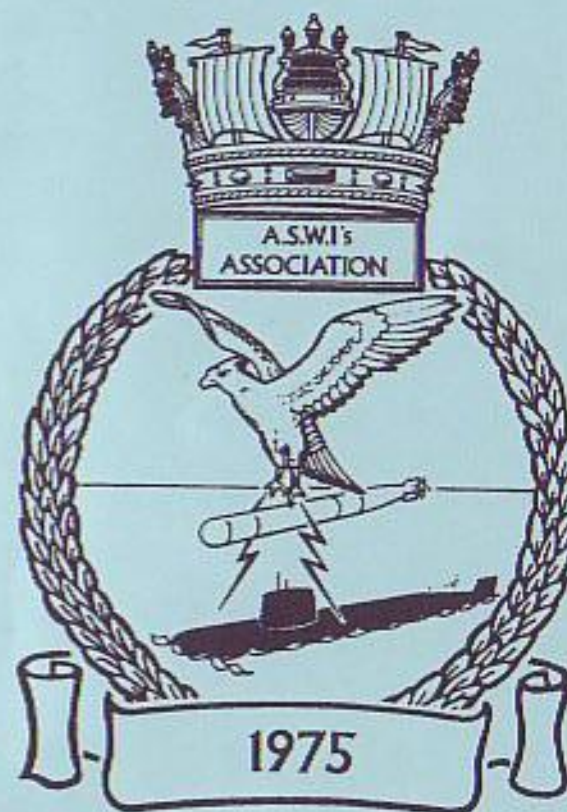


LEST WE FORGET:

“To promote Espirt de Corps
amongst all members of the Anti-
Submarine Warfare Instructors
association wherever they may serve”

Anon

THE SEAMASTER



THE OFFICIAL JOURNAL OF THE
ANTI-SUBMARINE WARFARE
INSTRUCTORS ASSOCIATION

April 1998

CHAIRMAN'S DIT

As I put my finger over my forehead to wipe the sweat, a hand
As I sat down, I was in my mind that we should all

SEAMASTER

THE OFFICIAL JOURNAL OF THE ASWI ASSOCIATION

APRIL 1998

All correspondence should be addressed to:

The Editor, ASWI Association
SMOPS
HMS DRYAD
Southwick
Fareham
Hants
PO17 6EJ

Telephone 01705 284647

ASWI's COMMITTEE DECEMBER 97

PRESIDENT	Commodore J. Hance Royal Navy
VICE PRESIDENT	Commander K Harvey Royal Navy
CHAIRMAN	WO "Dusty" Rhodes
VICE CHAIRMAN	CPO George Emmerton
TREASURER	PO Kev Francis
SECRETARY	Mr Paul Hitchcock
SOCIAL SEC	CPO George Emmerton
EX SERVING REP	PO Sam Snelling
PLYMOUTH REP	CPO Tim Allport
SEAMASTER EDITOR	Mr Ted Neeson

CHAIRMAN'S DIT

As I put my fingers over my keyboard to write this letter, it is hard to believe February is with us and another year is well underway.

As I mentioned previously, it is my intention that we should all enjoy being part of this strong Association with a good blend of experience and youth to keep us "bouncing along"!! and not spend the majority of our own valuable time worrying about charities or how to attract fresh blood. I am pleased to report, and when you read both Portsmouth and Plymouth social reports you will see, how busy most of us have been, doing just that, and membership *IS NOW GROWING*.

I have been very lucky with the committee, being not only enthusiastic to the cause but believe in the Association and that it is very important, as all the committee are very stretched with the ever increasing workload, as that famous relief joins our sections "Gapped". So on your behalf I wish to thank the present committee for their hard work, it is very much appreciated.

The forum for last years ASW Symposium and AGM was interesting and topical, everyone who attended benefited from the experienced speakers. However, unfortunately the AGM was rushed as a result, a lot of ex-serving members felt that they had not been considered in the days events. For this I apologise, it was never our intention to shorten the AGM. I have now decided to change the timings of this years events, to allow everyone to benefit and of course, enjoy themselves: The dinner will be held in HMS Dryad on the **25 SEPTEMBER 1998**, with the events taking the following format:

08:30	Coffee Oliver Block 117
09:00 - 11:30	ASW Forum (CPO Nelson / CPO Walsh)
10:00	Ex-Serving members tour Dryad (CPO Gleave)
12:00-13:15	Drinks/Bufferet in club house
13:15-15:00	ASW AGM (Committee)
19:30	Dinner /WO & SR Mess (WO Owen/CPO Emmerton)

Further details on all the events will follow, my aim is to allow time to discuss matters that you want to be addressed, please write to Paul H, so it can be included either at the ASWI forum or AGM.

This is only the second Seamaster of 98, and although I hope to produce at least four this year, unfortunately the lack of material from our readers is disappointing. Please remember this is your magazine, giving you the opportunity to express your thoughts or concerns, on any ASW matter, tell us your latest dits or update us on any changes that might have happened recently. So put pen to paper and add you comments to the next edition.

Yours Aye

Dusty

EDITORS DIT

Wellcome to the second issue of 1998. You will notice that the plain white paper cover has replaced the colour one which has been in use of late. Bowing to public pressure the colour covers, including the spelling mistake, will not be used any more. The cost of reproducing colour covers is approximately £1 per cover each which for a limited membership as ours would place an even greater strain on available funds. If the spelling mistake has offended or upset anyone then you have my sincere apologies, getting sponsorship to provide the covers for a number of years seemed like a good idea at the time.

The ex serving members section of the "Where's my Oppo" lists are currently under review to update with the latest information and the updated lists will appear in the next issue. In the middle of this issue is details regarding the annual Dinner & Dance along with a booking form for those who wish to participate.

On a personal note I would like to wish a happy second career to Brian Golding who has just embarked upon his after 34 years. I still have fond memories of helping him to move house while Freddy Fox and I taught him how to make the sounds of air brakes while he drove the removals van.

Finally another reminder to keep the dits coming, we can never have too many.

Safe journey's

Yours Aye

Ted Neeson

SECRETARY'S REPORT

First I would like to wish you all a very happy Easter and a special congratulations to the two "BOB's"; **CPO (S) Bob Burton** and **CPO (S) Bob Worsey** on their selection for promotion to Warrant Officer. I am sure you will join me in wishing them both the very best of luck in their first appointment and much success for the future.

*A special congratulations must also go to **Warrant Officer Jess Owen MBE** on his award of the MBE last November. Being a modest being, he endeavours to keep his decoration quiet, but as I have indicated to him on several occasions, he justly deserves his prize, not only for his work in Hong Kong during the last difficult period before it's handover to China, but for his achievements in appointments not normally charged to Warrant Officers, notable as PWO(U) on HMS Ariadne and Assistant AUTEK Range Officer. Well Done JESS!!!*

Some of you may be wondering why as a "civvy" I am now the Association Secretary? Quite simple really. On leaving the service in June 97, I was fortunate to be employed as a civilian Training Design Author with a contract to write the new Warfare Branch Petty Officer (UW) Course, working in the ASW school, Lewin Building. So, I didn't venture far and my change in career gave me the opportunity to fulfil the vacant secretary post, thus allowing the Chairman to breath a large sigh of relief (I think).

As the Sec I hope to contribute regularly to the "Mag" by offering, as I am doing now, a "Sec's Report". The contents of which will be a précis of the monthly meeting minutes instead of the full report, along with any other snippets which may be of interest.

Many thanks to those who have written in. Their letters appear somewhere in this edition. A special thanks to Alan Quartermaine for his continuous support, along with his quest to raise money for the HMS Cavalier Association. If therefore you feel you want to give to this very worthy cause, (the only lasting memory to a W.W.II Destroyer) please send to Alan; **37 Sussex Drive, Banbury, Oxon, OX16 7UR.....** And, if you want to support the 8th Destroyer Flotilla Association contact Alan, or write to Mr G Graby, 42 Jennings Close, Beacham, Kings Lynn, Norfolk PE31 7SU.

EX CPO YAS BILL RUSSETT

Sadly we have heard of the passing of ex-CPO Bill (Willy) Russett, who died peacefully on the 1st January 1998, cremated on the 8th January and whose ashes were committed to the deep on 11 March at Portsmouth. Unfortunately there were no members available to attend the ceremony. Well known to some of our senior members, Bill was a submariner during the last war and was President of Mohawk Block HMS Vernon in the 1950's. He was subsequently made a life member. Bill's wife lives in Stockton Park, Fleet, Hampshire.

Annual Dinner and Dance

This year's dinner and dance will be held in the Warrant Officers and Senior Rates Mess HMS DRYAD by kind permission of the President, Warrant Officer Clive Percy, on 25 September 1998. Ticket sales and costs will be announced shortly. Notices have been passed to the Navy News and Fleet for issue as an RNTM. Requests for limited accommodation in the Senior rates mess must be placed early to avoid disappointment.

AGM

The venue for this year's ASW symposium will be OLIVER BLOCK Room 118, HMS Dryad commencing at 08:30 25 September 1998. The forum will be opened by the Association President, Commodore J Hance ADC Royal Navy. Unlike previous years the day will be split to accommodate the AGM in the afternoon, thereby allowing more time to discuss Association business. A few drinks in the bar at lunch time, along with Andy and Karen Gleaves "Smally Eats" will no doubt help the meeting flow.

A guided tour of the Amethyst Bridge Trainer and the New ASUAT 11 will be available for ex-serving members in the forenoon whilst the serving membership "talk technical".

Association Clubhouse / HQ

Durly has been investigating the possibility of obtaining our own club again. This was brought about because the existing club room in the 19th club in which we share, was being turned into a Radar

museum. However, after much debate and negotiation with our radar cousins we assume the status quo. The museum is a 'no go' and we are there to stay....it was pointed out at one meeting that the word "Radar" does not figure with the "Warfare Branch", but "UW" does, therefore it is likely in a few years time that it will become the ASWI's club!!! I go along with that.

West Country Dits

Tim Allport (FOST Searider) has now taken over as the West Country rep, taking over from Bob early this year. Bob's enthusiasm for the Association definitely helped to swell our membership. His term as rep concluded with a very successful Dinner Dance and its success was all down to Bob and the teams hard work. Thanks Bob. Mr Tom Williams has taken over the new West Country Ex Serving rep.

Leaving the Andrew

This year sees the departure from the service of Dave Hood and Pete Brierly, both past Chairman. They will be dutifully dined out at this year's dinner. May we wish them all the best of luck in their new careers.

Brian Golding

Brian also handed in his AGR earlier this year. Brian, who joined the RN on 7 September 1964, must be remembered for all his hard work as the committee treasurer, Seamaster Ed and Vice Chairman. He also made a vast contribution to the charity work promoted by the Association in the eighties. For all his hard work and commitment to the Association we thank him and wish him luck in his new career.

Association Regalia

A volunteer is required to sell Association regalia such as ties, jumpers, cuff links and cummerbunds etc. These items are much sought after but no one is available to order and sell them. The Association is reluctant to order in a stock because of cash flow reasons.

TREASURER...TREASURER...TREASURER

We want one NOW!! Please help. We promise that you will not have to add up to over 1000!! No, if you have 10 fingers and 10 toes, you will do for us. Please volunteer.

Odds for the Mag

Have you NAMEY in England. If so show us how you achieved it and send us a story.

Paul Hitchcock

Secretary

WEST COUNTRY REPORT

As the new West Country Rep (WCR) I thought I would write and let you know what has been happening down in Devon and give an insight to a few items that are happening in the FOST organisation.

Having taken the post of WCR, I cordially arranged a skittles social evening in January, but had to cancel at the last minute due to the lack of promised attendees. We lost our deposit on the skittles alley but luckily did not order any big eats. Nevertheless Ian Laurie, Bungy Edwards and myself had a few jars in the bar and put the world to right.

My second attempt was more successful. A meeting was arranged in February aboard HMS Norfolk where Darby Allen did us proud, although we catered for 15 and only 8 members attended. It turned out to be a superb evening with scampi and chips (extra double portions) and as much beer as you could drink, all for just a fiver a head. **Thanks Darby.**

Due to the majority of GUZZ ships on ex "Strong Resolve 2 our next meeting will be in the latter part of March - early April which should hopefully allow more members the chance of attending. Remember lads it is your "Club" and it is an ideal chance to catch up on the hot gossip and exchange ideas - oh yeah, and scoop a few pints!!!! - so come along. I am always on the lookout for different venues so please consider volunteering your ship to host the next meeting.

The FOST team have changed around, with Bungy "Dave" Williams relieving Tony Gravett (UW1), Nick Slater is relieving Ian Laurie (UW5), which leaves Sterling Moss (UW3), Chris Jones (UW2) and myself (UW4) as the remainder of the team.

Don't hesitate to ring us or even pop in for a coffee and a chat (we will get Chris to make one of his rare coffees!!!). We are here to help and if you need any guidance we will do our best to help out.

As a reminder, don't forget to update all your ASW packs i.e. Bridge ASW file, iaw the latest change to BR 4023 (2) change 2. The latest 'Hot Potato' is Fishing Vessel Safety Ship (FVSS). Make sure you read:

- OSTGEM179 and
- SOUTHGEM 044.

It is strongly recommended that non OST units who have not conducted OST within the last 6 months and are shortly to operate with submarines in the SCXA's should arrange an up date briefing on FV/SM safety prior to conducting CASEX serials.

Finally, those wishing to contact me, to discuss either ASW meetings/socials or require assistance concerning any ASW matters my telephone extension is:

9380 - 68280/1

Yours Aye

Tim Allport

TREASURERS STATEMENT

Dear Members,

As of the 12 March 1998 I relinquished my role as treasure, without relief! The books have been submitted for audit due on the week of 16 March.

I am honoured to have been able to contribute in some way towards the ASW's Association. I hope the good work continues for the association and long may it prosper.

It has been a pleasure meeting you all and if, programme permitting, I will make the odd appearance, during the next few years.

The state of the account is as follows:

Balance on 12 March 1998:	CASH	£31.75
	BANK	<u>£752.30</u>
		<u>£784.05</u>

PO(S) K Francis
Outgoing Treasurer.
ASW's Association

HMS VERNON - A RATINGS VIEW

By John "Daisy" Adams

The formation of the Torpedo Anti Submarine (TAS) branch took place in 1946, with many torpedo ratings transferring to the newly formed Electrical branch, which was to be based at HMS Collingwood in Fareham, Hampshire. Some torpedo instructors stayed at Vernon and provided the nucleus of the training staff for the instruction of torpedoes, torpedo control, mining and minesweeping, demolition's and anti submarine (AS) weapons such as depth charges, hedgehog and squid.

HMS Osprey, at Portland, Dorset, which was the Anti Submarine Warfare (ASW) school was tasked to provide the Submarine Detector Instructors (SDI's) for AS instruction. The main part of the classrooms and instructional aids were situated at the top of Warrior block, with the remainder of the block being used for junior rates accommodation. Adjacent to No 49 Building, a new No 50 Building was under construction, this was to house the various AS sets complete with hull outfits and associated equipment.

My arrival at HMS Vernon in the autumn of 1947, was part of the initial training that ordinary seamen had to complete, having already spent time in a battleship, this was followed by four weeks of gunnery instruction at Whale Island.

HMS Vernon was complemented with Captain Hughes Hallet, Commander Carver, Lieutenant Commander Kimpton, Lieutenant Cresswell and Mr Rose the parade gunner to name but a few to frighten any young ordinary seaman. However, after the two weeks familiarisation course, conducted at Clarence Barracks, an outstation next to the Duchess of Kent Barracks (The Wrennery), I was selected to the TAS branch, and placed in E2A class qualifying TD3.

Instruction commenced with the first part devoted to the theory of magnetism and electricity taught by an instructor Lieutenant, normally in a classroom above the minewarfare section at No 21 Building, but sometimes a boat trip to the upper reaches of Portsmouth harbour to HMS Ramillies which together with HMS Malaya provided classrooms, this was then known as Vernon II.

Torpedo instruction was at Pound Huts, Mowhawk Building and the torpedo parting shop. One of the things that one always seems to associate with torpedo instruction was to be able to answer the first question on the examination paper, namely draw the air, fuel and oil leads of a Mk 9** Mod 1 torpedo.

Progress was made through the various departments, and so to AS instruction. I said earlier that the classrooms and instructional aids were on the top floor of Warrior block, I will digress here to mention that the ground floor of Warrior block was where the sailors were fed and watered, in exactly the same surroundings as horses were many years before, when used as stables by the two army regiments, namely the Royal Engineers and the Royal Army Ordnance Corps.

AS training was difficult to grasp at first, to co-ordinate one's eyes, ears and hands to work together to operate the control training unit of AS Type 144, namely train, transmit and listen, was not an easy task, and it took years to become fully proficient to an extent that one could control the transducer training movement practically blindfolded; and so to the other instruments, namely the range and bearing recorders, finally becoming able to sit on the bench in the Asdic Control Room (ACR) as part of the team.

AS weapons instruction was on the depth charge, hedgehog and squid, these components were situated in No 49 Building. With depth charges, the knowledge of the pistol, primer and placer as well as the loading drill for throwers and traps was primarily the main function of the TD3's, this was applicable to the other two weapons systems, especially the squid, as I believe not a day by when some VIP's would be invited to 49 Building to witness squid drills, to see how adept a crew were in the art of muzzle loading projectiles. Hedgehog was not something that stuck in my memory except that it was a dangerous weapon, which was inclined to misfire, leaving the odd projectile on the spigot.

Minewarfare instruction was carried out on the ground floor of No 21 Building, (some of the classrooms upstairs were for the long TAS course and various other officer training courses). Instruction was on buoyant and ground mines, but the majority was on the Mk 17 with Mk 17 and Mk 18 sinkers, and a quick run round the influence mines and circuits. Also involved with the minewarfare section was Demolitions, the programme was such, that after theory in the classroom (not forgetting the burning rate of a safety fuse) and safety procedures, an afternoon was spent on Farlington marshes, but before actually laying

and detonating charges, the first task was to "Shoo" away the cows out of danger. For reference it was not long before demolitions were banned from Farlington because of windows being broken (size of charges was unrestricted) when the wind was from the South. An alternative site was found North of Winchester at Flowerdown, but after a while that too was unsatisfactory because of excessive noise and damage, rumour goes that the overhead power line was blown down one day. So the final Demolition range went to Longmoor, an army range just north of Petersfield, and I believe is still used to this day, with a restriction on the maximum size of charges of 1lb.

Emphasis was placed on the standard of marching and appearances in the early post war years, this was noticeable by the number of ceremonial divisions, which took place once a week on a Thursday morning. The venue was the parade ground situated by Hecla block, Marlborough block and the cinema. The gunnery staff were in their element, as not only was there a ceremonial guard, but one of the divisions (Scott, Pound etc.) would be required to carry arms. After the inspection and march past (saluting dais on the corner of the cinema), divisions would be taken for parade training in all convenient spaces around the establishment, but the site of the present heliport (parade ground) was then rough ground with concrete pillars erected thereon.

Having completed the weapons side of the course the continuation of AS instruction would take place at HMS Osprey, Portland. The class would be drafted, not by train or coach, but by embarking in one of the two resident Algerine class minesweepers which, when in harbour, secured alongside maintenance jetty, outboard of Deepwater, the diving instructional vessel, or Marlborough pier. They were Pluto and Fancy, the latter to be relieved by Welfare.

When clear of the Isle of Wight, the class would put into practice the theory of A and O wire sweeping, and LL, AH and AO influence sweeping, not forgetting the laying and recovery of a danbuoy. By using the ships to get classes to Portland, the first lieutenant had a field day with the extra hands to assist in cleaning ship.

Portland was not the best of places in the winter months to be initiated into the ping side of the branch. The ships that were available for sea training for young ordinary seamen were "Castle" class corvettes, good sea keeping qualities, but a rounded bottom and stern were apt to make one sea sick, although the course officer, an A/S bosun was not impressed. I will never forget the sight of Mr Baker standing behind the gunnery on the open bridge of "Leeds Castle", dressed in a

sheepskin liberty bodice, hurling abuse at us sea sick sailors, however the majority of the class survived, only two were deemed "unfit for small ships". As well as going to sea at least three days a week, the rest of the time at Portland was spent in the ATH's and MASTU's, also during early morning periods one learnt the Morse code (only means of communicating with submarines) and listening to hydrophone effect records.

The return to Vernon was by train, and after a period of time, one was rated TD3 by the training officer. Time was then spent either with the manual party, or assisting around the instructional sections. I worked in the newly internally built No 50 building, the exterior shell of which had stood there for years. Inside the building was housed complete outfits of the then current AS sets from the ACR's, instrument spaces to the hull outfits, transducers and domes, until drafted to HMS Zodiac, an emergency class destroyer.

The time spent in Zodiac enabled one to further one's knowledge in TAS and eventually reach a standard to be recommended to qualify TD2, of which saw me drafted back to HMS Vernon in 1949.

I found Vernon still the same as when I had left early in 1948, except that the Captain had changed and was now Captain Robertson, there were rumours going the rounds that the captain's wife did not like the noise of the early morning milk van and the British rail trains passing Donegal Lodge, the Captains official residence by the main gate, of which she complained to the appropriate people.

The TD2's course proved a lot harder, with additional subjects to learn such as Torpedo control, theory of sound, magnetism, electric motors and trigonometry, the instruction taking place at the same venues as the previous course. Our course officer was Lieutenant Keating RAN.

Torpedo instruction was far more advanced to such an extent that after the theory, one was let loose in the parting shop to actually strip a torpedo tail down and reassemble and carry out A and O routines. This was to prepare the class for the big day when a torpedo firing exercise would occur in Weymouth Bay.

AS instruction was becoming interesting, because knowledge gained in HMS Zodiac helped me to understand the operation of the various components such as HFMA's, LFMA's, AVC receivers, tuning panels and transducers etc., and when the snagging lessons in number 50 building happened under the guidance of Mr Clarke, one was wise to the sticky tape conveniently placed behind contacts giving an open circuit.

Practical operating the AS Type 144 continued in the ATH at the top floor of Warrior block, in preparation of yet more sea training at Portland, with the same organisation of moving the class to Portland by sea in a minesweeper.

Torpedo Control required the class being taught in 17A building. This building was divided into various units. At the seaward end on the top floor was the Sea Trails section, and below it the ASTT, where tactical warfare games were played, with the rest of the building allocated to torpedo control systems, complete with torpedo tubes for Cruisers and Destroyers. The far end of this section was devoted to a new "cyclorama", comprising a large dome construction where images of foreign warships could be projected on to the chosen panorama of sea and moonlit sky. This was then attacked by the "ship", with some of the class occupying a "moving bridge", with torpedo sights fitted, relaying the necessary "war cries" back to the static operations room where the angle of the bow TSA etc. was applied to the torpedo calculator, and hence the attack was carried out. The analysis of the attack was provided by two mechanical crabs each filled with red or blue ink which in turn marked a large white table. At the point of firing the blue marking would lift off the table and mark the points of the rear and van torpedoes. This would enable the CPO Torpedo instructor to draw the tracks and spread of the torpedoes.

Also tucked away on the ground floor of 17A building, there was a small section devoted to Seaward Defence, with two famous characters namely CPO's Seaweed Brown and Loopie Coop. Their task was to instruct classes in harbour defence, both theoretically and then aboard "Vesuvius" or "Nightingale" laying a back to back loop.

After qualifying TD2 I returned to sea in HMS Myngs, another emergency class destroyer, which like Zodiac, was part of the second training squadron.

A project was underway in the vicinity of South Gate at the beginning of the 1950's, a pig farm of all things. Food for the inhabitants was provided by the three galleys, with the sullage party controlling the state of the pig swill, ensuring that it be negative of razor blades. A form of self sufficiency existed with the monies raised from the abattoir going to selected funds, Warrior block fund in particular.

I returned to HMS Vernon in early 1954, having now sub-categorised to a UC2. The branch was split in 1952 to Underwater Control (UC) and Underwater Weapons (UW), but in the Algerine minesweeper

HMS Lioness, stationed in the Far East, which I had been drafted to, one still did both weapons and control duties.

There were structural changes completing on the South side of Vernon Creek, these buildings were divided into various wings namely Creasy South, Creasy West and the later buildings being Creasy East, and last of all Creasy Centre. These blocks were to form all the instructional facilities for the school to be on the south side of the creek, with the administration and accommodation blocks and other services to the North side of the creek, the exception was the torpedo instructional blocks, which remained in their present position until the mid sixties.

Situated on the West end of the quarterdeck was a torpedo tube and torpedo recovery davit, the purpose of which was to instruct classes in above water discharge, using a positively buoyant Mk 9 ** Mod 1 torpedo complete with a length of line attached, and the art of recovering the same.

During all the structural changes to HMS Vernon I was busily qualifying UC1, a highly professional course with only 6 students, just enough to form a Sonar Control Room (SCR) crew. The course curriculum was sonar, still only dealing with 144 but the talking point was the forthcoming 164/174 coming into the fleet, with a magic black box which would remove "Owns ship's movement", this was to be called the Ships Component Mechanism (SCM). One was able to maintain the sonar to operational standard and repair any faults. Time was also spent in the torpedo control section, in continuation of the previous instruction mentioned in an earlier paragraph.

Mohawk building (torpedo instructional) was soon to be demolished to make way for a new Petty Officers accommodation block, with the torpedo instruction moving to prefabricated huts opposite Vesuvius building (torpedo parting shop), these were known as "Pound Huts", one of these next to the administration block was the chapel.

The original church was destroyed during the war, this was adjacent to No 43 building. The crypt was flooded with water and made into a duck pond, which was the home of many species of duck. The antics of the ducks attracted the attention of numbers of sailors, especially during the morning stand easy periods, and CPO Bill Parkin who was wise to this, set up a small business by selling cheese rolls at the mining tank end of Creasy South building at a cheaper price than the NAAFI charged.

The famous chimney which was part of the skyline feature of HMS Vernon was soon to be demolished, one morning "Whoopee Whaley" was to be found painted on it, supposedly carried out by Sub Lieutenants from HMS Excellent. There was always friendly rivalry between the two schools at officer level, which I was to find out later. In the area where the boiler house and chimney stood, a new block was to be built, namely Scott administration block. Having spent time at sea in HMS Chaplet as a UC1 I returned to Vernon at the end of 1957 to await the next stage of my career, to qualify TASI.

With the newly built Petty Officers mess in operation, the old Chief Petty Officers and Petty Officers messes at Acteon block were to be changed. The sleeping accommodation upstairs was to become the junior seamans block, and named Osprey. Prior to this arrangement the junior seamen were housed in a camp at Stokes Bay, this was HMS Vernon II, so it was obvious from previous out stations (Ramillies and Malays) that any additional unit was going to be Vernon II. Incidentally, the brass plaque bearing the name HMS Vernon II is in the corridor of one of the blocks at HMS Dryad together with photographs of long torpedo and long TAS courses.

The bottom floor of Acteon block was used as a cafeteria, divided into three separate units, the PO's occupying the end nearest to their newly built mess, the junior rates in the centre section, with the CPO's nearest to Warrior block, the reason being, the new CPO's mess was to be the old Warrant Officers accommodation at the rear of the wardroom mess. The main galley and Marlborough block at the front of Warrior block were demolished, the small parade ground, previously used for ceremonial, turned into a car park, and the new parade ground - come helicopter landing pad - was constructed on the rough terrain to the seaward end of Creasy West. The new accommodation blocks were officially opened by Admiral Sir William Davis, Commander in Chief Home Fleet in 1958.

Progress for the average seaman was to eventually become a TASI, the highest non substantive rate in the TAS branch, and having been connected with the underwater control side of the branch since sub-categorising to UC2, I only had to cover the weapons side of the branch which was completed in 1958 and rated TASI by the training commander.

I was then let loose in the torpedo section, the idea being that having qualified TASI, those who were previously UW1's were sent to the sonar section and those who were previously UC1's were sent to the various weapons sections, obviously to improve the general standard of knowledge. After a year of instructing UW3's, UW2's, UW1's, TASI's and SD(TAS), I was drafted to a type 14 frigate HMS Dundas, my first experience of sonar type 170, and upon my return to Vernon I was designated to become the rating instructor of the 1961 long TAS course, and to work closely with Lieutenant Commander JJ Streatfeild James RN and Lieutenant RSC Robinson RN.

This was a different aspect to previous instructional work, as not only teaching was involved, but also the organisation of the movement of the course to places like Portland and Londonderry was quite an achievement, which under the guidance of the two course officers seemed a success. The long course lecture room was situated on the upper floor of 17A building above the torpedo control system layout. The majority of lessons took place in this room, with the exception of practical instruction such as mining and torpedoes.

The room next to the long course lecture room was the senior officers war course lecture room, where on a Monday or Wednesday evening a member of the long course would be required to give a lecture of his choice to a selected audience. The audience comprised of the Captain, Director of Studies, Training Commander and any high ranking officers who wished to attend plus other members of the course and staff. The reason that this venue was chosen was that it had all the modern visual aids, such as a screen where the assistant could project pictures from behind without being in the room. The assistant was in fact the course instructor. Some of the lectures were exceedingly good, but unfortunately there were those who because of pressure and lack of preparation, reached a state of collapse in front of the audience. The subject one poor unfortunate was talking about was "Ancient Religious tribes of the Middle East", he only completed the wall drop for his lecture five minutes before the lecture was due to start, and it was noticed that the blue ink used for drawing in the River Jordan was actually running down the wall drop when it was up for the presentation.

Also during the long course year, a challenge would be made by either Vernon or Excellent to an Olympiad, whereby each course would arrange a theme.

The 1961 long TAS course dressed as Sheikhs, complete with a mobile oil well rig and harem, and mustered at noon on Whaley's summer parade ground (lawn in front of the wardroom) for the occasion, this would be reciprocated by the gunnery officers at Vernon at a later date with their theme. This ritual between the long TAS and long G course had been taking place for many years.

Having spent another period of time away from my alma mater at sea in HMS Caprice, I returned in 1964 to the officers course's section, instructing Sub Lieutenants in basic TAS, this involved a syllabus teaching all aspects of torpedoes, mining, minesweeping, demolitions, AS weapons, sonar theory and practical operating of sonar, including a week at Portland for sea experience. This was followed by instructing the NATO and new Commonwealth TAS course. It was quite an experience talking to 3 Pakistani Lieutenants and a Danish Lieutenant commander. I often wondered about the fate of the Pakistanis, because shortly after they left the UK a confrontation arose between Pakistan and India.

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

My next job was to assist Lieutenant Commander A.R Barnden RN in the running of the 1966 long TAS course. By this time I had been rated CPO. The long course lecture room and office had by this time 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, which was still directional but a beam covering a larger area and greater range proved an asset, so this unit was installed in Creasy South.

Changes to Vernon were taking place all the time. The mainstream departments, which for years had occupied nissen huts at the end 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 PO's mess was completed in 1968. The sonar operating instruction was carried out in MASTU's (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 controls 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 Flotillas, Western Fleet, but was still on Vernon's books, so I was able to keep in touch with the changes I mentioned earlier. Creasy Centre, the last of the instructional blocks and offices was soon to be completed, and this would house the illustrators, who were resident in 21 building before the move, and also the photographers moved from No 47 building to the top floor of the centre block.

On return from FOFW, I was to become chief of the tactical section, assisting first Lieutenant Commander C Davies, and Lieutenant Commander A Wison 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 staff.

The 1970's 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 an additional rank of Fleet Chief Petty Officer (now Warrant Officer) to bring the RN in line with the other two services.

Another innovation was the introduction to the Fleet of the task book, whereby each 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 Principal Warfare Officers (U) set up as no doubt it has been discussed at length in other chapters.

I was promoted to 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 course Petty Officers (OPS)(S). To be able to conduct ASW CASEX's at Portland, CPO's and FCPO's had to become Anti Submarine Warfare Directors (ASWD), and after a rather hectic course learning the basics of Radar, ECM and 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 second frigate squadron to watch over the Seaman (Sonar) courses whilst completing their sea training.

In the early 1970's, with the formation of the operations 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 ASUAT's which had 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 were filled with these tall masted vessels for a least a fortnight, whilst the crews prepared for the long voyage. HMS Vernon was host for the occasion of their departure in September, and also when they returned in April of the following year. There was some noticeable 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 Vernon in early 1976. I was then confronted by Lieutenant Commander L Mc A Jay RN who asked me to be the mess president of the FCPO's and CPO's 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 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 on 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 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 FCPO rank. A CPO with the duty of mess manager controlled the general day to day duties, such as the organisation of the mess cleaners, who by now were 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 FCPO as a divisional officer. This entailed writing up ratings confidential reports (S264's), ASW history sheet and representing the ratings of the division at the Captain's and commander's 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 that many sailors would pass through Vernon from the British and other navies ships that were at anchor, hence an organisation was set up to patrol the landing stages at the pier head and quarterdeck to ensure libtymen were all 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 Leading seaman course and divisional officer until the beginning of 1979. My last day at sea with a class was in HMS Apollo, quite a turn around from being taught AS Type 144 to a modern Leander 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", wherein 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 Ariadne and the main gate area sadly in need of a coat of paint, how very heart breaking it must be to all old "Vernon's" who passed through these portals.

John "Daisy" Adams

CPO(S) BRIAN GOLDING

Brian joined the Royal Navy in September 1964, entering through HMS Raleigh for Part I and Part II training before moving to HMS Vernon, for Part III training as a UC.

(For the younger members the "UC" (Underwater Control) was the forerunner to the UW role of the Warfare department as it is today!!)

During Brian's 34 years of service he travelled the world on many, and various classes of ship. His first ship was HMS Ajax, a standard gun Leander in 1965, he went on to serve in two more Leanders (Bacchante and Andromeda), I type 14 (Grafton (not the Type 23 variant), I Type 12 (Lowestoft) and I Tribal (Tartar))

In the late 70's Brian served on the Type 21 HMS Ardent before having 3 Type 22's (Brazen, Boxer and his last ship....Sheffield). His jobs at sea were interspersed with numerous shore establishments, notable Vernon and Dryad.

His last draft in the RN was serving on the Staff of Flag Officer Surface Flotilla at Dryad as a member of the Fleet Onboard Trainers Support Cell.

We wish Brian all the very best for the future as a CIVVY.

We wish Brian and Tessa, and not forgetting little David all the best for the future, Thank you for your support.

"ASWI's Association"

1998 ASWI's ANNUAL DINNER AND DANCE

MENU

STARTER

VELOUTE AGNES SORREL

(CHICKEN SOUP GARNISHED WITH TONGUE, CHICKEN, MUSHROOMS AND CREAM)

MAIN COURSE

ROAST LEG OF PORK NORMANDIE

(PORK IN A CREAM AND APPLE SAUCE WITH SEASONAL VEGETABLES)

DESERT

RASPBERRY AND BRANDY SNAP CRUSH WITH CREAM

COFFEE AND MINTS

(A VEGETARIAN CHOICE WILL ALSO BE AVAILABLE. PLEASE INDICATE
PREFERENCE ON THE BOOKING FORM.)

HMS CAVALIER ASSOCIATION REPORT

ASWI'S DINNER AND DANCE 1998

The dinner and dance this year will take place on

Date Friday the 25 September 1998.

Venue The Warrant Officers and Senior Rates mess HMS Dryad.

Time 19:00 for 19:45.

Dress for the occasion will be formal.

The guest speaker will be Commodore Melson Royal Navy.

Guests being dined out by the Association are:

Warrant Officer Pete Brierly
Warrant Officer Dave Hood

Ticket prices are as follows:

Paid up members and 1 guest	£20 per Head
Non paid up members	£25 per Head
All other guests	£25 per Head

The price of a ticket will include a full Silver served three course meal with wine and port. On completion there will be a disco and bar until 01:00.

Accommodation in the mess is limited to 8 family cabins, these are on a first come first served basis but please give priority to members from outside the Portsmouth area. The fee for using facilities in these cabins is £7.50.

Other accommodation within the mess can be booked via the mess manager and is dependant on availability. Please think about booking accommodation early to avoid disappointment.

Transport will be available from PM Thursday 24 September to pick up from the main train and bus stations dependant on requirement. Please indicate requirements on the booking form enclosed to help us with the planning.

Further newsletters will follow to keep you informed of our progress.

enquiries about the dinner and dance should be addressed to:

Warrant Officer Jess Owen MBE Tel 01705 284524 / 93835 4524

or

CPO George Emmerton Tel 01705 284647 / 93835 4467

We look forward to seeing you there!!

HMS CAVALIER ASSOCIATION REPORT

16/10/97

(Published with kind permission 8th Destroyer Association)

Dear Shipmates,

As you are all aware, I have been campaigning to save our ship HMS Cavalier. Can I thank you all very much indeed for all the financial as well as moral support you showed at Scarborough, and the very kind offer of £500 towards the fighting fund. Although it has not been paid as yet, it is there in the event of, and if the need arises. Thank you,

But I must be truthful to you, and must say that I think the Cavalier's days are numbered in this country, unless something happens very soon. We are really getting to the stage where Admiral Hervey and myself do not really know what else we can do. This is because virtually all the people we relied on such as The National Historic Ships Committee, The City of Rochester upon Medway Council, Chatham Historic Dockyard, The Royal Family, D.T.I., Imperial War Museum, and last but not least, The Heritage Department, although not entirely against us, appeared not to be very helpful either. Also, and very much to our annoyance, the national press did not take up our story as much as we would have liked. I suppose if we had been the spice girls, or an MP caught with his trousers down that would have been different. Sorry if I am being rather cynical, but it really knocks one's confidence when you have tried your very hardest, and given it your best shot, that it's still not worthy to go into print. We were driven in the end to have to PAY £750 to put an advert in the Daily Mirror which was only about 3" by 2" in size to try desperately, to get our message across.

Our last throw of the dice will be to send out 22,000 of our leaflets to all those who contribute to the King George's Fund For Sailors, which it's Director General kindly allowed us to do. Also, Admiral Hervey has prepared a written letter which we will send out to every member of the House of Lords, and also, the House of Commons. If we do not then get the response that is required from these sort of people, then I think we can safely say that we have blown it. I am bitterly disappointed and feel to a degree that I have let you all down. So I hope you will forgive me.

But I must say that Admiral John Hervey has really been my rod and staff, and no matter what the time or day it may have been, he always responded positively. He is a very kind and helpful man, and to me is really out of the Top Drawer. It's easy to see why he made Admiral, and more to the point why I only made PO.

I send him my deepest and sincerest thanks for all the hard work he has put in for and on behalf of both Associations. May I also thank your President, Chairman, and members of the committee for their outstanding support. I will carry on regardless until the "Fat Lady plays the piano" as they might say. Trying to save this ship has drained me emotionally and physically, and has virtually taken over my life. But I would have willingly have sacrificed anything to have given the old girl a home in this country, it shames me to think I am British sometimes, especially when we can just discard something which helped us give us back our freedom, and protected our way of life. Have we no pride? It would appear, very much so, that even our Heritage has a price, and that simply NOTHING is sacred, unless you are of course a supporter of one of the minority groups who supports the arts, Ballet and the like. If the Cavalier goes to Malaysia, then I think it's about time that all the ordinary people in this country DEMANDED that they have a say "WHERE THEIR MONEY" goes, and to whom, and not let those who contribute the LEAST have the GREATEST say. Our main aim was to raise the issue up with the general public, as we felt South Tyneside council had failed to do precisely that. This I feel we have done adequately. If now, the general public, as well as those in government, have made it clear that they do not want the ship, then I think we have done our job, and will simply have to accept it whether we like it or not, sad that it is.

Our only hope now is that we get a ground surge of public opinion which would FORCE the government to change course.

Thank you all once again, and God bless you all.

Yours sincerely

Sid Anning
Chairman
HMS Cavalier Association

TWO OLD SHIPMATES MEET UP AFTER 46 YEARS

Shortly after our 1996 8th DF re-union I received a telephone call from our founder member "George" who asked three questions:-

What year did you serve on "Cossack"?

Who was the T.A.S.I on board?

Did I know him?

I replied that his name was PO Frank Bradburn and he was in charge of the TAS party 1949-51 commission and that I was with him for 18 months. He asked if I could contact him, which I did and since we have exchanged letters. Frank also rang me and said that since 1951, when we were paid off, he had only seen about 3 ex-Cossack shipmates.

I was down in Torbay in May and visited Frank, who is good for his age of 85 years, and lives in a nice location in Plymouth. I took him out to lunch for a couple of drinks and a meal (big eats jack) at the local pub. We had a good chat about his Royal Navy days starting in the late 1920's as well as his time as the H.S.D. aboard HMS Wanderer (128 ASDIC set), going to Buckingham Palace to receive his "DSM" and when he was drafted to another old "V" and "W" the Wolfhound, employed on East Coast convoys.

I did not know that Frank was due for his pension in 1950 but was retained by the Royal Navy for 18 Months due to the Korean conflict on top of his normal service contract (another green rub).

Whilst in the TAS party on board Cossack (AB/LSea TD2) I gained a wealth of experience and knowledge due to Frank being in charge. Our Gnr TAS was Mr Roy Hill, S.T.S.S.O. was Lt Cdr Bartlett, followed by LT Cdr J.P.Donovan who took over about the time "Constance" broke adrift from Cossack at Yokosuka in February 1951. The experience gained assisted me to take over from a H.S.D. (144 set) Jaseur MS 6 (51-53), and also being in charge TAS party on a Battle class in the Home Fleet in 1954.

Just before Christmas Frank had been to a wedding in Canada. Earlier this year he went to Spain and mentioned he would be going back to Spain shortly. He asked me to tell our shipmates from Cossack days (1949-51) that he wishes to be remembered to them. The photograph was taken outside Frank's home

Alan Quartermaine

Note:- U523 Sunk N. Atlantic August 1943 by HMS Wanderer and HMS Wallflower.
U305 Sunk 17 January 1944 in N Atlantic by HMS Wanderer and HMS Glenarm.

TWO EX TASI's MEET AFTER 46 YEARS



Frank Bradburn and Alan Quartermaine meet again after 46 years.

UPDATE.....UPDATE.....UPDATE.....UPDATE.....UPDATE.

(The HMS Cavalier Association have provided an update to the fight to preserve the ship. The following extract is taken from the Third Report from the Culture, Media and Sports Committee recently published)

VII SUMMARY OF CONCLUSIONS AND RECOMMENDATIONS

41. Our principal conclusions and recommendations are as follows:

(i) We would expect the DTI to be vigilant about valuations for exported cultural goods, given that they are one of the triggers for the separate cultural goods export procedures (paragraph 13).

(ii) Cavalier is not only the last Royal Navy World War Two destroyer, but also the last remaining vessel from the category of "minor warship / Escort vessel" from that vital period in our national history. It would be regrettable if future generations were to be deprived forever of the opportunity to learn through first-hand experience about the conditions on board such ships. The case for Cavalier's preservation as an immediate priority, is in this Committee's opinion, extremely strong (paragraph 21).

(iii) We accept that direct Government funding is not a likely avenue for Cavalier's preservation in the short-term (paragraph 28).

(iv) We recommend that the Trustees of the Heritage Lottery Fund undertake consultations as a matter of urgency to reconsider their criteria for funding ship preservation on heritage grounds and to determine whether Cavalier meets those criteria. They should report by the end of March at the latest, and if their response is positive, should state what funds will be available for Cavalier (paragraph 36).

(v) We are concerned that the NHSC's (National Historic Ships Committee) research projects are not due to be completed until late in 2000, and that the self-imposed straightjacket of the NHSC's methodology may have had the (doubtless unintended) effect of encouraging inertia amongst the public bodies which are responsible for funding ship preservation prior to the project's completion.

We recommend that the Department for Culture, Media and Sport and the Heritage Lottery fund undertake discussions with the National Historic Ships Committee to consider what changes are required to the NHSC's projects to enable them to be completed earlier than currently planned (paragraph 37).

(vi) We recommend that, following enactment of the National Lottery Bill (Lords), the Heritage Lottery Fund issue a draft policy statement on the overall level of resources to be allocated to historic ship preservation (paragraph 38).

(vii) We further recommend that the fund give careful consideration to the case for delegating decisions on the distribution of such funds to a body with appropriate expertise (paragraph 18).

(viii) We recommend that the government make a policy statement before the end of 1998 about the extent of its commitment in principal to the funding of historic ships and about its view on the establishment of a specific body with delegated responsibility for the distribution of Government funds and related lottery funds (paragraph 39).

(Ed:- Funds are still required to keep the pressure on the various lobbying initiatives to see this through to a successful resolution. Anyone wishing to make a donation should send cheques payable to the HMS Cavalier Association and forward them either directly to Alan Quartermaine or via Paul Hitchcock)

WHAT'S NEW IN TRAINING

Sonar 2050 Computer Based Trainer

By CPO Bill Spiers

The new 2050 CBT was installed in room G22, Lewin Building HMS Dryad in November last year. The system is designed to accommodate Sonar 2050 training for all UW rates by providing 45 drill and procedural lessons and 3 lessons for miscellaneous Sonars.

The system consists of 12 student workstations, an instructor workstation and a file server which is connected to a Local Area Network (LAN). A further 4 student workstations is to be installed later this year.

Each station represents a single Sonar 2050 comprising two touch screens and 3 VDU's, all of which are mounted in a modified office style desk.

The 45 CBT lessons range from a 2050 introduction, including Sonar symbology and basic system functions, to full procedural training using human interface technology via totes, trackerball, nudge keys, an auxiliary panel and a plasma control panel display emulator. Each lesson is approximately 40 minutes in duration and is concluded with an assessed test.

In conclusion the 2050 CBT is a long overdue, state of the art trainer with immense potential.

Thank you also for the notice of the AGM and Dinner dance. The decision on attendance is still to be made. You will know that TAG's have could make decisions, especially after YOT Time. What is "YOT Time" you may well ask!

And I must say that it has been nice to REOAIN CONTACT after all this time.

Yours Aye
John "Awdy" Young

37 Sussex Drive
Banbury
Oxon
OX16 7UR
4 March 1998

Dear ED

Please find a write up about my old TASI from 1949-51 commission on "COSSACK". It is interesting due to the fact he was on one of the 1918 'V' and 'W' class destroyers during W.W.II.

Trim the photo if required.

Best Regards

Alan Quartermaine
Ex CPO TASI 1958-69

Mr Alan Yates
14 Nottingham Court
Nottingham
Weymouth
Dorset
DT3 4BL
3 March 1998

Dear Ted

I hope that you do not mind my familiarity, I have recently received "Seamaster" re-directed from my old address at 27 East Street, Weymouth.

This is the first communication I have had from the association since I retired in 1973 and I wondered how you came to have my address after all this time as I have moved no less than FIVE times since then!

Thank you for the journal which I found very interesting but quite beyond my understanding when you talk of AFACT, DICARPS, NEREUS and GFE 2031!!!! please remember that I was a 144, 164 and 170 man now, on doubt, consigned to the museum.

I have scanned the list of ex-serving members but the only name that I recall as my era is Mr W.T Neal (Peggy) who I sometimes see walking about in Weymouth, there must be others of course but the old memory ain't what it used to be etc.etc.

Enclosed is my membership card for the TASI's association which I found again whilst rummaging around after receiving the "Seamaster" and deciding to re-establish contact. Would you please return it to me after verification as it has some sentimental value. I still have (and wear) the old TASI's association tie. Do we now have an updated version? if so, please advise me how to obtain one.

Thank you also for the notice of the AGM and Dinner dance. The decision on attendance to either is still to be made. You must know that TASI's never could make decisions, especially after TOT TIME....What is "Tot Time" you may well ask!!

Well I must say that it has been nice to REGAIN CONTACT after all this time.

Yours Aye
Alan "Rowdy" Yates

39, Coronation Street
Monk Bretton
Barnsley
South Yorkshire
S71 2ES

Dear Dusty

Thank you for my copy of the Seamaster, and the date of the AGM and Dinner.

I hope very much to make it, and have already booked my holiday for it.

Just a few words that it has taken longer to come to terms of civvy street. Still, I am looking forward to September 25, I shall be coming on my own, so will there be any cabins for the couple of nights? Look forward to it.

Just one thing Dusty, and I can hear people say "here goes Dicky again"! Could I please be put in the ex-serving members, that apart, I very much liked reading the Seamaster.

So that is all for now, pass on my best to all that know me, and say a big WELL DONE to WO White (Sir), hope to see him in September.

Yours

Dicky

ASW PUBLICATIONS

CORRECT TO DATE APRIL 1998

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 2803	2013 H/B	7
BR 2805(2)	2008 H/B Operating Instructions	5
BR 2805(12)	2008 Performance and limitations	2
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(OSD)	MTLS OSD's V10	1
BR 8382(1)	2060 H/B	3
BR 8431(2)	SEPADS	3
BR 8452(OP)	2050 OP Procedures (1994)	3
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 Weapon System	3
BR 8603	RS4 Recorder H/B	3

BR 8680(2)(5)	Stingray H/B	5
BR 8713(OP)	Sonar 2031 OP Procedures	ORIG
BR 8713(2)	Sonar 2031	4
BR 8837	RASAT	ORIG
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	7
AHP 6 (Vol 1)	S/M Areas (SODAS)	6 (Amd 32)
CB 04023	Ships guide to UWW	8
CB 04895(2)	Range Prediction H/B	2
CB 04895(3)	Range Prediction H/B	4
CB 8452(2)	2050 OP H/B	1
CB 08680(1B)	STINGRAY Command Info	1
CB 08713(1,2B)	2031 OP Procedures & OG	7
FLOO1	FLEET OPERATIONAL ORDERS	5
FLOO2	FLEET OPERATIONAL ORDERS	6

UWW RNTMS

1998 NIL

1997

85/97 Signature Reduction Lectures
 141/97 Sonar 2090 XSV Observations
 158/97 Warfare Trophies
 259/97 Warfare/Ops Departments WPE date 1998
 287/97 Training Feedback Report Forms

SURFACE FLOTILLA TEMPORARY MEMORANDUM

14/97 Signature Ranging
 28/97 ESUS MK84 Supply arrangements
 53/97 CWTA Current analysis capabilities and concerns
 54/97 SONAR 2050 OBT Software

DEFENCE COUNCIL INSTRUCTIONS (DCI's)

92/97 S/M Indicator Buoys - Change of colour scheme
 113/97 SONOBUOYS - RN allowance and accounting instructions

UWW SFTM's

No	TITLE
1998	FOSF Staff TX in Devonport for non OST Ships
1997	
14/97	Signature Ranging
28/97	ESUS 84 Supply arrangements
53/97	CWTA Current analysis capabilities and concerns
54/97	Sonar 2050 OBT software
74/97	FFTA Radiated noise ranging
77/97	Surface Flotilla Onboard Trainers Support Cell (FOTSC)
92/97	Towed Array Onboard Trainer

STAFF SEA CHECK REFERENCES

TITLE	STATUS
OOW ASW CARDS	
TCM's	FOTI 0112 Ch 28
CASEX BOARDS	BR 4023(2) 5K - 3 ORIG
UWW LOOKOUTS	BR 4023(2) 5M - 1 ORIG
ZIG ZAG PLANS	ATP 3B ORIG
MINE LOOKOUTS	FOST LETTER
MSS INSTRUCTIONS	BR 4023(2) 5C - 1 ORIG
EMERGENCY CARDS	
RED GRENADE PROCEDURE	BR 4023(2) 5D - 1 ORIG
STINGRAY BATTERY FIRE PROCEDURE	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	BR 4023(2) ORIG 5H - 1 BR 4023(2) 2-7/10 2A-1 TO 2B-5
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
AGOUTI/MASKER ORDERS NOISE QUIET STATES VLCC FORMAT OSTG 0766 ORIG TA STREAMING/RECOVERY RESTRICTIONS ON OS MANOEUVRES	CB 08713(OP) 5-6 TO 5-17 Ch 3 CB08713(1,2B) Annex A to Ch 8

OPS ROOM ASW FILE

CONTENTS LIST	BR 4023(2) ORIG 5A-10
SURFACING PROCEDURES	
A/B/C (A/B only non-tail NATO w/s)	AXP1C ART 2273/4 & 2273-2
SURFACE SITREP	AXP1C ART 2273
OPS ROOM CASEX CHECK OFF LIST	BR 4023(2) ORIG 5A-6
CASEX DESCRIPTION	BR 4023(2) ORIG 5K-1
VLCC REPORTING FORMAT	OSTG 0766 ORIG
NATO & RN SAFETY TRACES	BR 4023(2) ORIG 5U1-5U15
DISSUB LOCATOR ACOUSTIC BEACON	BR 4023(2) ORIG 5T-1
DITCHED HELO RELOCATION BEACON	BR 4023(2) ORIG 5F-1
OIL RIG SONAR BEACON	FLOO 12303
TCM's	FOTI 0112 Ch 28
SONAR SIGNAL CODE	AXP1C Table 5-4
ASW SEARCH AND ATTACK PLANS	ATP1C ART 9261/9262 Ch 5
STWS/MTLS PRE-FIRING SAFETY CHECKS	BR 8342(2) BR 8589 2H-1, 2L-2

OPERATIONS ROOM

ACTION PLOT MARGIN INFORMATION	BR 4023(2) ORIG 5N - 1
CASEX BOARD	BR 4023(2) ORIG 5K - 3

SONAR CONTROL ROOM

SAGE/SAFFRON PROG/DATA DISK	ISSUE 4
RS4 CONFIG: (CH2 REF, CH3 MRS, CH4 UWT/VOICE)	BR 4023(2) ORIG ART 0166
ACINT GATHERING ORGANISATION	BR 4023(2) ORIG Ch1 Sect 3 NADREX(4)
FORMEX's/RECORDS/ID FORMS	BR 4023(2) ORIG 5R - 1
ASW DATA BOARD	BR 4023(2) ORIG 5A - 13
SC BRIEFING FORMAT	BE 4023(2) ORIG 5A - 12
CASEX CHECK OFF LIST	

SONAR TYPE 162M

INSTRUCTIONS FOR 162 RUN BR 4023(2) 1 - 11 TO 1 - 16

UWT LOG

CONTENTS LIST BR 4023(2) ORIG 5A - 11
SONAR SIGNAL CODE AXP1C Table 5 - 4
DITCHED HELO RELOCATION
BEACON BR 4023(2) ORIG 5F - 1
DISLAB BEACON BR 4023(2) ORIG 5T - 1
OIL RIG RELOCATION BEACON FLOO 12303
SUS MK 84 CODES AXP1C Table 5 - 5
UJO PROCEDURES 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

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

USEFUL TELEPHONE NUMBERS

UWW DEPARTMENT		
CDR U	CDR HARVEY	4622
ASWTO	LT CDR OWEN	4648
SOASW	LT CDR SCHNADHURST	4548
ASWEO	LT CDR SWIFT	4576
NSA(ASW)	STEVE RODGERS	4538
ASWTC	WO OWEN	4524
RTO(UW)	WO LEWIS	4546
RTO(UW)1	WO HUTCHISON	4533
UE1	WO RHODES	4547
UE2	WO WHITE	4669/4629
UE3	WO KILROY	4576
UNC	CPO CORRINCE	4332
UPT1	JOHN CHENNEL	
ADMIN		4537
	FAX NUMBER	4330
U Planning	CPO PROWSE	4320
CPO INSTRS	INSTRUCTOR MANAGERS UTI 1.2, 2.1 & 4.1	4547
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		4724
ASUAT 6	CPO MANEELY	4505
ASUAT 8		4563
REST ROOM	ASUATS Office (Black Swan)	4515
REST ROOM	LEWIN (SMOKERS)	4710
A.O.M.C		
SOMETOC	LT CDR STANLEY	4569
OCTO	LT HOWELL	4569
QC1	CPO MARTIN	4535
MET1	PO PICKERING	4535
MISCELLANEOUS		
NEREUS	WO WHITE & CPO ASTLEY	4669/4629
PASSIVE AIO	UTI 4.2 - 4.4	4633
FDO(UW)		

WHERE'S YOUR OPPO?

WARRANT OFFICERS	
BACON	DRYAD
BLANCHE	FOST
BRIERLEY	FOST (CIV 12/98)
BROTHERWOOD	FOSF (PROG)
CAPEL	CINCFLT
FOSTER	SULTAN AIB
GRAVETT	FOST (CINCFLT 5/98)
HOOD	DRYAD (CIV 4/98)
HUTCHISON	DRYAD
KENNEDY	GIBALTAR
KILROY	DRYAD
LEWIS P	FOSF (PORTSMOUTH)
LEWIS T	DRYAD
LOVEDAY	NORTHWOOD
NASH	ST MAWGAN
O'SULLIVAN	CINCFLT
OWEN	DRYAD
PARK	CINCFLT (CIV 4/98)
PARRY	FOSF (DEVON PORT)
PREECE	RALEIGH
RHODES P	DRYAD
WHITE	DRYAD
WILL	DRYAD
WILLIAMS	FOST
CHIEF PETTY OFFICERS	
ALLEN S M	NORFOLK
ALLPORT	FOST
ANTROBUS	RALEIGH
ASTLEY A J	DRYAD
BAKER P R	DRYAD (CIV 1/98)
BARTLETT-HORGOOD	SOMERSET

USEFUL TELEPHONE NUMBERS

CHIEF PETTY OFFICERS	
BROWN R B	COVENTRY
BURTON G	ARGYLL
BURTON R B	CUMBERLAND (WO (DTBC))
CALEY H A	LIVERPOOL
COWLEY M J	DRAKE
CRAIG R C	NEPTUNE
CRISPIN A	LONDON
CUNNINGHAM P E	RALEIGH
EDWARDS A D	EDINBURGH
EDWARDS D A	COVENTRY
EDWARDS K	SHEFFIELD
EGAN	ADAC
EMMERTON	DRYAD
ENVY M	DRYAD
EVANS	CARDIFF
FAIRCLIFF	GRAFTON
FORRESTER R J	DRYAD
GLEAVE A E	DRYAD
GORRINGE J M	WESTMINSTER
HILL P D P	MARLBOROUGH
JARVIS J G	ADAC (DRYAD 7/98)
JOHNSON	DRYAD
JONES C W E	FOST SEA
KAY J C	2SL/CNH
KERR	MONTROSE
LAURIE I	FOST
LINGER N P	GRAFTON
LOYNES M	BOXER
LYMATH P J	RICHMOND
MALCOLM	DRYAD
MANEELY G J	DRYAD
MANNERS D C	CORNWALL (NELSON 4/98)
MARTIN H J	DRYAD
McCREADY	DRYAD
McINTOSH N A	IRON DUKE
McLEAN W	NORTHUMBERLAND
MERCER I L	MONMOUTH
MIDDLEMAN G	CHATHAM

CHIEF PETTY OFFICERS CONTINUED	
MORTIMER M C	DRYAD (DASHER 8/98)
MOSS A R	RALEIGH
MOSS K G	FOST SEA
MYATT A J	RALEIGH
NELSON J	DRYAD
NEWELL R J	BRISTOL RNR
PAGE B R	JMF ST MAWGAN
PARRY	EDINBURGH
PLUMB P	AFCO N ENGLAND (CIV 3/98)
PROWSE B J	DRYAD
RICHES	LONDON
RIMMER R R	DRYAD
ROLFE C	DRYAD
ROWE S M	BRAVE
SADLER N B	RALEIGH
SLATER N	DRYAD (FOST)
SMITH C W	LANCASTER
SPEIRS W R	DRYAD
STANKEVEITCH P	RALEIGH
TATHAM K J	DASHER
TYLER D P	RN GIBRALTAR
UNDERDOWN N	BEAVER
WALSH B D	FOSF
WATTERS N J	RALEIGH
WILSON	SUTHERLAND
WOODS N P	BIRMINGHAM
WORSEY R	MONTROSE (WO (DTBC))
YATES S K	DRYAD (CORNWALL 6/98)
PETTY OFFICERS	
AMOS B J	WESTMINSTER
ARMITAGE B J	MARLBOROUGH
AYRES A R	BEAVER

PETTY OFFICERS CONTINUED

BAKER R F	RALEIGH
BARRACLOUGH	BOXER
BAXTER M F	DRYAD
BEADLE T A	HERON
BENTING P A	RALEIGH
BEST A	BIRMINGHAM
BLACK S J	NEWCASTLE
BOX D J	CORNWALL (DRYAD)
BOYES D	CORNWALL
BUTLER G	BRAVE
CALLAGHAN P	NORTHUMBERLAND
CANFIELD C J	DRYAD (OUTSIDE 7/98)
CHAPMAN J	DRYAD
CHASE N	DRYAD
CHOATE M	YORK
CLARKE P H J S	RICHMOND
COLLINS P J	BRAVE
COOK J G	MWC
COSH D J	RALEIGH
COUCH S R	GIBRALTAR
CUMMINS S	CHATHAM
DANGERFIELD M	ADAC
DAVENPORT	DRYAD (CAMBELTOWN 7/98)
DAVIES C D	RALEIGH
DAVIES S R	NORFOLK
DEAKIN M P	BEAVER
DENNIS	CUMBERLAND
DEVINE P L	EXCELLENT
DINNAGE S P	LIVERPOOL
DODD J E	CORNWALL (RALEIGH 5/98)
DRAY J M	LONDON
DUKE P	MARLBOROUGH
DUNN B M	DRYAD
EMERSON S	IRON DUKE
EVANS T K	CARDIFF
FLINT R G	GLOUCESTER

PETTY OFFICERS CONTINUED

FRANCIS K D	DRYAD (GRAFTON 4/98)
FRAZIER P S	BEAVER
FRENCH R J	DRYAD
GILMARTIN M J	LANCASTER
GING	CUMBERLAND
GOWMAN I P	JMF ST MAWGAN
GREAVES G A	WESTMINSTER
GRIFFIN P M	VICTORY
HALE D F	IRON DUKE
HARTIGAN D P	DRYAD
HARVEY N A	NORFOLK
HAYES	DRYAD (IRON DUKE 7/98)
HAYWOOD	MONMOUTH
HAYES M J	CARDIFF
HEALEY M J	NORFOLK
HEAVY W J	RALEIGH
HENRY P A	MONMOUTH
HOLMES AT	NELSON
HOLMES S A	MARLBOROUGH
HUGHES G	COVENTRY
JONES D P	MANCHESTER
JONES DH	RALEIGH
KAY J L	SHEFFIELD
KEMP R	COLLINGWOOD
LANCASHIRE A J	NEWCASTLE
LE-MAGE T J	DRYAD
LITTLE D I	RALEIGH (CORNWALL 4/98)
LOWDEN P	CHATHAM
MADDISON S H	LONDON
MAHONEY P A	ARGYLL

PETTY OFFICERS (CONTINUED)	
MANGAN J G	GLOUCESTER
MARCHANT J R W	WESTMINSTER
McCARTHY	MONMOUTH
McCOURT	COVENTRY
McCRINDLE C	RALEIGH
McKENNA	DRYAD (CAMPBELTOWN 7/98)
MCLEOD I C	MONTROSE
MINTER K	DRAKE
MONTGOMERY R A	BOXER
MOSS A R	RALEIGH
MOWAT K J	ARGYLL
MURPHY I P	IRON DUKE
NICHOLS N K	DRYAD
OGGIANO S J	RICHMOND
PACKER R T	DRAKE
PEARSON R D T	DRYAD
PHILLIPS M R	DRYAD (BEAVER 5/98)
PINCH A	BRAVE
POREE K M	MONTROSE
PRITCHETT G	NOTTINGHAM
PROSSER R H	ADAC
PURSLow S P	SOMERSET
REYNOLDS P P	DRYAD
ROWLEY M E	ARGYLL
ROWNTREE C	DRAKE
SCOTT M J	GIBRALTAR
SHARPE J	BOXER
SINGH T	GLASGOW
SLATER R J	DRYAD (CORNWALL 7/98)
SMALLBONES P J	DRAKE (CAMPBELTOWN 7/98)
SMITH DC	RICHMOND
STEPHENS D P	CUMBERLAND
SYERS D A	NORTHUMBERLAND
TOLTON R J	DRYAD
WATSON S N T	NOTTINGHAM
WEATHERLEY A B	SUTHERLAND
WEBB S M	LANCASTER
WHITE M F	CDA NAG
WILDE C A	YORK
WILLIAMS I S	NORTHUMBERLAND
WINGAR A P	GIBRALTAR (CIC FLEET 1/98)
WOOD C J	SHEFFIELD
WOOD N R	LANCASTER

If you wish to contact any of the above, then please write to the ASWI's secretary, who will be only too glad to pass on your letters or messages to the relevant person.