lt. Cdr. O'Brien has relieved Lt. Chamberlin as S.I. and Sonar Instructors Divisional Officer.

Lt. Chamberlin will be going to join H.M.S. Hardy in the near future.

It is essential in our job to get plenty of feed back from sea. So when you are in Portsmouth drop in to Vernon, we shall be pleased to see you, and hear how things are going on. If you can't make a visit drop me a line, with your ships drips and suggestions. By the way, we are begining to think Metric. So get your books and conversion tables out.

John. K. Ashton.

Sonar Section.

TO MAKE 3 GALLONS BEST BITTER.

Two 2 gallon buckets.

30 screw top bottles (clear.)

Muslin bag.

Can be obtained from the
Heath & Heather Store Arundel St.

2 muslin cloths.

2 Oz. Hops.

2 Lbs Malt extract.

2 Lbs Sugar.

2 Ozs Brewers Yeast.(packets.)

1 Pinch of Salt.

METHOD.

Empty Hops into muslin bag and tie at neck, place bag into saucepan with 1 gallon of water, add pinch of salt. Bring to boil and simmer for 30 minutes.

While Hops are simmering dissolve 2 Lbs of sugar in saucepan, and bring to boil. Pour liquid sugar into plastic bucket and add 2Lbs MALT EXTRACT. mix well.

After 30 minutes take of Hops, squeeze out muslin bag and pour hop water into plastic bucket with sugar and malt mix, mix well and divide mixture between two buckets.

Add tap water and make up Three (3) gallons. allow to cool until temp. of mixture is below 70 degrees. Fill two teacups with mixture and add 10z of yeast to each, Allow yeast to rise, then add one cup to each bucket. Place buckets in cool steady position and cover with muslin cloth.

Leave for Ten (10) days to brew, at the end of ten days syphon off into the bottles, DRINK WHEN CLEAR.

MAKE SURE THAT ALL EQUIPMENT USED IN THIS OPERATION IS SPOTLESSLY CLEAN OR BEER WILL GO FLAT.

To get rid of the sediment from the bottom of the bottle.

The beer may be re-bottled, To get a thick head on the beer, after re-bottling, and when beer is clear, add the smallest pinch of SALT.

WARNING TIS BEER IS POTENT. DO NOT CONSUME MORE THAN 17 PINTS NIGHTLY. OR ELSE YOU WILL BE SAT ON THE THRONE ALL NIGHT.

Q.E.D.