

LESS WE FORGET :

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

ANON

857 FEB 86

The Seamaster



THE OFFICIAL JOURNAL OF THE

ANTI-SUBMARINE WARFARE INSTRUCTORS ASSOCIATION

IN MEMORIAM

It is with deep regret that the Association has to announce the death of it's first Chairman ex CPO TASI G ABERY who passed away in February this year.

CHAIRMAN'S LETTER

Dear Members

My opening line for the Spring Term copy of the ASWI's Magazine is, and I am sure you will all join me, in wishing CPO TASI George MORALEE the warmest best wishes on his award of the MBE. Most richly deserved George.

Next item is to draw the attention of all members to the changes in the Committee. Our thanks to the out-going Vice Chairman, CPO(OPS)(S) Colin Fells and a warm welcome to CPO(OPS)(S) Peter RAMUS the new Vice. Next a vote of thanks to WO Jess OWEN our out-going Secretary and a welcome to PO(S) Peter RHODES who has handed over the 'treasury' to PO(S) Steve BODEN, welcome Steve.

As you browse through this edition you will notice the new branch structure which will slowly be published by DCI. Any feedback will be most welcome by me to pass on to Cdr 'U' our titular head of the Sonar Operations Branch. Also my standard plea to please keep the articles coming in as it makes our Editor's life so much easier and it is you who benefit in the end by a superior magazine.

Two other dates in the not too distant future for which we require maximum support. Firstly August 3rd which is the annual PRIGITASI Sports Day and the hosts this year are the PRIs. Last year our sterling efforts were narrowly pipped by the GIs. This must surely be our year.

Our Annual Dinner and Dance is being held on the 10th of October, here in our new mess Wallington House. To help celebrate the 40th Anniversary of the TAS Branch and the 30th year of the TASI's/ASWI's Association we are proposing to carry out a sponsored run for charity, between homes old and new of the TAS Branch. Starting at HMS OSPREY Portland and taking in enroute to SMOPS the old VERNON II at Fort Gilkicker and HMS VERNON. There is still some planning left

to do and all volunteers will be most welcome, especially any runners! The intended date is Wednesday the 8th of October. Names please to me soonest. Here's hoping for a fast response by our athletes.

Yours Aye

Neville BACON
WO(OPS)(S)

Dear Members

Having just relieved Colin FELLIS in the post of vice Chairman, I thought it best to introduce myself through the Seamaster to any members who may not know me.

I rejoined DRYAD May 1986 from the now dead HMS LOWESTOFT, this not being such a shock to the system as to some, as I had been previously SMOPTED in 80-81 as the U Faculty planner, this time I am residing in the familiar surroundings (to me anyway) of ASUAT 5.

Yes its still running although I sometimes feel like the curator of a museum instead of an instructor when some of our younger and not so young students have cause to enter this manual domain, as I have now been officially CAAISED I also assist in ASUAT 6 with the view to a takeover maybe in the Autumn.

As for Association business I look forward to assisting the Chairman in running the Association and to hearing from any of you that may wish to call I can be reached on DRYAD Ext 505/547.

Yours Aye

Pete RAMUS

EDITOR'S LETTER

Gentlemen,

A slimmer issue this time but hopefully each of you will find something of interest. Please don't be shy in sending in articles, letters and cartoons for publication that you as ASWIs think might be of interest to the readership.

Sadly the reaction to the Annual Subscription has been slow and some of you will have received a reminder, with the current issue of outstanding dues. Remember from this money we try to finance small events during the year.

The Annual Sports Day, hosted by the PRIs will happen on the 3rd of August a Sunday. If you are in the area please come to help the Association to win through.

Some of you may have heard about the Half Marathon organised in Portsmouth on March the 9th by the Lord Mayor. I am pleased to congratulate; Pete RHODES, Pete HARLING, Barry PRICE (Taff), Jan PEARCE, Steve WILL, Garry WOODHAM and Jim PARK in successfully completing the course all within their stated times. A team for our sponsored run in October should be no problem. If you would like to volunteer please let the Chairman know in good time.

Yours Aye

Brian GOLDING
Editor

Extract from a letter sent by Cdr 'U' Commander P J Nelson to all serving ASWDs and PSDs.

You will probably have heard of the deliberations arising from the publication of a document known as the 'Sonarman Study'. Among many conclusions, this Study recommended the abolition of separate active and passive streams in the Surface Fleet and the introduction of a passively trained rating with active sonar PJTs where required. A logical outcome of this was the demise of the ASWD in his present form, although it was not clear who would replace him.

A prime mover in the Sonarman Study was the need to reduce the Ops(Sonar) complement of Towed Array Frigates. In particular their requirement for five senior rates (2 x ASWD, 3 x PSD) had to be reduced and the removal of the ASWD was one way of doing it. After lengthy investigations into the effect of removing the ASWD from CACS and other future Command Systems it was concluded that it was impractical, as well as being demoralising for the branch, to remove him. An alternative was therefore proposed by SMOPS, and accepted by the MOD. This alternative is shown diagrammatically at the Annex to this letter.

In essence, all Seaman Operators (Sonar) of the Surface Fleet will, in future, receive a common, theoretical, sonar training, which will include passive, before being streamed into Passive and/or Active and trained on the sonars fitted in their first sea draft. After their first sea draft sonarman may transfer to the other stream, dependent on their own choice and drafting requirements but will only complete the Task Book for AB and LS relevant to the stream that they wish to specialise in. At Leading Seaman level, after completion of the relevant WPE, the Course will include a substantial module which will be taught to documentation that is common

to SMOPS, RNSMS and the Aircrewman School. After this, training will again be constrained to the sonars fitted in the man's next sea draft but with opportunities to transfer between streams later on.

At Petty Officer level a man is trained either as an ASWD or as a PSD, after completion of a Passive or Active Task Book and WPE. On completion of the course he will be drafted as one of two ASWDs in an active sonar only fitted ship, or as the only Petty Officer ASWD in a Towed Array unit, or as a PSD in a Towed Array Unit. Once selected for CPO, however, a sonarman will return to SMOPS for the ASW Sensor Co-ordinator Course which will train him, if a PSD, in ASWD skills and if an ASWD in PSD skills. However, this course will not be a pre-requisite for promotion, nor will it affect the career prospects of anyone currently serving as a WO or CPO(OPS)(S). A CPO will then be draftable to a wide range of billets ashore and as ASW Sensor Co-ordinator of a Towed Array Frigate, in charge, under the PWD(U), of the whole sonar sub-department. The sonar senior rate complements of surface units will be, in the case of towed array frigates, 1 CPO ASW Sensor Co-ordinator, 1 PO ASWD, and 2 PO PSDs. Thus when the ship is active the CPO will work opposite the PO ASWD as a watchkeeping ASWD and when it is passive he will be on call and available to back up the two watchkeeping PSDs as required. The complements of ships fitted only with active sonar will remain as at present.

At Junior Rate level the relentless pressure on manpower means that Towed Array units cannot be complemented to man both sonars, in 3 watches concurrently. Inevitably active men will have to be used in the passive system and vice versa and shore training will take account of this.

You will have noticed, from the foregoing, a progressive blurring of the distinction between Active and Passive Sonar ratings. This is intentional and is designed to reflect the fact that sonar is a generic subject and a Sonarman should be an expert in the field of underwater warfare and not constrain himself to the use of active or passive systems. At the same time, however, there is little point in training all Surface Fleet Sonarman in passive skills when at least 50% of the Fleet will never be fitted with Towed Array. The solution outlined above, of giving all Sonarman some theoretical knowledge of passive sonar, but confining skill training to the requirements of the Fleet does, I feel, cover the objections of nugatory training whilst re-establishing the CPO (and WO) as master of his profession in all of its various aspects.

Finally, it is not intended that this new structure will in any way affect sea/shore ratios. If anything there will be a marginal improvement as Surface Fleet Sonarman because more widely employable ashore.

OPS (SONAR) SUB-BRANCH ADVANCEMENT

Sea Drafts as ASW
Sensor Co-ordinator
Shore Drafts

ASW Sensor - Co-ordinator Course

Selection for CPO

Sea Drafts as ASWD or PSD
Shore Drafts

ASWD/PSD Course

WPE for PO(S)

Sea Drafts as SC or PSC and
Cross Training as required
Sea/Shore Drafts

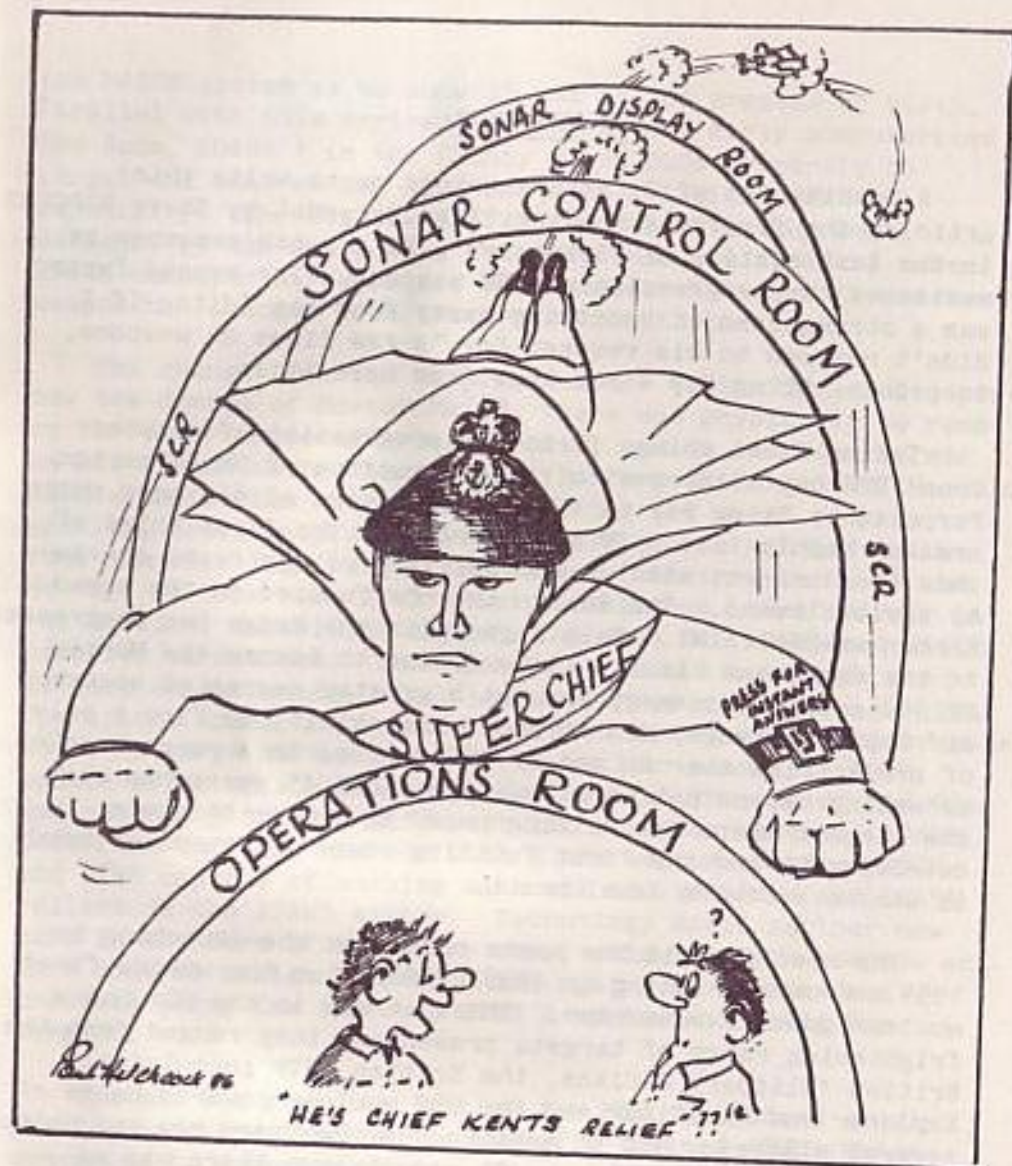
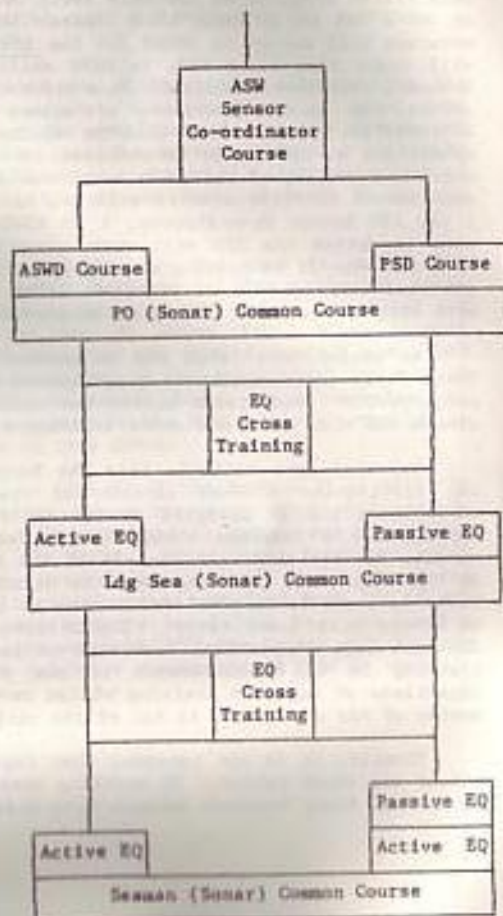
LS(S) Career Course

WPE for LS(S)

Cross Training as required

First Sea Draft as
Operator

Seaman (Operator)
Sub-branch Training



ASW WEAPONRY

A combination of 2 factors brings me to write this article, the first was reading 'Take Records' by Steve RODGERS in the last edition of 'Seamaster', if you can remember he mentioned the progression of ASW weapons. The second factor was a strong hint of something nasty from the Editor if I didn't respond to his request for 'A few lines on weapons, torpedoes, Sting Ray - you know!' so here it is.

Taking first things first the progression of weapons from 1920 depth charges to the destruction of HM Submarine Porpoise by Sting Ray in 1985 spans an era of 65 years which breaks roughly into 3, 20 year periods. The first third of this time concentrated on the delivery of the depth charge by various means. The 40s to the 60s focused on the ahead thrown weapon (ATW). This began with the Hedge Hog progressed to the Squid and finally Limbo (later to become the Mortar Mk 10) each improvement brought a greater degree of accuracy and improved range, MCS 10 added the ability to fire a salvo of projectiles over an arc of 360 degrees in a range bracket extending beyond half a mile. The final 15 years has seen the largest steps (at walking pace) in weapon hardware development, and the first faulting steps (at running pace) in weapon software development.

The need for all the haste came from the launching in 1954 and commissioning in 1955 of Nautilus the worlds first nuclear powered submarine. Those at sea in the 60s had a frightening range of targets presented, they ranged from the British 'Slippery S Class, the British (HTP propulsion) Explorer and Excalibur and the USN nuclear powered boats of several classes. Not to mention the then very new and quiet Porpoise and Oberon class. It was obvious there was an urgent need to improve all things Anti Submarine, if our own submarines were getting so far ahead how about the potential enemy?

The first outward signs of change in the General Service was the fitting of flight decks on the majority of Destroyers and Frigates, we had entered the Helicopter age,

the MATCH system as we know it was in the process of birth. Parallel with this arrived the first very early computerised Ops Room, ADAWS 1 in the County Class DLGs primarily to target and control Sea Slug but with a limited ASW capability. The 70s saw IKARA join the RN having been designed by our Antipodean cousins, this was aided by newer ADAWS computer hardware and programmes. Note the terminal weapon had changed from the projectile to the torpedo.

The change from the Wasp Helicopter to the Lynx Helicopter saw the demise of Mortar Mk 10, there was physically no room on the older ships after conversion, and no manpower to man an ATW system on the new ships. In fact IKARA and MATCH could handle the medium range threat leaving the short range problem, previously dealt with by ATW, to be handled by the tube launched lightweight torpedoes of the era ie Mk 44 and Mk 46. By this time STWS 1 had established itself firmly in the Service, capable of interfacing with the ADAWS and CAAIS computer variations. This meant the RN had undergone the largest single change ever, the move from manually controlled Operations Rooms to Computer Assisted ones (some consider this to be as large as the change from sail to steam!). Each update effected ASW weaponry, by the time the end of the 70s was reached 3 totally different AIO computer systems, ADAWS, CAAIS and CACS had emerged with 3 ASW weapon systems MATCH and STWS capable of working with all AIO variants and IKARA reliant on the ADAWS system. Technology dealt another new card in the form of the micro chip, allowing both torpedo and fire control design to leap ahead again, so far the end products being the improved STWS 2 system and Sting Ray torpedo.

The mid 80s sees the last of the MCS 10 systems slowly phasing out, the last of the manually trained ASWDs being converted to computer users. The saddest loss of all is going to be IKARA. Fitted into the oldest Batch 1 Leanders after the Type 82 Bristol Class were cancelled, proved itself and its potential as probably the finest, fully guided, medium to long range ASW missile system in the world. Just imagine the potential with an update to Sting Ray and the use of today's micro technology to update and uprate the system.

A cry from the heart is, if any of our leaders has influence anywhere, please bring it to bear to get IKARA in some form back into our armoury before it is too late. We mean the loss of MCS 10, but it has a successor in STWS, what of IKARA? (End of Commercial).

So where are we today - 1986 - ATW and IKARA almost departed. In service in just about everything that floats larger than a Minesweeper is the MATCH and a STWS system employing the lightweight torpedoes of the day. Another even more improved tube system, Magazine Torpedo Loading System (MTLS) has completed shore trials and is ready for fitting into the Type 23 Frigate Norfolk, currently building. The Mk 44 torpedo, obsolete in all but name only. The Mk 46 still going strong for a few more years. At the beginning of this year we all found that Santa had brought us an order we were waiting for - Sting Ray in enough numbers to satisfy the greedy needs of MATCH and STWS users.

OK then what is Sting Ray? (bearing in mind the particular security classification of our noble journal!) Sting Ray is a lightweight torpedo capable of being launched from both fixed and rotary winged aircraft and the shipborne tubes of the STWS 2 and MTLS systems, and most important of all capable of sinking today's doubled hulled Soviet Submarines. As a weapon it was provisionally accepted into service in late December 1985 after a series of highly successful trials. The manufacturer - MUSL - claim to be at least 5 years ahead of anybody else in the world with this weapon, both in time and technology terms.

Sting Ray is not the first torpedo the RN has purchased from industry as some would have you believe. The first ever to be purchased, came from a certain Mr WHITEHEAD, and after a series of exhaustive trials which were concluded in the Autumn of 1870. (The true story referred to by Steve RODGERS' "Take Records" mentioned these trials). The great grandson of the Whitehead Fiume torpedo was used to sink the Argentinian 'General BELGRANO' quite recently in the South Atlantic. So if the WHITEHEAD purchase is anything to go by,

the FN should be using the great grandson of Sting Ray around about the year 2080 with equally as much effect.

Therefore the second torpedo to be purchased from industry has been designed to attack submarines at their maximum operating depth, but also pull-out and operate in the shallow waters around these coasts. It is relatively easy to design a torpedo that will out dive the target submarine, but the shallow water requirement called for by MOD was a difficult problem to solve because torpedoes are inherently negatively buoyant and all too easily hit the sea bed especially when they have been dropped from an aircraft. The solution is to slow the plunge speed by some means and achieve manoeuvrability as quickly as possible. To this end the motor starts up as soon after water entry as possible. Once turning the propulsion system aids the pull-out; the pump jet propulsion helps to achieve this. High manoeuvrability also means the torpedo has no difficulty in remaining firmly in contact with the high speed evading target.

The homing systems used are very complex, basically split between Passive and Active modes. Each mode is then split again, the active mode can employ a new Frequency Modulated (FM) Sonar and/or a Carrier Wave (CW) Sonar while the Passive Mode has a choice of a fixed frequency and/or a range of frequencies to listen across. With a choice of searches and sonar modes to employ and a need to make decisions once in the water it becomes obvious the torpedo needs it's own onboard computer.

The warhead for our new generation weapon must also be an improvement on what has passed before. The problem being that the increased strength of the hull structure of today's submarines render most of the older torpedoes in the armoury obsolete. To this end the well proven principle of the 'shaped charge' (remember the demolition Beehive charges employing the Munroe effect!) was selected. This must be placed as close to the targets hull at the spot that will cause most damage - another job for the onboard computer.

The answer to the first question does it all work? Is yes. The 1985 Porpoise firing plus over 500 in water runs proves that. The majority of other questions can be answered by reference to the appropriate publications. May I guide you to the best of all, FOTI. Continually updated as CINCFLEET gets data from trials.

The next article will be Whitehead to Spearfish - a potted history.

Yours Aye

Tony WALTON

EDITOR

On my part it was a very mild threat and Tony still had his other hand to write with!

FEEDBACK WO P HITCHCOCK TS(U)

I would like to start this article by thanking all of those I have interviewed over the past 4 months for their time, co-operation and hospitality which will enable me to prepare my report at the end of the Spring Term and hopefully, get it out to you in mid April.

I will shortly be carrying out interviews in TA ships to resolve the Validity of Passive Operational Objectives, in the meantime if you have any feedback regarding Sonar Training don't hesitate to get in touch. (DRYAD Ext 574).

TASK BOOK TRAINING and the WPE

The results of the December 1985 WPE was not encouraging, of the 18 LS(S) candidates only 5 passed in the Sonar Sub-Branch specialisation. The Petty Officer candidates did a little better 3 passes out of 4.

Close analysis of the LS(S) papers revealed the following shortcomings:

- a. There was an overall weakness in knowledge on all miscellaneous sonars and oceanography.
- b. It was evident from the answers given that preparation had been poor, this was highlighted by the 'sketchy' responses.
- c. Some candidates were under the impression that if the piece of equipment wasn't fitted in their particular ship they were not required to answer the relevant questions. This highlighted the fact that Task Books are not being read and completed properly.

Once again I must ask you to ensure that all your prospective LS and PO candidates complete their Task Books with honesty, and examiners ensure that the candidates are competent in all respects before signing the task off as complete.

It is intended in the not too distant future that the WPE Question Bank be available for issue to the Fleet, in the meantime I can forward you copies of old WPEs upon request. Copies of which have been sent to your respective FOFs.

WPE DATES Reference DCI RN 466/85

The dates of the Written Provisional Examination for 1986 are:

21 March 1986 - 20 June 1986 - 3 September 1986 -
12 December 1986.

TASK BOOKS

Task Book 1 has been updated to reflect current changes in ASW Training, notably the updating of 2016 Non Contact Drills, this reflected in Task 1 of the book. Sonar 2031 I and Z has been introduced into Tasks 1, 2 and 3 to bring it in line with Active Training.

Sonar Type 199 has now been deleted completely from the text. Task Book 3 Active/Passive; this is now being updated and hopefully will be available for issue in July. An FTM reflecting these changes and transition instructions will be issued shortly.

THE CROC OF GOLD AT THE END OF THE RAINBOW

This is a true story involving a crocodile, some chickens, 2 Australian sailors, a Filipino barman, the passengers in 3 jeepneys, a riot, a posse of Philippines constabulary, diplomats, and a bar bill for the equivalent of SA86,000.

The saga begins with a goodwill visit to Subic Bay by the destroyer, HMAS DERWENT.

As goodwill tours go, this one was going very well indeed.

Some sailors had found a sprawling and splendid area located strategically close to Subic Bay, which houses a large proportion of the US Seventh Fleet, that seemed to be largely composed of bars which, in turn, were populated by shapely young ladies.

Two burly matelots intent on making cultural exchanges with their Filipino hosts were exploring this haven, from the terrors of the deep when they espied a bar called the Crocodile.

They entered and asked mine host for icy cold tubes of beer.

While exchanging pleasantries with some of the young females present to help make the goodwill visit a success, the sailors noticed a young Filipino throwing live chickens into a pond at the side of the bar.

The chickens hit the water, there would be a brief splash and, pop, the chicken would disappear beneath the surface of the water.

Subsequent inquiries as to why the man was throwing chickens into the water revealed that the bar was named The Crocodile because the pond was inhabited by a large saurian. The chickens were his lunch, the crocodile being partial to a bite or two of fowl.

"Have a bloody heart", one of the sailors, an animal lover, is reported to have said. "You can't throw live chickens to a muncher".

The barman said he could, and would, and did. Whereupon one of the sailors remonstrated with him, breaking his jaw with one blow which sent the man reeling backwards into the taproom mirror.

The sailors then decided that the crocodile should be rescued from its sordid surroundings, which were undoubtedly having a harmful effect on its character.

They waded into the pool. One matelot seized the startled five-foot long crocodile around the head, the other seized its tail, and, bearing their scaly friend thus, they staggered out into the road.

The crocodile, unaccustomed to being carried by anyone, let alone Australian seamen, struggled. "Bloody hell, Blue, I can't hold him", one of the sailors called. "For Christ's sake, don't drop him. He might go for us", the other shouted back.

They therefore threw the crocodile away from them with considerable combined might. It landed in the back of a passing jeepney.

The startled passengers immediately evacuated the jeepney with speed. One was run over by another vehicle and suffered multiple fractures to an arm, and other injuries.

The driver of the jeepney, hearing the commotion, looked around and came face to face with the by now enraged crocodile.

He lost control of his vehicle, which veered across the road, and smashed through the plate glass window of another bar, injuring some of the occupants.

The crocodile emerged unscathed, but ran out into the street where it was promptly run over and killed by a passing lorry.

The 2 matelots had endeavoured, meanwhile, to up anchor and steer for the safety of the Derwent, but were rounded up by a large contingent of police, and a larger contingent of bar owners and employees.

Peace talks were held between Australian Officers and their Filipino hosts and, after lengthy negotiations, the battered bar area, its inhabitants, the jeepney driver, the injured passenger, and the owner of the crocodile were consoled with promises of compensation amounting to about \$86,000.

The sum was later reduced to the equivalent of about \$45,000.

It is understood the achievements of their shipmates were applauded so roundly by the remainder of the crew that donations and pledges were made to help raise the sum.

EDITOR.

I am grateful to John WHITEHEAD for this story taken from The Canberrra Times of the 30 May 1980.

SEAMAN SONAR OFFICE

Dear Editor

Positioned deep in the heart of Lewin Building, surrounded by the Passive, Petty Officers and LS sections is the small but busy office of the Seaman Sonar Section.

With Uncle Ted at the helm guiding us to transform the new classes of entries from RALEIGH into Sonar Rates, 2016 or 184. We manage, with difficulty at times, to produce a standard capable of joining the Fleet.

Our office is split into 2 with 2016, Brian GOLDING (Ed) and Ray HAWGOOD with Brian WALSH who has just joined. 184 Instructors are Taff PRICE and Tex MARSHALL who joined us recently, they relieved Buck TAYLOR (APOLLO) and Tansy LEE (GLAMORGAN).

So what kind of training has your young Sonar rate received on joining you from DRYAD? The course is 6 weeks of which 5 are intensive training in classrooms and ASUATS, with final exams in the 5th week adjudicated by 4 independent Senior Rates, this enables us to reach a good standard.

The 6th week is a sea week where we hope to consolidate all the training, (notice I say hope).

Whilst I'm mentioning the Sea Training I would like to thank all those ships unfortunate to be picked to accommodate us for the week. It is always gratifying to see a friendly face and be welcomed onboard. Sometimes I think a sheep dog wouldn't go amiss whilst ferrying the class from shore to ship.

Although the young Sonar Rate arriving onboard your ship has reached the required standard please understand that once he spends time onboard as Bosun's Mate, Part of Ship and Dining Hall he will be below standard and will need further On Job Training.

Well that's our section in brief and although we are kept busy by 2016 184 and 170 PJTs we are always willing to help so please feel free to give us a ring (533) or pop into the Tea Boat for a chat; we get cream cakes now Tansy!!

Yours Aye

Dusty RHODES

HANDS ACROSS THE SOUND ROOM/SONAR CONTROL ROOM

The Editor (bless him) said that it was about time that the Association had an update on the quieter side of the Sonar Family Tree. A sort of who's who in the Passive Sonar Instruction Staff (PSIS) we tend to use abbreviations frequently, that way we get through more dits per standeas (DPSE).

A myth sadly shattered since arriving in Dingly Dell (DD) is the fact that you don't get Pink Custurd with your duff. To think all those years that I yearned for a draft to DRYAD to see off the RPs (PC) and all the time it was a dit!! Mind you they've more 4 by 2 ('orse and one rider) than you can shake a big stick at. The team have been doing in depth analysis of the brown lumps that keep appearing in the roads. If I was pressed for an answer I would say it was (HS) but thats just a 'gut feeling'. By the by a bit of horsey language for your Task Books. "A rather jolly long hack Amanda", means Amanda is adrift for the jumping and she'd better get her finger out!!

Anyway back to business; names, faces and contact numbers. Lt Cdr WOODBRIDGE relieves Lt Cdr CULLEN JONES as big boss (PSTO) Quick megga grovel, "Welcome Sir to the section and can I have next Thursday off?" (IOW Flower Show)

Little boss Lt Cdr WILLIAMS (PSCO) is still here. If you have a noise problem give him a ring on DRYAD 579.

Pat PATTINSON is the Chief Instructor and runs the section. He's just come in from sea having done 3 years practical on the Sirius. It's rumoured that he has a suit suitcase toppers with "When I was up the Gaps dits". Dial a dit on DRYAD 568.

Rob AYLING looks after the 'killick' Passive Sonarmen, eats Cuppa Soup, reads the Telegraph and lives near Bognor (say no more).

Ten Targets Ted NEESON (TTT). Recently came in from the cold having successfully 'bottled' up the Soviet Northern Fleet!! He teaches all the baby Passive Sonarmen and wins all the meat raffles.

Steve CARRINGTON will tell you all you ever wanted to know about the SAGE and much much more, if you require a 2 day seminar ring DRYAD 568.

LS CANFIELD resides in our Confidential Book Store and keeps all the teaching material in check (no easy task). Apparently his family motto is; "ET un signatum de uno viographus chiefus", which roughly translated from Greek Orthodox means, no signature no viewgraph Chief.

Finally there's me I live in ASUAT 9, you can't miss it it's the only one with red doors. I tell everyone about Surface Ship Towed Array and also go to the meat raffles with TTT.

I'll have to sign off now the troops have brought in another barrow load of brown lumps for analysis (HS) again. Don't forget we are all buddies in boats!! Good times just around the corner.

Regards

Fred FOX (ASUAT 9)

Editor

I have been reliably informed that the roses at a certain house on the Isle of Wight have hopes of an excellent chance of survival this year. Perhaps Fred is taking some work home with him!!

PO(S) W B FRANKLIN
HMS ACTIVE
JANUARY

Dear Brian

Happy New Year to you. I thought I would scribble a few lines to you with a query concerning Task Books 2 and 3. How many Junior Rates (and Senior Rates) I wonder, realise that these Task Books have to be completed within 15 months from date of issue? Or am I alone in my ignorance? The reason I ask is because 2 of my Sonarmen have almost completed their tasks (all tasks completed were done during continuous sea time) and will have to complete their final tasks on a loan draft, as the Active is now in refit. I have read the appropriate section in BR 1066. I feel that Task Book should be completed in a longer time, say 21 months to 2 years and give the student that extra time to finish off his tasks. What are the feelings regarding this at DRYAD?

Also could an extract from BR 1066 be incorporated somewhere in the Task Book concerning their validity from:

- a. Date of issue, and
- b. On successful completion of tasks, as a reminder to students and their Senior Rates alike.

It seems a pity that having completed so much of the Tasks Books (Sonar, Seamanship and NBCD) that they become invalid after 15 months of issue and a new set of books have to be re-issued to the student.

Best wishes

W FRANKLIN

Editor

Thanks for the queries, which is exactly what we at DRYAD need from all of you at sea to make the sailor and equipment more effective for you. I passed on your letter to TS(U) Paul HITCHCOCK whose answers are below.

Thank you for these very valid comments. The relevant paragraphs of BR 1066 I agree need amending, and after discussion with other Faculties this anomaly will have to be brought to the attention of the BR sponsors for changes to be included.

The 15 month validity of a Task Book should remain as this realistically is enough time in a ship to complete a Task Book. However under the current rules of WPEs it is impossible for a man to be tested purely on the parts of the Task Book he has completed as stated in 1066, therefore it would have to change to allow COs to authorise an extension of over 15 months to complete the Task Book if it was judged that the Rating could not complete it because of reasons beyond his control.

BR 1066 does highlight the need sometimes for a man to be loan drafted to complete his Task Book and this still stands. The man must always be encouraged to complete the book within the time limit and Senior Rates in charge of departments must make every effort to ensure he does.

An FTM will be issued shortly and will, I hope clarify some of these anomalies.

An extract from 1066 into the Task Books is a good idea and strides will be taken for its inclusion into future editions.

WO P HITCHCOCK
TS(U)

CPO AL LOVEDAY
UWW Section
HMS CLEOPATRA (at sea)

13 December 1985

HMS CLEOPATRA UWW FIRING ORDER NO 21/85

Dear Ed

Having just received the latest copy of the Seamaster and reading all about the great time everybody had at the dinner, made us think, perhaps us 'Towed away' boys had better drop a line and let you know about our 'Fun in the sun', 'Blue water jolly', to parts west of Portland.

After a not so strenuous 'Autumn train' this year, (mainly because we sloped off most of it), we pointed bows west for a long haul across from Gib to Mayport (Florida), actually going back to the old navy and steaming from A to B and turning to, (like normal people for only 8 hours a day) and enjoying the warm evenings. Four days station leave for the boys ensured that plenty of visiting to Disney World, Daytona and best of all Kennedy space centre, were to be had. The new chiefs mess in Mayport ensured that our stay was going to hurt the body a lot and it was well christened by the senior rates onboard.

Three weeks of exercises with the 'good old USS Elmer Montgomery', were lined up next. With us dying to get back to sea for a rest and the 'Elmer' dying to get home, as she had had a mere 24 hours in port between exercises. Cross ops, were the order of the day, with us showing off our new sonar (and then going back with the idea that they may not have it all together after all). With Uncle Sam 'going soft', Elmer was allowed to return home early, so we had a last, lonely week dodging hurricane 'Katie', and a succession of tropical storms that the METOC kept ensuring us would blow themselves out tomorrow.

First trial on Cleo with the SEPADS update was a success as far as METOC was concerned, not greeted so enthusiastically

by the 9845 gang, oh well, that's progress I suppose, it has a lot of work to be done on it before its user friendly and a college degree is not an operator requirement, that's what Jack and Mac say anyway.

Four days stay on front street Hamilton with Nottingham and Diomedes were an after patrol titbit, with the storms following us all the way to Bermuda, burberry were a run ashore oppo until a Sunday that only Big G can provide ensured that a hastily organised sonar division barbeque to Horseshoe Bay was a tremendous success, saying farewell to the first commission boys who are going to pastures new, Phil MILEY, who with Freddie FOX did so much to get Cleo organised for her new role and some good lads moving up the ladder who will be joining you at DRYAD in 1986, leaving us second commission ratings to carry on the good work in the cold water areas next year.

Heading home for Christmas at the moment with World War Three breaking out around our ears, or as nasty as 3 pussers greys in Link 10 range can make it anyway, it's going to be a long haul back.

Good new year to all your readers and all in the college of knowledge Passive and Active sections, including Streaky, Big Jess, Bob NICHOLS, Dodger, Freddie and nice to hear from Phil WRATTEN, looking at next years programme I might just make it to the 1986 dinner to renew old acquaintances.

Yours Aye

AL, Phil, Muzz, Jack and Mac
and the bad boys.

Editor

Your letter is appreciated and hopefully will encourage other contributions from sea, from both halves of the ASW branch.

SNIPPETS

Oriental Redevelopment. Sunday Times December.

Bulldozers smashed Bugis Street to the ground last month. The regulars in the bar at Raffles Hotel last week were sipping their gin slings and professing mild outrage. "I mean, where's a sailor to go these days" asked one old man, mopping the sweat from his forehead.

Not that the sailors were always best pleased with what they found: Bugis Street's best-known ladies invariably turned out to be men in drag, and many was the stoker who took a Singapore girl upstairs, and had himself a nasty surprise. These days the "girls" hide under the trees in Johore Road, skulking out of sight of the police. Bugis Street, perhaps the most infamous in the Orient, is now just a pile of rubble and the official city maps are erasing it from the index.....

Time for a smile! PO(S) Kev HOWES sent in this short note; to all with access to AXP 1B. Look up Chapter 5 change 11 UWT Codes Ref. MUT!!

PRIGITASI Sports Day. This year's hosts for this fun occasion are the PRIs. The venue will again be in DRYAD and the date is SUNDAY 3 August 1986. If you are at a loose end that day and would like a little light relief and exercise amongst good friends; do come along and support the Association. For more information contact any of the Committee.

WHERE'S MY OPPO

WARRANT OFFICERS

D ANDERSON	CINC FLEET DFASWO
N BACON	DRYAD
J BENNETT	ARE PORTLAND
R BLANCHE	FOST SEAGOING
S BROWN	DIOMEDE
I CAMBURN	DRYAD
J CHETWOOD	FOF 1
T DAVISON	FOST
T FOX	DRYAD
P HARRISON	RSU SULTAN
C HARTLEY	DRYAD
D HILEY	FOSNI
P HITCHCOCK	DRYAD
M LEGG	FLEET ENGINEERING PORTSMOUTH
T MILLETT	FOST
R NICHOLS	CNOCS
A NOBLE	FOF 2
M OWEN	DRYAD
C PARK	DRYAD
E A ROBERTS	DRYAD
A WAKEFORD	COCHRANE

WHERE'S MY OPPOCPOS LIST

A ARMSTRONG	DRYAD
H BASS	YARMOUTH
M BATES	RALEIGH
D BEAN	MERCURY
C BEECHEY	DRYAD
M BETTS	GALATEA
S BIRD	RALEIGH
P BRIERLEY	DRYAD
D BROTHERWOOD	DRYAD
T CAPEL	DRYAD
G CARPENTER	AURORA
P CASS	NP 1017 SOUTHAMPTON
L CHARRINGTON	EURYALUS
P COMLEY	DRYAD
M COSTELLO	RALEIGH
A DAVIS	DRYAD
R DUNCAN	ROTHESAY
J FELL	ROYAL ARTHUR
C FELLS	DRYAD
B FLOWER	SCYLLA

CPOS LIST (Continued)

J FOSTER	DRYAD
J FOWLER	DRYAD
P FURLONG	INVINCIBLE
F GLEAVE	NELSON
B GOLDING	DRYAD
P GREEN	NELSON
R HAWGOOD	DRYAD
P HEALEY	FOSNI
R HOBDEN	DRYAD
D HOOD	DRYAD
B HUDSON	RALEIGH
P JOINER	DRYAD
J KAY	ROTHESAY
D KAY	DRYAD
P KENNEDY	POST SEAGOING
J KILROY	COLLINGWOOD
M KING	DRYAD
I LAURIE	RALEIGH
P MAHER	BATTLEAXE

CPOS LIST (Continued)

D MARSHALL	HUNTER LONDON UNIVERSITY
C MEASEY	VERNON
C MOORE	MOD CNWSE
M NIBLETT	ARE TEDDINGTON
G O'SULLIVAN	MINERVA
B OLDREY	ARIADNE
P PEARCE	DRYAD
R PICKERSGILL	RALEIGH
T PORDAGE	PLYMOUTH
M PREECE	BROADSWORD
J PRESTWICH	DNR OUTPORTS
B PROWSE	RALEIGH
P RAMUS	DRYAD
B RIDDLE	RALEIGH
S RODGERS	FOST SEAGOING
J SHEPHERD	RELEASE 10.2.86
A SIMPSON	PENELOPE
J SMITH	DANAE
R SNELLING	FOST SEAGOING
B SURTEES	DRYAD

CPOS LIST (Continued)

K SWAIN	NAIAD
M TRAVIS	DRYAD
J WALKER	ANDROMEDA
A WALTON	DRYAD
P WATFORD	FOST SEAGOING
A WESTBROOK	DRYAD
B WEST	VERNON
J WHITEHEAD	DRYAD
S WILL	FOF 3
D WILLIAMS	DRYAD
G WOODHAM	DRYAD
P WRIGHT	FOST SEAGOING
D BAREFORD	JAAC TEDDINGTON
C BRIERS	BRAVE
J CHENNELL	PHOEBE
P CLIPSTONE	SIRIUS
T ENGLISH	BOXER
A FOWLER	DRYAD
K LAKE	BEAVER
A LOVEDAY	CLEOPATRA

CPOS LIST (Continued)

M MILEY	RN PARTY BRAWDY
P NIXON	JAAC TEDDINGTON
F PATTINSON	DRYAD
D PLATER	ARETHUSA
P REEVES	GIBRALTAR

PO'S LIST

J AINSCOUGH	HERMIONE
T ALLPORT	GALATEA
R ANTCLIFFE	VERNON
G ASHTON	AMAZON
A ASTLEY	DIOMEDE
K BAILEY	RALEIGH
P BAKER	CARDIFF
R BAKER	RALEIGH
H BANNISTER	BOXER
D BARKER	AVENGER
A BENNETT	MANLEY
D BLOODWORTH	ROTHESAY
S BODEN	DRYAD
K BRETT	LIVERPOOL
J BROMLEY	BIRMINGHAM
A BROWN	PHOEBE
M BROWN	DRYAD
T BROWN	JAAC TEDDINGTON
R BUCKERFIELD	NELSON
R BURLEY	GLOUCESTER
H CALEY	DRYAD

PO'S LIST (Continued)

N CAMBURN	PIPE
M CLARK	ILLUSTRIOUS
M CLARKE	DRYAD
A CLEMENTS	BOXER
M COLLINS	EDINBURGH
T COUPE	BRAZEN
R CRAIG	EXETER
R CROSBY	BRISTOL
P CUNNINGHAM	OSPREY
R DOOLER	BEAVER
A DOUGALL	NEPTUNE
J DOYLE	DRYAD
M DUTSON	BEAVER
R EDWARDS	ACHILLES
E ELLIOTT	DRYAD
M ENVY	JUPITER
T FINN	ARETHUSA
D FIRTH	DRYAD
R FISHER	DRYAD
R FORRESTER	GLOUCESTER
W FRANKLIN	ACTIVE

PO'S LIST (Continued)

S FROST	CLEOPATRA
N GARCIA	GIBRALTAR
G GARDINER	ALACRITY
D GEMMILL	DANAE
A GIBBS	INVINCIBLE
A GLEAVE	DRYAD
D GOODFELLOW	BRISTOL
J GORRINGE	ARROW
R GRAHAM	ALACRITY
P GRIFFIN	EDINBURGH
J HALLOWES	AMBUSCADE
P HENSHAW	RELEASE 6.1.86
K HODSDON	RALEIGH
D HOULT	ACHILLES
K HOWES	ROYAL ARTHUR
A HUDSON	AVENGER
M HUTCHINGS	RALEIGH
J HUTCHINSON	YARMOUTH
A INGRAM	NAIAD
T JERROMES	WARRIOR

PO'S LIST (Continued)

R LARRATT	DRYAD
T LE-MAGE	DRYAD
K LEE	GLAMORGAN
P LENTHALL	DRYAD
B LEWIS	EURYALUS
P LOMAS	SCYLLA
J LYONS	DRYAD
S MADDISON	AMBUSCADE
R MAKAREWICZ	BRAVE
G MANEELY	BROADSWORD
K MARSHALL	DRYAD
L MARSHALL	NOTTINGHAM
H MARTIN	FLEET FOAS
K MAULE	MINERVA
D McCARTHY	CLEOPATRA
R McCREADY	GLASGOW
N McINTOSH	EXETER
P MIDDLETON	APOLLO
M MILLS	BRILLIANT
A MOORE	BRILLIANT
D MORRIS	RALEIGH

PO'S LIST (Continued)

D MORRISON	ARROW
I MULDOON	DRYAD
D MULGREW	CARDIFF
A MYATT	DRYAD
S NEEDHAM	SOUTHAMPTON
R NEWELL	DRYAD
T NICHOLSON	JUPITER
M O'SHEA	MANCHESTER
S PEARCE	PENELOPE
R PEARSON	DRYAD
W PHILLIPS	GLASGOW
D POCOCK	HERMIONE
M POWLEY	BRAZEN
B PRICE	DRYAD
W QUATE	YORK
C QUINTRELL	ANDROMEDA
A RAW	COCHRANE
M REEVE	DIOMEDE
P RHODES	DRYAD
G RICHARDSON	ARIADNE

PO'S LIST (Continued)

J RIGBY	NELSON
R RIMMER	PHOEBE
T ROBERTS	RALEIGH
J ROBINSON	MANCHESTER
J ROOKE	GIBRALTAR
J RUMBLE	CALEDONIA
A RUSHBROOK	JUNO
D SHAW	ARGONAUT
D SHEPHERD	CHARYBDIS
F SHOTTEN	YORK
S SKIPPER	LIVERPOOL
N SLATER	BRAVE
D SLOCOMBE	ARK ROYAL
R SMITH	RALEIGH
C STEVENS	ARK ROYAL
P SULLY	FIFE
D TAYLOR	APOLLO
F THOMAS	DRYAD
A TREGALE	PHOEBE
P TUCKER	REDPOLE

PO'S LIST (Continued)

P TUTTY	NEWCASTLE
P TWIST	LEANDER
B WALSH	DRYAD
D WARDLE	PLYMOUTH
D WATSON	NELSON
N WATTERS	AMAZON
G WHALLEY	AURORA
P WHITE	NOTTINGHAM
J WILDE	SOUTHAMPTON
J WILLIAMS	NELSON
G WOODS	BATTLEAXE
R WORSEY	GLAMORGAN
G WORTHINGTON	LEANDER
D WRIGHT	SIRIUS
B WYLIE	LEANDER
P YOUNG	BRITANNIA
R AYLING	DRYAD
R BURTON	BEAVER
J BUTLER	ARGONAUT
S CARRINGTON	DRYAD
A COTTIS	ARGONAUT
M COWLEY	CLEOPATRA

PO'S LIST (Continued)

R DREW	FLEET ENGINEERING PORTSMOUTH
K EDWARDS	SIRIUS
W FORSTER	CINCFLEET
A GILMORE	ARETHUSA
A GRAVETT	BRAVE
C JONES	JAAC TEDDINGTON
A KELLY	ARGONAUT
P LEWIS	BRAVE
T LEWIS	GIBRALTAR
A McINTYRE	GIBRALTAR
I McCLEOD	PHOEBE
M MORTIMER	BOXER
K MOSS	JAAC TEDDINGTON
A MURRAY	RN PARTY BRAWDY
S NASH	BOXER
E NEESON	DRYAD
P O'BYRNE	SIRIUS
G PARRY	BEAVER
P STANKEVITCH	CLEOPATRA
D THOMAS	PHOEBE
P WOOD	ARETHUSA