

LESS WE FORGET:

"TO PROMOTE ESPERIT DE CORPS AMONGST ALL
MEMBERS OF THE ANTI-SUBMARINE WARFARE
INSTRUCTORS ASSOCIATION WHEREVER THEY
MAY SERVE"

ANON

P.O. CHAMBERLAIN K.S.
H.M.S. VERNON

The Seamaster

85
JANUARY



THE OFFICIAL JOURNAL OF THE
ANTI-SUBMARINE WARFARE INSTRUCTORS ASSOCIATION

THE ANTI SUBMARINE WARFARE INSTRUCTORS ASSOCIATION

(FORMALLY THE TASI's ASSOCIATED FORMED 1955)

OFFICIALS - JANUARY 1985

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Granted to all ex-TASIs, FCPO, CPOs and POs of the branch who were members of the Association when leaving the Service.

CHAIRMAN'S LETTER

Dear Members

Firstly Happy New Year! to all serving and past serving members and hoping it will be a prosperous one too. Now I'll get on with the point of the introduction. As you are all probably aware, I was voted in as the new Chairman of the ASWIs Association on 12 October 1984 to relieve FCPO Don Anderson who had done such a stirring job for the Association over the last 2 years. Well, due to taking up my new appointment as DASWC1 and Christmas Leave I did not formally take the chair till 17 December 1984.

1985 is going to be a big upheaval and a step forward for the Association with the move to HMS DRYAD. Hopefully the 'U' Faculty move will be complete and fully operational by Monday 15 April 1985.

Aims for 1985: That the Association continues to gain strength and this can only be done by you all continuing to give maximum support to events when published and of course ensuring that the 1985 Annual Dinner is the biggest and best to date, to ensure that the ASWIs are seen in force in the Mess at DRYAD, our new home.

I could go on and on but 1985 means we leave VERNON and move to HMS DRYAD. Let us not look back but integrate smoothly into SMOPS DRYAD, but let us retain our individual identity and excellence of our standards.

Yours Aye

N BACON

FROM THE OUTGOING CHAIRMAN

Gentlemen

I have now come to the end of my term as your Chairman and have handed over the helm to FCPO Neville Bacon. May I take this opportunity to thank all of the members who have helped me on the Committee over the last 2½ years. During that time we have managed to get the formal subscribers to the Association underway and once again make contact with our many ex-serving predecessors. Today our membership stands at over 200. I also thank you, the membership, in the way in which you have shown faith in the Association and with the many letters you have sent to the Seamaster which is now no longer seen wanting for interesting articles.

As we shortly make the move to our new 'Alma Mater' may I ask that you continue to give your utmost support (and that includes paying subs) to your new Chairman to ensure tht we build on our membership strength in the next, most important, year when we are establishing our identity in SMOPS DRYAD. I thank you all again.

Yours Aye

Don ANDERSON
FCPO(OPS)(S)

IN MEMORIAM

May 1984

BILL TRENAMAN

Ex CPO TASI

First President of New CPOs' Mess

HMS VERNON 1959

CPO(OPS)(S) FOWLER
HMS ROOKE

Dear Don

A late thanks for the Seamaster; it proved its worth with the visit of Autumn-Train ships to Gib last week where many old ties were renewed - with accompanying cries from wives, "Where's he gone now!?" Good job they don't get seamaster.

A day all of us TAS rates were sorry to miss was the Final Dinner held in VERNON, I hope all went well; still think positive, we look forward to the dinner at DRYAD(?). How goes the VERNON closure? Perhaps an article in the next Seamaster please from one of your 'locals' to keep us informed, BZ to Pete Edge for his historical view on VERNON, I remember having a few guided tours on VERNON, I remember having a few verbal tours on Friday PM after the raffle in the Club! Any news on the future of the Club when we move to DRYAD, are we going alone?

Our regards to all at home in the various sections; Phil Reeves, Ted Lewis, Al McIntyre and Steve Boden are ticking over nicely.

Yours Aye
FOXY

ED

Thank you for your letter Alan. I had hoped to give a complete rundown of new Section Offices in Lewin Block DRYAD in this issue but we are still waiting to hear of the new telephone numbers. However the move is rapidly coming up and the remaining Sections of the Faculty will all be in DRYAD by 18 March 1985. The next dinner will be in

our new home and will be held Friday 11 October 1985 - more news in the next Seamaster. Lastly we intend to carry on the social side of the Association under the auspices of the new Senior Rates' Mess.

Yours Aye
Don A

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CPO(OPS)(S) HITCHCOCK

THE PWO COURSES

After only a short time in the PWO Section at SMOPS DRYAD I have come to realise with much horror that PWOs are insufficiently aware of the 'Capabilities and Limitations' of the PO(S), especially in his role as the ASWD. This problem was highlighted during the Operational Team Training weeks in Cook models. It is an anomaly which I and the PWO ASW Course Officers intend to rectify, thus preventing (as most of us in the past have seen) PWOs performing like 'one armed paper hangers'. It is our intention to stick to a common teaching practice as there has been some ambiguity between PWO and ASWD course teaching in some aspects of ASW, once again with good liaison between ourselves and the PO(S) course staff we hope to alleviate this discrepancy.

PROPOSED AMENDMENT TO 4023

My very rare idle moments in the Section has stirred me into writing some proposed insertions to 4023 namely an 'Ops Room Casex Check Off List', as an annex to chapter 3, and also a new paragraph to chapter 4 entitled 'Recommended Use of MRS Whilst Operating UWT'. The latter may not be produced in

time for the next change as this proposal will have to be scrutinised by the various 'outstations', eg POFs, FOST. Good constructive criticism/suggestions will be most welcome gentlemen. May I also extend my gratitude to all those who added their suggestions to the Ops Room Casex Check Off List. And finally, 'Heard in the ASUAT':

PWO Student to the PWO Course Officer -

"Sir, what sweep do I give the sonar now they are in contact?".

Yours Aye
Paul HITCHCOCK

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HMS BEAVER

Dear Editor

Would you please let the membership know via the Seamaster that I have taken up the hobby of crest collecting.

At present my collection is pretty small and of poor quality but I hope to improve it with some wheeling and dealing. I do a good line in BEAVER crests and if anyone would like a swap job they can contact me onboard.

Anyway, I'll have to cut this short as my sonar sweeper wants to scrub out the SDR and I'm in his way. Keep up the good work with the magazine even though your computer readout in my respect has never been right. However this letter should put the record straight as to my whereabouts. (I'll wait for the fan mail.)

Thanks a lot, unfortunately I can't make the ASWI's Dinner due to the green and crinkly stuff but I hope it is the usual success. Everybody have a pint for the seagoer.

Cheers
Jake LAKE
(At sea, again)

Thank you for your letter Jake. As you invited we all had a pint on you at the Dinner which was a huge success.

Yours Aye
Don

PS: Would you contact the Bar Manager in the Mess to pay your bill.

* * * * *

FCPO(OPS)(S) CHARLIE HAYDON

Dear Don

As discharge day fast approaches may I, through the pages of Seamaster, say farewell to all my friends and colleagues in the TAS Branch. (Sorry, I still find it difficult to say Sonar Branch.)

I go outside with many happy memories of the TAS world, from being rapped over the knuckles with a 'Cut Left Stick' and being bashed over the head with a rubber microphone, to spending 2 years on the Staff at Portland - probably the most satisfying job I've had in the Service.

I hope the imminent move up the hill does not dilute the Association in any way and that it continues to go from strength to strength. The only regret I have is that VERNON wasn't built in Guzz, perhaps then the 'Janners' would join in with the Association a little more. Still, who can blame us for wanting to stay in this glorious part of the world.

My immediate future is still a little uncertain, but I don't intend to let the grass grow under my feet.

Keep up the good work with Seamaster and the Association, and please add my name to the illustrious 'List of Ex-Serving Members'. Good luck and happy pinging to you all.

Your Aye
Charlie HAYDON

ED

Thank you Charlie, it is sad to see the uncrowned Chairman of the Guzz chapter of the Association retire. Do keep in touch - your name had been entered in the ex-serving list.

Yours Aye
Don

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BRIAN JERRARD
7 JUBILEE ROAD
FORDINGBRIDGE
HANTS SP6 1DP

Dear Ed

Having recently called upon an old colleague and fellow TASI Rod RODAWAY, I was delighted to hear that the ASWI's Association had really come to life and having read the latest edition of the Seamaster it appears that it has come to life with a vengeance.

The mag is well put together and makes very interesting reading - my congratulations to all concerned. Obviously I was a little disappointed when my name did not appear on the ex-serving TASIs list but I am sure that can be overcome next time.

I am sure that you would be interested in adding yet another name to the list, a staunch ex-serving TASI who I am certain would be remembered by a number of the earlier members of the Association. I, myself, as a young killick UCI had a great deal of advice handed out to me by Ron Feasy. Ron is now living in Southampton; I met him at the Bournemouth RNA for the first time in 22 years - our previous meeting was in Londonderry Squadron in 1962. Ron and I had a great deal to reminisce over and I am sure we would both be grateful for the chance of talking over old times with other TASIs and ASWIs.

I would be most grateful if you could furnish up both myself and Ron with membership papers as soon as possible.

Yours sincerely
Jerry JERRARD
ex POTASI

ED

Thank you for your letter, I'm sorry you didn't appear on the members list, this was purely because we didn't have your address, as is the case with many old stalwarts.

As a member of the Association, when leaving the Service you are automatically a member and your name has been added to the list.

Yours Aye
Don ANDERSON

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THOUGHTS FROM THE PO(S) COURSE OFFICE

We felt that it was high time that the PO(S) Office actually contributed to this journal - considering that this particular part of the 'sausage factory' is where all potential Association Members are being indoctrinated (if that is the correct word!).

As a starting point, the present team in the section is:

Lieutenant - Course and Divisional Officer.
M FEWTRELL Joined from GURKHA (OPSO) last April and will be here for some time to come.

CPO(OPS)(S) - Instructor, ERD approx Oct 85.
Dodger LONG

CPO(OPS)(S) - Instructor, joins FOST work-up staff
Bob SNELLING Nov 84. (A precautionary note to Bob's ex-course members due a BOST perhaps?) Relief as yet unknown - any volunteers?

CPO(OPS)(S) - Instructor, ERD Easterish 1985.
Jess OWEN

CPO(OPS)(R) - AIO Instructor, joins BRILLIANT in
Tim REYNOLDS Nov 84 (again) tbr by Keith BRENCHLEY
ex PHOEBE.

The aim of this article, without wishing to teach any grannies who might read this to suck eggs, is two-fold. Firstly, to give an insight into the present ASWDs course structure, associated problems and the future 'way ahead' - and secondly to, hopefully, alleviate some of our problems by you passing on this article to prospective PO(S) candidates for digestion.

So, the course as it stands today. Basically split in 2, the first 6 weeks in HMS VERNON and the remaining 13 in HMS DRYAD. An abbreviated week by week breakdown is shown below:

- | | |
|--------------------|--|
| HMS VERNON
Week | 1. Intro, IT, sonar theory and revision. |
| | 2. 184/2016 theory and operating. IT lectures. |
| | 3. Oceanog and range prediction. |
| | 4. Misc sonars, training aids, OJT, Fleet Form 10 etc. |
| | 5. Passive sonar. |
| | 6. Misc lectures and sonar theory final exams. |

- | | |
|-------------------|---|
| HMS DRYAD
Week | 7. AIO intro, Rel Vel, radar fits etc. |
| | 8. UWW weapons with DASWC Section. |
| | 9. AIO, ASW plotting, SAU procedures etc. |
| | 10. CASEX procedures, SM safety, final AIO exams. |
| | 11. ASUAT 5. |
| | 12. ASUAT 5. |
| | 13. AIO computer system week. |
| | 14. Weapons (STWS and/or IKARA, MATCH etc). |
| | 15. ASUAT 6 games. |
| | 16. COOK models games. |
| | 17. COOK models games. |
| | 18. Sea training at Portland - ADAWS ship. |
| | 19. Sea training at Portland - CAAIS ship. |

The above does not include the 3 week POs' Seamanship Career Course Module, usually completed before the professional qualifying course, but at times, on completion. As a matter of interest, MOD decreed some time ago that the Seamanship Course for POs was to cease at the end of this year. However, it has been realised, at last, that the new (resurrected) Seamanship Task Book would not begin to take effect until mid-1986 and therefore the courses have been granted a reprieve until then.

In addition 2 types of courses are running:

1. Active ASWD
2. Passive Sonar Director

The passive stream only complete the first 8 weeks of the above course (called the common module) then the Passive Section 'upstairs' for the remainder of their qualifying time - a further 12 weeks. (DCI 645/82 refers.)

The course members are obviously streamed ADAWS or CAAIS and this happens at week 13, up to which time they are still trained in ASUAT 5 on the manual JYA system - so at present all have a grounding in manual procedures.

Unfortunately ASUAT 6 is advancing in years and, sadly, its days are numbered - although its exact date of demise is as yet unknown. However, by way of contingency, and not wishing to get caught with one's panties down, a pilot course is to be run purely using the Digital Systems (ASUAT 6). This only really affects weeks 11 and 12. to the ASWDs advantage, as he will now gain more 'hands on' time on his particular system. The only foreseeable problem is even more training time pressure on an already over-tasked ASUAT 6 and its staff - unfortunately (or luckily, whichever way you want to look at it) everybody and his mate wants to utilise its facilities.

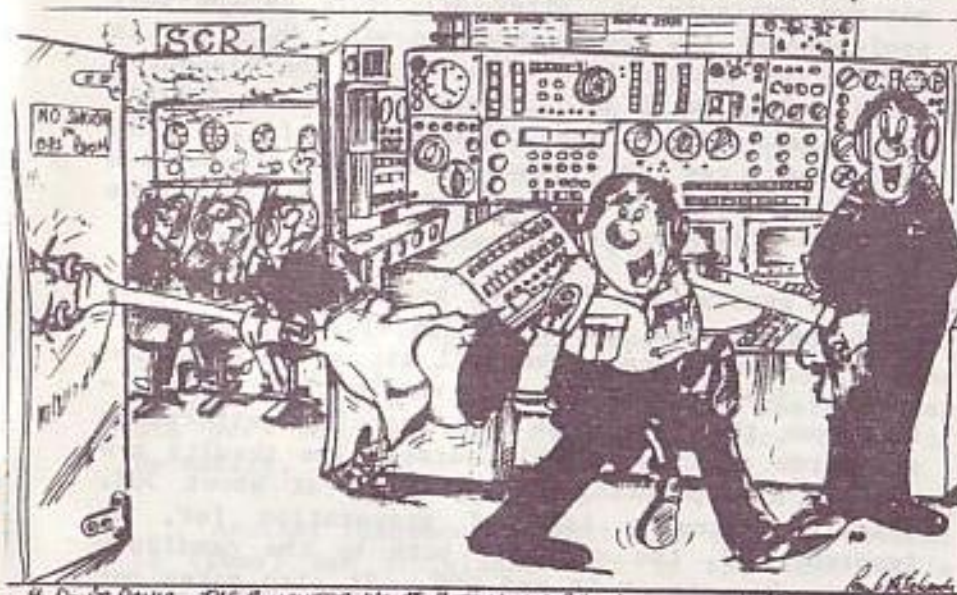
The streaming is further confounded by the different sonars, and weapons, associated with the AIO system ie:

184 CAAIS	2016 CAAIS
184 ADAWS	2016 ADAWS
170 184 ADAWS	2016 CACS

Not to mention the different weapon control fits and the occasional demand for manually trained 170/177 ASWD! In all there are some 12 different streams of ASWD - but Drafty has not beaten us yet in his permutations.

Not a word on the single most important factor in the whole jigsaw - the man to be trained.

The branch is still short of qualified PO(S)s, and at the last review this year we have a 15% shortfall in training targets. This is an ongoing problem and it is not likely to improve in the foreseeable future. It stems largely from potential candidates unwilling to make the transition from the SCR to the Ops Room, and it is felt that the PO(S) afloat is not doing enough to allay their SC's fears about the 'Star Trek' appearance of the ASWD's seat at the action plot.



"DON'T PANIC - THE COMPUTER WON'T BITE YOU + SPOCK'S OFF WASH"

The underlying message to this frivolity is that the LS(S) must be encouraged to spend a lot more time in the Ops Room than he is doing at the present - both before and after his PPE. This hopefully will serve to give him a better insight into the ASWDs TORs and to better prepare him for his qualifying course.

Food for Thought. There is talk around the bazaars of training LS(S) as ASWPS/ACPS. The implications of this are multi-various, if only in the increase of sheer numbers of extra LS(S) involved, with the reciprocal decrease in numbers of LS(R)s; but what about solving the problem of orientation of the prospective PO(S) to the Ops Room? Your feelings on this subject (and any other) would be valued - drop us a line either direct or via the Seamaster.

The standards expected from today's ASWD(Q) are extremely high - possibly as high as they have ever been. The course has been designed to apply maximum pressure as, after all, this is the last professional ASW Course the man will do. So, in return, we demand 100% effort from the student - nothing less will do. Consequently the failure rate is quite high ($\pm 20\%$), hopefully this percentage can be reduced if the prospective student is better equipped to tackle the course before he reaches us.

In general the level of knowledge of students when they arrive for course is still a lot lower than we would like. They all sit an Introduction Quiz of 50+ questions across the board in Week 1 - based on the Task Book and training performance standards of their LS(S) Course. The results are usually disappointing averaging out at about 30%. This indicates a lack of preparation for, or ignorance of, the course - both by the candidate and the Department SR and HOD. It also makes our job that much more difficult!

There are more numerous ways that a man can be helped to prepare himself, but the more obvious ones are often sadly neglected ie:

a. More Ops Room time - particularly just sitting and plugging into ASW'A' and listening to voice procedures and 'war cries'.

b. Dusting off his LS(S) Course notes and revising basics (make sure he has his notes sent to HMS VERNON - he will need them).

c. Let him read your (the PO(S)'s) course notes to familiarise himself with what he has let himself in for!

d. Encourage him to read things like BR 4023, FXTIs, FOTI etc.

e. Involve him in the daily running of the department - particularly in CASEX preparation and the training organisation - any practical TAS Department management tasks will be invaluable to him.

f. If your programme is not ideal prior to him joining us (refit, QM at Jupiter Point etc) get him lent to a front line, running, ASW unit for a couple of months. It's in his own best interest - and your in the long term.

Lastly, in respect of preparation, do not let him sit back after his PPE thinking that he has cracked it and it's all downhill from there. Keep him busy and motivated - with 6 lace holes if necessary.

Another fundamental fault that is also evident is (some) bad divisional work by the candidate's last ship before he arrives to us. For example, and this list is by no means exhaustive:

a. Candidates arriving for course with requests for 18 month's notice, or expressing a desire not to do the course for various reasons, ie requests pending to transfer to the Seaman Branch (and recommended for it by the DO!).

b. ACTING LS(S) arriving for course. He must be a fully fledged, qualified, and confirmed LS before he attempts the PO(S) Career Course. (The LRLC is mandatory for a LS to be confirmed unless a medical waiver has been obtained - BR 1066 Article 0414 refers.)

c. LS(S) joining for the ACTIVE Course but wanting to qualify PASSIVE (see DCI 645/82).

At present we only have Lieutenant FEWTRELL in the section acting as DO - and with 3 courses running, one just completed and another waiting to start at any given time - he can do without unnecessary divisional problems. (PS: Please show this to your PWO!)

What happens to the newly qualified POS(S) successfully passing his course? The fun does not stop there for him once he has sewn on his badges on the Friday on Week 19, that is for sure! We endeavour to get the whole class away immediately after the course to ROYAL ARTHUR for the POLC. If for some reason individuals cannot attend the POLC (only one leg etc) then we send them to HMS EXCELLENT for the 10 day Divisional Senior Rates Course. Either before or after the POLC they will also carry out the necessary PJTs for their first ship ie STWS 2 (STWS 1 is only taught on course), SAGE (everyone) etc.

We then try to get them to sea as soon as possible after that to consolidate all that has been taught. However, with the advent of the 3 year commission, shortage of (running) front line ASW ships (we try to avoid sending them to things like CVAs, LPDs, DLGs etc) they are sometimes kept hanging around for longer than we would like - up to 3 months. Also we are now beginning to get LS(S) sent to us virtually as soon as they pass their PPE and, bearing in mind that the average waiting time at present for a B13 is 2 years. If we can get them to sea quickly they will be rated Acting Local PO(S) as soon as they join their new ship. This must be attractive and a good incentive to the young LS(S) as they are often cutting as much as a year off their basic roster date - which equals money. A point perhaps worth stressing to LS(S) considering advancement.



Lastly then, by way of a conclusion, the message is:

Thank you for your efforts in getting your LS(S) to us for the Career Course, but, we want more of them and all of them to be better prepared please!

Give us the raw material and we will provide good reliefs for you. (This is not to say they will be totally brainwashed - but we will certainly try!)

By Jess OWEN

For and on behalf of the PO(S) Course Office

PS: Thought I'd leave you finally with a couple of genuine 'dits' from recent examination papers:

- Q. What do you understand by a Deep Listening Post?
- A. Someone sat down deep on the Continental Shelf listening for SM noises!!!
- Q. Describe Plan Red 3A.
- A. 3A is an attack plan used for Close AS action. The sectors are divided by cardinal or half cardinal points One unit is Brother (attacking ship) the other is Sister (assisting ship). The brother carries out an attack while sister provides mutual support. When brother has finished attacks the sister becomes brother and the brother becomes sister. Then new brother gives sister sectors and then he attacks!!! (All sounds a bit incestuous to me!)

- Q. Ships head is 170, Green Grenade is sighted at Red 100. Explain your TCM in full.
- A. ~~TURN RIGHT LEFT TURN LEFT LEFT RIGHT RIGHT RIGHT LEFT 30° BEFORE 220 220 30° BEFORE 250 NEW COURSE 220 NEW COURSE 220~~

TELL THE PWO TO COME ~~LEFT RIGHT LEFT RIGHT RIGHT~~ AND STEADY ON NEW COURSE of 220 WHICH IS 30° BEFORE RECIPROCAL.

(If nothing else we teach them to be decisive!!)

- Q. What are the 3 factors which affect the speed of sound through water.
- A. Temperature, Pressure and SOLIDARITY!!! (Lech Walesa was in the news at the time!!)

* * * * *

THE SONARMAN STUDY

As some of you may have heard this 'Study' was completed in the Spring of 1984. The following article was written for another publication in the revised form to reduce the level of classification mentioned here but these will be covered in an forthcoming DCI:

'Developments in the equipment we use at sea will inevitably bring about changes in what we expect of the men who use these equipments. The new generation of passive and active sonar sets: 2016, 2050 and 2031Z that are associated with type 22 and 23 frigates will create new demands

on sonar sub branch personnel and their training must reflect these new demands. To ensure that men and equipments are correctly matched, DGNMT commissioned a study early in 1984 which would spell out the future requirements for sonar operators which would best achieve a high and uniform standard of sonar operating throughout the Fleet.

Perhaps the most dramatic effect on personnel of the coming into service of more narrowband processing equipment is the need for more and more sonarman from Leading Rate upwards to have narrowband analysis skills. This development has already taken place in the Submarine Service and Fleet Air Arm so to this extend, what is happening in General Service can be seen as part of a wider pattern.

It was in the light of these developments that the 'Sonarman Study', as it was christened, began its work. The term 'Sonarman' was deliberately chosen. It rightly emphasises what is common to sonar ratings whether they are hunting submarines from a ship, an aircraft or from another submarine. The team considered various options which might best ensure uniformly high standards of sonar operating as well as offering stable stable career prospects. These options included crating a common sonar branch for personnel from all sonar platforms. Another option considered was the creation of a common operator branch for General service radar and sonar ratings and Submarine TS ratings. The study came out strongly in favour, however, of the creation of a loose federation of the 3 existing sonar sub branches, each retaining its own independent status but with more opportunities for sonar ratings to move sideways

between General Service, Submarines and the Fleet Air Arm. This will ensure stable career prospects for all 3 sub branches but still exploit some of the efficiencies to be gained from common training patterns and uniform standards.

The study completed in April 1984 and a series of meetings attended by the MOD, the Commands and the Sonar Training Schools have been held to spell out the way ahead in the light of the study. The long term aim of these developments is for the Sonarman to operate all sonars in his ship, submarine or aircraft. Underlying this aim is the future profile of the ASW Fleet which will have a predominantly passive capability in the long term. Skills associated with active sonars will, of course, be required for many years to come; not only for ships with an active only capability, but also for the active capability of the main FF/DD force. The ultimate aim of our business is putting a weapon in the water and active sonar will always be crucial here. In the medium term, indeed, some sonar ratings will continue to be trained to operate active sonars only and this transition period will be long enough to offer most of these men a full career as 'Active Only' ratings. Similarly, the post of ASWD will continue. In the new generation of purpose-built towed array fitted ships, however, 2 things are becoming increasingly apparent. First, there is a need emerging for a Chief Petty Officer to take charge of the 2 teams comprising the Sonar Department. The study team envisages a time when an ASWD is required in ships fitted with active and passive sonars, the function of the ASWD will be performed by the CPO(OPS)(S) in charge of the department. Secondly, the development of the CACS AIO system points towards a time when much

of the information flow, currently provided by the ASWD, will be provided directly to the Command. At the same time, the demands on the Petty Officer in terms of his analysis and identification skills in the sound room are going to increase.

The follow-up work to the Sonarman Study falls into 3 broad areas. First, we must recruit the right people into sonar. Secondly, we must get their training right and thirdly we must employ them properly. As far as recruitment is concerned, we must ensure that enough talented young ratings are coming into the branch who will be able to develop the skills demanded by the new sonar sets. We must also try and discover whether there are any specific mental aptitudes which can be identified amongst our youngsters which are particularly relevant to sonar. The Senior Psychologist (Naval) is working on a project to evaluate possible aptitude tests. The training of sonarmen must ensure that in addition to knowing how to work a particular sonar set, our sonar ratings have a thorough grounding in those acoustic principles which lie at the heart of narrowband sonars. The Submarine School, the Aircrewman School and SMOPS will increasingly share their expertise to ensure that the common principles of sonar are put across in the most efficient way, exploiting all the facilities of computer based training.

As for employment, we need to be sure that there is a sensible pattern of jobs at sea and ashore which will ensure that skills and expertise gained at sea are not allowed to perish through mis-employment. The growth of Analysis Centres ashore and development of proper continuation training facilities will do much to maintain expertise if properly used.

The Royal Navy occupies a premier position in Anti Submarine Warfare. Keeping us in that position allows no room for complacency. The 'Sonarmans Study' is an important contribution to making sure we stay in the lead.

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ASWI's SWEATERS

We have now re-negotiated the contract which enables us to have these ordered fulfilled in 2s and 3s, with the above crest on. Those who were previously disappointed - would you please new re-order. Cost £11 per sweater.

ORDER FORM

Name..... Rate.....

Address

I enclose cheque(s) for .. sweaters(s) made payable to: 'ASWI's Association' for £ in the colours and sizes as ticked below.

COLOURS AVAILABLE

Navy/Sky Blue/Red/Bottle Green/Maroon/Grey/Black

SIZES 34"/36"/38"/40"/42"/44"/46"/48"

SEND TO: The Treasurer, ASWIs' Association
c/o Sonar Section, HMS VERNON
Portsmouth (DRYAD AFTER 18 MARCH)

AND AFTER THE BALL WAS OVER

Dear Don

Maureen and I would like to thank you, your committee and our Association members, for the magnificent evening we shared at the Annual Dinner. We both regard it as a great privilege to have been invited as Guests of Honour.

My wife was delighted with the beautiful bouquet and the framed photograph will be a lasting memento of the occasion.

The relaxed atmosphere and the splendid turnout of TASMEN, past and present, made the dinner one of the best ever, memories of which will remain with us always.

Your Aye
Reg Madge

* * *

Dear Don

Thank you for an excellent evening last Friday at the ASWI Association Annual Dinner. It certainly was an enjoyable occasion, made all the more memorable as it was our final formal gathering in VERNON.

It was most gratifying to see such a full attendance of both serving and ex-serving members. I look forward to seeing them all again next year.

I feel particular mention is due to Jess Owen and Dennis Hiley for the hardwork they put in as the Dinner Sub-Committee. Their efforts were obviously appreciated by the company as a whole - it will be a hard act to follow.

Thanks also to the President and members of the WO&CPOs' Mess for once again allowing us the use of their facilities.

Yours Aye
John Bennett

* * *

Dear Don

Once again it is my pleasure to put pen to paper and express our thanks for the super evening last Friday.

May I also add an additional vote of thanks to Jess Owen and his team for the food and wine and in the same vein thank CPO(OPS)(R)(S) Tim Reynolds and his young lady for being such good hosts to both Ann and I.

I believe this would also be a suitable opportunity to wish the ASWIs and their association the very best of good luck in the future and no matter the venue for the next reunion, it's the company and pleasure that such events give that really count.

Once again many thanks.

Ann and Geoff Palmer
(PRIs Association)

* * *

Mr Chairman and Members

My good lady and I would like to thank you for a splendid evening on Friday at your Annual Dinner.

The food and company were excellent, and a special thanks to Colin Fells for looking after us so well. It was nice to see so many old but familiar faces.

It is sad that it was your last Annual Dinner in VERNON, but I look forward to seeing you all at DRYAD in the near future.

G A Taylor
(GIs Association)

* * *

Dear Don

A few lines to thank you and all who organised the Dinner/Dance on October 12th, we all enjoyed ourselves tremendously and it was lovely seeing old friends again - some who I haven't seen for a number of years.

May I also add that our guests, Mr and Mrs Cole, asked me to pass on their thanks and that they had a lovely evening. I look forward to attending next year even though it will be in DRYAD.

Don't forget old ships, should you be passing through Dover, do please look me up.

Every success to the Association; I look forward to the next copy of the Seamaster.

Yours Aye
Pete Sowden
ex TASI

* * *

Dear Don

So sorry I cannot be with you on what may be the last reunion of the ASWIs to be held in the Royal Academy of TAS.

The dinner just happens to fall during the sea weeks where I am teaching my other weak subject - RAS!!

Please convey my best wishes to all my ASWI oppos and I sincerely hope you all enjoy a really successful evening and have a great time.

Your Aye
John Whitehead

* * *

Mr Chairman and Members of the Committee

Due to unforeseen circumstances I have been unable to thank you all for another superb 'Annual Reunion Dinner'. The time and effort that went into it did not go unnoticed and I hope you will accept my apologies for the delay in writing to you.

My wife Pat and I thoroughly enjoyed ourselves.

Thank you once more.

Pat and Dave Bekker

* * *

ED Many thank to all the comments expressed in these letters. Let's do better still next year with your support.

1984 DINNER AND DANCE STATEMENT OF COSTS

CREDITS

	£
111 Guests at £9.50 Per Head . . .	1054.50
Welfare Fund Grant HMS VERNON . .	100.00
ASWI Association Fund Grant . . .	240.00
TOTAL:	£1394.50

DEBITS

	£
Caterers (i) 117 Meals at £6.50 .	760.50
(ii) VAT at 15%	114.08
SUB TOTAL:	£ 874.58

	£
Wine: 10 Cases	165.00
Bouquet/Corsages	39.00
Misc: Messmen, Bar Staff, Disco	95.00
Port: 6 Bottles	25.00
Liquers: 4 Bottles	38.64
Sherry, Champagne (prizes)	42.41
Guests Drinks	19.88
TOTAL:	£1300.01

Remaining Balance: £ 94.49*

* Transferred Back to ASWIs Association Fund

* * *

STOP PRESS

The PRIs Association intend to invite ALL members of the ASWIs Association to a welcome get together in the PRIs' Club HMS DRYAD in late April/early May; date to be promulgated.

Dear Don

I regret to inform you that due to work commitments my wife Anne and I shall be unable to attend this year's annual dinner and dance at HMS VERNON. However please give my best regards to all who may show a faint recognition when my name is mentioned.

It is a pity that I am unable to attend the final dinner at VERNON but hopefully I shall be able to attend at the future venue. I say the latter with every confidence in the present committee as the Association appears to have taken a on a new lease of life, congratulations to all concerned.

As a former member of the TASIs' Association I would very much like to obtain information on the origin of the Association and those who instigated the same, as I wish to insert the necessary information into a framed plaque for posterity reasons. Any dates, data and dits would be most welcome.

Have a splendid time at the dinner and my regards to all.

Yours Aye
Brian (Jerry) Jerrard

* * *

Sorry you couldn't make it for the Dinner Jerry but look forward to seeing you again in the near future. I have reproduced overleaf the wording from the original letter forming the Association which I hope will be of use to you.

Yours Aye
Don

OFFICE OF TASI's
ASSOCIATION 1955
HMS VERNON
PORTSMOUTH

16 April 1956

The Captain
HMS VERNON
Portsmouth

Sir,

1. I have the honour to request that permission be granted to form an Association of Torpedo and Anti Submarine Instructors to be known as the TASIs ASSOCIATION 1955.
2. The object of this Association is to be the improvement of the efficiency and well-being of the TASIs within the Service.
3. The affairs of the Association will be conducted within the accepted rules of the Association, subject to QR and AIs and the custom of the Service.

I have the honour to be,
Sir,
Your obedient Servant

G A Abery
Chairman

(REPLY) I have much pleasure in approving the formation of this Association. I have also received a letter from the Commander-in-Chief, Portsmouth, (Admiral of the Fleet Sir George E Creasy GCB etc) in which he kindly states that this Association has his full support.

J GRANT
Captain
HMS VERNON
18 June 1956

* * *

Dear Don

Many thanks for the copy of 'Seamaster' as always very welcome. Jerry Jerrard and I had been in touch being RNA members Bournemouth Branch. It's nice to know I'm back on the members list - my TASI's Hon Membership No was 24. This letter will reach you via the Treasurer and my order form for an Association sweater. Are there any ties available? I'm afraid my TASIs has seen better days and is in need of replacement - "Fair wear and tear".

Fancy John Ashton's 35 years, my word how time flies. I served my 22 years, since then I have been with Marks & Spencer and looking forward hopefully to the 15 year pension rise this December; fingers crossed that it will be all it's supposed to. Regretfully my wife and I are not able to attend as many Association functions as we would like to, due mainly to work commitments and travel, that's why it's so nice to read about present and, of course, ex-oppos. As a member of RNXS I have paid one visit to VERNON since I became a 'Mr', of course I noted how many things changed, the food in particular was very much better as no doubt you will agree.

As I ramble on, and how super to do so, for anyone who thinks the name rings a bell, I was P/Jx, spent happy times in both OSPREY and VERNON and in the latter was Chief of the Sonar Section (Creasy West), I also sat in the chair in the PPO (Personnel Planning Office) with 'Bungy Williams' Lt RN Rtd.

I did go to sea, yes really. Squadron TASI to the 20th Frigate Squadron out of Londonderry for 2½ years (we always were the best!!) and other type of ships, my last draft being GURKHA in the Gulf - what a way to go!!

Sorry I'm feeling sick now, but joking aside, here's good wishes to all serving members and if you anchor off Bournemouth give us a 'bell' or if you are passing through.

Cheers for now, bottoms up.

Ron Feasey
Ex CPOTASI P/Jx 660692
21 Cromwell Road
Southbourne
Bournemouth BH5 2JN
Tel: 0202-422343

* * *

Lovely to hear from you again Ron, your talk of the PPO and Bungy brings back memories. We are still mostly here in Creasy West but move to HMS DRYAD in March, I'm sorry we couldn't handle your order for a sweater when we first received your letter Ron but this has now been sorted out and you will find an order form in this magazine.

Yours Aye
Don

* * *

Carl Hayman
'Leeward'
56 Linksvie Crescent
Worcester WR5 1JJ

Dear Don

I am most grateful for the copy of the 'Seamaster' which you kindly sent. Yes I would like to be added to the members list and would appreciate info as to whether you have an Association tie or car badge. The one presently on my car is the TASIs Association! I can be reached by telephone most days, although I am rather busy as Red Cross Training Officer for Hereford and Worcester and travel about the counties quite a lot.

Again many thanks.

Yours sincerely
Carl Hayman

* * *

Thank you Carl, I'm afraid we do not have either a tie or car badge at the moment but perhaps the Committee might give some thought to having these items made. The sweaters are very good value though and there is an order form for these in this issue of 'Seamaster'; we have sold over 110 in the last 18 months or so.

Yours Aye
Don

* * *

Dear Mr Anderson

Many thanks for your letter and my first copy of the 'Seamaster' for 6 years! Would you convey to Tony Peters my thanks for having made it possible for me, at some time soon, (ASWIs Dinner maybe) to contact some of my old, serving and ex-serving colleagues. Reading through the lists and seeing the names certainly conjures up old memories. However, look forward to making your acquaintance again.

Yours Aye
Gerry Bradberry (Brad)

* * *

Thank you, Brad. If any other members know of others who are not receiving the Seamaster please let us know.

* * *

Dear Andy

I am writing to say how much my wife and I enjoyed our weekend at Great Yarmouth that I won in the draw after last year's ASWI Dinner.

Jimmy and Myra Green made us more than welcome to their lovely guest house which is only a couple of minutes from the sea. Jimmy is employed as an Ambulanceman at the local station and asked to be remembered to all who knew him, he is also looking forward to this year's dinner.

Lastly, as a commercial, I can recommend Barleigh Guest House, 100 Churchill Road, Newton, Great Yarmouth to anyone interested.

Yours Aye
Fred Thorpe CPO(OPS)(S)

Thank you Fred, and thanks again to Jim and Myra Green for once again last dinner donating a weekend for 2 in their guest house, which was won by Ted Hunt ex-CPOTASI on the night of the dinner.

Don A

* * * * *

CPO(OPS)(S) CAPEL
HMS VERNON

'GIZ A JOB'

Having been ashore now for 10 months, I have been looking at our branch structure and the job opportunities likely to be available to me in the coming years, especially sea-going billets.

A close scrutiny of Drafty's computer printout reveals that there are 71 active CPOs, 17 of whom are serving at sea. On balance that seems a reasonable proportion, until you look more closely at which type of ship they are serving on. Five of the 17 are manual and there are only 2 CPOs serving on ships built after 1970 and these are only complemented because the ships are squadron leaders. With the phasing out of Type 12/Ikara frigates we will see fewer and fewer sea billets available. Before you ask yourself, "What is he going on about?" let me make it clear that I like my 'shore time' as much as the next man, but the thought of spending the rest of my career ashore teaching does not delight me. As the saying goes, 'Variety is the spice of life'.

As many building or future ships are likely to be FFTAs just where does that leave the Active Stream, in particular the role of the ASWD? While it may hurt some people to admit it, it would appear that the Passive Stream have a better career structure with the operators and analysts achieving better job satisfaction at sea.

So if we are not to become just a support team to the Passive Ops crews (occasionally closing up on the Active side to practice rusty skills) we need to be reassured that the Active Branch still has a important role to play.

ED'S NOTE

The article in this publication on the Sonar Study Report does look at this.

* * * * *

SEA TALK

PO(S) TED NEESON
FWD POS' MESS
HMS LOWESTOFT

Sir

NOISE REDUCTION

As noise reduction is increasingly becoming more important throughout the Fleet, not only in FFTAs but in every class of warship, I thought that writing a few lines about the LOWESTOFT organisation might prove useful to ASWDs who may find themselves starting an organisation from scratch.

Pussers warships to date have not been designed to be quiet but even if submarines do have their main machinery plants 'FLOATED' on rafts, surface vessels still retain one major advantage, that is that two-thirds of the noise we create is dissipated into the atmosphere and not into the sea. There is not a lot we can do about machinery that is not resiliently mounted as the cost both in time and money is not a viable prospect for addition in a ship's mid-life refit, especially when there is a cheaper, more effective alternative: Noise Husbandry. It is important that every member of the Ship's Company understands the theory behind noise reduction so that they can apply it to their own working/living environment.

We all know there are 2 types of noise, RADIATED and SELF, but I have found it helpful to explain that:

RADIATED NOISE ... Is noise from our own machinery that is transmitted through the ship's hull into the sea and makes up our ships 'fingerprint' signature. This signature of narrowband tonals (narrow because machines run at a constant speed, which can be measured). These narrowband tonals are at high frequencies and on their own do not travel very far.

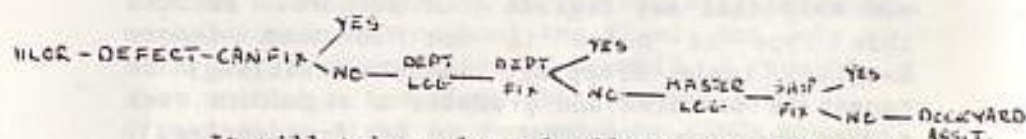
SELF NOISE ... Is the noise created within your own ship that may degrade your sensors. Because this type of noise is not constant (doors banging, tools dropping, ladders rattling) it cannot be measured and produces a signature over a wide spectrum (BROADBAND) at low frequencies.

Low frequencies travel much, much further than high frequencies, but fortunately the low frequencies will 'carry' the high for a far greater distance than if they were on their own. Therefore a reduction in our broadband signature will automatically effect the range to which our narrowband fingerprint signature will be carried.

One padlock rattling against a door will not make much noise but 100 will; on LOWESTOFT we have 637 and padding them all with masking tape and a piece of rag makes quite a difference. All the ladders that rattle as men walk up them, deck plates, portable pumps and starters, shores, loose panel covers, slack or missing bolts, doors slamming, heads trap-doors not hooked back. The list is endless but all combined will carry your ship's signature many, many miles. You will be truly amazed at the difference a box full of wedges and a roll of rubber will make. but the success of your organisation will depend on the support of the WHOLE Ship's Company, as it is they who will (during the course of a working

day) discover noise shorts and report them. Everyone doing rounds, be they security, W&E, outside machinery, upperdeck or even Captain's Rounds should all check for noise shorts.

Each department should have a noise defect book run by the Departmental Regulator, who will be responsible for noise shorts found within his department. Any defect that has been in the book for 7 days will be transferred to a master defect book which the Captain will see monthly. The organisation should work thus:



It will take a lot of effort and enthusiasm to win over the Ship's Company, but the results can be shared by all and hopefully 'green grenades' will be a thing of the past. Attached is a list of items that will help to start a noise organisation, and if anyone would like any further information I am always available when the ship is in harbour.

Yours Aye
Ted Neeson

Viz:

GENERAL PURPOSE IMPACT ADHESIVE	0474-99-224-5189
50 kg ROLLS OF RUBBER	0413-923-8893
1" WEDGES	0477-461-6295
2" WEDGES	0477-461-6296

FILM: 'We All Live in a Quiet Submarine'
available by contacting PO(WRN) WILKINS
at HMS EXCELLENT Film Library.

ED Thank you Ted for a very useful article.

HMS VERNON : A DEFINITIVE HISTORY

Rear Admiral E N Poland (1943 Torpedo Long Course) is writing a definitive history of HMS VERNON. He would like to hear from anyone in possession of historical information, who have contacts with past generations through family records, or can recall anecdotes (apocryphal or otherwise) concerning individuals or events. He is particularly keen to obtain frank and, if necessary, critical written statements from those who have served in any capacity in one of the undersea warfare branches. Please write to:

Rear Admiral E N Poland CB CBE
Bryants Cottage, Burgate Cross
Fordingbridge, Hants

* * * * *

BITS AND PIECES

(1) The new address for the Association from 18 March 1985 will be:

The Chairman, The ASWI's Association
SMOPS, HMS DRYAD
Southwick, Nr Fareham, Hants

(2) Due to the larger size of this issue the 'Where's My Oppo?' section has had to be left out but will be included in the April Journal.

(3) **WANTED:** EDITOR, FLOURISHING MAGAZINE
ALMOST RUNS ITSELF
APPLY: CHAIRMAN ASWI's ASSOCIATION

(4) The note (2) above really says it all. Articles for this Journal now arrive frequently. Remember to continue the quality we need your articles.

SUBSCRIPTIONS

GENTLEMEN

It is now time (Jan 1st) to ask you for your annual subscriptions. As the new Treasurer please take pity on me and make my job a little easier by sending your £2 as soon as possible. Remember we rely on this small sum to ensure the future of this Journal to help run the social side and ensure the health of Association Funds.

Yours Aye
PO RHODES
Treasurer

TO: ASWI's ASSOCIATION TREASURER
HMS VERNON (DRYAD AFTER 18 MARCH)

Find enclosed the sum of £ being my Annual
Subscription for * 1984/1985 to the ASWI's
Association

FROM..... OFFICAL NUMBER.....

SERVICE ADDRESS.....

* Delete as necessary

Please note some previously paid members have not paid for 1984; would you therefore please enclose both. Non-payment will I'm afraid mean removal from the members list and mailing list for the Seamaster.

*How proud of your VERNON home you are,
And how proud of the badge you wear;*

*For high are the standards you strive to set,
And worthy, the aims you share.*

* *

*Comes the dark hour, when the curtain falls,
And you from the VERNON are gone;*

*Follow your creed, and the lantern you lit,
No lamp, more brightly, has shone.*

* *

A hunting we will go!!