

LESS WE FORGET :

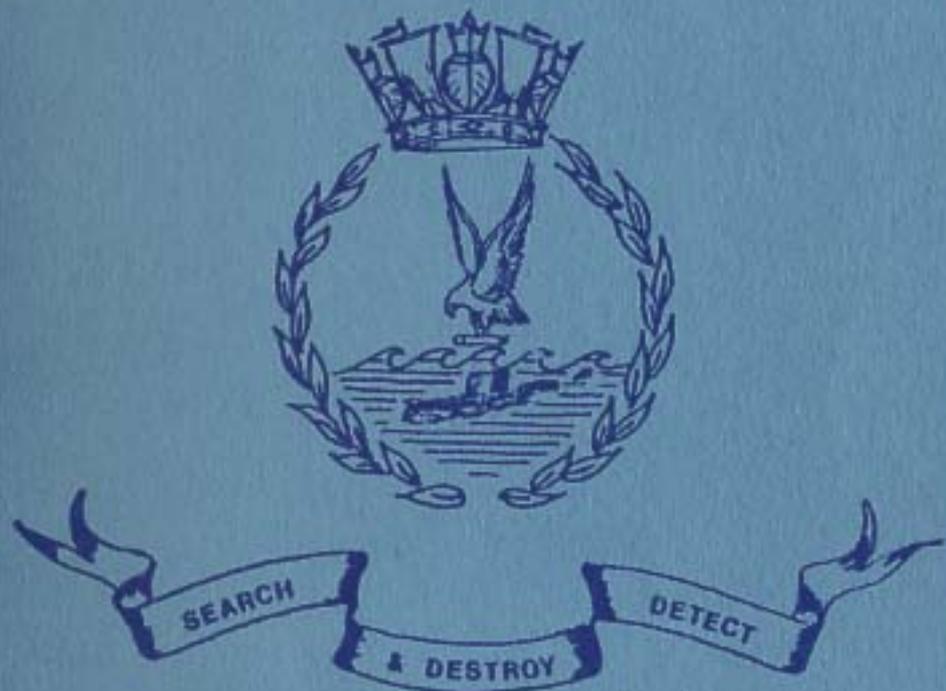
"TO PROMOTE ESPERIT DE CORPS AMONGST ALL
MEMBERS OF THE ANTI-SUBMARINE WARFARE
INSTRUCTORS ASSOCIATION WHEREVER THEY
MAY SERVE"

ANON

APRIL 91

MR ADEN - WATERLOOVILLE

The Seamaster



THE OFFICIAL JOURNAL OF THE

ANTI-SUBMARINE WARFARE INSTRUCTORS ASSOCIATION

SEAMASTER
THE OFFICAL JOURNAL
OF THE ASWI ASSOCIATION

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APRIL 91

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CHAIRMANS ADDRESS

Dear Members

As I look out of my window, I see flurries of snow falling and the sun struggling to forge a way through the heavy band of cloud that lies menacingly above us. The Gulf war goes on as a department, we strive to continue providing ASWD's, PSD's and ASWSC's in too many gapped billets. Instructors of every sub branch in dryad are in short supply, but as ever, we still manage to go on. As yet we haven't reached the stage where we are being forced into saying no, will we ever?

As a Association we are also having our minor setbacks, the Committee is having to constantly change due to many short notice drafts that are happening, and I am always pleasantly surprised at the willingness of the few to take on the added burdens and responsibilities of a post on the committee and to all of you who have helped in any way, whether for long or short periods of time I can only say THANK YOU. I am sure my thanks are echoed by all members. Our beloved portacabin may well be lost to the Mercurians that will be joining us towards the end of the year unless a new site can be found for it. Like everything else it all boils down to lack of cash and priorities.

We are hardly living life in the fast lane here at Dryad but we are constantly trying to please as many members as possible with new ideas to promote Esprit de Corp, but of course you, the members, as I am guilty of ever reminding you are the brains behind the actions and if you do not advise the committee of what you would like or changes you think should be made then we cannot act on your behalf, to this end, we have recently sent out a mini questionnaire which I hope you will fill in and return to help us help you.

The Seamaster is now having to be printed at a civilian firm because Collingwood just cannot cope with all the printing requirements, but I am sure that this will not degrade the quality in any way, comments please!

The AGM Dinner and Dance this year is to be held on 25th October, venue to be decided. The Guest of Honour is SOASW, Lt Cdr Sarson whom many of you know. It is his final year of service and therefore the last opportunity we have to recognize his career and achievements. He has given our Association varied and valuable assistance over the years, so please support your major event. Numbers may be limited this year so apply for tickets early to save disappointment. See you there.

Yours Aye *Steve.*

EDITORS DIT

After three enjoyable years on the good ship Phoebe it's good to be back in the green pastures of Dryad. I would like to thank the departing Editor Buster Brown, for the job he has done and wish him well for the future.

As the new Editor I realize the responsibility I have making our magazine interesting as well as informative. To enable me to achieve the right format any ideas or suggestions as to what you would like to see in the magazine would be appreciated.

This issue of the Seamaster is much along the same lines as previous issues, but the next magazine will be the revamped all new Seamaster with

- = Drafty Corner (Dit from contributors)
- = PGM latest ones
- = DCI's / FTMS (update)
- = Letters, Drips, Problems
- = Comments from a guest

The Seamaster is your magazine and hopefully serving and ex-serving members will want to contribute towards its content, so lets have those letters rolling in.

Looking forward to hearing from you.

Yours Aye

Dusty.

SONAR TASK BOOKS AND THE WPE WO (OPS) (S) P.HITCHCOCK TS(TD)

Task Book 2 has been extensively revised and has been produced as an A4 loose leaf publication (to enable it to be inserted into a clip file).

The format is similar to that of Task Book 3, thereby ensuring that the task requirements is clear to both the rating and instructor.

Two additional tasks have been included into the book. One is to ensure that the potential ALS(S) is adequately prepared to prepare an SCR for CASEX / ASW operations and is proficient in administering an SCR brief. The second additional task requires the rating to have a sufficient knowledge of the Caps and Lims' of all RN MRS.

The Task book will be on general issue to the fleet as from 1st March 1991. Ratings currently working through the Jan 1990 edition are to transfer completed tasks to the new book. However if the rating is a candidate for either the March 91 or June 91 WPE he is to complete the old 90 Task Book. The WPE for March and June will be based on the book. WPEs for September 1991 onwards will be based on the New Task Book.

Some changes to the administration of Sonar WPEs and the structure of the paper will take effect hopefully for the Sept 91 board. These changes will include the removal of questions testing Sonar drills and procedures, as it is appreciated that these should be purely a practical test. Therefore they will remain in the Task Book as a task requirement, only the Instructors should ensure that ratings have a good knowledge of procedures and can carry them out proficiently, before signing the book. Drill questions will be replaced by Cups and Lims of all RN MRS Sonars including VDS. Instructors should ensure they have adequate reference, BR4023 will give some guidance.

WPE papers will be reduced to 2, one for the ALS(S) and one for the APO(S). The papers will be split into sections:

Section A General (to be answered by all candidates)

Section B Active Sonar (to be completed by Active candidates)

Section C Passive sonar (to be completed by passive candidates)

There will no longer be a requirement to annotate S442s with the Sonar type.

FTMs / HTMs will be issued announcing all the changes in due course. If however you have any queries regarding either Task Books or the WPE, PLEASE do not hesitate to get in touch. Ring or contact myself or Bernie Prowse, Training Design Section, SMOPS HMS Dryad, Southwick, Fareham, Hants. PO17 6EJ. Telephone 0705 210522 Ext 4574.

Task Book demands and bar charts can be made by calling or writing to the WPE / Task Book Coordinator, Training Support Section, SMOPS HMS Dryad, Ext 4223.

Feedback (constructive comment) on both Task Books and the WPE can be made by contacting either Bernie Prowse Ext 4574 or Oscar Wilde on Dryad Ext 4664.

THE SENIOR SONAR RATES - Present and Future WO OPS(S) M OWEN - SMOPS

I relieved WO Alan Noble in March 1990 having spent the previous 2.5 years at sea on the front line ASW frigate ACHILLES in the PWO(U)s billet. I am now the proud owner of the short title SC1 within the U Faculty of the SMOPS training machine and therefore Course Officer for all Senior Rates Sonar courses. Having been here for nearly a year, I've had time to muster my thoughts and get my feet under the table - so I thought I'd take this opportunity to inform you about the state of PO(S) and ASW Sensor Coordinator training now and try and crystal ball gaze a little about the future.

I think you are all well aware by now that there is, and has been for some time, a severe shortage of PO(S)s (both Active and Passive). This has ultimately led to reduced shore time, gapped billets both ashore and afloat and a consequential increase in all of our workloads. The branch is slowly becoming unsupportable with less numbers being recruited at the bottom, a perceived unwillingness by some to advance themselves but the requirement for LS(S) and PO(S) remaining constant. Currently, on paper at least, all LS(S) at sea must qualify as a PO(S) to maintain the numbers we have at present. Clearly this is unworkable as some LS(S) will fail the WPE whilst others are quite happy to remain as a Leading Hand. The other important factor to consider is the ever increasing number of Towed Array units rolling out of the builders - not enough some might say, but even so well over 50% of all ships in the near future will have a 'wiggly worm' - thus imposing yet more strain on our sub-branch (watch this space for a 'dil' on 2057 in a later issue), but we still need the same number of Leading Hands and Directors to support it.

Well that's a precis of some of the problems, what about the solutions?

There is very little we can do to increase the volume of candidates for AB to LS and LS to PO - except to offer encouragement to those wanting to progress and stress the advantages, and also to administer the Task Book training programme efficiently and professionally. The Task Books are currently under review and some of the less necessary tasks have been removed or revamped to reflect the books purpose - to prepare a man for training, not to replace the training completely. Hopefully this will make the Task Book look less intimidating to the prospective student! However, we are conscious that standards must be maintained.

The other, more contentious, change in the offing is the merging of the Active / Passive streams into one true sonar branch. There has been much said (both for and against) about this subject, and for the reasons I've already stated the time to act is now upon us. The decision will shortly be made by the hierarchy whether to proceed with dual training. If this is approved all career courses will dual train from mid 92 onwards. A DCI should be circulated in the not too distant future defining courses, WPEs, Task Books etc.

As a matter of interest, trail dual training of (volunteer) LS(S) qualifying courses has been conducted over the past 6 months with some good results. The majority of S(S) have also been Active / Passive trained if drafted to a TA ship with no major problems. Obviously a lot more work has yet to be done before this can be fully implemented like addressing problems of continuation training and preparing a man for WPE on an Active only ship - but none of these problems are insurmountable.

The nett gains from this exercise will be uniformity of training, drafting flexibility and - you've guessed it - an overall manpower saving! ultimately a FFTAs complement will be 1 CPO (ASWSC), 2 POs, 2/3 LS(S) - a saving of 1 PO(S) and 1 or 2 LS(S) - however this is pure speculation on my part!

On to current training. The PO(S) course hasn't changed much over the last 4 to 5 years. The Common module length is still 7 weeks covering all aspects common to both ASWDs and PSDs. The ASWDs module is 11 weeks culminating in 2 weeks sea training. PSDs course is 6 weeks including a new 2 week NEREUS (AFACT) package. A practical assessment is conducted during NEREUS time in the second week simulating a full 'Patrol' with Hot handovers and realistic target manoeuvres and reactions over the full week with a full training crew. This, hopefully, will serve to overcome a reported shortcoming of newly qualified PSDs at sea in a failure to 'Direct' SDRs crews efficiently - its also the closest that Passive rates will get to Sea Training. Current numbers attending courses at present average at about 4 - 6 Active and 2 - 3 Passive (the present PSD course is running with 1!). The last training year (90 / 91) saw a 50% shortfall on the training target for ASWDs and a 70% shortfall for PSDs. A major problem as you can see.

And now the ASW Sensor Coordinator. Courses have been running for 3 years with 16 CPOs qualified, mostly all at sea, and another 5 in the pipeline. I've included a nominal list at the end of this article so you can see who's where and doing what. I hope to get a regular list included in every issue of the Seamaster in the future.

There still seems to be a little uncertainty amongst some of you as to what a Sensor Coordinator is and does. Firstly, let me draw your attention to BR 4023(1) for his TORs and Operational Objectives. That aside, primarily he is a dual trained CPO - watchkeeping ASWD when ship is Active and a non watchkeeping PSD and Data Coordinator when the tail is out. He is responsible for all aspects of sonar operating (both Active and Passive), records, training ASW intelligence and the Command and PWO adviser for all TA and Active operations and exercises. Basically 'the main man' and therefore the modern day equivalent of the TASI! All are volunteers but, in line with other changes already mentioned, in the long term CPOs may be drafted to Course prior to being drafted to a FFTA. The CPO will still have to be recommended as suitable for training and the added responsibilities attached - but may not be a volunteer! This, is seen as being extremely unlikely.

The course is 21 weeks in length, broken down as below:

Common Module 1 - 4 weeks	General, Water space management, 2 wks advanced OG, S/M safety, tactics and procedures.
Specialist Module 13 weeks	Active CPO 4 wks Passive foundation courses, 6 wks PSD module, 3 wk consolidation. Passive CPO - ASWDs course.
Common Module 2 - 4 weeks	JAAC, MERCURY, NORTHWOOD, OP INT, CULDROSE, St MAWGAN

Once the 'new breed' of dual trained PO(S) starts to filter upwards as CPOs the course length will be reduced to 8 weeks.

As you can see a lengthy course, and a demanding one (I speak from first hand experience having just completed one as a student myself). But at the end of it emerges a professional, well motivated, true Senior Sonar Rate, held in high regard by his peers and seniors alike. He gets drafted straight to sea - all Batch II & III Type 22s and Type 23s are complemented for an ASWSC. Although there are 3 Passive only CPOs on some of these ships at the moment, all will be relieved by ASWSCs in due course. Reports back from sea at all levels are very encouraging suggesting that the ASWSC is providing excellent service to the command and that they are a welcome addition to the team.

The 'down side', if there has to be one, is that the ASWSC is overworked - particularly when on patrol. This is largely due to the extra burden of whole ship duties - namely NBCDQ. Thankfully the trend now (notably on the Type 23s) seems to be that 'someone else' is doing it. This problem is a well known one and I know that SMOPS, CINCFLEET and FOF ASW Staffs have all been banging the drum on this subject on the ASWSCs behalf for some time. It has been agreed in FLEET (verbally only at the moment) that, on TA ships, the CPO (OPS)(S) should NOT do NBCDQ - but it is accepted that on Active only ships this may not be the case. There is to be a meeting shortly (GRANBY permitting) at Flotilla level, where this will be formalised. As soon as I see a bit of paper with the facts on I will distribute it to the people that matter. in the meantime, those of you suffering from the NBCD blues, keep on bringing the subject up and drive the point home.

Well I think I've droned on for long enough. I hope that you have found this informative. Ant volunteers for the ASWSC course might like to contact me for a Pre Course Study Guide of which I have a few left - but they are going fast! The only pre-requisite is that you are a CPO (or have already been selected for CPO) with a minimum of 18 months sea experience as a Senior Rate - and that you want to better yourself and don't mind the extra responsibility and prestige that this position will bring! Next course dates are as follows (C240 required):

ASWSC Course No 10 4th Nov 91 - 10th Mar 92
ASWSC Course No 11 April 92 - Sept 92

One last thing before I sign off - I thought you might like to know who are the present incumbants in the PO(S) Instructors Office, so here they are:-

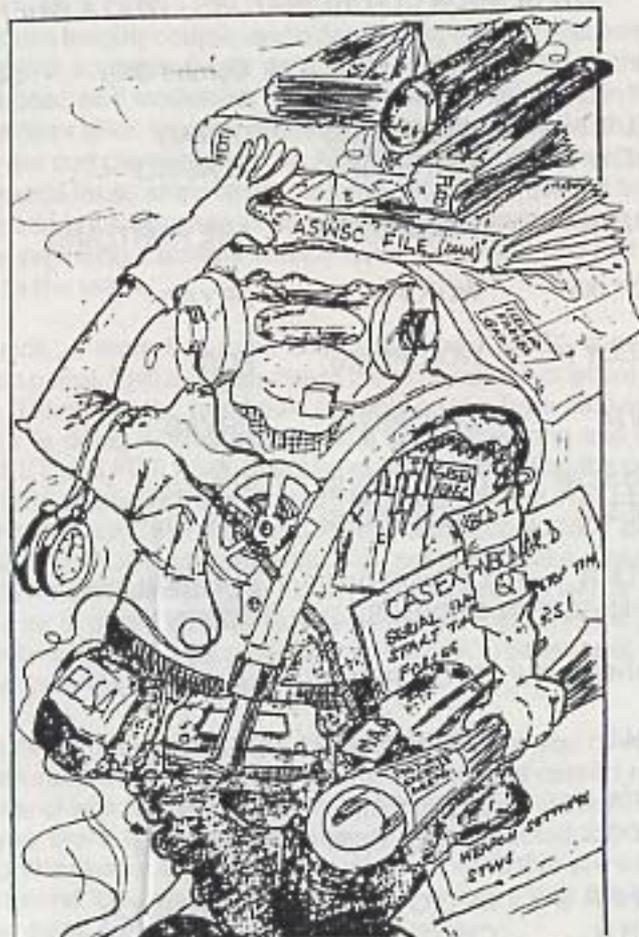
SC 1.1	CPO(OPS)(S) Robbie CRAIG	
SC 1.2	CPO(OPS)(S) Pincher MARTINE	TBR? may 92
SC 1.3	CPO(OPS)(R) Terry PETERS	
SC 1.4	CPO(OPS)(S) Steve NASH	TBR May 92
SC 1.4 Desig	CPO(OPS)(S) Dusty RHODES	

All are on DRYAD Ext 4647. Drop in for a coffee at any time - Robbies paying!!

ASW SENSOR CO-ORDINATORS - WHO & WHERE

Name	Rate	Current Ship	Course / Qualified
CAPEL T	WO(OPS)(S)	DRYAD	0 01 01 85
NOBLE A	WO(OPS)(S)	AFASWO	0 01 01 84
NIXON PH	WO(OPS)(S)	ARE PORTLAND	1 04 12 87
KILROY JO	WO(OPS)(S)	DRYAD	3 25 11 88
KENNEDY P	WO(OPS)(S)	FOST	6 18 05 90
OWEN M	WO(OPS)(S)	DRYAD	7 14 12 90
GOLDING BF	CPO(OPS)(S)	BOXER	1 04 12 87
RHODES P	CPO(OPS)(S)	DRYAD	1 04 12 87
BATES MR	CPO(OPS)(S)	CUMBERLAND	2 13 05 88
HUTCHINSON JN	CPO(OPS)(S)	COVENTRY	2 13 05 88
CUNNINGHAM P	CPO(OPS)(S)	LONDON	3 25 11 88
WALSH B	CPO(OPS)(S)	BEAVER	4 28 04 89
MARSHALL K	CPO(OPS)(S)	ARGYLL	5 24 11 89
PARRY G	CPO(OPS)(S)	CHATHAM	5 24 11 89
GARDINER G	CPO(OPS)(S)	CAMBELTON	6 18 05 90
SLATER N	CPO(OPS)(S)	MARLBOROUGH	6 18 05 90

LEWIS BW	CPO(OPS)(S)	DRYAD (COVENTRY 4/91)	7 14 12 90
SHEPHERD D	CPO(OPS)(S)	DRYAD (LANCASTER 3/91)	7 14 12 90
BROWN A	CPO(OPS)(S)	DRYAD (On Course) (LONDON 7/91)	8 03 05 91
WHITE PJ	CPO(OPS)(S)	DRYAD (On Course) (BOXER 7/91)	8 03 05 91
NASH SJ	CPO(OPS)(S)	DRYAD (On Course) (IRON DUKE 12/91)	9 29 11 91
MARTIN H	CPO(OPS)(S)	DRYAD (On Course) (CUMBERLAND 1/92)	9 29 11 91



The ASWSC - A Force to be reckoned with!!

THE WORST SUBMARINE

The submarine has been rising and descending at will for many years now. It does not compare with the more versatile K-BOATS which the British developed in 1917.

A revolutionary submarine design produced by the British Navy during the First World War (1914-18). The basis of its design was the requirement in the British Grand Fleet for a submarine fast enough on the surface to accompany the fleet on its searches for the German High Seas Fleet and to dive and attack the enemy fleet with torpedoes when contact had been made. Since the normal diesel submarine propulsion could not produce the required surface speed, a steam turbine was the only answer, and we all know? steam requires a boiler to produce it.

Two prototype steam-driven submarines, named NAUTILUS and SWORD-FISH, were produced in 1916 but neither was a success. From these two boats a new class of submarine, named the K-class, was produced. They needed to be very LARGE in order to accommodate boiler, fuel tanks and turbine for surface propulsion, coupled with electric batteries and motors for submerged propulsion. They were, therefore, 338 feet in overall length with a submerged displacement of 2500 tons. They had two collapsible funnels to carry away the boiler fumes, and these were shut down and the boiler room completely sealed off, when the submarine dived. Their surface speed was 24 knots and their submerged speed was 10 knots and they were fitted with ten torpedo tubes.

They were, however, a failure, mainly because of their initial high diving speed. The steam generated while on the surface lasted for about 15 minutes after the boiler room was sealed off, and so they dived on their turbines. At least two K-class submarines were unable to pull out of their initial dive and continued down until their hulls were crushed by the pressure of the sea. They were also difficult to steer on the surface and were liable to mechanical failures, another cause of accident by which some K-boats were lost at sea. Yet in their use of steam for propulsion, they were in a way the forerunners of today's nuclear submarines, which are also propelled by steam.

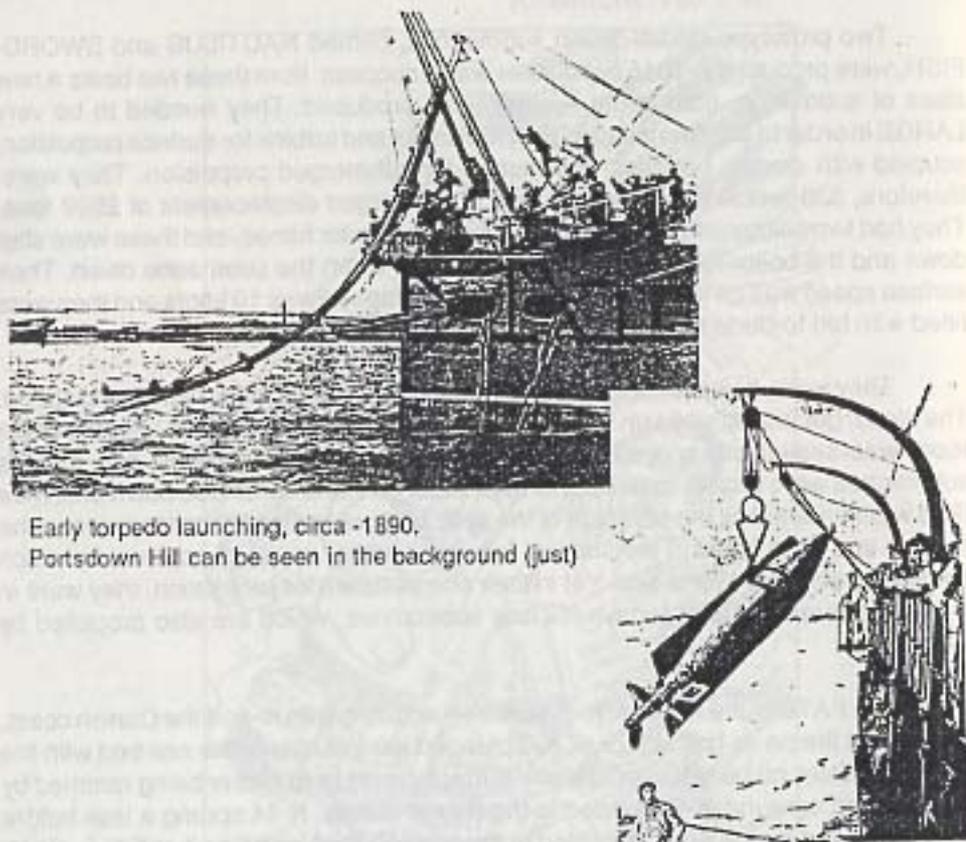
The FATE of the K-class; K-1 sank after colliding with K-4 off the Danish coast. K-2 caught fire on its first test dive. K-3 plunged inexplicably to the sea bed with the Prince of Wales on board, eventually re-surfacing only to sink after being rammed by K-6. K-4 ran aground, K-5 foundered in the Bay of Biscay. K-14 sprang a leak before its first trial and during one celebrated manoeuvre in the North Sea it collided with K-22, which used to be K-13 but was renamed after it keeled over at Lock Gare in Scotland while on seaworthiness trials. K-14 sank, while K-22 was damaged beyond repair after getting in the way of HMS INFLEXIBLE, a cruiser which happened to be passing.

In the same manoeuvre K-17 was struck by HMS FEARLESS, having already been hit by K-7, thereby incapacitating itself. On observing this mayhem, K-4 stopped engines, altered course and was rammed by K-6 which later got stuck on the ocean bed. BETTER STILL, K-15 sank in Portsmouth Harbour before going anywhere or doing anything.

Ks 18, 19, 20 and 21 were never completed, but their keels were modified for use in the new M-class. M-1 was rammed by a merchant vessel while on diving patrol in the channel and M-2 sank after springing a leak.

TONY PORTAGE

Ed Many thanks Tony - you have had some good drafts!!!!



Early torpedo launching, circa -1890.
Portsmouth Hill can be seen in the background (just)

A Whitehead torpedo on board HMS Thunderer;
engraving from The Illustrated London News, 1878.

CPO (OPS)(S) PARRY SONAR SECTION HMS CHATHAM

Dear Ed and Members

As I sit here, knee deep in Fire Fighting Courses, DRIU Training, NBCD Log and Progress books, Duty Watch Harbour Training, S10 order forms and a lone^{TT} Seamaster as a reminder of my true vocation in life, I decided it was time for more inane twitting from the Parry stable on the oft aired views of the CHOP(S) in the role of Whole Ship NBCDO. Having stared morosely at the space in the SDR where the HAAU is shortly to be fitted and then ending up getting side tracked on to the 'How on earth will I have time for the pre-flight briefs, post flight debriefs, post flight reconstruction?' train of thought, the aforementioned Seamaster caught my eye. "Wonder who is in the same boat" thought I ('scuse the pun!) "Active..Active..Active..Active..Active..Active..ASWSC(hurry!) Active..Active..Active..at this stage I grabbed my trusty calculator, dusted off the cobwebs, inserted a new battery, re-read the operating instructions and happily starting bopping the buttons with lots of figures taken from the 'Where's My Oppo' pages. All this industry on my part produced some quite interesting results:-

There are currently 86 CHOPS(S)'s in our hallowed ranks.

Of these, 64 are Active (bop....bop...) thereby leaving 22 who are either Passive or ASWSC's.

The Active (bop....Bop....) 74% are currently chasing 13 'proper' (ie major war vessel)drafts, this equates to (bop....bop...) 46% of the sea billets available.

The ASWSC / Passive chiefs that make up (bop....bop...) 17% of the total number have 15 'proper' drafts (bop...bop...) 54% and this is increasing on a regular basis as the type 23 comes off the blocks.

Put simply, 64 Active Chiefs are chasing 23 Sea Billets and 22 ASWSC / Passive Chiefs are chasing 15 Sea Billets.

Bit of a disparity in the Sea / Shore Ratio eh? "So what has all this to do with NBCD?" I hear you ask. Quite simple really, whenever I pop into Dryad I hear the same old drips from the same old people about how much they want to go to sea but there are no billets available and they've got no intention of becoming an ASW Sensor Co-ordinator etc etc. Here come the crunch, for once, we can actually learn something from the Gunners. As we all know, Ops department Coordinator is a full time job (ho ho ho) so on the 42's the Missile Drafting Officer sends two CHOPS(M)'s, one for the job of Ops Dept. Coord and the other for Whole Ship NBCDO (which actually IS a full time job!). Common sense dictates that with this untapped source of expertise that is readily available within the Sonar world, isn't it time that Lt Cdr Appleyard (no names

no pack drill but he wears the Sonar Drafting Officers Hat) adopts this proven system of two CPO(OPS)'s only with a slight amendment. If anybody wants a sea draft but is unwilling - for whatever reason - to be re-trained in a different Sonar / A10 System or to become an ASWSC then send them on an NBCFD 10's Course and draft them to Type 22 / 23's as Whole Ship NBCDQ, thereby allowing me to get on with the job I've been trained to do, that of ANTI SUBMARINE WARFARE!

Yours Aye

Paz

PS I await replies with interest (and I'm keeping one eye open at night!).

FINAL CHAPTER

Having spent another period of time away from my Alma Mater at sea in HMS CAPRICE, I returned in 1946 to the Officers Course's Section, instructing Sub Lieutenants in basic TAS, this involved a syllabus teaching all aspects of Torpedoes, Mining, Minesweeping, Demolitions, A/S weapons, sonar theory and practical operating sonar, including a week at Portland for sea experience. This was followed by instructing the NATO and New Commonwealth TAS Course. Quite an experience talking to 3 Pakistani Lieutenants and 1 Danish Lieutenant Commander. I often wondered about the fate of the Pakistanis because shortly after they left the United Kingdom a confrontation arose between Pakistan and India.

I mentioned earlier that the Creasy complex was being built. These buildings, Creasy South and West were devoted to Sonar instruction, with a similar set up to what was installed in No 50 building, except with the up dating of equipment, Creasy South had Sonar type 170 complete with instrument space and the new 100" dome housing the new look 170 transducer and old 174 transducer. Together with classrooms and a 164 ATH on the top floor, this was linked with Creasy West, which also having 164 and 147 equipment installed, was mainly used as classrooms, and on the top floor was the instructional cinema and section offices.

My next job was to assist Lieutenant Commander AR Bamden RN in the running of the 1966 Long TAS Course, by this time I had been rated Chief Petty Officer. The Long Course lecture room and office had by this year been moved from 17A building to the top floor of the newly built Creasy East, a much better venue with a large conference room adjacent.

There was no second officer to assist the Course Officer as in previous courses, so the experience gained with the 1961 Course proved most useful with regard to the administration and organisation of the Course. The length of the course had been reduced, and although I went to Portland for the ping time, I remained at VERNON and held the 'fort' whilst the Course went to JASS at Londonderry.

Going back to the early 1960's saw the advent of Medium Range Sonar, still directional, but a beam covering a larger area proved as asset, so this unit was installed in Creasy South.

Changes to HMS VERNON were taking place all the time. The maintenance departments, which for years had occupied Nissen huts at the head of the creek were to be demolished and the departments moved to Vesuvius building, and the Torpedo section transferred to the ground floor of Creasy East. Scott Block between the Administration Block and the Petty Officers Mess was completed in 1968. The Sonar operating instruction was carried out in MASTUs (mobile anti-submarine training units) and ASUATs (anti-submarine universal attack teachers), these were to be found parked on the edge of the heliport. These units proved most valuable to students, familiarising the students with not only the control of the equipment, but also to teach and revise operating procedures before sea training.

In 1967 I was seconded to the staff of Flag officer Floillas, Western Fleet, but was still on HMS VERNON's books, so I was able to keep in touch with the changes I mentioned in the earlier paragraph. Creasy Centre, the last of the instructional blocks and officers was soon to be completed, and this would house the Illustrators, who were before the move resident in No 21 Building, and also the Photographers moved from No 47 Building to the top floor of the centre block.

On return from FOFWF, I was to become Chief of the Tactical Section, assisting first Lieutenant Commander C Davies, and Lieutenant Commander A Wilson RN in the day to day running of various courses from Ship Command Teams to Long TAS Courses, and 'father' to a dozen RP Wrens, on completion I was drafted to Captain 2nd Frigate Squadron's staff.

The 1970s saw really great changes, the TAS Branch as such was to die, and a new Operations Branch was to be formed. Training procedures were altering, on the first floor of Creasy East a new section was set up, where students learnt some subjects at their own pace using the new fangled Audio Visual Instructional Trainer (AVIT). Titles were to change as well, no longer was it TASI, but OPS(S), and the rating structure had a additional rank of Fleet Chief Petty Officer (now Warrant Officer) to bring the Royal Navy in line with the other two services.

Another innovation was the introduction to the Fleet of the Task Book, whereby a rating on passing his respective course, would be able to progress, on being drafted to his ship to achieve a standard, satisfactory for advancing to the next qualifying course, for example a Seaman (Sonar) to prepare for Leading Seaman (Sonar) Qualifying Course. No need to mention the Principle Warfare Officers(U) set up as no doubt it has been discussed at length in other chapters.

I was promoted Fleet Chief Petty Officer (OPS)(S) in 1972, and was appointed Course Officer to Seaman (Sonar) Qualifying. Quite a change in the organisation, with

extra responsibility in marking their examination papers, assessing their sea operating performance, ably assisted by the Course Petty Officer (OPS)(S). To be able to conduct ASWCASEX's at Portland, Chief Petty Officers and Fleet Chief Petty Officers had to become Anti-Submarine Warfare Directors (ASWD), and after a rather hectic course, learning the basics of Radar, ECM, communications with all the relevant Confidential Books that are provided for ASW, I was let loose in the Operations Rooms of the ships in the 2nd Frigate Squadron to watch over the Seaman (Sonar) courses whilst completing their Sea Training.

In the early 1970s, with the formation of the Operation Branch, HMS VERNON was to concentrate more on Minewarfare and Clearance Diving, with the Underwater Warfare Branch becoming a Lodger Unit, this was well displayed on a large board at the Main Gate. HMS DRYAD would soon be receiving the ASUATS which helped form the boundary of the Heliport for quite a few years.

The period of the summer term of 1972 saw the arrival of the maxi-yachts participating in the first round the world yacht race, both sides of VERNON creek was completely filled with these tall masted vessels for at least a fortnight, whilst the crews prepared for the long voyage. HMS VERNON was host for the occasion to their departure in September, and also when they returned in April of the next year. There were some notable yachtsmen and women in the establishment before and after their voyage, making full use of the Wardroom and senior Rates Messes.

In 1974 I joined the staff of Flag Officer sea Training, Portland and returned to HMS VERON in early 1976. I was then confronted by Lieutenant Commander L Mc A Jay RN who asked me to be Mess President of the Fleet Chief Petty Officer and Chief Petty Officers Mess, of which I accepted. One of the first major functions to take place was the visit to Portsmouth of the Russian Destroyer 'OBRATSOVY' for which HMS VERNON was designated host ship. The whole of the Spring Bank Holiday was devoted to entertaining Russian sailors, what with wreath laying at the Royal Navy War Memorial, Southsea Common, a social evening in the Mess, and many sporting activities on the Sunday, and finally a reciprocal visit by a selection of personnel from HMS VERNON to the Russian Destroyer took place on the last day of their visit.

The duties of Mess President had changed with the introduction of the Fleet Chief Petty Officer rank. A Chief Petty Officer with the duty of Mess Manager controlled the general day to day duties, such as the organisation of the Mess Cleaners, who by now was outside contractors. This released the Mess President to other duties, of which I became the Leading Seaman (Sonar) Course and Divisional Officer. As you can see more onus was placed on the duties of the Fleet Chief Petty Officer as a Divisional Officer. It entailed writing up the ratings Confidential Report (S 264), ASW History Sheet, and representing the rating of the Division at the Captains and Commanders Requestmen and Defaulters Table.

Her Majesty Queen Elizabeth II celebrated her jubilee year in 1977, and a Royal

Fleet Review was arranged in the summer at Spithead. This meant many sailors would pass through HMS VERNON from the British and other Navies ships anchored off, hence an organisation was set up to patrol the landing stages at the pier-head and quarterdeck to ensure libertymen were well looked after whilst in the establishment. Also, the school acted as host ship to selected ships, with full use of Mess facilities being offered.

With the formation of the Royal Navy Display Team, (this team was billeted in HMS VERNON) each September saw the highly successful Searchlight Tattoo performed annually. Much pomp and ceremonial by Army Bands and many other tableaux, and ending with the Grand Finale, complete with Mast Manning, fireworks and the Massed Bands, provided large crowds good entertainment at the Football field, over a period of three nights.

I completed my duties as Mess President in 1978, and continued as L/Sea Course and Divisional Officer until the beginning of 1979. My last day at sea with class was in HMS APOLLO, quite a turn round from being taught AS Type 144 to a modern Leader class frigate with Sonar Type 184 (all round scanning Sonar). Whilst preparing to leave HMS VERNON, for the last time, a team of scientists from Plessey asked how one classified an echo as a possible submarine, which was the beginning of the computer assisted classification techniques, now used in the latest Sonar sets.

On leaving the School, passing ARIADNE and the Main Gate, one can only think of the happy memories, remember the film 'This is TAS', when ARIADNE would conduct the young trainee around the different Instructional Sections, this film was popular and shown at such events as 'Families days'.

Now when passing the Main Gate one can see the figurehead of ARIANE and the Main Gate area sadly in need of a coat of paint, how very heart-breaking it must be to all old 'VERNONS' who passed through these Portals.

Many thanks Daisy for sharing your memories with us. Ed

EX-SERVING MEMBERS continued

GERRY LEAR LIVERPOOL
 MICK LEGG PLYMOUTH
 BOB LOFTUS BEDHAMPTON
 JRC LEWIS PORTSMOUTH
 HARRY MINCHIN SOUTHSEA
 JOHN McLEOD GLOUSTER
 JERRY MOULSON COWPLAIN
 SAM McCOMBE GOSPORT
 JW MOTT SOUTHAMPTON
 REG MADGE HORNDEAN
 SG McINTOSH LOWER KINGWOOD
 PADDY MEASEY GOSPORT
 G MORRALEE CHICHESTER
 DG Mac PHERSON GOSPORT
 PEGGY NEAL WEYMOUTH
 TED NEESON GWENT
 B NICHOLS MBE BEM GUILDFORD
 PJ OBRIAN STOCKPORT
 DEREK O'ROUKE DUNFERMLINE
 R PATON STUBBINGTON
 TED PHILLIPS BEDHAMPTON
 ROY PLUMRIDGE COSHAM
 DON PIERCE NOTTINGHAM
 BARRY PRICE LEE ON SOLENT
 PB PURKISS SHEFFIELD
 FRED QUAIN GOSPORT
 A QUARTERMAINE BANBURY
 C RICHARDSON PAULSGROVE
 TED ROWE GOSPORT
 JOHN REEDY DRAYTON
 LES RISHMAN BOGNOR REGIS
 RJ RANDELL SANDERSTEAD
 RED ROBERTS GOSPORT

EX-SERVING MEMBERS continued

* L RIDGEWAY REDCAR
 * BILL SOMERTON DENMEAD
 ROY STRINGER COPNOR
 SAM SNELLING CATHERINGTON *
 * CHARLIE SOLE GOSPORT
 * MICK SARGEANT TORPOINT *
 PETE SOWDON DOVER *
 * ROGER SINGLETON CHEDDES DON
 DAVE SWANN SWANAGE *
 * JEFF STANLEY SUTHERLAND *
 JIM SHEPERD PORCHESTER
 NM SHOULS LEE ON SOLENT
 * R THOMPSON ALVERSTOKE
 R TAYLOR SOUTHPORT
 * REG TOWNLEY COSHAM *
 * T TEMPLETON MANCHESTER
 * K THOMAS WATERLOOVILLE
 FRED THORPE CROBY *
 MAURICE TREGOVE POOLE *
 * BEN TRAVIS SITTINGBOURNE *
 FJ WARD CUMBRIA
 K WALK PAULSGROVE
 WRAGGY WRAITH PURBROOKE
 JOHN WHITEHEAD WATERLOOVILLE *
 * MICK WORSEY SIMINGTON
 * SHINER WRIGHT SOUTH LANCING
 * PHIL WRATTEN READING *
 CHRIS WYNN GOSPORT
 T WRIGHT BELPER
 * BUNGY WILLIAMS PLYMOUTH *
 * BANGO WEST C'WMLLYNFELL
 SOAPY WATSON LEE ON SOLENT
 SHINER WRIGHT GOSPORT
 BUNGY WILLIAMS I.O.W.

SOCIAL PROGRAMME 1991

Last Wednesday every month

MAY 2nd

JUNE 2 6th

OCTOBER 25th

NOVEMBER

DECEMBER

Ass Meeting Club House

Cheese & Wine

Meeting / BBQ TBC

AGM / Dinner & Dance

FREE

Christmas Drinks