

Seamaster



2013



CONTENT



1. introduction.
2. Somewhere East of Suez.
3. Killick TAS Ape.
4. Gronk Board.
5. Stitch Up Page.
6. Not Just A Cruise.
7. We're not Bastards Anymore.
8. Smash Hits.
9. Ice Cold in South Georgia.
10. Life on a Type 45.
11. I am an ASWI Widow.
12. ASW Pins.
13. Social Calendar.
14. Webmasters Corner.
15. Word from the Chairman.

Introduction

Dear ASWI Member,

Welcome back to the first edition of Seamaster to be released since 2007. I hope that you all agree that this is an interesting newsletter and it is hoped that it will inform you all of how things are coming along within the UW branch at this time without being guilty of taking ourselves too seriously.

It is intended to publish a simple newsletter every term and then produce a larger document annually to be issued prior to the ASWI AGM.

I must firstly thank the many contributors to the 2013 edition most notably Gary Crouchman, Kevin Gallie, Baz Hearn and Juicy Lovewell as well as the many more of you who have offered snippets and support throughout this process.

This periodical is yours and with that in mind I am asking for submissions now to be provided in time for the next newsletter to be released in time for Christmas leave. (NAVY OP TRG-FOST S UW5@mod.uk)

I look forward to hearing from you in the near future and indeed catching up with you at one of the many upcoming socials.

Tanzy Lee.

Somewhere East of Suez.

Dear Reader,

Firstly on behalf of our President Capt Hugh Beard and myself I'd like to start by thanking all concerned in the re-invigoration of this edition of the Sea Master which hopefully will continue and prosper as we endeavour to bring together the latest from around the ASW community from near & far.

One of my particular role's as your serving representative and serving CPO UW onboard the affiliations affiliated ship HMS WESTMINSTER is to pass on a monthly update on what the ships been up to and to keep our members updated on current affairs both within the service and general ASW updates from the front line.

Well as I'm sure many are aware WESTMINSTER departed Portsmouth on the 13th Aug on a bright sunny morning for another seven month deployment East of Suez as part of Operation Cougar 13. WESTMINSTER 's deployment comes nearly a year to the day that she returned from last years deployment in the same area last year in what remains a busy schedule for our surface units at sea.

During a busy in home waters the ship has conducted a number of mild stones including a Towed Array activation which saw the ship, along with her sister unit HMS St Albans deployed for four weeks in the North Atlantic winter sea's corkscrewing around "Tail Wet Heaven in at times a Sea State 7".

After some annual leave SMCC (Submarine Commanders Qualifying Course) /or Perisher as we in the underwater world know it) was undertaken in Norway with one of our UK T boat's, a Royal Netherlands Bruinvis Class SSK as well as a French Rubis Class boat. This was followed post Easter leave by another busy period including Exercise Joint Warrior / back up to Scotland before returning to Sunny Devonport for an 8 week busy FOST training period prior to Re Deploying. A highlight of this period was the opportunity to host a small contingency of the Association onboard for what was I'm sure an enjoyable walk down memory lane as the ship slipped out past Round Tower on a blustery chilled day at sea (I'm sure I witnessed a small tear on a few individuals faces as the old boys naturally fell in on the bridge wing at Harbour Stations, but then it could have just been the cold weather I guess!!)

So for today's news, well as I write this we are now entering our third week of deployment and were currently a days sailing away from Souda Bay in Crete which will be our next stop for 4 days as the ship partakes in numerous final sensor alignment checks / boarding party training for our embarked marines and general replenishment before we head onto the Suez. The past two weeks have seen a busy period for the ship deploying along with 9 other UK units as part of OP Cougar which is an annual deployment of UK units to conduct exercises with many of our NATO allies within the Mediterranean.

The ship's first stop was a 48hr period in Gibraltar which coincidentally occurred during Spain's latest opposition to fishing rights following the laying of concrete blocks around the harbour's coast line which it is hoped will produce an artificial reef and protect future fish stocks within the area. The ship was warmly met by the locals and a great run ashore was had by all. With the addition of the Queen Mary 2 on the new cruise Beth, ourselves and two RFA's carrying 600 Royal Marines onboard we certainly flew the Flag and made for a busy weekend on the rock.

Upon sailing from Gib the opportunity arose to conduct the first of two ASWEX's since leaving the UK. The first of which was a 48hr period with again one of our Trafalgar Class SSN's HMS TIRELESS and a few days later a rare opportunity to work with an Italian Sauro Class SSK and her accompanying Destroyer. The effectively driven SSK was unfortunately unable to slip WESTMINSTER's new 2087 Low Freq Active Sonar with it's variable Depth capability denying the boat its normal environmental safe haven below the layer and gave my UW team in the ships SDR (sound room) some invaluable Passive opportunities as abrupt Start diesels were observed on the system which will prove valuable training as we head into the Gulf and subsequent operating area's of Iranian Kilo and Yono Class SSK's.

Well as I draw this month's column to an end the ship once again steams towards uncertain times again with pending Military action being considered by the West over President Assad of Syria's reported use of Chemical weapons against its population in Syria. As yet the ships program remains at this time unchanged but as a unit WESTMINSTER remains as ever at it's highest state of readiness to undertake any contingency tasking as directed.

Finally I'd like to finish off by wish you all well and once again thanking all involved for you're great efforts in the reinvigoration of the Sea Master, may it long continue. I have heard rumours from Drafty that my time at sea is looking at coming to an end upon the ship's return to the UK next March, which will more than likely see me returning to instructional duties within MWS Collingwood which will be a great opportunity for me to

finally be able to attend some meetings and catch up with you all once again. For now friendly call signs this is WESTMINSTER breaking Dip until my next update I wish you all well good holidays and Safe Sea's.

Regards

Gary Crouchman CPO (UW).
Association Serving Rep.

“My Life as a Leading Seaman Underwater Warfare”



Life in the Royal Navy as a LS UW in the twenty first century

Life in the Royal Navy as a LS UW is forever changing and (with the shortage of manpower in the branch at the junior rate level) remains challenging at times.

Life onboard a T23 isn't bad these days, even if the ships' programmes are pretty packed out.

The messes have all the latest technology; email, internet is available to all and phone calls home can be made any time of the day, with top up cards available from the NAAFI (which is ideal when out side of mobile phone range or on deployment). The latest mobile phones and tablets with their internet connection have enabled most sailors to be in contact with home and family life 24/7.

The roles that I cover these days vary from day to day. This is due to the limited amount of time the Sonars are used. We find ourselves covering all sorts of secondary job roles at sea and in harbour.

Currently, I am standby Sea Quartermaster and standby Specials Sea Quartermaster a role that most of you reading this was did yourselves, this role is now conducted by the Seaman Specialist branch with the Leading Service Policeman with Club Swinger still covering the specials role.

Part of Ship Landing Hand for entering and leaving harbour and daily working routine for Ship's husbandry.

Cruising Watch Operations Room Supervisor.

2050 Sonar Controller.

2087 Sonar Controller.

Action Picture Supervisor.

Naval Gunfire Support Communications Operator.

RAS Party.

Duty Watch Responsibilities are rotated between either Ships Control Centre Leading Hand alongside or Harbour QM dependent upon which roster you are in for that Harbour period, duties are usually 1 in 4 for LHs but more often than not these days are 1 in 3. AB's are generally 1 in 5/6 sometimes 1 in 4, and Petty Officers are anything between 1 in 6 to 1 in 9 dependent upon the type of Ship that they are on.

A day at sea on HMS Portland will always vary depending on the programme. I am currently TAS party Leading Hand and can be found in the SDR prepping for the next serial or training and mentoring the junior members of the department 'in times of peace, prepare for war' is what I like to work to.

I like to use my spare capacity when at sea in-between watch keeping to help in whole ship events which fills out my time nicely. Alongside in Devonport like all good RA's I'm off the Ship pretty swiftly and love spending time with my family and working on my hobby which is renovating a 1971 32 foot sailing ketch.

The ship has just finished OST and got a satisfactory over all which we are all pleased about, we aren't resting on our laurels and are prepping ourselves for SMCC and DCT in the latter part of the year. The key to the modern Royal Navy as a junior rate is to remain flexible, have a positive mental attitude, adapt to your surroundings and don't drip; as no one likes a dripper!

LS 'Oggie' Baring

Note from the editor: When requesting this article from Oggie I copied his CHOPS S CPO (UW) "Taff" Morris into the E-mail trail, please find below a somewhat different view of Oggies daily working routine just for laughs!

From: HMSPTLD-War-UWW CPO (Morris, Brian) [HMSPTLD-War-UWWCPO@mod.uk]

Sent: 29 August 2013 12:19

To: NAVY OP TRG-FOST S UW5 (Lee, Julian CPO)

Cc: HMSPTLD-War-UW LH1 (Baring, Graham LH)

Subject: RE: ASW Association

A day in the life of oggie;

0755: Scratch bottom. Get up from bed.

0815: Bimble down the SDR.

0845: Spin dits whilst 'pretending' to do some work.

0915: Early stand easy. Retire to mess.

0925: Jeremy Kyle show. Do not disturb.

1030: Think about returning to work. Then immediately think better of it as 'its only an hour til scan'.

1130-1330-Scan.

1330: Think about returning to work. Then think better of it as bargain hunt is on and the 'blue team haven't won all week'!

1430: show face in SDR again. More dits.

1500: Prepare civvies for secure.

1530: Get into civvies ready for secure.

1600: secure, same again tomorrow.....

And the next day.....

And the day after.....

Taff Morris

Taff Morris | Chief Petty Officer (Underwater Warfare Specialist) | ASW Manager | Whole Ship CBRNDC Co-ordinator | HMS PORTLAND.

GRONK BOARD



PO (UW) Lee Dudman
(FOST Planning Office, Devonport)

Stitch Up Page

Note from the editor: When starting to prepare this newsletter I sent out calling notices to TAS Apes in all of the various Ship's and shore establishments around the world and I have included a rather amusing exchange of E-mails between myself, a CHOP S who shall remain nameless and his PWO U.

To give you a bit of background his Ship, which will again remain nameless, had recently completed BOST in the last twelve months, so I was shall we say "Known" to the UW team, in particular their PWO U!.

A valuable lesson to us all in the use of the forward or reply facility on DII e-mail, be very careful that you select the correct function!

From: NAVY OP TRG-FOST S UW5 (Lee, Julian CPO) [mailto:NAVYOPTRG-FOSTSUW5@mod.uk]

Sent: 29 August 2013 11:30

To: HMSPTLD-War-UWW CPO (Morris, Brian); HMS WESTMINSTER-CPOUW (CROUCHMAN,); HMSNORT-War-UWW CPO (Mcewen, Keith); HMSSMST-War-UWW CPO (Langworthy, Glenn CPO); HMS MONTROSE-CPOUW (POLLARD-RICE,); HMS IRONDUIKE-CPOUW; HMS STALBANS-CPOUW (Cox, Tim); HMS SUTHERLAND-CPOUW (CPO RAYNER) (RAYNER,); HMSLANC-War-UWW CPO (Hearn, Adam CPO(UW)); HMSIRDK-War-UWW CPO (Brindley, Norman CPO); HMSARGL-War-UWW CPO (CPO Lovewell); HMS MONMOUTH-CPO(UW) COLEMAN; HMSKENT-War-UWW CPO (Holloway, Christopher CPO UW); NOPF-BDSUS-UK-EWO (BLACK, STUART WO1); HMSDNEN-War-UWW PO1 (Holah, John PO); HMSDFND-War-UWW PO1 (Cullum, Andrew PO(WS)(UW)); HMSDRGN-War-UWW PO2 (Blackburn, James PO(WS)(UW)); HMS DIAMOND-WAR-ASWD2 (Gardner, Lee); HMS DIAMOND-WAR-ASWD1 (Mallett, Timmy); HMS DAUNTLESS-WAR-ASWD1; HMS DAUNTLESS-WAR-ASWD2; HMS DAUNTLESS-ACPS1 (SINGH,); HMS DAUNTLESS-ACPS2

Subject: Re-invigoration of seamaster magazine for the ASWI Association

Sir, Gents,

It is my intention to bang out the long awaited edition of seamaster magazine in time for the ASWIs AGM in October. Would it be possible for you to forward me any UW dits, stitch ups, anecdotes, team UW photos etc, etc, so that I can include?

I look forward to hearing from you all in the near future hopefully and trust that you are all well?

If possible could I have any articles forwarded to me by NLT 30 Sep? Please delegate this task to a PO or LH if you wish in order to allow for continued development in Defence Writing for their write up!

Kindest Regards,

Jules Lee
CPO (UW)
UW5 to FOST.

Below is the CHOP S forward to his PWO U, except he didn't forward it he simply replied to me, oh dear!

From:

Sent: 31 August 2013 01:01

To: NAVY OP TRG-FOST S UW5 (Lee, Julian CPO)

Subject: RE: Re-invigoration of seamaster magazine for the ASWI Association

Ma'am,

PSB and with this in mind would we be able to take photographs along with a article for this magazine? It is throbbing and pushed by your favourite CPOUW but I'd like to send something in from the ship and steel some of his thunder!!

What do you think?

CPOUW

My response to the CHOP S

From: NAVY OP TRG-FOST S UW5 (Lee, Julian CPO) [mailto:NAVYOPTRG-FOSTSUW5@mod.uk]

Sent: 02 September 2013 07:39

To:

Subject: RE: Re-invigoration of seamaster magazine for the ASWI Association

XXXX,

Lol. Happy for you to send something from the Ship, alas you will be sending it to me as I am the editor! Pleased to hear that I am your PWO Us favourite CPO (UW) I thought that would have been you though?

No hard feelings,

Kindest Regards,

Tanzy.

Awkward!

From:

Sent: 02 September 2013 14:18

To: NAVY OP TRG-FOST S UW5 (Lee, Julian CPO)

Subject: RE: Re-invigoration of seamaster magazine for the ASWI Association

Hi mate,

And sorry!

I'm supposed to have a meeting with SOCA today reference submersibles and CN Ops – maybe I will get something to write about.....

I shall let you know if it will be worthwhile.

Regards,

XXXX.

Cringe!

The Use of Semi-Submersibles Within the Caribbean Sea

After a long stretch at sea on her APT (N) deployment, LANCASTER pulled into Cartagena, Colombia ahead of participating in the multi-national exercise UNITAS. Shortly after arriving, the Ship received a visit from the Serious Organised Crime Agency (SOCA) who came on board to provide the Warfare team with a brief on drug smuggling activity in the Western Caribbean area. The brief proved to be a useful insight into some of the work done behind the scenes by organisations such as SOCA in an effort to keep drugs off streets in the UK. On completion of the briefing there was a rare opportunity for the UW department to visit the Colombian Coast Guard base and receive a tour on captured “Go-Fasts” and semi submersible craft previously used by drug smugglers.

After a pleasant journey through Cartagena’s harbour, taking in the sights of the modern high-rises and multi-million pound yachts we arrived at the CG base. On arrival we were greeted by a young Colombian rating who, with the help of the SOCA agent as a translator would be our guide. The tour started with some background information as to why drug smugglers use go-fasts and semi submersibles to transport their cargo.

The Caribbean is a drug smugglers paradise as it is made up of many small islands and counts among its coastlines major drug producing countries such as Colombia as well as their main customer, the United States. This makes it an obvious choice

of route for drug cartels to transport their product by sea from South America to the United States and also other countries who then distribute the drugs around the world including the UK. One of the main methods over the years has involved the use of Go-fasts. These are small vessels normally equipped with multiple high powered outboard engines, capable of transiting at high speeds. These have been extremely successful to ferry drugs across the Caribbean and outrunning any pursuant. This was fine until the Counter Narcotics forces, be it Navy, Coastguard or SOCA, used more advanced methods of tracking them, eavesdropping on their communications systems so they knew their routes and timetables, gaining the incentive in the War against drugs. The use of submersibles for drug smuggling started in the 1990s. Though much more common in the Pacific there are now more captures taking place in the Caribbean Sea. The vessels are much slower, but also have a much larger payload than a go-fast. They are extremely stealthy and are next to impossible to spot on radar due to their extremely low profile whilst in transit. They are often only seen from the air but, this has become increasingly difficult as they are painted to blend in with the sea giving the drug smugglers the upper hand. Our HMS is completely ineffective against such targets and any kind of seizure would rely on INTEL and the use of air assets to co-ordinate a capture.



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Most of the submersibles used are designed for one way trips. Even with a manufacturers price tag of \$1 million; the large cargo of up to 7 tonnes that they can carry is worth hundreds of millions on the street, making the sacrifice worth it. The crews are often made up of local fishermen who are paid up to \$3000 dollars to make the trip or blackmailed normally by kidnapping family members, only to be released when the cargo has made its

destination. The vessels are loaded up river under the cover of the jungle and towed out to sea before being cut loose to make the rest of the way themselves. They will often be equipped with satellite navigation gear, and communications equipment to keep in regular contact with their employers.

Once at their destination point, they are met by small fast go fast boats that transport the drugs ashore before the submersible is scuttled. Even if the submersibles are spotted they are often scuttled before they can be captured sinking in minutes.

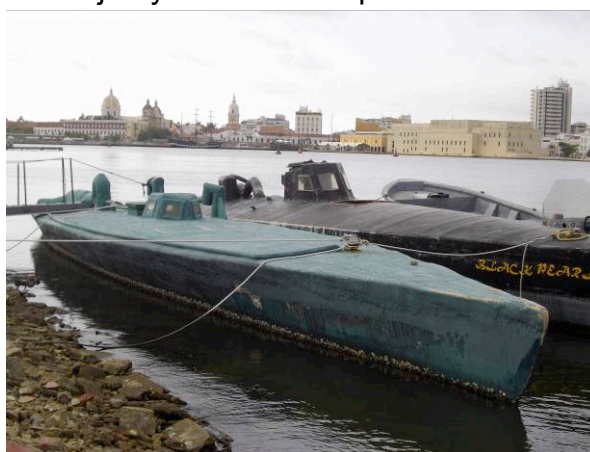
We were lucky enough to be able to see four captured semi-submersibles along with a “Go fast graveyard”. In fact the boat which transported us from LANCASTER to the Coast Guard base was a re-furbished Go Fast brought back to life by members of the Colombian Coastguard in their spare time.

The first vessel; (pictured right) we were able to see was captured in Tayrona Park, Colombia in October 1994. As you can see in the picture it is a reasonably primitive design and was found to be unstable after testing by authorities. It is constructed mainly with fibreglass and is capable of speeds up to ten knots. The craft was fitted with two 250HP diesel engines and had the capacity to carry up to two tonnes of cocaine while also having a range of approximately 300 miles. As crude as the design was when captured it was found to have been fitted with an extensive range of satellite communications and GPS equipment.



Like any other industry as time advanced so has the technology and design of this sort of vessel. This advancement was obvious as we were shown the next captured vessel. Although the engine capacity and some other aspects remained reasonably unchanged the design itself looked something more like that of a submarine. It has come to light that some of the cartels were employing designers from Russia and in some cases Germany to run the design phase of their project.

In recent years it appears that low profile vessels have become more popular in the drug trafficking trade. These vessels have made up the majority of notable captures. A lot of these vessels are in actual fact Go Fast that have been adapted to run with an extremely low freeboard where effectively only the cockpit is above the waterline. Having said that many of these low-profile vessels are made from scratch in jungle workshops. They are crafted by local boat builders with years of experience and knowledge of what is required. They run at very high speeds and are almost impossible to detect on radar. The best chance of detecting this type of vessel is with the use of air assets such as an MPA or a ship's own helo. The vessels seen in the picture (right) are a perfect example and you can get an appreciation of how streamlined



they are, often travelling at speeds in excess of 30 knots. The capacity of these vessels ranges from between five and seven tonnes of narcotics. With the profit available for one single journey you can understand how the owners can afford to scuttle a vessel after only one use.

For years now the question has been asked, can sonar offer anything to ships involved in Counter-Narcotics? Unfortunately from what we have seen through our visit to the Coast Guard base and found through research it appears unlikely. A huge percentage of these vessels have a fibre-glass hull making them impossible to detect with an active sonar. It can't be said that sonar is of no use what so ever in this environment it is not out of the question that passive sonar could be employed to detect fast moving contacts. However, the very nature of the vessels makes it extremely difficult to detect regardless of what sensors and assets are available. The intelligence has to be reliable and of course like anything else you need that bit of luck.

Thankfully LANCASTER has had her fair share of luck in the first half of her deployment. We have secured three drugs busts, one of approx 650 KG of cocaine and another sizeable haul of cannabis, and we have also without doubt disrupted many more. All this success is only possible through the forging of relations between different nations and organisations. I am sure that our liaison with SOCA and the Colombian Coast Guard will only have served to strengthen those ties.

HMS LANCASTER UW TEAM APT (N) 2013



Not Bastards Anymore!



A good kid's guide to making OST easier for the Ship.

Please read this and embrace change, gone are the times of the grumpy and angry FOST sea rider turning up onboard and growling and then leaving you with a Below Standard and a special pineapple.

The key to success is liaising early with the FOST team and ensuring that the OSTG (BRd 9275(1)) Annex 7A Pre-OST Self help training check list is completed. This will make sure that the team arrive prepared to train, do not just cuff this, the "No cuff too tuff" way of doing things is not the gold standard product, you "WILL" get found out.

All instructors are now firmly onside with coaching and mentoring techniques and will spend the majority of serials during CT and during the early stages of your OST package "walking and talking" the teams slow time, on how to get the best out of their teams and their equipment.

Ships continue to struggle with the mentality of the drafting and the correct procedure for the release of signals. It is imperative that the CASEX TABORDs are released over the weekend, and that the Ship's UWSR email FOST UW1-5 with the DTGs of these signals.

When CTG, you will be given the opportunity to prepare your OTASW for the following week to have the FOST UW Instructor look over it after the Weekly War on the preceding Thursday. This will ensure that the OTASW that is produced is of a decent standard for the signals meeting in FOST on Mondays.

The Common Short Comings Data Base (CSCDB) and the Best Practice Data Base (BPDB) are compiled by all departments within FOST and are both worth looking at early and table topping the top 10 for 15-20 minutes after a SOCs session whilst the key players are still closed up.

The Pre-OST Liaison Visit (POLV) is an ideal time to ask questions of the UW staff, please email the team early with any questions you may require answering on the day, and with the invention of email (started on NavyStar approximately 1998!) this has made all our lives easier.

Do not simply suffer in silence, phone/email or simply turn up at FOST and request anything that you need to make all of our lives easier, the "I didn't know or understand in this age simply won't wash. We are all human and willing to help; you may one day be a FOST(S) sea rider yourself, listen to the advice of staff and build up a rapport early.

Finally, on the final day of training at YOUR inspection it is a measure of the Ships UW department and the FOST organisation as to where you finish training, are you a Ship who has turned up ready to train with the right attitude and finished with a GOOD/VSAT and are now ready to deploy for tasking or to any trouble spot in the world?

Rocky Sharp.

SMASH HITS



A group of young TAS Apes based in RNU DAM NECK in Virginia Beach, USA (Pictured above), have formed a music band called "Crew Noise Kills" which keeps them out of trouble when they are not keeping watches on Sonar!

They have already had a "gig" performing in front of fans (friends and family) at a local BBQ and they have released a cover version of an Arctic Monkeys track onto Sound Cloud.

If you are in Virginia Beach on Oct 31st the guys are playing at a Halloween Night Party and have plans to record their first LP before the end of the year which may well be called The Artefact Hunt!

Seamaster have been lucky enough to secure an interview with the band and it is detailed below, many thanks to LS (UW) Spud Murphy, formerly of HMS IRON DUKE 2010-2012, CNK, You Rock Baby!

We are a multinational command band based out of Virginia beach at NOPF Damneck comprising of acoustic ratings spread over several branches who share a similar interest and passion for music:-

LSUW 'spud' Murphy RN (drums) , LACMN 'Stoney' Stone(lead guitar) RN , ABUW 'LC' Tanner (vocals) RN, STS2 Craig pflibsen (bass) USN , SAC Ben jones (rhythm guitar) RAF.

How did you all meet?

Spud - we met at work whilst having a random discussion about instruments.

Craig- Buffalo Wild Wings during a "real football game" where I decided to make the switch to bass and was invited to join the band.

Stoney -Met at work.

Ben-Many are called but few are chosen, but it's probably because I own a guitar.

LC-Recruited based on being the talent.

Who are your musical influences?

Stoney- Nirvana, the cure, the smiths, manics, Beatles, the clash.

LC- arctic monkeys, muse, oasis, the verve, madness, kasabian & blur.

Ben- Punk mostly like NOFX, RANCID and The Distillers, but have recently been in touch with my softer side listening to Weezer and any indie on iTunes.

Craig- Dream Theater, Sevendust, Muse, Alterbridge, Chevelle.

Spud- Travis barker , box car racer , muse , arctic monkeys ,stereophonics.

What genre of music do you play?

Stoney- A broad spectrum of rock music.

LC- rock'n'roll baby!

Ben-An eclectic mix-up of Old classics and newer favourites?

Craig –Rock.

Spud - all of the above!

Describe in three words what it's like being based in Virginia beach?

Stoney- Better than Pompey.

LC -what Stoney said?

Ben- Regular sweaty crotch!

Craig -Too hot sometimes?

Spud - a great experience (And if it wasn't for my previous CHOP S going the extra mile I would never have managed to blag a draft out here!).

Have you got a message for your fans in the UK?

Stoney- Thanks for listening. We would appreciate any constructive criticism, and/or any requests for new covers.

LC - thanks for listening hope you enjoyed it, if you would be interested in us recording a small LP let us know!

Ben- Ahoy mateys, any requests?

Craig - Please go easy on the "yank".

Spud - thanks for all the support follow us on Facebook.

Describe your first gig.

Stoney -At a work BBQ in front of 40/50 people, on an early summers evening overlooking a lake, which despite our drummer loosing his sticks in the first 5 seconds, seemed to go down well!

LC-I was bricking it! First few songs settled my nerves.Really enjoyed it though looking forward to the next one!

Ben- Only just joined the band so haven't had the pleasure of playing live, but hearing what happened at the last gig I think my first live experience with these guys will be memorable.

Craig- A little nervous at first but as we got comfortable and realized people were drunk, it ended up being a good outing.

Spud- the first gig was great apart from breaking both drumsticks within the first song (luckily I had spares) and it was a good measure to work from.

Prospects for the future?

Stoney- Hopefully more gigs, and more recording covers and maybe some original material.

LC- hopefully play on Halloween as planned and record a small 5/6 track LP before I leave.

Ben- There is loads of stuff in the pipeline, but my first first gig with the band will hopefully be on Halloween, trying to focus on not messing that up.

Craig- think we could get more shows going out in town. It'd be nice to play at the beach once the summer concerts start going again.

Spud- in the near future our main focus is the Halloween gig then hopefully we will get some studio time in.

In the distant future- hopefully we have set up the foundations for new people who come out here with musical ability to join the band and enjoy something in their spare time.

Thank you for the interview lads :)

ICE COLD IN SOUTH GEORGIA (AMONGST OTHER PLACES)

HMS ARGYLL 2013 APT(S)

HMS Argyll had a successful 7 Month APT(S) deployment with main focus being Anti piracy off the coast of Africa & patrolling the Falkland Islands.

Argyll also contributed to counter narcotic operations in the Pacific & Caribbean during this time managed to disrupt £200 million worth of drugs within the region.

During the deployment the RN Boarding team were busy in Nigeria teaching the Local Navy, RN boarding Techniques, so the Nigerians can use them for the continue problem of piracy on local vessels within the region.

Argyll had many stops during this deployment continuing to improve human relations within the African Nations Senegal, Sierra Leone, Nigeria, Namibia, Angola & South Africa with a 2 week SMP period. During this time, the ships company carried out adventurous training including sand surfing, surfing, walking table top mountain, mountain biking.

Once the SMP was complete in South Africa, Argyll proceeded across the South Atlantic to South Georgia & then to the Falkland Islands where the climate was more harsh, than what we have been use to. Whilst in the region we managed to visit settlements & conducted exercises in support of 3 Para regiment.

Whilst not always about work, we managed to have down time in our final two stops with a five day stop in Key West & a three day stop in Bermuda.

Whilst ASW interaction was very quiet during this trip, Argyll UW team managed to keep some of the ASW action going with a successful MTLT firing in the Pacific & EMATT trial.

The UW team also conducted many onboard simulated Casex's due to the lack of live assets.



MTLT Firing in Pacific



Argyll anchored off in South Georgia



Thank you Juicy Lovewell CPO (UW) of HMS ARGYLL



The Welsh Dragon



LIFE ON A TYPE 45

Currently deployed in the Arabian Gulf (Aug 13) HMS Dragon is conducting her maiden deployment and is the third type 45 to undertake this operational deployment.

Although an AWW destroyer Dragon is fitted with Sonar 2091 and SSTD 2170. The UW dept consists of two PO (UW), two LS (UW) and two AB (UW) although plans are in place to change the SR structure to one CPO (UW) and one PO (UW) in the near future.

During the deployment the UW department has taken every opportunity to utilise and develop their ASW skills conducting simulated CASEX's and also transmitting on sonar during the many transits of the SOH, which also saw the deployment of 2170 on several occasions.

Life onboard a type 45 is slightly different to that on a type 23 with the standard of living accommodation being one of the key differences along with the layout and size of the operations room.

Members of the UW dept onboard Dragon have written about their experiences during the deployment as ever in the Royal Navy some things will never change!!

LS (UW) Laurie Evans

Having previously served on a type 23 frigates, this is this is my first draft to a type 45 destroyer.

During normal state 3 cruising or state 2 defence watches, there is always a UW operator on hand to conduct any 'pinging' on the sonar or to test out the kit during SOC's, in between conducting our double life closed up as a ORS/SPS operator

There have been occasions throughout the deployment when an increase in threat has allowed me to close up on S2091. When you hear the general alarm and 'HTAS' from the PWO prior to the SOH transit, you know that the threat out there is real; it's quite exciting that you could be the person to pick up a submarine outside of exercise areas.

During the deployment, in order to help out our embarked PWO (T) we have been conducting several simulated CASEX's which has allowed the UW team to keep on top of our ASW drills and keep our mindset in the UW zone.

Sonar 2091 although well designed is still quite new in it's lifetime on a type 45, with the ship being considerably louder than a type 23 self noise affects the sonar but the operators work hard to get around this by educating the ships company on noise hygiene.

The highlight of my deployment was the chance to conduct a visit to HMS Trenchant during the first stages of our deployment; it was very exciting to see the side of ASW and life onboard a submarine, it made me appreciate my bunk space and shower!

Onboard trenchant from the start we were welcomed and I was surprised by the high morale onboard where everybody has been in such close proximity to everyone else for so long.

Diving to 60 metres and conducting an exercise to show us how they destroy a surface contact was really good to experience, also sitting on their sonar set and seeing and hearing how loud a type 45 actually is was quite something.

Lifestyle onboard compared to the ASW frigate is much improved, with a shared junior rates mess and instead of your normal 30 man mess; we do have the luxury of 6 man cabins and with more locker space and not having to queue down two deck for a shower in the morning!!

AB(UW) Welsh

The Type 45 is fitted with the 2091 hull mounted medium frequency active sonar that can show active and passive data on multiple screens and also data imported from the command system.

As I have previously operated sonar 2050 I was required to undertake a short course at MWS Collingwood to become a fully competent 2091 operator.

The 2092 underwater telephone system is a separate system using a transducer located on the hull of the ship; this is used to talk to submarines whilst they are submerged. This has replaced the 2008 UWT fitted to previous vessels in the RN.

During the deployment the most time I spent operating the sonar was during the Straits of Hormuz transits escorting American aircraft carriers and Royal Navy Mine Counter Measure vessels.

Despite challenging conditions resulting in reduced sonar ranges we worked hard to ensure a valid sub surface picture was provided to the command.

To ensure the optimum settings were used we predicted sonar ranges from our Metta system that allows us to launch bathy's, send signals and predict sonar ranges, all from the same console then release this data to 2091 and the command system all from the comfort of the chart house which means we no longer have to go to the AX and get soaking wet when trying to conduct a bathy whilst hanging over the ships side, always a bonus!!

What's the main benefit of being on a Type 45, well as a UW I would have to say that it is the fact that the NAAFI is bigger than that on a type 23.

Thank you Kevin Gallie PO (UW), WSCBRNDCQ and CPO (UW) design in HMS DRAGON for co-ordinating this article, a rare insight indeed.

“I am an ASWI Widow”

There are 3 in our marriage, Bob, myself and the ASWI association, but as we all know if Bob commits himself to anything he gives it 110% and doesn't stop till the task is complete.

Sometimes it feels like I am his secretary taking messages and answering the phone but I do well for sympathy and the odd bottle of wine from our friends who think I do well putting up with Mr Burton.

The kids always know where to find him sat with his I Mac doing the website or organising association dinners, its ok though because if Bob wasn't involved with the ASWI then he would spend more time with me! Not sure about that? So thankfully the ASWI association continues :-).

Sharon Burton
ASWI Widow

ASWI PINS

Free when you set up a standing order (£10) to the ASWI Association www.aswi.co.uk for more details



SOCIAL CALENDAR

DATE	VENUE	EVENT
SAT OCT 5	PORTLAND HEIGHTS HOTEL	ASWI AGM DINNER/DANCE
SAT 12 OCT	CLUB HOUSE	GI PRESIDENT CHARITY NIGHT
FRI 8 NOV	WHALE ISLAND/CLUB HOUSE	FIREWORK NIGHT
SUN 10 NOV	WHALE ISLAND CHAPEL/CLUB HOUSE	REMEMBRANCE SUNDAY
SUN 10 NOV	PLYMOUTH HOE/YARD ARM PUB	REMEMBRANCE SUNDAY
THU 21 NOV	PLYMOUTH VENUE TBC	WEST COUNTRY BRANCH SOCIAL
FRI 29 NOV	PORTSMOUTH CLUB HOUSE	CHRISTMAS SUPPER EVENING (SELF CATERING)
SAT 7 DEC	PORTSMOUTH CLUB HOUSE	GI ASSOC CHRISTMAS PARTY- LIVE BAND
THU 19 DEC	PLYMOUTH VENUE TBC	WEST COUNTRY BRANCH CHRISTMAS MEAL
SUN 22 DEC	PORTSMOUTH CLUB HOUSE 1200-1700	CHRISTMAS CAROLS (FREE BEER)
TUE 31 DEC	PORTSMOUTH CLUB HOUSE	NYE PARTY, DISCO, BBQ, FIREWORKS

WEBMASTERS CORNER

www.aswi.co.uk

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[HISTORY](#)

[COMMITTEE](#)

[SPOT THE SPROG](#)

[LOST CONTACT](#)

Welcome to the webmasters corner. As a number of you will be aware the website has been running since 1999 whilst I was serving down the hole at Northwood. I found that I had a little time on my hands and within a couple of hours a few web pages were put together. The website went live on the 11th September 1999.

The website has grown from year to year and is updated on a near weekly basis. All contributions are welcome and the Prospective members list holds over 450 members. Some of the members joined at the formation of the Association in 1955 and the most recent was yesterday.

There is a members area on the website that contains over 70 Seamaster editions dating back to 1957. Also in the members area is a where is your oppo members list that enables paid up members to communicate with there lost oppos.

A large amount of photographs are in the online database and are available to be searched to paid up members. There are of 11000 entries in this database.

The website can be found at WWW.aswi.co.uk you are also able to become a paid up member of the association via the website.

[MEMBERS LIST](#)

[SEAMASTER](#)

[WHAT WAS NEW](#)

[GRONK BOARD](#)

[DINNER PAGES](#)

Facts about the website:

Number of files on the website 5558

Number of Pages 280

Number of external Hyperlinks 285

Number of internal hyperlinks 15174

September website statistics:

4197 visits

Most popular pages for September ASWI History, Course photo database, gronk board

Visitors from the following countries: UK, USA, China, Netherlands, Australia, New Zealand

Computer operating system> Windows followed by Mac

15th September was the Busiest day in September 211 hits

Visitors usually spend between 6 – 15 minutes on the website

Busiest days are Sundays followed by Saturday and Wednesday.

Busiest times of the day are 1900 followed by 1100

[COURSE PHOTOGRAHS](#)

[ASWI PHOTOS](#)

[YEAR PHOTOS](#)

webmaster@aswi.co.uk

A word from the Chairman

Dear Members and Readers,

I'm sure most of you will have heard the news of my recent announcement of my resignation from the post of Chairman of the ASWI Association; (See my Forward March newsletter, which is posted on the website).

I have needless to say thoroughly enjoyed being our Chairman during my tenure; I strongly believe the association is as strong now as it has been since its conception as the TASI Association 1955.

Throughout the long and distinguished history of both the TASI and ASWI associations there have been many periods of strength which is testament to the support from which the members have provided throughout the years.

I firmly believe now is the time to move on and look to the future, realising that it must be the younger Serving Members of the Under Water Warfare Branch who should in their own right, carry on the aims and wishes of the membership.

I'm encouraged by the enthusiasm and direction that has been indicated by the incoming committee members and can only hope that this rejuvenation leads to many long years of continued support from the members.

I will of course be continuing with my membership and direct support to the committee as the Portsmouth Area Social Secretary (if voted in of course) and hope to see an influx of new members at the Portsmouth area socials as advertised on the website.

I like to wish the committee all the very best for the future and hope that the current membership and new members give our new Chairman the same support as I have received over the years.

Strong Winds and Calm Seas.

Yours Aye,

Peter.

The Editor



Name: Julian Lee
Age: 40
Joined: Sep 1989
Rank: CPO (UW)
Birthplace: Newcastle Upon Tyne
Service History: HMS RALEIGH 1989
HMS COLLINGWOOD 1989-1990
HMS CHALLENGER 1990
HMS AVENGER 1990-1992
HMS ILLUSTRIOUS 1992-1993
HMS DRYAD 1993-1994
HMS WESTMINSTER 1994-1996
KILLICKS COURSE 1996-1997
HMS SUTHERLAND 1997-2001
HMS PORTLAND 2001-2003
PO s Course 2003-2004
HMS RICHMOND 2004-2005
HMS SUTHERLAND 2005-2007
Royal Naval Leadership Academy 2007-2009
HMS MONTROSE 2009-2010
Promoted to Chief Petty Officer
HMS IRON DUKE 2010-2012
FOST 2012-2014
Drafted to HMS SOMERSET (Aug 2014).

Hobbies and Interests: Football, Running, Cricket, Boxing, Reading, History, Music, and walking the dog.

Family life: Married to Kirsty since 1997; we live in Plympton, have a daughter called Megan 15, and a cocker spaniel called Stan-Lee.

Less We Forget:



“To promote Esprit de Corps

Amongst all members

of the

Anti-Submarine Warfare
Instructors Association

wherever they may serve”

Anon.