

The Seamaster



THE OFFICIAL JOURNAL OF THE
ANTI-SUBMARINE WARFARE
INSTRUCTORS ASSOCIATION

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SEAMASTER

THE OFFICIAL JOURNAL OF THE ASWI ASSOCIATION

JUNE 1997

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ASWI's COMMITTEE JUNE 97

PRESIDENT	Commodore Lippiett
VICE PRESIDENT	Commander K Harvey
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TREASURER	CPO Sterling Moss
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EX SERVING REP	PO Sam Snelling
PLYMOUTH REP	CPO Bob Burton
SEAMASTER EDITOR	Mr Ted Neeson

CHAIRMAN's CHATTER

Dear Members

Looking out over the ASUAT car park from my now new but well used office I can reflect upon the changes that have happened over the last few years to not only the ASSOCIATION, but the Navy as a whole as it carries out a zig zag through political policy changes trying to stay stable and afloat. Firstly, before I explain my thoughts for the forth coming year I would like to say a big thankyou to all the dedicated committee members through the years, who have spent long hours working hard to keep the association together, and although bottom bounces and reverberations have made it difficult they have succeeded in maintaining our credibility and making us the envy of the other associations within the Navy, THANKYOU.

The last year has seen many necessary changes to enable us to be more attractive to the young members who eventually must fill the posts within the committee, preventing us from becoming dinosaurs, (170, 176, 184 or even 2016 operators)!!!!

My aim for this year is now to maintain the progress that has been made, without any drastic changes, to enable us to take stock of our new rules. I would like us to enjoy what we are, a very active social association with both Plymouth and Portsmouth monthly meetings now well supported. Although the chance of a refreshing drink does not go amiss, these valuable meetings offer the opportunity to discuss fresh ideas and help solve many problems that occur in the every day running of not only a department or section but civilian life as well.

This years annual dinner will be held in HMS Drake snr Rates mess on the 26 September. This decision was the result of two separate dinner committees who investigated various venues, and as a result Plymouth won the day with a very attractive and exciting program, so please come along and enjoy yourself.

Well that's enough from me for now, please feel free to drop me and the committee a line with story's or suggestions that will help us to help you.

Yours Aye

Dusty Rhodes

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EDITORS DIT

Welcome to the third issue, which although was expected to be available in May, has waited to enable the inclusion of the annual AGM and dinner and dance information. This years event will be held in Plymouth and all the details are provided later on in this issue along with a booking form.

Once again the amount of dits provided by yourselves can be counted on the fingers of 20% of one hand (Well done Paz) and if it was not for the same old faithful faces contributing once again then this publication would be little more than an updated list of "Where's me Op, o"

Should any of you wish to share your amusing stories or latest stitch up's then you know the address to respond to. If any of your details are wrong, or overlooked in the information sections then the quickest way of getting it put right is to tell me so yourself, end of advert.

This issue also contains the latest status of ASW publications and the booking form for the AGM and dinner/dance event.

Don't forget to write.

Safe journey's

Yours Aye

Ted Neeson

CPO(S) Rick Burley

It is with much regret that I have to report the crossing the bar of ***Rick Burley*** on Saturday 12 April whilst at the Mountbatten Hospice in Southampton.

Rick will always be remembered for his cheerful outlook on life, and his enjoyment of that same life. He will be sadly missed by all who knew him.

The funeral was held at Portchester crematorium on Friday 18 April which was well attended by all ranks of the service and by a great many uniformed personnel.

Our thoughts and sympathies go to his wife Belinda and family.

Rest In Peace

Andy Gleave

SOUTH WEST REPRESENTATIVE REPORT

Since the last SEAMASTER the west country has been very active. Meetings have been held on a regular basis and the occasional skittle evening has taken place. Average attendance has been between 15 and 20 members for each meeting, the numbers have been very dependent on ship's programmes. I would like to thank all that have supported our events. All Moines from baz page and my efforts in the Plymouth half marathon last year have been paid a total of £320 was collected for the FOST charity fund and the Devon air ambulance.

What is planned for the future?. The next meeting is planned for the 28th July venue to be decided although it is likely to be a ship. Ian Laurie and myself will be running the SEATON half Marathon on the 6th September all sponsor Moines will be split between the FOST Charity and the Devon air Ambulance. A meeting is planned on the 8th September venue to be decided. The ASW symposium and the dinner and dance will be held in the Warrant Officer and senior rates mess on the 26th September more information is contained within this edition of the SEAMASTER.

There is no truth in the rumour that the difference between a SAT and a VSat during Operational Sea training, is all eligible senior rates being paid up members of the association.

Contact me on 01752 553740 extension 686280 for further information on forth coming events.

Yours Aye

Bob Burton

Dear Ed and members

FOST - THE ALTERNATIVE VIEW

After the flack received in the last issue of the SEAMASTER I decided it was time to add again to more inane mutterings in the pages of this august journal. The subject this time is the warped perception that people have of work-up. During a lull in the action during a recent Thursday war, a certain CPO(S) was bemoaning his lot, had more drips than a welfare meeting and was generally chastising me, as the representative of the mighty FOST organisation, as the source of all his troubles. I adopted the party line and told him that we, at FOST, are essentially a service organisation and are here to help. Etc., Etc. I then pointed out that it was however, necessary to inject a bit of realism into the proceedings to ensure that the old adage of "Train hard, Fight easy" still rang true. He turned back to his MFC and continued to mutter darkly about "FOSTies...". I then started to wonder if there was any truth in his accusations and it suddenly occurred to me that, just as a madman is convinced that he is the only sane person in a world of lunatics, so too do the ships company's on work -up have a somewhat deranged view of reality. Take the following "Overheard" remarks as examples.....

First of all, there was the case of a Captain that underwent a name change during a CASEX. The PWO, under constant pressure from the staff to do something, suddenly threw himself across his console, made the RICE switch and beseeched "Captain Charlie on PWO group!"

Then there was the case of the confused "FOSTie" during an NBCD serial. Four matelots were spotted racing down the main drag. Two minutes later they dashed past in the opposite direction. After a further three minutes, they were spotted running fwd again. "Hang on men, who are you lot?" asked the FOSTie, "Sense of urgency party, Chief" came the reply and they thundered off, leaving a very bemused chief in their turbulent wake...

Moving back into the Oops room (not a typo!), a certain Ops Officer was under pressure during a Thursday war. A headset was waved at me and someone said "Quick, put this on, you're missing some classics here." Just then, CACS crashed. "CAAIS has crashed" screamed the Ops officer. Who needs a headset?

Then of course, there was the harassed DCO during a major fire exercise. All hell was breaking loose in the SCC. "Sir, have you started the Henweigh?" enquired the cool, calm and collected chief. "What the ^^^ is a henweigh?" shrieked the harassed DCO. "O, about three pounds" came the measured reply.

Still with the SCC, an MEO was about to send in the re-entry team after the main machinery space fire. With great authority he made the main broadcast switch and thundered, "Send in the Fearsought Newtmen!".

Despite the age of political correctness, some people have managed to maintain their perspectives. During SOC's, the PWO conducting the serial "Rogered" everyone in the ops room during the communications check. When this was pointed out, a WOM(UW) was heard to murmur "I do so love a man with stamina".

Moving over to the ASuW world, a CPO(M) was doing a "Mrs Mills" impression on the harpoon control panel during a simulated firing. He reached the vitally important stage where everything hinged on one small light somewhere deep in the bowels of the ship. Making his comms switch, he enquired of the OM at the other end, "is the lamp illuminated?". "No" came the reply "...but it is lit".

Moving out onto the upper deck, the FOST gunnery staff were checking the turret on a Type 23. They accosted the maintainer and ordered him to depress the barrel. The maintainer walked up to the barrel and bellowed "Barrel, you're duty weekend" (well I thought it was funny).

Then of course there was the case of two sailors that were heard talking outside the sailors mess on a Type 22. Having perused daily orders, one enquired of the other, "If a RAS(L) is a RAS liquid, and a RAS(S) is a RAS solid, What's a RASON".

And finally, although I can't claim any credit for this because it happened a long time ago on an IKARA Leander at Portland, it is well worth another airing. The ASWD had joined on the Monday morning, having had no PJT's whatsoever and was doing his first CASEX. Mustering himself in the Ops room, he stood there, totally overawed by the IKARA control panel. Tentatively donning a headset, he cracked on. Once contact was gained, the old proverbial hit the rotating device and all hell broke loose.....

"What are you waiting for ASWD?" came from the PWO.
"Sort it out ASWD" from the AWO, jumping on the bandwagon.
"Come on ASWD, do something" from the PWO again.
"Make a decision ASWD" ordered the PWO.
"For God's sake ASWD< DO SOMETHING" commanded the Captain.
Finally leading into action, the ASWD made his comms switch and bellowed, "All positions ASWD, down chinstays".

So there you have it, reality as seen by the assorted lads and lasses of the Royal Navy whilst on work-up. Don't ever chastise the FOSTies again.

(Editor - Thanks Paz I am able to verify that last dit although it happened on HMS Bristol during a fully recorded IKARA Type D firing. Mo Mayston, the manual trained ASWD had joined the ship halfway through the exercise which was taking place alongside in pompey. There was very little time to brief Mo and all he had to do was follow the script until steps 82 and 83 (ish) which required the ASWD to announce "Action Ikara" (step 82) and make the two switches on the control panel (step 83)

Unfortunately Mo dropped his script and lost track of where everyone was and the rest is as described)

Get your own back on the FOSTies, there must a thousand dits out there waiting to be heard. What about the time when a FOSTie stopped a couple of matelots in the main drag during the Thursday war and with his piece of chalk drew a jagged edged hole across the width of the main drag and challenged the two young men "That's a bomb crater, What are you going to do?" with which one of the men grabbed his chalk and drew two lines across the area and replied "That's a plank" and carried on. Ed

LOFAR ANALYSIS IS NOT A SCIENCE

The signature is the most important single source of information available to the analyst.

If errors in classification are to be avoided, or at least minimised, the LOFAR analyst must continually train him or herself. It is important to remember that many analysts will see only a few targets of interest over a long period of time; it is therefore necessary to maintain proficiency by reading and studying material that is available.

There are two aspects of LOFAR classification, and the proficient analyst has mastered both. First the LOFAR analyst must learn a rather massive amount of factual information. He/She must know for example types of engines, numbers of propeller blades and shafts, types of drive systems, auxiliaries, etc. all the important classes of targets. All these facts, whilst not easily learned, provide the basis for analysis. Second he/she must know the general appearance of the LOFAR signatures of the different classes of target under a variety of conditions.

Learning to recognise signatures is not quite the same as learning factual information about signatures.

Psychologists call the learning of signatures a "Perceptual skill" - a skill which is only enhanced through exposure to a large amount of signatures.

The proficient analyst has seen and remembers many LOFARGRAM signatures. Because he/she remembers them, he/she is often able to compare a new signature with a remembered one quite early in the classification process. The newly trained analyst lacks this experience, and must conscientiously teach him/her self to recognise signatures by appearance.

When this skill has been mastered and the various facts about classes of targets has been learned, they become a valued member of the LOFAR team.

The signatures and facts presented in monthly schemes and principles acquired in shore training only represent the beginning. They provide fundamental knowledge which must be acquired by an analyst to become expert. With new ships being built and new signatures constantly being acquired, the training of an analyst will obviously never end.

(Dit received anonymously - Ed)

HOW TO SIMULATE SHIPBOARD LIFE AT HOME

By CPO Bob Burton

- Lock all friends and family outside. Your only means of communication should be with letters that your neighbours have held for three weeks and discarded every one in five.
- Surround yourself with people you do not like: people who smoke, flatulate loudly, flagrantly and often; snore like a pussers coach going uphill; and use foul language the way a child uses sugar on cereal.
- Unplug all radios and TV's to completely cut yourself off from the outside world. Have a neighbour bring you a Daily Mirror or Sun from two months ago, and a Fiesta with all the pictures cut out or pages matted together.
- Monitor all home appliances hourly, recording all vital information: (Time plugged in, lights come on, when doors open, etc.)
- Do not flush toilet for five days to simulate the smell of forty people using the same commode. After that, flush once daily.
- Lock the bathroom door twice a day for a four hour period to simulate cleaning stations.
- Wear only military uniforms. Even though nobody cares. Once each week clean and press and put on dress uniform and wear it for 20 minutes, after which you can change back into your normal uniform.
- Cut your hair weekly making it shorter each time, until you are bald as a cool or look like you have tangled with a demented sheep shearer.
- Work 18 hour cycles, sleeping only four hours at a time to ensure your body no longer knows or cares if it is day or night.
- Listen to your favourite cassette six times every day for two weeks, then play music that causes complete nausea until you are glad to get back to your favourite cassette.
- Cut a double mattress in half and enclose three sides of your bed. Add a roof that prevents you from sitting in any position (10 inches is a good distance), then place it on a platform so that it is about four feet off the floor. Place a small dead animal under the bed to simulate your messmate's socks.
- Set your alarm to go off at ten minute intervals for the first hour of sleep to simulate the various times that watchkeepers bump around and wake you up. Place your bed on a rocking table to ensure that you are tossed around the remaining three hours. Make use of a custom clock that randomly simulates fire alarms, police sirens, helo crash alarms and new wave rock bands.
- Have week old fruit and vegetables delivered to your garage and wait two days before eating them.

- Prepare all meals blindfolded, using all the spices you can grope for (or none at all). Remove the blindfold and eat everything in less than three minutes.
- Periodically shut off the power at the main circuit breaker and run around shouting "FIRE, FIRE, FIRE....." several times until you lose your voice, then restore power.
- At least once a month, force the toilet to overflow into the bathroom.
- Buy a gas mask and smear it with rancid animal fat. Scrub the eye pieces with steel wool until you can no longer see out of them. Wear this for two hours every fifth day, especially in the bathroom.
- Study the owners manual for all household appliances. Regularly take one apart and put it back together again.
- Remove all plants, pictures and decorations, paint everything grey, white or the colour of hospital smocks.
- Stow away all toilet rolls and just leave empty roll.
- Smash your forehead or shins with a hammer every two days to simulate collision injury sustained onboard naval vessels.
- When making sandwiches, leave the bread out for about six days or until hard and stale, whichever comes first.
- Every ten weeks simulate leave in a foreign port. Go directly to the city slums wearing your best cloths. Find the worst looking place and ask for the most expensive imported beer that they have. Drink as many as you can in four hours. Take a cab home using the longest possible route. Tip the cabby after he charges you double because you dress funny and don't speak right.
- Refuse fresh milk whilst on leave.
- Keep the bedroom thermostat at 39°F and use only one blanket.
- Ensure the water heater is connected to a device that provides water at a rate varying from a fast drip and a weak trickle, with a temperature alternating rapidly between 32 and 39°F.
- Repaint the interior of your home every month whether it needs it or not.

(ED- Thanks Bob, her who must be obeyed got me to paint our interior battleship grey but Dulux actually call it "Rhapsody" - still I must admit it goes quite well with sickbay sunset)

ANNUAL GENERAL MEETING AND DINNER / DANCE
IN THE SENIOR RATES MESS
HMS DRAKE
26 SEPTEMBER 1997

This years dinner / dance and AGM will take place on the 26 September in the Senior rates mess HMS Drake. The guest speaker will be announced at a later date when confirmation of acceptance is confirmed. Cost per ticket will be £23 for paid up members or £25 for non paid up members. Each paid up member will be allowed one guest at £23, any additional guests will be charged at £25. The final date for bookings will be the 19 September 97.

All Cheques should be made payable to the **ASWI Association** (Please ensure to write "Dinner/Dance" on the reverse of the cheque) and send to:

The Treasurer
ASWI Association
Ground Floor Lewin Building
SMOPS
HMS Dryad
Southwick
Hants
PO17 6EJ

Committee

The dinner / dance committee is made up of the following:

Chairman	Bob Burton	01752 553740 Ex 68280
Transport/	Ian Laurie	Ex 68281
Wife Programme		
Treasurer	Sterling Moss	01705 284647

Transport

Transport is available to collect persons from bus/rail station PM Thursday and Friday AM/PM. Please indicate transport requirements on booking form.

Accommodation

Accommodation will be available from Thursday 25 Sept until Midday 27 Sept. Types of accommodation are listed below, state your requirement when booking or contact Tim Allport on 01752 553740 Ex 68280.

The types of accommodation are:

- 7 x family cabins (double bed) (priority will be given to the less able Ex serving members). Cost £5 for the stay
- Austere accommodation available (single bed with mattress on deck) approximately 30 reasonably sized cabins available (priority to travellers from outside the Plymouth area). Cost £5 for the stay.
- Unattached service personnel FREE.
- Other accommodation available with members within the local area.

ASW Symposium: SR Mess HMS Drake

Service issues (*See Note)

08:30 - 08:35	Welcome address	SWO(UW)FOST
08:35 - 09:15	ASW - The way ahead	SOI N7 (UWW)
09:15 - 09:35	Tier 3 Training	SWO(U) SEA FOST
09:35 - 09:50	Standeasy	
09:50 - 10:30	DIS	WO(SSM) M. Brough
10:30 - 11:15	Warfare Branch	FOSF WB Team
11:15 - 12:15	ASWI AGM	(Agenda to be issued)

Lunch bar open as required

*Note

Service issues cover 4 core subjects only, allowing time for questions and answers. Subjects for briefing are:

ASW - The Way Ahead.

This brief will be given by a member of the all arms ASW committee based at Northwood.

Tier Three Training

A brief on the new training structure for all ships.

Defence Intelligence Service (DIS)

A brief on the Defence Intelligence service. This brief will include useful ASW snippets.

Warfare Branch Development

This brief will be directed at Senior Rate level. The team have asked for a large questions and answers session. Now is the time for that question you have always wanted to ask.

Programme for Wives and Ex Serving members

- 08:45 - 10:00 Ship visit (TBC)**
- 10:15 - 11:15 Submarine visit (TBC)**
- 11:15 - 14:00 Lunch In SR's Mess (cost £1.43)**
- 14:00 - 15:30 Tour of Royal Naval Museum & South yard.**

Dinner and Dance

Arrive 19:30 for 20:00

Dress

Serving members:

- 2B (Mess undress with miniature medals) or
- 1C (Number 1's with Bow tie)

Ex serving members

- Male: Dinner jackets
- Female: Evening gowns or cocktail dresses.

Guest Speaker

Captain M W G Kerr Royal Navy

RECEPTION

Champagne and Strawberry

STARTER

Prawn Cocktail

MAIN COURSE

Beef Wellington

SWEET

Lemon Miroir
(Lemon mousse on a sponge base)

Coffee & Mints

- Vegetarian choice available on request (contact BoB Burton)
- Plenty of wine and port for the occasion.
- Persons requiring alternative (contact Bob Burton)

DISCO

A disco will be available after the dinner in the Fraser bar.

BAR

The bar will be open from 1900 until 0100 (usual mess prices).

PHOTOGRAPHER

A photographer will be in attendance cost £4.50 = 7" x 5" framed picture.

SWING THE LANTERN

Pull up a Bollard

It was on the good ship "Lollipop", one cold winters day, up the in the more northerly regions of this hemisphere that a knackered puffin decided to take a rest on his long journey. No sooner had he landed when the local ornithologist and subscriber to the RSPB scooped him up into his loving arms whispering sweet nothings and promising to provide nursing care till the time that he was able to continue his journey. As luck would have it this local bird lover was also the ships navigator who promptly disappeared to his cabin with the puffed out puffin.

The puffins plight was broadcast to all and the whole ship rallied round! the chefs were detailed off to cut up strips of raw fish and feed them to the bird hourly and the comms department was detailed off to check the status of the bird in the navvies cabin as part of their rounds routine, because as you all appreciate there is nothing to do at sea, on patrol and working defence watches.

After two days of administering constant care and attention the ships company (Standfast the Wardroom) were thoroughly hacked off with "Puffin 451", as he had been christened by the wardroom, and even more so by the nightly sitreps given by the CO. It was at this point that one of the RO's discovered, quite by chance during a set of rounds, that kicking the birds sleeping box as a method of checking the patient caused it to jump high into the air screeching, off load ballast on the navvies duvet and rip a corner out of his carpet with its beak. Within half an hour the entire ships company were checking out this phenomenon and the chefs even joyfully brought extra materials at shorter intervals to aid the production of ballast for off loading.

It took a further few days before the navvie decided the bird was well enough to be released, not by any ordinary toss in the air and "away you go" type routine, no, we had to do a FOD PLOD, lower flight deck nets and go through the full routine of flying stations. "Prepare puffin 451 for flying stations" boomed the main broadcast and the whole process started. "Permission to range puffin 451" was asked. "Range puffin 451" came the order and the hanger doors were opened and the navvie walked out with the bird in a weetie box and over to the "H" spot on the flight deck.

"Permission to spread rotors" was requested and when confirmation was given the navvie started to pull open the flaps of the weetie box. The ships photographer was there to record the moment for posterity and all the wafos were decked gaily in their finest flying regalia.

As the puffin got its first whiff of fresh air and a glimpse of daylight as the "rotors" of the weetie box were "spread" the entire field of puffin vision was filled by the navvies big grinning face. The navigator looked lovingly at the puffin in a way which said "I am the one you have to thank" to which the puffin leapt out of the box and sank its beak into the navvies thigh. Amid the howls of laughter the navvie was last seen running up the stb side with a remarkably robust little puffin hanging from the back of his leg.

Blackcat that

Ted Neeson

CONGRATULATIONS

Congratulations are also In order for the following Chief Petty Officers on selection to Warrant Officer:

Nash S	Dryad
Gravett A	FOST SEA (CINCFLT 5/98)
Rhodes P	Dryad

Warrants on Appointment

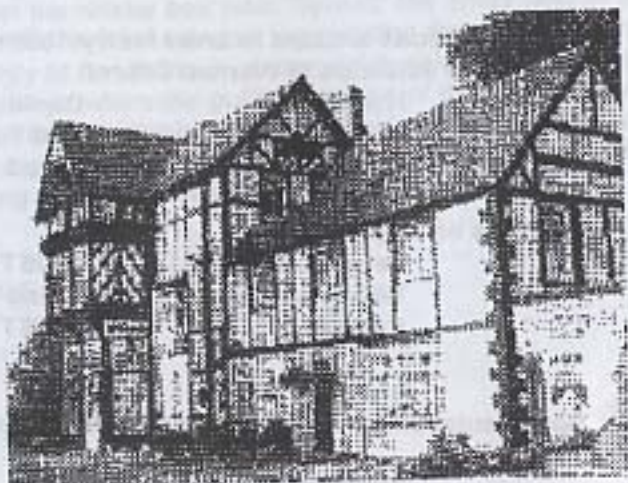
Lewis T R	(FOST SEA 3/98)
Williams	Dryad
Parry G	(FOST 12/97)

Congratulations are also In order for the following on selection for 2OE:

Tim Allport
Buster Brown
Bob Burton
Phil Lymath
Scouse Rimmer
Mac McIntosh
Monty Mortimer
Tommy Tucker
Pete Stankevitch
Knocker White
Bob Worsey
Mick O'Shea
Jim Nelson

We wish them well and every success for the future.

Tudor Court Hotel



Pete and Theresa Brierly have taken over the "**Tudor Court Hotel**" in **Falmouth** and would welcome any serving or ex-serving ASWI's.

Pete intends leaving the service in the spring of 1998 to devote himself to a second career as the "Mine host"!

The hotel is within easy walking distance of the town, close to the beaches and offers beautiful views of their award winning garden and sea views. Out of season short breaks are at very reasonable prices and high season offers include 7 nights for the price of 6. Evening dinner is priced at £7.50 per person and is good plain home cooking.

Falmouth also offers many specialist restaurants.

If you would like a brochure please ring **Falmouth 312807**.

Ward G 1
Queen Alexandra Hospital
Cosham
Hants

Dear Mr Rhodes

I am writing to thank you and your colleagues from the ASWI Association for the Easter Eggs that you kindly donated to the children's ward. They were very much appreciated by the children who were in hospital today.

We are looking forward to receiving the photographs that were taken when you came to the ward and will send them out to the children who participated.

It was very kind of you to think of us.

Yours sincerely

K R Adams
Ward Manager

SUPPLEMENTARY INFORMATION

ACCOMMODATION

<u>TYPE OF ACCOMMODATION</u>	<u>NUMBER REQUIRED</u>
FAMILY CABIN	
DOUBLE CABIN	
SINGLE CABIN	
OWN ARRANGEMENTS	

MEAL TICKETS (Required for guests and serving personnel who are based in the Plymouth area and live out)

<u>MEAL</u>	<u>TIMES</u>	<u>COST</u>	<u>NUMBER REQUIRED</u>
EVENING (25th)	18:00 - 19:00	£2.10	
BREAKFAST (26th)	06:30 - 08:30	£0.63	
LUNCH (26th)	11:30 - 12:45	£1.47	
BREAKFAST (27th)	07:00 - 08:30	£0.63	

TRANSPORT

<u>TRANSPORT REQUIRED</u>	<u>USING OWN VEHICLE</u>
ARRIVING AT	TYPE OF CAR
NUMBER OF PERSONS	CAR REGISTRATION
TIME ARRIVING	COLOUR
	TIME ARRIVING

NUMBERS OF PEOPLE ATTENDING

<u>EVENTS on Friday 26th</u>	<u>TIMES</u>	<u>NUMBER REQUIRED</u>
ASW SYMPOSIUM (Serving Members only)	08:30 - 11:15	
SHIP & SUBMARINE VISIT	08:30 - 11:15	
AGM	11:15 - 12:15	
MUSEUM & SOUTH YARD	14:00 - 16:00	
DINNER & DANCE	19:30 - 01:00	

DEATHS

It is with regret that we report the passing over the bar of two TASI's in January of this year.

Harry Minchin and Robert James.

Harry Minchin started nautical life at the age of 12 years before joining the Royal Navy. He was a friend of John Ashton, who informed that as a "pinger", after the war, he served on the "Headingham Castle" and "Battleaxe".

Whilst in HMS Vernon he carried out instructional duties in the A/S section on the top floor of warrior block and in the torpedo section. Harry also instructed at the boys training establishment HMS St Vincent in Gosport. On leaving the service Harry became a civil servant. Harry regularly attended the monthly meetings at HMS Dryad with his dear wife Cicely.

I first met Robert (Jimmy) James in "Zodiac", he joined her as the TD1. He will be remembered for his ability on the football field as centre half for "Vernon". As a chief in 1955 he was in the tactical section, and later was the chief with Lieutenant "Bungy" Williams in the personnel planning office. Before leaving the service he was president of the Chief Petty Officers mess. On leaving the service he was Hayling Island beach manager, and afterwards ran a newsagents.

Rest in Peace

John Adams

3 St. James Way
Portchester
Fareham
Hants
PO16 8NZ

4 June 1997

Dear Dusty

I don't know who is responsible for organising my farewell "do" and splendid gift on Monday night last, but I suspect that you played a large part (if not all) of it.

So I write to you, and hope that you will pass on my sincere and heartfelt thanks to everyone who contributed to the gift and card, and who attended the PRI's at lunchtime.

It was a very emotional day for me, as you probably noticed, and to be presented with such a wonderful gift, along with Geoff Hoyle's very kind words and the sentiments contained from all my friends in the card, will live in my memory for a very long time to come.

As I said, I have seen many changes in the past 38 years, but the one thing that has never altered is the comradeship and quality of our people, especially in a branch as small as ours.

It has been an honour to have served with you all, many of my friends and colleagues, now quite senior, I have known since they were boys and have watched as their careers developed. I know therefore that I leave the RN and the ASW world in extremely capable hands, and I wish everyone luck for the future. If you all get just half the pleasure and satisfaction from your careers that I have enjoyed then you'll be OK.

Once again many thanks to you and all my friends.

Yours Aye

Chris Hartley

ASW PUBLICATIONS

CORRECT TO DATE 23 APRIL 1997

TITLE		STATUS
BR 2000(63)	Signature Reduction and Control	ORIG
BR 2785(1)	MATCH System	ORIG - 96
BR 2785(3)	TYPE 42	ORIG - 96
BR 2785(4)	INVINCIBLE Class	ORIG - 96
BR 2785(5)	RFA's	ORIG - 96
BR 2785(11)	ADAWS	5
BR 2785(12)	CAAIS / 2016	3
BR 2802(1)	162 H/B	2
BR 2803	2013 H/B	7
BR 2805(2)	2008 H/B Operating Instructions	5
BR 2805(12)	2008 Performance and limitations	2
BR 2817	2015 H/B	17
BR 4023(1)	SGUWW (Admin)	11
BR 4023(2)	SGUWW (Sonar and Weapons)	1
BR 4023(3)	SGUWW (ASW assessment)	8
BR 4023(4)	SGUWW (Oceanography)	1
BR 4918(2)	MATCH H/B	ORIG - 96
BR 4985(1)	Range Prediction H/B	1
BR 5075(2)	2016 Operating H/B	8
BR 5075(OP)	2016 Operating Procedures	8
BR 8159(2DI)	ADAWS Injections	5
BR 8245 (1)&(2)	SONAR 1092 Trainer	ORIG
BR 8342(2)	MTLS H/B	1
BR 8342(OP)	MTLS OSD's	ORIG - 96
BR 8382(1)	2060 H/B	3
BR 8431(2)	SEPADS	3
BR 8452(OP)	2050 OP Procedures (1994)	2
BR 8556	SLUTT OP Procedures	2
BR 8589(2)	STWS 2 OP Procedures	ORIG - 96
BR 8589(OSD)	STWS 2 OSD's	ORIG - 96
BR 8589(2B)(2)	Shipborne Torpedo System	3
BR 8603	RS4 Recorder H/B	3

BR 8680(2)(5)	Stingray H/B	5
BR 8713(OP)	Sonar 2031 OP Procedures	4
BR 8713(2)	Sonar 2031	4
BR 8837	RASAT	ORIG
BR 8589(2B)(2)	Shipborne Torpedo System	3
NP 631	Wreck Supplement	4
ADAC PUB 1	Acoustic Data Handbook	3
ADAC PUB 4	Active Sonar Class. guide	1 & 1
(Vol 1 and Vol 2)		
ADAC PUB 5	ADAC Reference manual	3 & 5
(Vol 1 & Vol 2)		
AXP 1C	S/M Exercise manual	ORIG
AXP 1C	S/M Exercise manual	2
(BRIT SUPP)		
ATP 10D	S/M Search and Rescue	ORIG
ATP 10D	S/M Search and Rescue	ORIG
(BRIT SUPP)		
ATP 18D	S/M OPS	1
ATP 28A	ASW Manual	6
AHP 6 (Vol 1)	S/M Areas (SODAS)	6 (Amd 3I)
CB 04023	Ships guide to UWW	8
CB 04895(2)	Range Prediction H/B	2
CB 04895(4)	Range Prediction H/B	3
CB 8452(2)	2050 OP H/B	ORIG
CB 08680(1B)	STINGRAY Command Info	1
CB 08713(1,2B)	2031 OP Procedures & OG	7
FLOO1	FLEET OPERATIONAL ORDERS	2
FLOO2	FLEET OPERATIONAL ORDERS	4

SURFACE FLOTILLA TEMPORARY MEMORANDUM

102/95	Certificate of clearance for use - Sonar 2090
10/96	Expendable Mobile ASW Training Target (EMATT)
19/96	Signature Ranging of Major Surface Ships
25/96	SAGE /SAFFRON Report
27/96	SONAR TYPE 182
38/96	CWTA Areas for concern from 1995/96 ASW Practices
56/96	Maintenance of sonar skills
61/96	Surface Flotilla OBT support cell
69/96	Towed Array On Board Trainer (TAOBT)

72/96	Assessment of tube launched weapons systems
75/96	Sonar 2050 - Operational software 3.01
14/97	Signature Ranging

DEFENCE COUNCIL INSTRUCTIONS (DCI's)

188/95	Introduction of Sonar 2090
87/96	Towed Array On Board Trainer
124/96	Sonobuoys - RN allowances and accounting instructions.

ASW Related OSTGM's in force to date: 24/03/97

OSTGM No	DTG	TITLE
051	231515Z OCT 95	ASW Records
062	081105Z DEC 95	MCM in DD/FF
063	141000Z DEC 95	NATO ROE
079	211000Z MAY 95	Discipline of ASW fighting circuit.
083	260903Z MAY 96	Triplane Tracking
084	261200Z JUL 96	Fishing vessel deconfliction
088	301001Z JUL 96	Changes to Weekly War.
099	191510Z SEP 96	Fully Recorded UWW attacks
112	261103Z NOV 96	MPA CASEX - Signal address
114	051701Z DEC 96	ROE - WARNINGS
117	192001Z DEC 96	5 WEEK FDD/BOST.
119	201700Z JAN 97	ORBAT for weekly war
130	141314Z APR 97	FVSS B/CAST of SM's Position
131	231600Z APR 97	Submarines operating in the SCXA

ASW Related SOUTHGEM's in force to date: 24/03/97

SOUTHGEM No	DTG	TITLE
017	211212Z MAR 96	Fishing Vessel Safety Ship
030	151507Z NOV 96	Fishing Activity in SCXA (W)
034	180713Z APR 97	Interaction with FV's in the SCXA

STAFF SEA CHECK REFERENCES

TITLE

OOW ASW CARDS

TCM's
CASEX BOARDS
UWW LOOKOUTS
ZIG ZAG PLANS
MINE LOOKOUTS
MSS INSTRUCTIONS

STATUS

FOTI 0112 Ch 28
BR 4023(2) 5K - 3 ORIG
BR 4023(2) 5M - 1 ORIG
ATP 3B ORIG
FOST LETTER
BR 4023(2) 5C - 1 ORIG

EMERGENCY CARDS

RED GRENADE PROCEDURE
STINGRAY BATTERY FIRE
PROCEDURE

BR 4023(2) 5D - 1 ORIG
BR 8589(2) xii-xiv Ch 12
BR 8342 xvii-xviii Ch 4

BRIDGE ASW FILE

CURRENT STWS/MTLS FORM "F"

BR 8342(2) 2F - 1 Ch 6
BR 8589(2) 2F - 1 Ch 13
BR 4023(2) ORIG

CASEX CHECK OFF LIST
REGS FOR TX ON SONAR AT
SEA AND IN HBR
182 STREAMING/OOW CHECKS
5

BR 4023(2) ORIG 5H - 1
BR 4023(2) 2-7/10 2A-1 TO 2B-

STWS/MTLS PRE-FIRING SAFETY
CHECKS

BR 8342(2) 2H-1, 2L-2 ORIG
BR 8589(2) 2H-1, 2L-2 Ch 13

STWS/MTLS CLEAR RANGE
REQUIREMENTS

BR 8342(2) 2E-1, PARA C Ch 5
BR 8589(2) 2E-1, PARA C Ch 13
BR 4023(2) 5M -1 ORIG
LOCALLY PRODUCED

LOOKOUT ORGANISATION
XBT INSTRUCTIONS FOR OOW
SELF PROTECTIVE MCM
MEASURES

BR 4023(2) ART 0540 or
FOST LETTER 258/2 (23/2/94)
BR 4023(2) ART 0174 ORIG
BR 4023(2) ART 0175 ORIG
OSTG 0766 ORIG
CB 08713(OP) 5-6 TO 5-17 Ch 3

AGOUTI/MASKER ORDERS
NOISE QUIET STATES
VLCC FORMAT
TA STREAMING/RECOVERY
RESTRICTIONS ON OS
MANOEUVRES

CB08713(1,2B) Annex A to Ch 8

OPS ROOM ASW FILE

CONTENTS LIST
SURFACING PROCEDURES
A/B/C (A/B only non-tail NATO w/s)
SURFACE SITREP
OPS ROOM CASEX CHECK
OFF LIST

BR 4023(2) ORIG 5A-10

AXP1C ART 2273/4 & 2273-2
AXP1C ART 2273

BR 4023(2) ORIG 5A-6

CASEX DESCRIPTION
VLCC REPORTING FORMAT
NATO & RN SAFETY TRACES
DISSUB LOCATOR ACOUSTIC
BEACON
DITCHED HELO RELOCATION
BEACON
OIL RIG SONAR BEACON
TCM's
SONAR SIGNAL CODE
ASW SEARCH AND ATTACK
PLANS
STWS/MTLS PRE-FIRING SAFETY
CHECKS

BR 4023(2) ORIG 5K-1
OSTG 0766 ORIG
BR 4023(2) ORIG 5U1-5U15

BR 4023(2) ORIG 5T-1

BR 4023(2) ORIG 5F-1
FLOO 12303
FOTI 0112 Ch 28
AXP1C Table 5-4

ATP1C ART 9261/9262 Ch 5

BR 8342(2)
BR 8589 2H-1, 2L-2

OPERATIONS ROOM

ACTION PLOT MARGIN
INFORMATION
CASEX BOARD

BR 4023(2) ORIG 5N - 1
BR 4023(2) ORIG 5K - 3

SONAR CONTROL ROOM

SAGE/SAFFRON PROG/DATA
DISK
RS4 CONFIG: (CH2 REF, CH3 MRS,
CH4 UWT/VOICE)
ACINT GATHERING
ORGANISATION
FORMEX's/RECORDS/ID FORMS
ASW DATA BOARD
SC BRIEFING FORMAT
CASEX CHECK OFF LIST

ISSUE 4

BR 4023(2) ORIG ART 0166

BR 4023(2) ORIG Ch1 Sect 3
NADREX(4)
BR 4023(2) ORIG 5R - 1
BR 4023(2) ORIG 5A - 13
BE 4023(2) ORIG 5A - 12

SONAR TYPE 162M

INSTRUCTIONS FOR 162 RUN

BR 4023(2) 1 - 11 TO 1 - 16

UWT LOG

**CONTENTS LIST
SONAR SIGNAL CODE
DITCHED HELO RELOCATION
BEACON
DISLAB BEACON
OIL RIG RELOCATION BEACON
SUS MK 84 CODES
UJO PROCEDURES**

**BR 4023(2) ORIG 5A - 11
AXP1C Table 5 - 4**

**BR 4023(2) ORIG 5F - 1
BR 4023(2) ORIG 5T - 1
FLOO 12303
AXP1C Table 5 - 5
AXP1C ART 5021**

UNDERWATER TELEPHONE

**3 LETTER GROUPS TO BE
DISPLAYED NNN,QAP,SOS,TRT,
TXT,UUU,VPO,XXA,XXX,YBA,
YBB,YYY**

AXP1C Table 5 - 4

SONAR 2009

**CODE 2 SET AND MARKED
(HHHHLH)**

**IAW. CTF 311 LGB/LGE/LIB/LIE
201717ZMAR 96**

PASSIVE PUBLICATIONS

TITLE	STATUS
BR 8713(OP)	4
ATP 18(D)	1
CB 08713(1)	7
ADAC PUB 1	3
ADAC PUB 2	1
ADAC PUB 3	1
ADAC PUB 4 VOL 1	1
ADAC PUB 4 VOL 2	1
ADAC PUB 5 VOL 1	2
ADAC PUB 5 VOL 2	5
ADAC PUB 7	1
ADAC PUB 9	0
ADAC PUB 10	0
ADAC PUB 19	1
ADAC PUB 20	0
ADAC PUB 21	0
ADAC TRAINING NEWS 1/97	0
ADAC TRAINING NEWS 2/97	0
SMP 58	0
SMP 71	1
SMP 30	2
SMP 3	7
SMP 5	1
SMP 63	1

MISCELLANEOUS DITS

One of the first radio broadcasts between the RN and the USN:

Yank to Brit "How is the second biggest navy doing"

Reply by Lord Mountbatten "Fine. How is the second best doing"

Supplied by Bob Burton

This is believed to be a true (Gen Dit No S**) radio conversation between a yank vessel and the Canadian authorities:

Yank: "Unknown vessel please alter your course 15° to the North to avoid collision".

Canuk: "Recommend you divert your course 15° South to avoid collision."

Yank: "This is the Captain of a US Navy ship. I say again, divert your course."

Canuk: "No. I say again, divert your course"

Yank: "This is the Battleship Missouri, we are a very large warship of the US Navy, divert your course NOW."

Canuk: "This is Lighthouse....."

Supplied by Bob Burton

This is true (GDNS) One day while the good ship Bristol was berthed alongside FLJ1 the duty PO, a TAS rate affectionately known as Wendy, noticed that the vehicles parking on the jetty were knocking the cones he had placed marking out the area that was to be kept clear for the fire brigade. Thinking ahead he decided to take effective action at this moment in time rather than have to track any transgressors down to move their vehicle. Wendy turned to one of the young TAS rates from his department, an eager young fellow called "Lurch" and ordered him to get a heaving line out of the QD locker and rope off the required area. Lurch sped away and within a few minutes had returned reporting the job completed.

About four hours later the Navigator came storming up the gangway and started berating poor old Wendy. Apparently Lurch had secured one end of the heaving line to the gangway, taken a turn around one ring bolt on the corner of a chacon and another around a lamp post and then completed a very practical "Square" by securing the end to the bumper of the Navvies MG sports car in British racing green. Lurch had also done this with the three other heaving lines used and the Navvie did not notice this until about 40 feet into his journey.

Supplied by the ED

USEFUL TELEPHONE NUMBERS

UWW DEPARTMENT		
CDR U	CDR WILSON	4622
SO(UWW)	LT CDR EVANS	4548
UTO	LT CDR WOOD	4648
UEO	LT CDR HOYLE	4576
NSA(ASW)	STEVE RODGERS	4538
UTC	WO KENNEDY	4524
RTO(UW)	WO HOOD	4546
RTO(UW)1	WO HUTCHISON	4533
UE1	WO RHODES (Jan)	4547
UE2	WO NASH	4669/4629
UE3		4576
UNC	CPO CORRINCE	4332
ADMIN	MRS JANE BURGESS	4537
CPO INSTRS	INSTRUCTOR MANAGERS UTI 1.2, 2.1 & 4.1	4647
PO INSTRS	UTI 1.2 - 1.5 & 2.2 - 2.5	4568
TCM	UTI 1.5 TRAINING CONSTRUCTION MNGR	4696
WPNS SECT	WPNS INSTRUCTORS UTI 5.1 & 5.2	4383
ASUAT 3A	PO BEST	4724
ASUAT 6	CPO LYMATH	4506
ASUAT 8		4583
REST ROOM	ASUATS	4515
REST ROOM	LEWIN (SMOKERS)	4710
A.O.M.C		
SOMETOC	LT CDR STANLEY	4569
OCTO	LT HUNT	4569
OC1	CPO MARTIN	4535
MET1	PO PICKERING	4535
MISCELLANEOUS		
NEREUS	WO NASH & CPO LEWIS	4669/4629
PASSIVE AIO	UTI 4.2 - 4.4	4633
FDO(UW)		

WHERE'S YOUR OPPO?

WARRANT OFFICERS	
BACON	DRYAD
BLANCHE	FOST
BRIERLEY	FOST
BROTHERWOOD	FOSF
CAPEL	CINCFLT
FOSTER	FOSF (SULTAN 4/98)
GRAVETT	FOST (CINCFLT 5/98)
HOOD	DRYAD (CIV 5/98)
HUTCHISON	DRYAD
KENNEDY	DRYAD (GIB 10/97)
KILROY	DRYAD
LEWIS P	FOSF
LEWIS T	CUMBERLAND (FOST SEA)
LOVEDAY	RNU ST MAWGAN (CINCFLT 2/98)
NASH	DRYAD
OWEN	DRYAD
O'SULLIVAN	CINCFLT
PARRY G	FOST RALEIGH (FOST SEA)
PARK	CINCFLT (NELSON 4/98)
PREECE	RALEIGH
RHODES P	DRYAD
WILLIAMS	MONTROSE (DRYAD 3/98)
WILL	DRYAD
CHIEF PETTY OFFICERS	
ALLEN S M	NORFOLK
ALLPORT	FOST
ASTLEY A J	DRYAD
BARTLETT-HORGOOD	SOMERSET

CHIEF PETTY OFFICERS	
BROWN A	COVENTRY
BURTON R B	FOST (CUMBERLAND 2/98)
CALEY H A	DRYAD (LIVERPOOL 7/97)
COWLEY M J	DRAKE
CRAIG R C	NEPTUNE
CRISPIN A	LONDON
CUNNINGHAM P E	RALEIGH
EDWARDS K	RALEIGH (SHEFFIELD 9/97)
ENVY M	RICHMOND
FORRESTER R J	DRYAD
GEMMILL D J	DRAKE
GLEAVE A E	DRYAD
GOLDING B F	DRYAD
GORRINGE J M	DRYAD (WESTMINSTER 1/98)
HILL P D P	MARLBOROUGH
HORRELL E S	DRYAD (CIV 1/98)
JARVIS J G	ADAC (DRYAD 7/96)
JONES C W E	BRAVE (FOST SEA 7/97)
KAY J C	2SL/CNH
LAURIE I	FOST
LENDEN J W	DRYAD (CIV 8/97)
LINGER N P	GRAFTON
LYMATH P J	DRYAD (RICHMOND 11/97)
LOYNES M	DRYAD (BOXER 12/97)
LYNN H W	ACDS (BRNC 10/97)
MANEELY G J	CARDIFF
MANNERS D C	CORNWALL (LANCASTER 7/98)
MARSHALL K	DRYAD (CIV 1/98)
MARTIN H J	DRYAD (CARDIFF)
McINTOSH N A	IRON DUKE
McLEAN W	NORTHUMBERLAND
McREADY R C	BEAVER (DRYAD 11/97)
MERCER I L	MONMOUTH
MIDDLEMAN G	CHATHAM
MOORE A S	2SL/CNH (CIV 8/97)

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Amateur

Less We Forget ;

*" To promote Esprit de Corps
amongst all members of the Anti-
Submarine Warfare Instructors
association wherever they may
serve "*

Anon