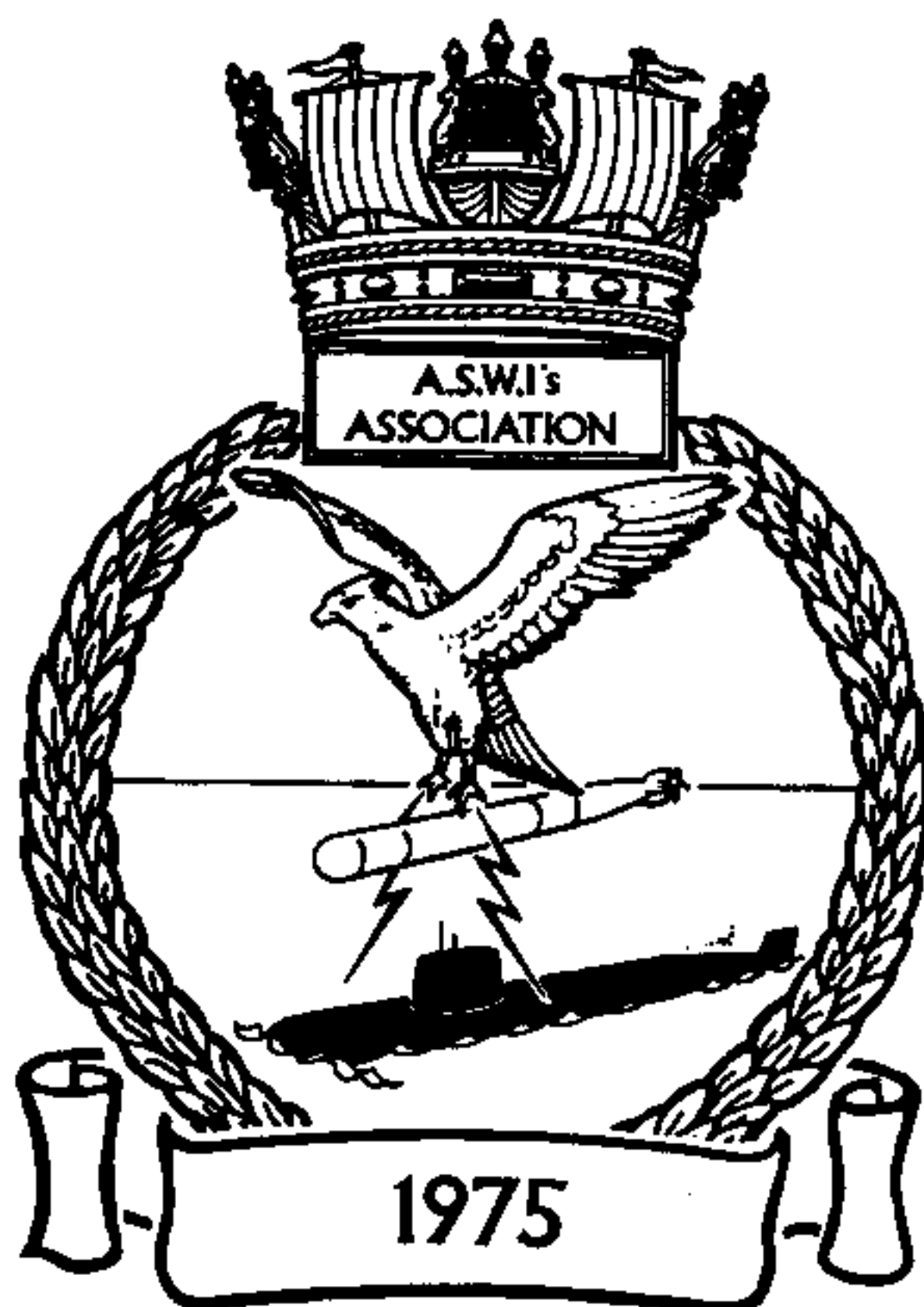


THE SEAMASTER



THE OFFICIAL JOURNAL OF THE
ANTI-SUBMARINE WARFARE
INSTRUCTORS ASSOCIATION

September 1999

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CHAIRMAN'S INTRODUCTION

I am pleased to be able to introduce your Newsletter in my capacity as newly elected Chairman, a position I am proud to occupy. Let me start by thanking Dusty Rhodes for all his efforts over the past 3 years. He has worked extremely hard to continue the work of previous Chairman. His enthusiasm, sense of imagination and determination has been an inspiration to us all. Dusty has moved on to greater things as a FOSF searider based at Portsmouth. No doubt he will bring "peril to all those at sea" to coin a phrase. Good-luck shipmate and keep in touch.



My first plug has to be this year's Annual Dinner and Dance that takes place in a few days. This is my first as your Chairman and I ask for your full support. Details can be found on Page 6 of this Newsletter.

This years Annual General Meeting is in the combined ASWI's and PRI's club house at 1030 on the 24 Sep 99. All members and ex-serving members who wish to attend are requested to inform either the Secretary or myself. Agenda items should also be passed to the Secretary.

Ratification of the present committee will be the first order of business and this brings me to my first priority. The committee has for many years relied on the same old faces returning to "Folly Foot Farm" taking posts as they become vacant. We are of course very grateful to these people. My aim is to instill new blood in the association to promote new and imaginative ideas. At the time of going to press, there are two important posts available. Volunteers are required for the post of Vice Chairman from September this year and the vacant post of Social Secretary. I believe that to recruit new members, we must have a strong and willing committee.

Now that the association has dual ownership of the clubhouse with the PRIs, I believe we have somewhere that we can call 'Home'. The association provides an opportunity for serving and ex-serving members, young and old, to have fun, share experiences, talk about old times and forthcoming events in a sociable and friendly atmosphere.

There is a lot of hard work ahead. Please give us your full support.

I look forward to seeing you at the Dinner Dance and in the new Millennium.

Yours Aye

Pete White

EDITORS RAMBLINGS

I am pleased to be able to send you the latest Issue of **The Seamaster**. Let me start by introducing myself as the new Editor. I am sure most of you know that I work as a Civil Servant at the Fleet Staff Authors Group, HMS COLLOINGWOOD. Successful at the interview board, I left the RN after 26 years in ASW in Nov 96.

Having been cornered by Dusty Rhodes and Brian Walsh, I eventually submitted and took the post of Editor in Apr this year. It has been a pleasure to produce this September issue of **The Seamaster**, due mainly to the support from Committee members and more importantly the contributions from association members. You will find a wide variety of articles as you flick through the pages and I hope you find something of interest.

My aim is to provide you with a Newsletter that is informative, interesting and entertaining. It will concentrate on people serving and ex-serving, their activities and achievements. Articles will include pictures where possible so if you are thinking of submitting an article please supply photographs, they will be returned (please send a stamped self-addressed envelope to keep costs down).

If you have something to advertise: craft, pub, shop etc or any appropriate activity, then let me have full details including pictures and I will include these in future issues.

I am keen to promote the 'Just For Fun' page. Please forward short and entertaining stories, jokes etc for publication.

Send articles as follows:

Email – steve@rodgerssp.freemove.co.uk
Fax – 01329 33 2299 (MOD - 93825 2299)
Tel – 01329 33 2345 (MOD – 93825 2345)
Write – Fleet Staff Authors Group, HMS COLLINGWOOD, Pepys Building, Fareham, Hants PO14 1AS.

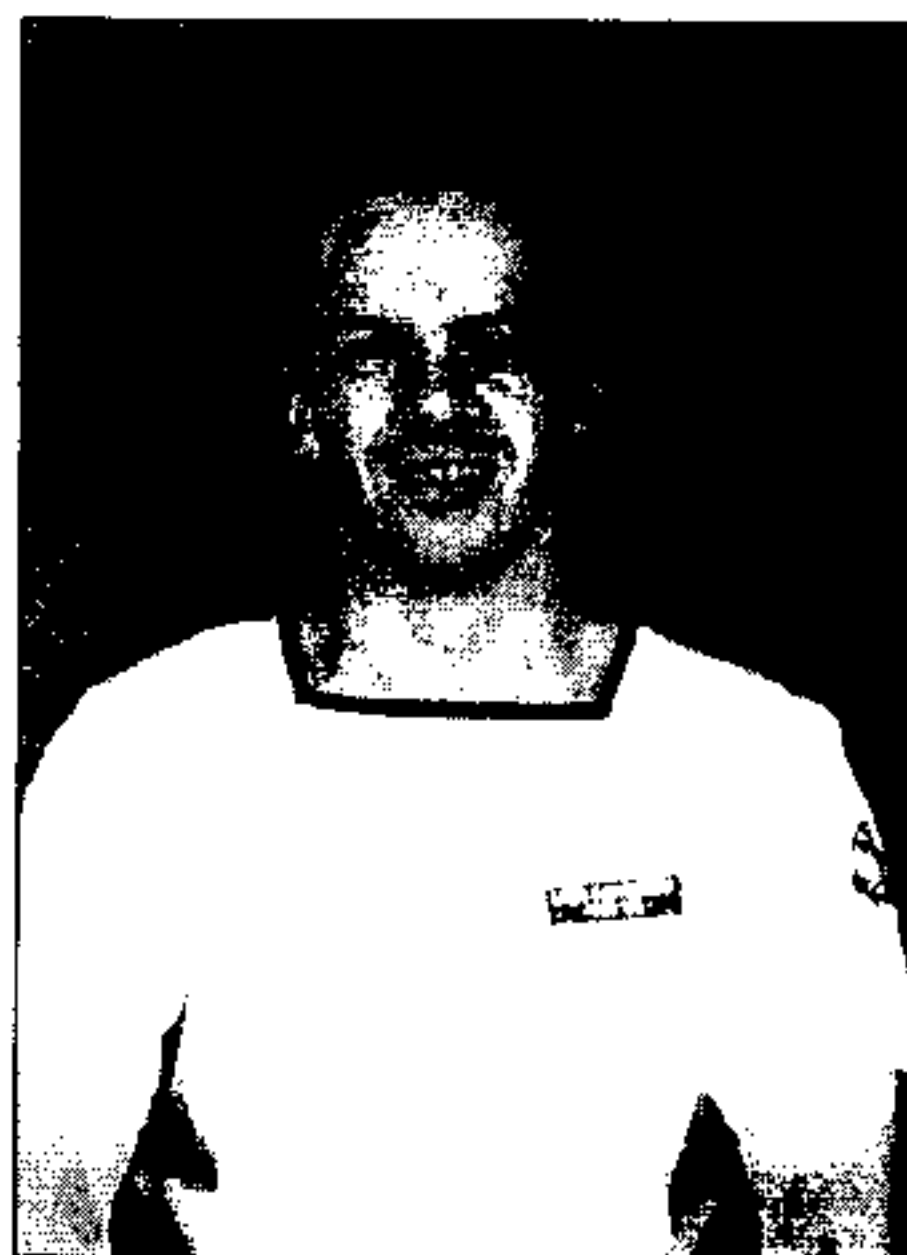
Finally, my thanks go to the Photographic Section HMS DRYAD for their assistance and advice during the production of this Newsletter and all those who have contributed.

Please read on and enjoy.

Steve Rodgers

PO(S) GRAEME DAVENPORT HAS DIED

Gary Malcolm currently serving in HMS CAMPBELTOWN, has written to the association with the sad news that PO(S) Graeme Davenport has died.



Graeme, who only recently completed the Petty Officer Sonar Qualifying Course, died suddenly while CAMPBELTOWN was paying an official visit to Rouen in France.

The funeral was held at St James Church, Shirley in Solihull West Midlands followed by interment at Widney cemetery. The Reverend Brian Fairbanks, Chaplain to the Second Frigate Squadron and local Rector Keith Mc Master officiated; coffin bearers came from HMS CAMPBELTOWN. Corporal Gordon of the Royal Marine Band Dartmouth sounded the Last Post at the graveside. Colours were flown at half-mast in the Devonport area.

The ASWI's association has made a donation to the National Autistic Society.

The final word goes to Gary Malcolm:

'I am sure you share with me the shock at the loss of such a young man. Our heartfelt sympathy is with Graeme's immediate family and close friends at this time.'

SECRETARY REPORT

By Paul Hitchcock



Spring was a relatively quiet time for the Association and correspondence sparse with only one letter received. The March meeting was poorly attended due to a communication mix up. However minutes were recorded and produced.

The Quiz Night in February and Skittles Night in April were very successful and well attended. My thanks to those who supported us so well. The consensus on these activities has been "more of the same please". Therefore, it is hoped that the first social evening after the dinner will be a Skittles match against the Motor Neurone Decease Association (MNDA) on 26 October. We will hopefully raise money for the charity as well as having an enjoyable evening so please come along and support. More details about MNDA in the next issue of Seamaster.

I would like to apologise for the omission of the Co-operation Document in the last Seamaster. However, the details were incorporated in the new By-Laws which are contained within the rewritten Association Rules. These were supposed to accompany the last magazine although some members did not receive them. Hopefully we can put things right this time.

Bob Burton is back.... Some of you may have noticed an increase in activity on the Internet.... Bob is back. Bob has thankfully taken up the 1st Operators spot in Plymouth and meetings have again resumed. Bob hopes to achieve a mix of meetings and socials so that families and friends are not left out; please support him. It is also hoped that next years dinner and dance will be held in the Plymouth area (see the advert later in this Magazine).

This years AGM – A further reminder that the AGM will be held in the Forenoon of 24 September in the PRI/ASWI Club House commencing at 1030. Please send any items for the agenda to me soonest especially your comments on the re – written Rules.

The Instructors Clubhouse - The Clubhouse is open Monday Wednesday and Friday 1215 - 1315 for members and guests. RPC's and private functions can be booked for lunchtimes and evenings. For details contact the PRI Association, CPO Hale 01705 284527 or WO Paul Phillips 01705 284307.

Meetings – Another reminder that meetings are now every other month in the Portsmouth and Plymouth areas. Please try and attend a few if only for the social bit. Remember, its your association and you have a say in it, so come along and say your piece over a pint and a bite. If you live too far away to attend meetings but want to raise an issue, write to me and I will raise your concerns.

Social Scene – It is planned to hold another Skittles evening in October, to be run as a joint venture with the local branch of the MNDA. The initial plan was to hold it at the previous venue of the SPRNC, but sadly this is already booked! However, the Royal Sailors Home Club has been provisionally booked for Tuesday 26 October. The aim of the evening is to raise the Association profile, raise awareness of the MNDA and raise money. The SE Hants and Portsmouth branch of the MNDA was re-launched in Oct 98 and is committed to providing support to sufferers and raising funds while raising awareness of the disease within the local community.

And Finally - My thanks and Best wishes to Dusty for all his hard work as Chairman over the past (I don't know how many years). As Secretary I would like to think that we had a good working relationship and I know that I will miss him. Thanks also to his partner Bev who has supported both Dusty and the Association so well throughout his term. My congratulations also to Warrant Officer (Sonar) Peter White as incoming Chairman. For all those who don't know Peter, he is 17 feet tall and I know my place. I look forward to working with Pete and wish him the best of luck, hoping that you will give him the same support as you gave Dusty if not more.

WEST COUNTRY REPORT

Written by Bob Burton

I took over from Tim Allport as the West Country representative on 13 June 1999. Since then, the 32nd Association meeting has taken place at HMS DRAKE. A warm welcome was extended to Terry Whitty and Frank Bradburn DSM who were attending for the first time. A Skittles evening took place on the 15 July.

It is intended to have a meeting every odd month (wherever possible onboard ship) and to have a social event every even month. As the West Country rep, I will present the views of West Country Members to the committee. Regular functions will be held to promote Esprit de Corps. I am on the email and find it very useful to send minutes and other association information. If you would like to be included on my listing, email me on bobburton@workshard.swinternet.co.uk If you prefer to receive emails directly, thus avoiding advertisement of your email address then please let me know. My home telephone number is 01752 668580, my wife Carol has a full list of events and will be able to advise you should I not be at home.

West Country Social Program

Thursday 9 th September	Meeting - HMS NORFOLK. (CPO Bill Parry)
Friday 15 th October	Games evening against the South West Regulators at the Patrol headquarters Camels head (bring a friend).
Thursday 11 TH November	Meeting - HMS (to be arranged) or HMS RALEIGH.
Thursday 2 nd December	Christmas Skittles HMS DRAKE (bring a friend).
Thursday 6 th January	Meeting - HMS CUMBERLAND (PO Chris Ging) (TBC)
Thursday 3 rd February	Games evening at the Lord High Admiral pub (Ann & Mick Preece's pub).
Thursday 23 rd March	Meeting - HMS CHATHAM. (CPO Lennie Faircliff) (Awaiting final confirmation)



Frank Bradburn DSM draws the winning ticket for the evening raffle, assisted by Ian Laurie.



The Skittle Players



ASWI'S ASSOCIATION

MILLENNIUM DINNER DANCE

6 OCTOBER 2000

HMS DRAKE

PLYMOUTH

**GUEST SPEAKER: Mr Shep Woolley (comedian) ex
Gunnery Instructor**

More Details in

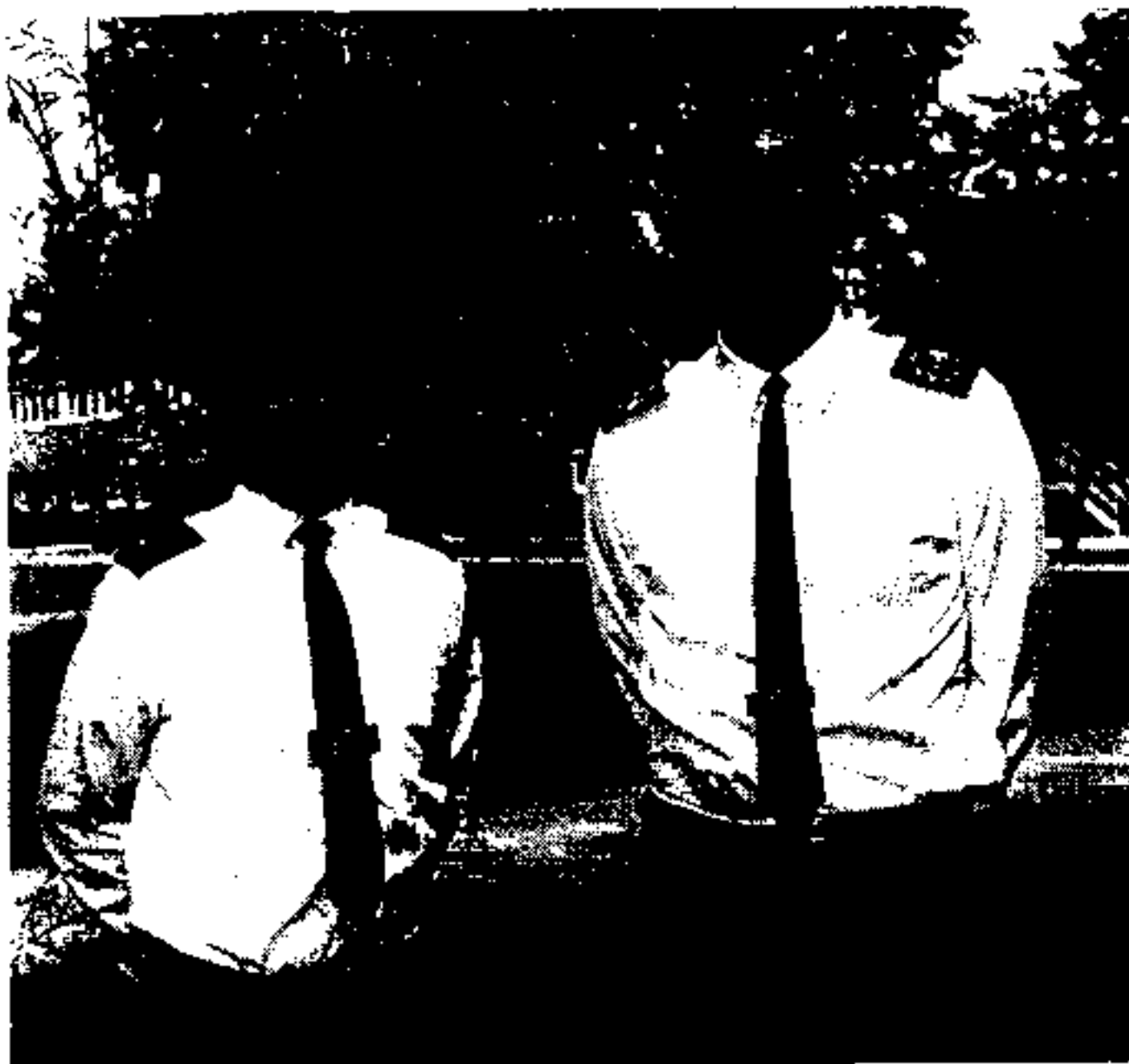
February Seamaster.

Contact: Bob Burton for more information

Plymouth (01752 668580)

Email bobburton@workshard.swinternet.co.uk

RECIPE FOR A DINNER



Having enjoyed many Association Dinners in the past, I wanted the recipe for a successful event. Your Committee for this year's dinner is Pete White (right) and Brian Walsh. As Brian was away on course, Pete gave Steve Rodgers the recipe.

Ingredients:
(Serves 75)
1x Guest of Honor
1x Association Guest
1x Honored Guest
1x PRI Association Guest
1x GI Association Guest
Regal Catering
WO & Senior Ratings Mess
1x Maitre d (Mess manager)
Waiting Staff 1 per 10 guests
Wine/Port (£300)
Bucks Fizz
Sherry
1 x Photographer
Disco Equipment + DJ
4 x Musicians
Mess/Wardroom Silver
3 x Barmen
8 x Family Cabins
Single Twin Bed WO Cabins
1 x Main Gate Guide
1 x Car Door Opener
1 x Cloak Room Attendant

Method:

1. Mix the Guest of Honor's diary with the mess social and caterer's programme until a suitable date is achieved.
2. Invite the Guest of Honor – Rear Admiral R J Lippiett MBE and his wife Jenny, the Association Guest, our Vice President Commander Richard Bell-Davies and his wife Pru, Honored Guests Andy and Karen Gleeve the PRI's Association Guest WO Paul Phillips with Geanette his wife and the GI's Association Guest, Paul Mounser with his wife Patricia.
3. Choose the menu (see April 1999 Seamaster) and allow those wanting a vegetarian meal to choose this on their application form.
4. Prepare the Bucks Fizz/Sherry and offer to guests on arrival at the reception. The bar will be open for the purchase of alternative refreshments.
5. Photographer available at reception for those requiring evidence that they did arrive in a sober state. Photographs will be available at the end of the evening where money will change hands.

6. Gather Association members and their guests in the dining area at tables laid appropriately and decorated with the finest silver and combination of flowers. Mix the guests until an even balance of partners is achieved and arrange around tables in accordance with the seating plan pre-prepared by the Graphics department HMS DRYAD.

7. The Chairman – Pete White, escorts our Guest of Honor and his wife to the top table, guests are seated. Following the formalities, friendly conversation, choice music and palatable cuisine combine to make a pleasant dinner.

8. Make use of the fine wines purchased by the association, to enhance the meal, lubricate the tonsils and encourage deep and meaningful conversation. Springs may be eased at appropriate times throughout the meal without further orders.

9. Using a professional photographer, allow him to ~~collect evidence~~ take photographs as required during the meal.

10. Take the musicians, put them together and call them a quartet. Allow the quartet to play traditional light classical music until sufficient wine consumption triggers the 'I can sing louder than you' mechanism within each guest. The quartet will then play Hearts of Oak and Rule Britannia (to be confirmed) while guests chant.

To complete the meal: Take the Chairman and Guest of Honor, add a script and more wine for additional lubrication. If required, allow spectacles to perch precariously at the end of the nose and when ready allow speeches to take place. At the appropriate time, present the 'lady of the year' award – last awarded 2 years ago to Betty Adams for the support she gave to her husband and the association.

Following the speeches, mix the mess disco equipment with popular music and allow the evenings DJ – PO(EW) Singh, to administer the entertainment until all guests are ready to be poured into transportation.

My thanks to Pete White for sparing the time to talk about the dinner preparations. A biography of Rear Admiral Lippiett is available on Page 8

REAR ADMIRAL R J LIPPIETT MBE

Guest of Honor for the ASWI's Dinner/Dance 1999 is Rear Admiral John Lippiett MBE. Having completed a successful appointment as Flag Officer Sea Training (FOST), Principal Subordinate Commander (PSC) for Central Atlantic Area (COMCENTLANT) and Sub-PSC for Naval Forces in the Western Region of North Western Europe (COMWESTNORTHWEST), he has been appointed Chief of Staff to Commander Allied Naval Forces Southern Europe and Senior British Officer Southern Region in October 1999.

Born in 1949, Rear Admiral John Lippiett joined Britannia Royal Naval College, Dartmouth in 1967 from Brighton Grammar School. His years as a junior officer were spent serving at sea in most classes of ship, culminating in the position of Executive Officer of HMS AMBUSCADE in the Falklands War of 1982. He was Flag Lieutenant to the Commander in Chief Fleet (1973-74), and later was the Course Officer of the Rowallan Young Officers' Leadership Course at HMS RALEIGH (1980-81). As a newly promoted Commander, he served as Second in Command of the Polaris Headquarters (1984-86).

His commands at sea have been HMS SHAVINGTON in the Fishery Protection Squadron (1976-77), HMS AMAZON (1986-87) and HMS NORFOLK in her first operational deployment (1991-92). Ashore, he commanded HMS DRYAD, the School of Maritime Operations (1995-97).

As a Captain, John Lippiett was appointed Naval Assistant to the First Sea Lord/CNS



(1988-90) and as a Commodore he was Chief of Staff of the Surface Flotilla (1993-95). He attended the Royal Naval Staff College (1981), the Joint Services Defence Course (1987), and the Royal College of Defence Studies (1993).

He was awarded the MBE as a Lieutenant in 1979 for his part in hurricane relief operations in the island of Dominica. In 1993 he was elected a Younger Brother of Trinity House.

John Lippiett is married to Jenny and they divide their time between Plymouth and their family home in Sussex. They have three teenage children: Louisa, Marc and Oliver. Their pastimes centre on family life, music and fresh air, be it walking, sailing or gardening.

FILM – “THE YANGTSE INCIDENT”

By Alan Quartermaine

Shortly after Suez in the Autumn of 1956, I was drafted to HMS DELIGHT, a Daring Class Destroyer. One Friday morning, 10 other DELIGHT UWs and I were ordered to report to the Drafting Office to be issued with a loan draft to HMS GANGES. Located 5 miles up the River Orwell, we were to assist RKO Ltd with the making of the film “The Yangtse Incident”.

We reported to the Wardroom Annex to be briefed by our Officer in Charge, Lt Reed R.C.N, who had recently arrived from the TAS Academy, HMS VERNON. The job in hand was to lay Plastic Explosive (PE) to simulate straddles of shell fire on the two ships used to represent HM Ships AMETHYST and CONSORT, HM Ships TEASER of the 2nd TS Portland and MAGPIE.

The method used to simulate shellfire was to suspend three 8-ounce blocks of PE, complete with detonator and civilian Fixoflex, along a 1500-yard (1371.6 Mts.) length of wire. This was then laid along the riverbed using two local fishermen in their boats. A total of four wires were laid and these were made up in the Drill Shed using trainees to assist. Once laid, the wire was made partially bouyant by attaching a Dan Pellet at each end. Cork floats (secured with “Pussers ginger string”) were secured in the middle so that the wire floated just under the surface of the river. To ensure watertight joints in the Fixoflex, which only came in 100-yard lengths, Dunlop solution was used. Apparently so much solution was used that



The River Yangtse

all garages in Harwich area completely sold out.

The two ships steamed as required for the underway filming. We all worked like “Beavers”, laying charges and pulling back to “AMETHYST” in a small riverboat to secure the firing leads to 4 accumulators situated on the ship's quarterdeck. Large insulated nails were used to make the correct connections for the firing sequence. At the end of each day of filming, we searched the area for misfires. Suprisingly only one misfire occurred in the two weeks of filming.

It was a happy time and apart from the really nice food supplied to us by the film makers catering company, I ate and socialised in the PO's Mess with some of the actors including Sam Kydd and William Hartnell.

A nice surprise awaited us at RNB. We all received a registered letter containing our wages of approximately £33.00 for the 14 days of filming. (£2.10s per day, old money). Not bad when you consider this was on top of our RN pay. Two weeks later I was required to return to GANGES in order to assist in the taking of single shots.....Happy days.

WO(SONAR) M OWEN MBE

Martin (Jess) Owen has served in some unusual places for a sonar man. During his 33 year Naval career he was PWO of a LEANDER class Frigate, First Lieutenant on Andros Island and Deputy Operations Officer in Hong Kong; not bad for someone who joined to become an artificer. Before leaving the Royal Navy, Jess agreed to be interviewed for the Seamaster in his office at HMS DRYAD. Here, he talks to STEVE RODGERS about a fulfilling career and his ambitions for the future.



Three years before joining the Royal Navy, Jess Owen became a boy seaman in HMS ARETHUSA, a LEANDER class Frigate moored in the Medway. Enjoying the uniform and fresh sea air, he decided to make this his career and joined HMS GANGES at Shotley near Ipswich on 11 September 1966. He wanted to be an Artificer but educationally he wasn't up to the mark. "I was told that I would make a poor artificer but a bright seaman" (*not that old gag*). I asked if TAS was his first choice as a seaman? "No, I wanted to be a gunner but was told that I was far too intelligent." Struggling to find something of interest, Mortars came to mind but again this new found ambition was short lived. A decision had to be made. "You'll make a good sonar rate" announced the interviewer who probably had a preplanned requirement and wanted to move on.

At this stage in the interview, Jess opened the top drawer to his desk and withdrew an old and slightly battered copy of the Junior TAS

Manual with Junior Seaman crossed out and CPO in its place (*bless him*). "I completed a year at GANGES and joined my first ship, HMS TARTER, in Mauritius. We were in the Gulf for 18 months, no submarines just test tapes." I asked Jess who influenced him in his early TAS days? "I remember Charlie Hayden who left the Navy around 10 years ago. He was my UC1 on the TARTER and would often use his 'cut left stick' to make me do things I really didn't want to do." From TARTER, Jess joined HMS PENELOPE but once again, there was little live ASW training. In around 1975/76, Jess was due to start the last TASI course, but due to lack of numbers it was cancelled. He, therefore, became one of the first POUC1s to complete the new ASWD course at the formation of the Operations Branch. As a newly qualified PO(S), Jess joined the Type 21 Frigate - HMS ARROW, working with Bill Thompson. In 1979, he came ashore as a CPO and fulfilled duties as staff to Captain 2nd Frigate squadron, searider to Flag Officer Sea

Training and Petty Officer course instructor at HMS VERNON.

In March 1985, Jess was selected for Warrant Officer. Following promotion in November of the same year, he relieved Reg Madge at the equipment project office, HMS DRYAD. Responsible for Sonar 2016, the big project at the time was the new Sonar 2050. "I spent two years in the job continuing in particular, the Man Machine Interface (*knobs and switches*) work that Reg had started."

The first sea trials were conducted in a container secured to the Focsle. Jess explained the logic behind such a location. "The container was dropped onto the Focsle of HMS CHARYBDIS. It was simply plugged into the existing Sonar 184 transducer and that was the first time Sonar 2050 had been to sea."



'Ops Control' – Jess in HMS ACHILLES

Following an enjoyable first Warrant Officer job, Jess was appointed as PWO(U) to HMS ACHILLES. "The first Warrant Officer to be appointed as PWO(U) was Stuart Brown who went to HMS DIOMEDE. In the mid to late 80's, young Lieutenants were going outside hand over fist and we didn't get the young university graduates as the money was poor and it was the boom years in the city." How was he accepted in the ship?

"The first skipper was Commander Tim Paul, a super guy. I remember on joining, he asked me how I wanted to play the appointment. I said I wanted to do everything a PWO(U) does. The only terms of reference were those that I took from Stuart Brown. These were amended to suit ACHILLES and accepted by the skipper." The Captain had one concern. "The sticking point was for me to take the ship in 'Ops Control'. I remember the very first serial was a FLYEX. The skipper told me to run the FLYEX while he watched. About three-quarters of an hour into the serial, he expressed his satisfaction and said if I needed him he would be in his cabin; I thoroughly enjoyed it." Jess was involved with more ASW in ACHILLES than in any other ship. However, it was a gunnery firing experience that came to mind. "During the first JMC, I had the long middle and the Ops Officer who was the gunnery man had the forenoon. Before he turned in he said to me 'I am

expecting an opportunity to fire the 4.5s at dawn. A Canberra appears over the horizon towing a rushton target. The Aircraft calls for any ship ready. I want to do this AA shoot so say

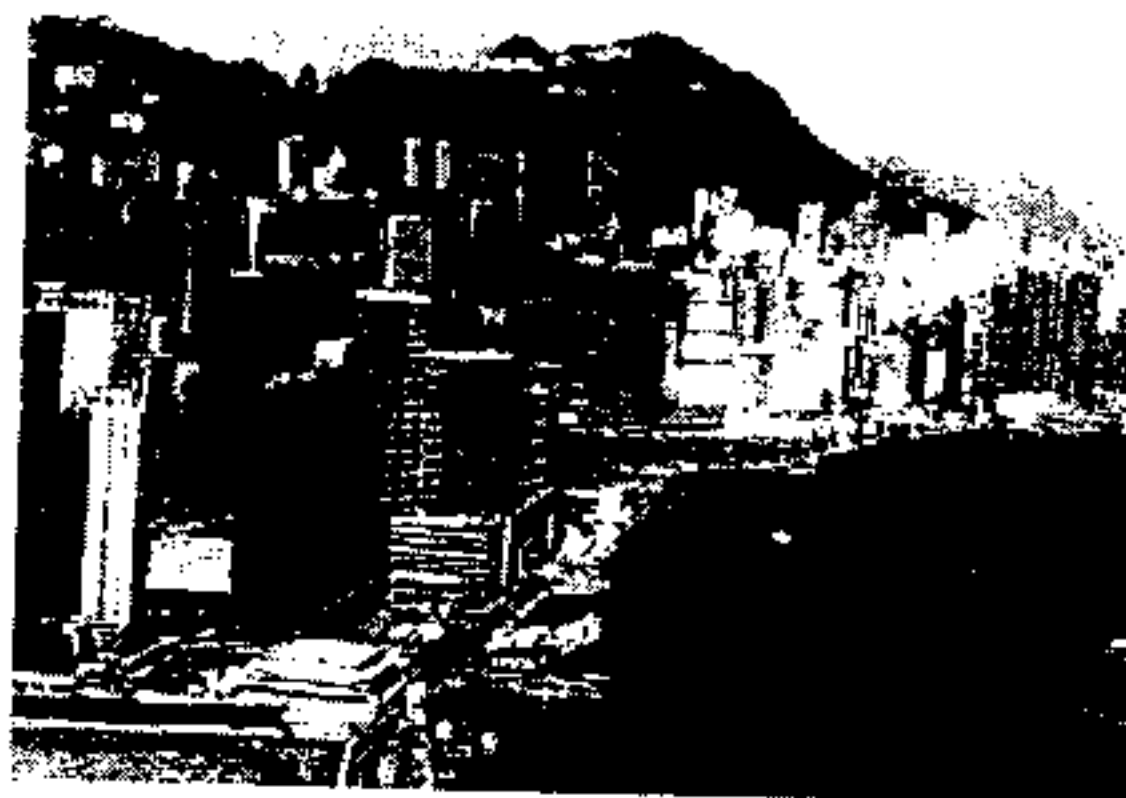
that you are prepared'. My Missile Gun Director Blind (MGDB) was a Chief GI, an old guy called Tim Timpson. A good MGDB, I relied on him for all the gunnery war cries. At about 6 o'clock, just as it started to get light, this Canberra called up. I acknowledged the aircraft and called the Captain informing him of the opportunity. 'Carry on Mr Owen', ordered the Captain. I questioned whether I should call the Ops Officer but, as I was the on watch PWO, the Captain told me to leave him where he was. The Captain came to the Ops Room, we made the appropriate preparations, loaded the 4.5s and locked

on. I reported that we were ready to engage and the Captain approved. 'MGDB PWO(U) shoot'. The Ops Officers wake up call was sounded: B BANG, B BANG. For those who remember, there is a ladder from the cabin flat in a LEANDER. The Ops Officer fell down the hatch and shouted, 'What the ***** is going on, I told you to shake me'. The Captain told the Ops Officer to go back to bed, 'Mr Owen, the TAS Officer, has got complete charge of my ship and I am more than happy to support him; go away'. He was sent with his tail between his legs and I carried on with the shoot." Jess was the second WO(S) as PWO(U) followed by the third and last, Peter Brierly.

Jess was also President of the WO and CPO's Mess. "It was like any other Frigate, the mess was topped up with 'Tiffs', I watched the performance for two or three months, was not happy with the way it was being run so took over."

Returning to HMS DRYAD, Jess took over from Alan Noble and spent two years as Course Officer for PO(S) and Anti Submarine Warfare Sensor Coordinator (ASWSC) career courses. He then went to Northwood to join the Fleet Trials team, an appointment that developed to include work in the UK and at Andros Island in the Bahamas with the Atlantic Undersea Test and Evaluation Center (AUTEC). "In 1992 we had a third of the Royal Navy, other than those in refit, on range at AUTEC, managed by a grey haired Commander and even greyer haired WO." During the 3-year appointment, Jess spent 2 to 3 months at AUTEC, returning home for 2 to 3 months before going back. "It was never the intention that the WO would get involved in AUTEC business. However, I could see a job for the boys so got it up and running with the

intention of passing it on to someone as a long term appointment." Running the trials programme, Waterspace Management, Weekly Practice Programme and acting as 1st Lt of the Island, Jess was extremely busy so I asked him if he was pleased to get away from it all when he was re-appointed. "Yes I was glad of a rest and there was the prospect of a job in Hong Kong which was even more attractive than AUTEC."



The Royal Navy in Hong Kong was TAMAR and the Deputy Operations Officer ran the patrol squadron of 3 ships: PEACOCK PLUVER AND STARLING. TAMAR used to be in Hong Kong central but was closed down and moved to Stone Cutters Island. What used to be TAMAR Hong Kong became Head Quarters British Forces Hong Kong and the Prince of Wales Barracks. A Lieutenant Commander as Ops Officer, Lieutenant as Assistant Ops Officer, and Lieutenant Royal Marines as Deputy Ops Officer manned the Ops Room. "When I arrived they got rid of the Lieutenant Commander, Lieutenant, and CPO(Radar). The Lieutenant Royal Marines became the Ops Officer and I was his Deputy." Hong Kong was going through a 'Draw Down', reducing from 10,000 service-men to around 3,000 within 12 months, never-the-less, the Ops Room remained operational

until midnight on June 30 1997. "When I arrived in Hong Kong in 1995, two and a half years before closure, thousands of Vietnamese were still in Hong Kong camps and they continued to come ashore. The biggest problems were illegal immigrants from main land China, car smuggling by organised groups of Triads and Chinese incursions using Chinese Patrol Vessels (CPVs). We had a couple of shooting incidents, a sensitive area as we had to be 100% correct when ordering ships to react."

Hong Kong was one of the few nuclear submarine ports in the world. "We were getting all the American Pacific submarine fleet in and occasional visiting British submarines. I arrived in Jan 95 and the last visiting warship was HMS NORFOLK in 92. The Americans were in most weeks and I had a good liaison with them including invites to all their embassy parties - the social life was terrific."

Mess life was particularly good although Jess avoided the Prince of Wales Barracks as it was run by an organisation that he didn't get on with - the Army. "The Mess was run jointly by a WO from the Army and Navy. There used to be this thing called the Garrison Sergeant Major in Hong Kong. He was a WO1 in the guards, 6ft 6", sociable but solid as a plank of wood and he couldn't understand the Navy. When we went to a barbecue, Jack would be dressed in his shorts and loudest shirt while the Garrison Sergeant Major would be in his tweed jacket with shooting stick." Jess tended to socialise more with the Chinese. The Hong Kong military service Corp was based at Stone Cutters Island where they had their mess. They were local Chinese serving in the British Army and their mess was a lot closer to Jess's accommodation.

Before leaving Hong Kong, Jess was heavily involved in the withdrawal of the

British and was based in HMS CHATHAM following closure of the Ops Room. All families went home in March 1997 in case of trouble. "We went from a Commander as CO of TAMAR to a Lieutenant in the space of 6 months. If we had stayed any longer, I would have been skipper of TAMAR myself." (*A frightening thought*). The three ships (PEACOCK, PLOVER and STARLING) were sold to the Philippines. Jess was also responsible for berthing the Royal Yacht. "We had the Royal Yacht coming in to take Prince Charles and Chris Patten away. Positioning the Yacht had to be absolutely right. The gangway wasn't to be obstructed, head and stern ropes had to be at 45 degrees and steps had to be manufactured." If you look closely at video recordings of the Royal Yacht gracefully leaving the jetty you will see Jess letting go. "My un-berthing party was a team from the 'Black Watch'. There were no matelotes and I was given 10 scurry faced jocks in frocks to assist me. Once the Royal Yacht and HMS CHATHAM had gone, we were all taken by ferry to a building at the airport where everyone else was waiting. We changed into civvies, boarded a specially chartered 747 and took off at around 2 o'clock in the morning."



Jess was awarded the MBE in June 1997

Following a well-deserved break in UK, Jess joined HMS DRYAD. It wasn't long before the buzz got round that he had submitted his 18-month notice. Having completed some very good drafts/appointments, there was nothing other than the more mundane jobs offered during a visit to the appointer. It became clear that he would be spending his last years in DRYAD and this was one area he wanted to avoid having completed a number of earlier appointments there. "I would have liked to be part of a Project Team in DERA or MOD (PE) but as a Naval Applicator and not as a gofer. Alternatively, I would have liked an exchange job."

Finally I asked Jess where he thought Sonar and ASW would be in 10 - 20 years. "There is a lot of potential in Low Frequency Active Sonar 2087. I think there will be a lot more use of seabed active fixed sensors or very long range low frequency sonar's using multi static arrays as opposed to Variable Depth Sonar. Passive systems still have potential against 3rd world countries: China, India, Pakistan and South American countries if they ever get submarines. The first PO(UW) course is going through now and they appear to be doing very well. Training is always going to be a worry, particularly as our sonar equipment becomes more technical. The way ahead seems to be Computer Based Training although it will never be a substitute for live training on sonar equipment at sea."

Jess left DRYAD on the 2 July 1999 for terminal leave before leaving the Navy on 1 August. His aim is to work in the defence sector initially, an area he understands, or alternatively the IT world. A tip for anybody about to leave the Navy is to take full advantage of the Internet to advertise

yourself. Jess has designed a web page using PowerPoint and has advertised on Internet job recruitment sites that distribute to 500 recruitment agencies up and down the country. If readers wish to contact Jess, his E-mail address is jessowen@imcmail.com.uk.

"I have really enjoyed my 33 years in the RN. The opportunities are there if you grab them; if you don't then you will fail. If I had the opportunity I would do it all over again".

The ASWI's association wishes Jess every success in his new career and looks forward to maintaining contact in the future.

JESS PROCEEDS IN ACCORDANCE WITH PREVIOUS ORDERS



Photograph by Bob Burton

Dusty Rhodes organised a farewell social for Jess on 24 Jul 99 and here the two shake hands following speeches. The event was attended by friends past and present and included good food, disco and plenty of liquid refreshment served well into the early hours of the following morning. Jess

was presented with a framed Service History seen here and mounted brass clock and weather barometer.



Photograph by Bob Burton

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Photograph by Bob Burton

Navy Succeed In Putting Type 42 Destroyer To Sea



The MOD confirmed today that it has finally succeeded in sending one of its Type 42 Destroyers to sea. It also confirmed that this is the first to leave harbour since HMS NOTTINGHAM spent five days foreign visit to Gosport. The Captain and crew are thought to be up in arms because they just do not want to go to sea. In Plymouth, home of the Type 22 Squadrons the workhorses of the Fleet, the news is met with some humour. One young sailor was heard to say "Obviously they need something for the headlines in the Pompey Gazette" (The Navy News). The News has not only caused a stir within the Navy, it has also had its affect on the local people in the area. Mr John Smith, a local barman from the Small Ships Canteen cannot believe the ship has sailed, Destroyers like that are normally spot welded to Fountain Lake jetty or used as fenders for the Type 23 Frigates that do go to sea. The money that these lads earn and spend in my canteen is my livelihood and it means that my takings will be down. On a serious note there are some members of the RN who believe these ships go to sea regularly. However, the medical staff are getting round to catching them and certifying them as mad. It has been said that you have got more chance of seeing HMS DRYAD Field Gun Crew winning the Brickwoods Trophy than seeing a T42 at sea.

Remember – Its Just for Fun.

Authors name and address supplied

EXCUSES, EXCUSES

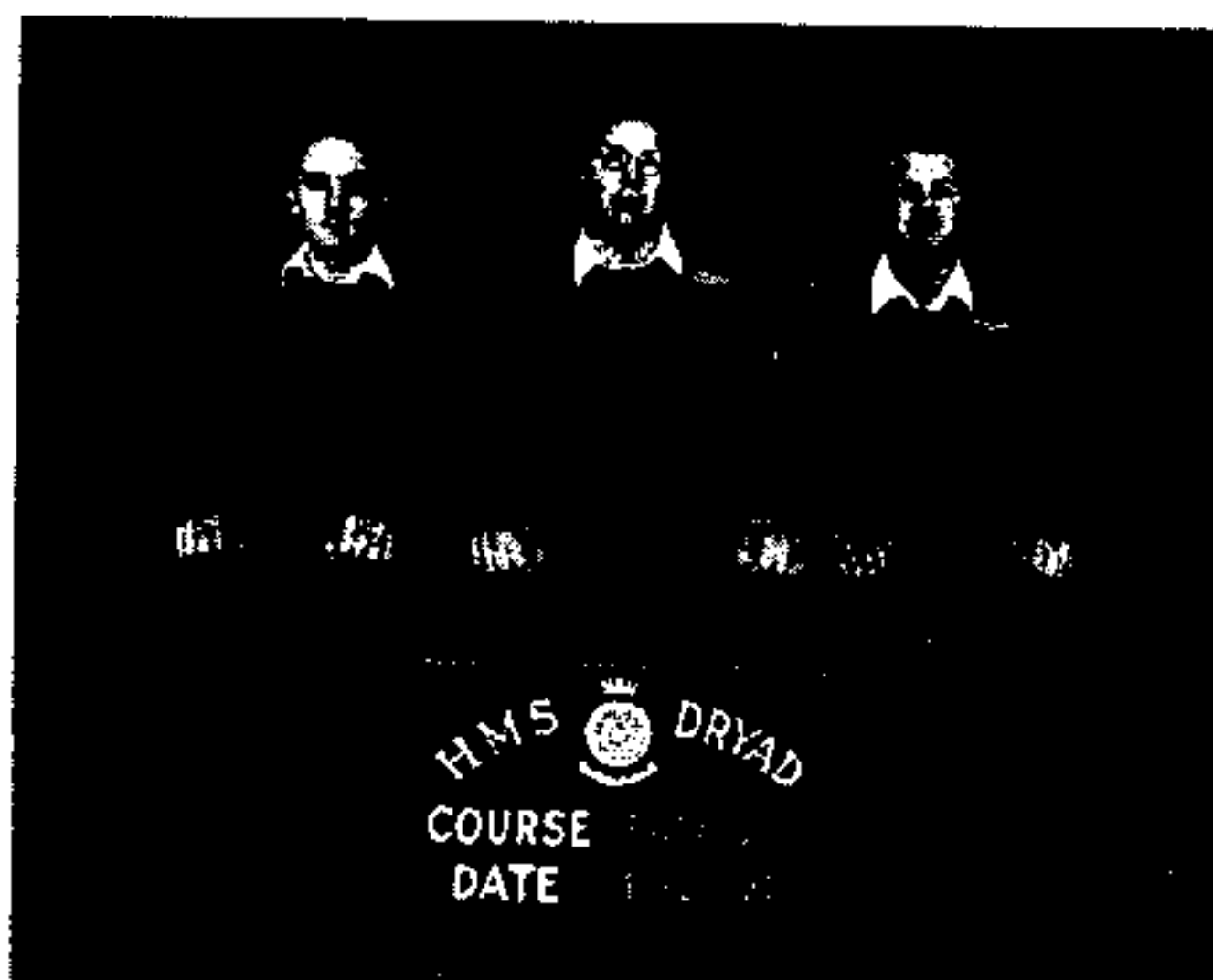
A few of the funnier quotes collected by insurers over the years:

- ◆ 'I started to slow down but the traffic was more stationary than I thought'
- ◆ 'I had one eye on a parked car, another on approaching lorries and another on the woman behind'
- ◆ 'Coming home, I drove into the wrong house and collided with a tree I don't have'
- ◆ 'The car in front hit the pedestrian but he got up, so I hit him again'

THE STORY SO FAR

We often read in this magazine about thoughts and experiences of the senior association members. Here is an article written by a young Senior Rating, newly

qualified as a Petty Officer Underwater Warfare. The story so far written by Steve Moyes.



Course Photograph left to right Keith Pierce, Steve Moyes and Jason Clasby

I transferred to the Operator Mechanic's Branch in September 1993 after completing 8 years as an Able Seaman. Fully qualified, I joined HMS LIVERPOOL where I took to 'all nights in' like a duck to water; being a 'greeny' was great. I left in August 1996 to start one of the first Leading Operator Mechanic (UW) Professional Qualifying Courses. The first 10 weeks were spent in HMS COLLINGWOOD, the RN School of Weapon Engineering and Communications. This training was particularly difficult although no where near as difficult as that at HMS DRYAD as Action Picture Supervisor. They said my comments on that are not printable. Having tried my best, I successfully completed the course and joined the Type 23 Frigate, HMS GRAFTON. After 2½ years sea time I returned to HMS DRYAD to commence the first Petty Officer (UW) Professional Qualifying Course which started in Nov 98.

The first hurdle was to complete the four week Petty Officer Leadership Course at HMS

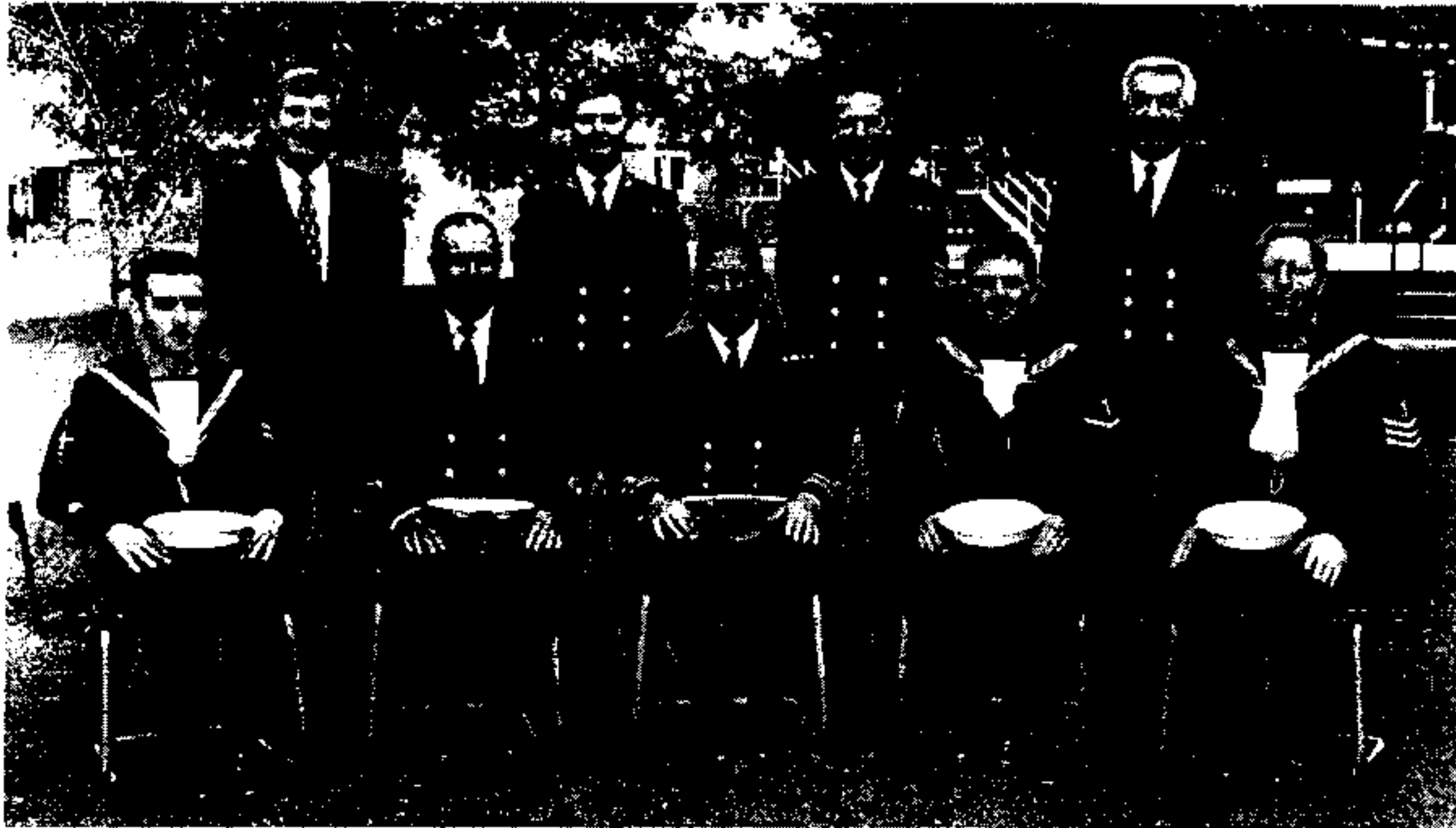
EXCELLENT. This was followed by a short but intense 20 weeks Anti-Submarine Warfare Directors Course. The course was very enjoyable but obviously hard work with many late nights studying. Having joined from GRAFTON with a modern and highly technical Command System, I was looking forward to being trained in the latest skill/sub team ASW trainer – ASUAT 11. Unfortunately, this trainer is not yet ready for training and we had to take a step back in history and use the old lady - ASUAT 6, still running but sometimes temperamental. With very little practical Passive Sonar experience, I was at a slight disadvantage in NEREUS, the Passive trainer in Cook Building.

I successfully completed the course in June 1999 and due to a quirk of fate, the first LOM (UW) became the first PO(UW). So here I am now in DRYAD U Department as an instructor awaiting my next draft to HMS CAMPBELTOWN. What next?

We look forward to hearing from Steve in the future. I am sure he will update us with an article for the Seamaster

UNDERWATER WARFARE THE NEXT GENERATION

There have been several changes to the ASW Branch over the past 50 years and on Friday 11 June 1999 we saw the latest. A new generation of Sonar and ASW specialists, known as Petty Officer (Underwater Warfare), graduated into the Fleet. The ASW wheel has now turned full circle because until 1948 the Torpedo-man was also a member of the ships electrical branch. Paul Hitchcock updates us.



On 1 June 1987 the Navy Board commissioned a study into the feasibility of forming a Warfare Branch by an amalgamation of elements of the Operations and Weapon Engineering Branches. As the Royal Navy moved towards the wider application of the user-maintainer principle a case for an operator-maintainer was accepted. Furthermore, as a result of technological advances relying increasingly on sophisticated equipment to do the work of basic operators, a Navy Board Submission in December 1989 accepted the feasibility of an operator-maintainer.

Petty Officer (UW) Course No 1 successfully completed the first of a new 20 week Warfare Branch PO(UW) Course at HMS DRYAD. Joining them to celebrate their achievement and award was Mr Paul Hitchcock (Flagship Training Limited) representing the Torpedo and Anti-Submarine Instructors of the TAS Branch formed in 1948. Chief Petty Officer (Sonar) Brian Walsh (Flag Officer Surface Flotilla) represented the

successor to the TASI and was one of the first to qualify as a Junior Seaman (Sonar) of the Operations Branch formed in 1974. (Guess who his instructor was?) Petty Officer (Sonar) Rab Butler (HMS DRYAD) an Active and Passive Sonar Instructor represented the product of the Sonar-man Study carried out in 1986. Finally, Warrant Officer Jess Owen MBE, promoted Fleet Chief Petty Officer in 1985 and was representing the ASW Sensor Co-ordinator, a successor to the old style TASI. The 3 PO(UW) trainees are front row left, LOM(UW) Keith Pierce drafted to HMS NORTHUMBERLAND, LOM(UW) Jason Clasby (4th from left) who was presented with the Herbert Lott award for top student and joining HMS COVENTRY. LOM(UW) Steve Moyes joins HMS CAMPBELTOWN. Their Course Officer was WO(S) Ted Lewis and Staff Officer Anti Submarine Warfare is Lt Cdr Karl Mardon. All Trainees have recently been rated Petty Officer (UW). The ASWI's Association wishes them well and hopes that their training will stand them in good stead for the future.

JASON CLASBY RECEIVES TOP PRIZE



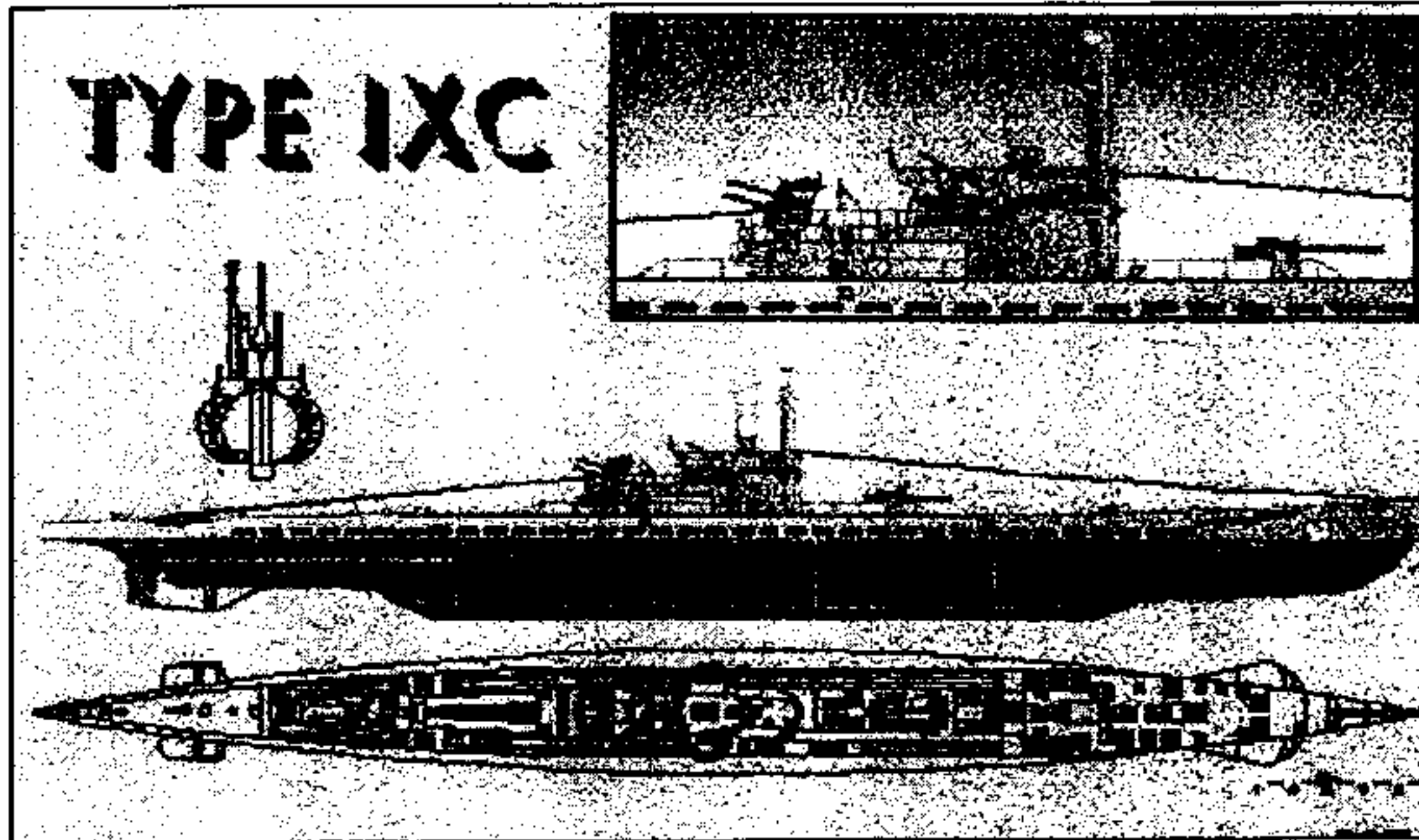
**TOP STUDENT, PO(UW) JASON CLASBY, RECEIVES HIS CERTIFICATE FROM
STAFF OFFICER UNDERWATER WARFARE LT CDR KARL MARDON.**

Jason Clasby joined the School of Maritime Operations (SMOPS) at HMS DRYAD in November 1998 to start the first of a new Warfare Branch Petty Officer (Underwater Warfare) Professional Qualifying Course.

The Qualifying Course starts at the Leadership School in Portsmouth with a grueling 4 week Petty Officer Leadership Course (POLC). Back at SMOPS, Jason joined a 20-week sonar course consisting of Oceanography, Active ASW, theoretical and practical Passive operations. Following a 1 week outside visits package, the course returned to SMOPS for training on tube launched torpedo weapon systems, hull mounted Sonar 2050, practical sub-team and command team training in simulators and a week of Seamanship. The package culminates in a week's sea training.

From the onset it was evident that Clasby had prepared himself thoroughly for the course. A dedicated student, he swiftly adapted to the training environment and coped extremely well with the demands of the course. Throughout the theory modules he produced consistently high marks. This was complemented by a strong practical performance where he proved to be an effective Anti-Submarine Warfare Director (ASWD) and Passive Sonar Director (PSD). Top student overall, Jason was awarded the Herbert Lott Prize consisting of a certificate in recognition of his hard work while on course and more importantly, a cheque for £60. Jason has recently been rated Petty Officer. A proficient and effective Sonar Senior Rating, he will be an asset to the sonar department of his next draft - HMS COVENTRY. The ASWI's association wishes Jason Clasby every success in the future.

THE SINKING OF U501



U501

Type	IXC
Laid Down	12 February 1940 at Deutsche Werft, Hamburg
Commissioned	30 April 1941
Commander	Hugo Forster
Career	1 Patrol – Apr 41 to Sep 41: 2 nd Flotilla (Wilhelmshaven)
Successes	1 ship of 2,000 tons sunk
Fate	Sunk at 2330 hrs on 10 Sep 41 in the Straits of Denmark south of Angmagsalik, Greenland by depth charges and ramming. 11 dead 37 survivors

When HMC Ships 'CHAMBLY' and 'MOOSEJAW' interrupted their training to sink a U-Boat, the first man to be rescued was the German Captain who jumped on board MOOSEJAW. Afterwards he gave his reasons for taking this remarkable step, but neither friend nor foe found his explanations very convincing.

U 501 had commissioned on 30 April 1941 and had sailed from Kiel on what was to be the first and last deployment about the second week of July.

"To avoid being sighted by an aircraft, U501 had to crash dive. About half an hour later, the crew heard ASDIC transmissions, but for some time they could not discover from which direction they were coming"

Submitted by **Dave Bekker**, this article marks the anniversary of the sinking of U501.

Read the full story of the sinking of U501 in the next issue.

Ships in the Night - Part 1

Muzz Cowley leaves the Royal Navy soon. Before leaving, he has recorded the highlights of a long and eventful career in a 2 part series. In Part 1, Muzz recalls his experiences that took him to Petty Officer.



I left school on the Friday and joined up on the Monday. First time away from home, a country boy, naïve, five foot and one half inch tall, weighing in at ninety eight pounds. What happened?
Well I bloody enjoyed myself, that's what. Took about 30 years though!

Steve has asked for a dit on my service history so I reckon that's it. Bye.

OK then, I joined in July 65, (that's 1965, contrary to popular opinion.) Lost, unsure, scared, excited, wondering what the hell I had let myself in for. The problem was, I always wanted to be a Matelot. Years before I left school I told everyone that's what I was going to be, a Sailor!

Joined at RALEIGH, did basic training, and sea training on HMS WIZARD then on to VERNON in December 65. Learnt about Sonar Types 164, 172, Hedgehog loading and enjoyed the privilege of being a Junior Seaman by having to run down to the QM's hut and back early in the morning.

Once we had finished our TAS training and before being sent off to sea, a number of my oppo's and I were sent to HMS St VINCENT over the water for continuation training. Only stayed there for a couple of months before joining the Survey ship, HMS VIDAL, in March 66. That was good, scrubbing the wooden decks every day and sleeping in hammocks. Bloody marvellous if the sea is rough, cos all you do is swing, but try getting your sea legs when you get out of your 'Mick'. We had a dog on board, always used to c**p on the quarterdeck, and the part of ship PO used to hate it, threatened to chuck it overboard if he ever caught it.

He never did but there was always a new pile for him to find. I used to look after the Parrot. True!

I left my mark on that ship by managing to upset a large drum of boot topping, right in the middle of the wooden flight deck; I was not a very popular chap. Still had a round dark stain there when she went to scrap many years later!

It was the days of whole ship drafting and in September 66 the crew of the Black Pig (GALATEA) joined together! I was a Junior when I joined and an Able Sailor, UC* in 68 when I left. We did an 11 month trip to the Far East including Australia and Japan during this time. I qualified as a Ships Diver in Singapore in what used to be HMS TERROR. That was October 67. The actual trip was from 22nd March 67 until 29th Feb 68. We visited a total of 12 countries and 19 different places. The ship sailed a total of 58,752 miles. When we arrived back and I went home, my mother didn't recognise me straight away!

Back to VERNON to try a Clearance Divers course, nearly made it too. I did a year as 2nd 'Dickie' to Officer Supervisors Courses and blew up the towers on Horsea Island. I then went back to sea on another survey ship, HMS HECATE. Being on a survey ship was like being in a totally different Navy. During the spring and summer months we were away surveying in some god-forsaken part of the world, often for 6 or 7 weeks at a time. Then during the winter we would be back in 'Guzz' for maintenance. I was 'dhoby walla' most of the time and wandered around in jeans and T-shirt. In fact we mostly wore civvie attire whilst at sea, then back into 8's for harbour. A good wheeze was to get shore party, tide watching. You did it for 3 months at a time, it could get pretty boring, taking measurements every hour, but OK if you got in with the locals.

One of our surveying teams was woken one night with what sounded like thunder. When, in the morning, they went to the special boats we carried..... no boats, well half of one. They were working in Southern Ireland and the IRA had decided to blow up both boats! We heard the news in Devonport and immediately got ready to go and pick up the pieces. The IRA said that if we went into the bay we would get blown up too. Needless to say when we got there, Garda had ringed the whole bay. What was left of our very expensive boats was salvaged. Our job was to survey the bay and its entrance to make it safe for the local fishermen; we never did complete the job.

Total time on HECATE, 3 years, the best ship I have ever been on, made more so by the fact that I met my wife whilst serving on it.

It is now 1972, only 27 years to go! Time for some more training. Into VERNON for a UC2's course and a brief foray to Royal Arthur before joining HMS BRIGHTON based in Chatham, in May 72.

Most of my time on BRIGHTON was spent as Buffers party and I also passed my board for Leading Seaman. Another trip to the Far East and this time my wife Mary, flew out to Singapore for a slightly belated honeymoon.

While in Gib in July 84, having just had an Admirals Harbour Inspection and Divisions, a signal came in on the evening of the 18th ordering us to Malta; we didn't know why. Due to the inspection, everything was in lay-apart stores in the dockyard. I was duty 'killick' and spent most of the night and early morning collecting gear in the Land Rover. A general recall went out but as all good Matelots ignore this or think of it as being a 'bite' anyone arriving on board in whatever state was put to good use ammunitioning, storing, fuelling or watering. By the time we had finished it was 0300 and we sailed at 0830 on the 19th. The weather was not good and I spent the next day (my birthday) on the deck in the mess surrounded by cans and trying to stop them sliding everywhere. A new signal came in, refuel at Malta then onto Cyprus at max speed. It seems the Turks had invaded! We arrived off Cyprus on the 23rd and we were the first Warship there. I took a Gemini onto the beach to see if there were any British Pat's waiting to be taken off. I was armed to the teeth with an SMG! And was told if I was fired upon to get the hell out of there! Anyway as we were canteen boat we were ordered out to sea to pick up dead bodies from a Turkish warship that had been sunk, we believe, by their own aircraft. The big nobs in the Aircraft Carrier (HERMES) arrived later but they enjoyed the limelight. I found out much later that some 'killick' from the carrier had taken a boat into the beach area to check for civilians, had been mentioned in despatches and given a commendation. Bloody cheek as I had already done it! The only good thing that we got out of that trip was free mail. I left BRIGHTON in Sept 74 having enjoyed the time spent on board and made some good friends too.

Shore time beckoned and we moved down to Guzz, well, Torpoint and I was employed on the range at RALEIGH. It was one of the best jobs for me as I was well into shooting

and managed to win some of the competitions. I was picked for Bisley in 75 but decided not to leave Mary who was pregnant at the time. Our boy, Nick, was born in August and in December, now a confirmed killick, I was back off to VERNON for the L/S (S) course, as it is known now.

This time I made it to Bisley from the range in RALEIGH and I joined BACCHANTE in Feb 76. Did a Med trip with her before swapping in Gib to SCYLLA. 7 weeks in Gib! Nearly died.

SCYLLA took me from the West to both North and South America. I also took a team to the South Western United Services Small Arms Meeting competition at Trevol range. It was a great result as we managed to beat many other teams including Royal Marines. It was the first time a small ship had won some of the main trophies. Got my PO's rate on SCYLLA and as I was due to go on draft anyway, it was straight to Royal Arthur in April 78 for POLC. We all know about the trials and tribulations of this course and I found myself in charge of a team for the mountains. I spent a long time working out routes and tactics for the Brecons. We had good weather and my team managed to collect the most points and win the cup.

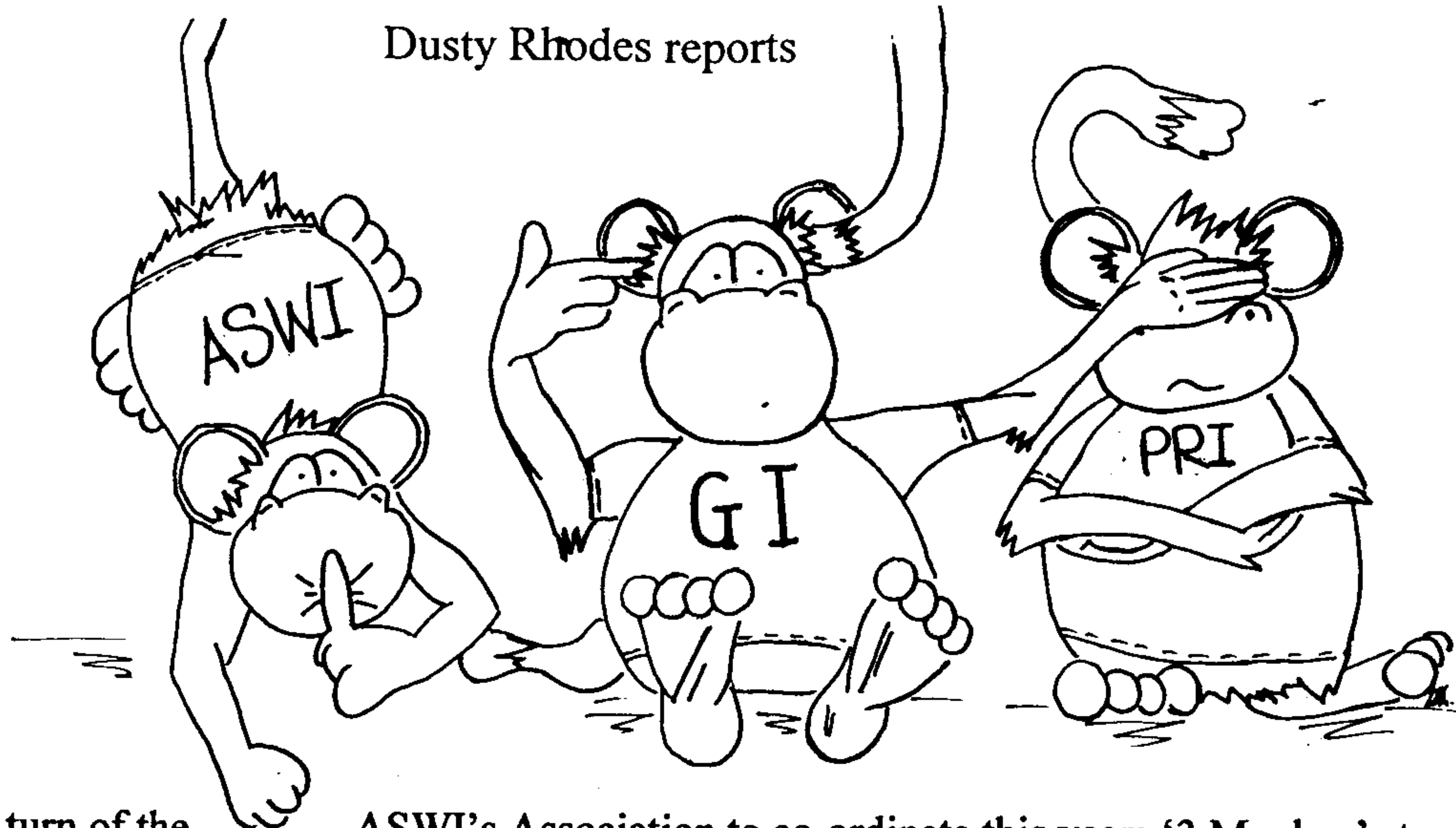
From there it was back to VERNON for what started as a TASI's course but changed almost as soon as we started to a PO Sonar's course, exactly the same training though. We were not amused, but the previous course had it worse as they had nearly finished and then were told about the change. Trying to save money I think by not having to pay Instructors Pay. I shared the 'Herbie Lott' prize with my oppo Pete Black for results at the end of the course. That was spent on the beer afterwards in the TASI's club down by the Main Gate of VERNON.

I was asked to go into the new passive branch but I was happier with active sonar. All singing all dancing sonar's on HMS ARETHUSA with lots of things to play with. That can wait for the next episode with stories of another skirmish, teaching officers at Dartmouth, and joining the real sonar world.

Look out for Part 2 in the next issue of THE SEAMASTER.

3 MONKEY'S TOURNAMENT

Dusty Rhodes reports



It was the turn of the ASWI's Association to co-ordinate this years '3 Monkey's tournament. The event took place on Saturday 26 June 1999 at the Sports Pavilion, HMS DRYAD.

With the backing of our committee, all Ex FOST staff, a lot of hard work went into the preparation. Paul Hitchcock and Angie bought and sold the liquid refreshments; their cocktails had to be seen to be believed. The BBQ was prepared and pre-cooked by the Ready Steady Cook team Bev and Dusty (*Red peppers won*). The Op Order was typed up and produced by Caroline Dedman and, unlike most programmes, no changes or amends were inserted.

Events started with the bar opening at 1230 and the first physical competition, the 3 legged race, started at 1330. The last event was a fiercely fought Volleyball match between the GI's and ASWI's. Sadly, the gunners with 4.5's engaged, forced us below the layer winning by several points.

The weather held out and although the sun was beaten into early submission, the aroma of cooking burgers ensured all 160 participants kept smiling. By 1900, exhausted, well fed and watered, teams retreated to their homes.

The GI's Association with 21 points, although closely contested, won the 3 Monkeys trophy closely followed by the ASWI's and PRI's both with 18 points.

After all drinks had been bought, BBQ tickets purchased and raffle prizes won, the Association made a profit of £114.63. This goes to prove that good preparation can have its rewards.

Next year it is the GI's turn to co-ordinate the challenge. Can they beat the memories: Karen Gleeve throwing the welly full of water doing a 100 metre dash, 3 PRI's with faces in buckets of water trying to catch an apple and Field Gunner, GI CPO Elliot trying to pick up a clothes peg from a plate full of pink blancmange with his teeth?

A big **THANK YOU** to everyone who attended, making this years event such a great success.

NAME THAT TASI



The picture above is of the 1959 TASI run ashore sent to the association by Frank Waterfield. Frank left the Navy in 1960 and now lives in Canada. He remembers the names of those as indicated below. *Does anyone recognise the remaining members?* If so please pass details to the Editor and hopefully this article can be included in the next issue of **SEAMASTER** with all members identified.



Letters



To the ASWI's Association,

This page is designed for you to tell members about anything appropriate to do with you, your ship, programme, interests, activities or thoughts on a particular subject.

Write to the Editor.

Have you recently completed a sonar course? Did it prepare you for your draft? How are you getting on in your first draft as a Senior Rating?

Let us know

What do you think about the Association? Do you get value for money? Can it be improved?

Let us have your constructive comments.

Send your letters for **The Seamaster** to:

Fleet Staff Authors Group
HMS COLLINGWOOD
Pepys Building
Fareham
Hampshire
PO14 1AS
(Attn: Steve Rodgers)

See Page 2 for alternative contact methods.

Have you retired from the RN? How was it for you? Do you have any tips for those who are about to leave or are considering submitting their notice?

What are you doing in retirement? Can we advertise something for you?

Write and let us know.

NEXT ISSUE IS FEBRUARY 2000

**DEADLINE FOR ARTICLES AND LETTERS IS 31
DECEMBER 1999**

FRANK BRADBURN DSM

Interview by Bob Burton

Frank was born in a little place called Ince near Wigan, Lancashire in 1912. In this series, Frank tells Bob about his life and fascinating experiences in the Royal Navy.

"A box horse was produced and I was bent over it, my wrists tied down one side and my ankles on the other. The Jaunty read the charge sheet and a voice said "Begin the punishment." We all knew what was coming and I was told "Pick up your Flannel and stick it in your mouth." (so we would not shout) Then down they came, twelve cuts with the cane."



My Father was a Policeman in the Lancashire Police, Mother had been working during the Boer War in a factory in Birmingham where she was trained to use a Lathe. When the First World War started, Father was immediately called up because he had served in the Grenadiers and was on the reserve list. He was taken off to France immediately. The following day a Police Superintendent came round and said to Mother, 'You will have to leave this house because it belongs to the police.' So she gathered myself and my brother who was about two years older than me and off we went. Looking for work, mother answered an advert from a firm called Armstrong Whitworth advertising for lathe workers and based somewhere near Newcastle. She got the job, found some digs in Gateshead and went to work. My brother and I were sent to a little nursery school each day and I think she paid a small amount to the school.

Father had been wounded pretty badly during the war and on his return he was de-mobbed. We returned to Lancashire to a little village called Coppull. The population was around 5,000 and we had two coal mines, two cotton mills and a bleach works.

The girls would go to the cotton mills at about 6 am and I can still remember being awakened by the sound of their clogs as they past the house. They all dressed the same in a shawl, clogs and long skirt.

Father could not resist the lure of the ale especially when he was on night duty. A popular man, everyone liked him and it was his mates who supplied his ale.

Eventually he got caught and we were told immediately to pack our belongings and we were off. We were sent to a place near Liverpool called Prescott where, amongst other things, another school had to be found.

The first day at the new school, I remember sitting in the classroom and a chap wrote on the black board: ' $a + b = y - z$ '. I had no idea what he was on about as I had never heard of or been taught Algebra before. The teacher was a little annoyed about my ignorance but I had only a year to go so wasn't too worried. My school days over, I left at fourteen and went straight into the British Insulated Cable Works in Prescott.

I was set to work in the machine shop and I put on a guillotine chopping up pieces of wood; a lad who joined with me was put on a circular saw. I don't think there were any guards or safety rails in those days as he took

two fingers off. Who do you think got a transfer to the saw?

Even at that age I had a great desire to be a sailor. I had read all the books: Captain Mairyat, Conran and all about Nelson and other historic sailors. I knew of the recruiting office in Liverpool, not too far from where we lived. At the first opportunity I jumped on the back of a lorry and went there. The fellow said, "You are very welcome but how old are you?" I said I was about fourteen and a half. He replied, "You cannot join until you are fifteen and a quarter and you require your parents consent." I thought that was the end of that business then. I continued to pester my Mother to let me join. My Father was quite happy about it "Let him go if he wants to" he said.

I worked in the Cable Works until I was exactly fifteen and a quarter. I went straight down to Liverpool and this time the recruiters said okay. At that time, of course, there was a lot of unemployment and the Services could pick and choose. There were twelve hopefuls in a little office and we were all given a medical; three of us were chosen. "So you are here but we must have your parents consent" they said. I returned home to tell my mother the good news and after a very tearful discussion, my Mother consented and signed the form. I rushed back to the Liverpool recruitment office and gave it in to be told that I would hear from them. A few days later, I got a letter inviting me to another interview. Along with the other successful candidates we were told to go to Devonport the following day. At last I was going to be a sailor.

That night, I asked if I could go home. "No you can't" the recruiting officer said. "You will stay here, we have tickets for you. You will go round to Norton Street to the Salvation Army Hostel and stay there over-night." On arrival at the hostel I told the chap who I was. "Oh yes", he said "there is your bed." The bed was in a big dormitory that slept about forty. "When you undress tonight you put your boots under your pillow, fold your clothes

and put them under the blankets with you because if you don't they will all be stolen". This is a good start I thought. I went to bed fairly early but was woken by drunks and addicts as they came in. They were shouting, swearing being sick and urinating on the beds. I was just over fifteen and was a quivering mass, just glad to get out.

The next morning we were put on a train at Liverpool heading for Devonport. A CPO, who I think was called Sercombe, met us at the station, transported us to the dockyard and put us on an old cutter that took us to the IMPREGNABLE. Once onboard I was taken to the mess and shown how to put a hammock up. Using bars on the deck head I was then shown how to swing into the hammock. Later, I was given a bowl made of aluminium that was filled with a liquid called Pussers Ki and together with a couple of ships biscuits I ate my supper.

Next day, old Chief Sercombe arrived in the mess at about 6 am. Using a long cane he rattled fittings to add noise to his yelling and shouting while telling us to get out. We all thought that this wasn't too bad so we all leaped out. Standing in the mess shivering we had no idea what to do next. In fact, we were shown how to lash our hammocks before being sent for a wash. We were taken to wooden gun tubs filled with cold water and given a bar of Pussers soap, a towel and told to get in. I must say that if today's Instructors treated boys as we were treated they would all be locked up. We got used to it and I don't think it did us any harm.

I blotted my copy book while onboard. I was caught smoking and as a first offence, received a very severe caution. Unfortunately, I was caught a second time and sentenced to twelve cuts with the cane. I was taken down to a space in the depths of the ship. Arranged around me in a semicircle were the Chaplain, the Doctor, the Medical Officer, the Commander, my Divisional Officer, and my Instructor. They all stood there glowing at me and towering above my short 15/16-year-old quivering frame.

A box horse was produced and I was bent over it, my wrists tied down one side and my ankles on the other. The Jaunty read the charge sheet and a voice said "Begin the punishment". We all knew what was coming and I was told "Pick up your Flannel and stick it in your mouth." (So we would not shout). Then down they came, twelve cuts with the cane. Once during the proceedings I heard the jaunty say "You are not hitting him hard enough stand back a bit." After the twelve, they had all been counted and the Jaunty said "And one for the King." I am afraid I forgot my manners and said "..... to the King." As soon as I was released, I ran up the ladder and away I went. So that was the punishment in those days. It didn't do us a lot of harm and we didn't take much notice of it. In fact, if you got so many cuts, you were a bit of a hero to the other lads.

After eighteen months I got a draft to HMS EMPEROR OF INDIA, a coal burning battleship and that was another experience. We used to take on approximately 2½ tons of coal every three months at Plymouth, Portland or Gibraltar; the Collier's name was the Frances Duncan. Everybody worked hard on a coal ship including the Commander, Parson except the captain of course. We all had a job to do and we started at about 0530 am finishing at around midnight. The hoses were used to wash down from top to keel to remove the coal dust that collected everywhere. At the end of the day it was time for a bath. The bathroom was in a space deep down in the ship. On arrival we were met with about four feet of water swilling around on the deck and thick with coal dust. Anyway, you just jumped in and did what you could.

The EMPEROR OF INDIA was a boys training ship that had a small nucleus of experienced AB's. The instructors were mostly GI Petty Officers. I remember one very clearly, Jimmy Langdon a big Irishman who was black. He was my instructor and thinking back, he was marvellous at his job. He could be quite brutal. On one occasion, he was giving us

a lesson on boat work and he asked me, "Where would you find a plug in a starboard boat?" I said, "In the plug hole." for which I got a clout around the head. I thought that I was being big. That taught me something.

From the EMPEROR OF INDIA I got a draft to the Aircraft Carrier, HMS EAGLE. As soon as I joined her we sailed for Argentina in South America. Accompanying us was the Prince of Wales and his brother Prince George who were attending a big exhibition being held there. The experience was fantastic as the Argentineans were marvellous and treated us like heroes. Everything was free because at the time they liked the English and wanted us to marry their daughters.

Leaving the EAGLE I went to the WOLFHOUND based at Chatham. I was still an Ordinary Seaman (OD) but Destroyers didn't have this rate onboard. The Navigating Officer examined me and I was rated Able Seaman. My pay increased by One Shilling a day; not bad I thought.

I was on WOLFHOUND in 1931 in Invergordon when a mutiny started. To this day, I cannot understand why it started. We knew nothing about pay cuts or loss of rum allowances until it was published in the daily papers. Sailors refused to take in the cables and they sat on cable in the fo'c'sle so the ships could not go to sea. Eventually they were dispersed. Admiral Jumbo Kelly, one of the Kelly brothers replaced the Admiral who had been in charge. As soon as Jumbo arrived he went straight round to the big canteen in Invergordon, walked up to the bar and said, "I will have a pint, you got a roll there mate? Give me a bit." He filled a tickler and then we found out he was the Admiral who was going to take over the Fleet. He was very popular.

In the next issue, the story continues. Why did Frank become a TAS man? Read about patrols for German U boats after war was declared and his encounters with packs of U boats. Frank is proud to have been awarded the DSM by the King and Queen in 1942 and he shares with us his memories of that special occasion.

WHERE'S YOUR OPO? – 11 August 1999

Warrant Officer (Sonar)

BACON	DRYAD	LOVEDAY	CINCFLEET
BROTHERWOOD	CDRE MFP	LYMATH	DRYAD
BURTON	CINCFLEET	NASH	CINCFLEET
CAPEL	MWC PORTSDOWN	O'SULLIVAN	FOSF
FOSTER	COLLINGWOOD	PARRY	FOSF SEA D/PORT
FORRESTER	DRYAD	PREECE	FOST D/PORT SHORE
GRAVETT	CINCFLEET	RHODES	FOSF SEA P/MOUTH
HUTCHISON	FOSF PORTSMOUTH	WHITE	DRYAD
KENNEDY	RN GIBRALTAR	WILL	DRYAD
KILROY	2SL/CNH FOTR	WILLIAMS	FOST SEA
LEWIS TR	DRYAD	WORSEY	PJHQ

Chief Petty Officer (Sonar)

ALLEN	FOSF SEA P/MOUTH	MERCER	FOST SEA
ALLPORT	SUTHERLAND	MIDDLEMAN	FOST SEA
ANTROBUS	RALIEGH	MORTIMER	DASHER
BAKER	DRYAD	MOSS KG	FOST SEA
BARTLETT-	SOMERSET	MYATT	RALEIGH
HORWOOD		NELSON	GRAFTON
BROWN	COVENTRY	NEWELL	URNU BIRMINGHAM
BURTON GR	DRAKE CBP(CFS)	PAGE	ST MAWGAN
CRISPIN	ADAC	PARRY	NORFOLK
DINNAGE	DRYAD	PROWSE	RALEIGH
DODD	RN GIBRALTAR	ROWE	DRYAD
EDWARDS AD	DRYAD	SINGH	GLASGOW
EDWARDS K	SHEFFIELD	SLATER	FOST SEA
EGAN	ADAC	STANKEVITCH	MONTROSE
EMMERTON	NORTHUMBERLAND	TYLER	RN GIBRALTAR
EVANS	DRYAD	WALSH	FOSF SEA P/MOUTH
FAIRCLIFF	CHATHAM	WOODS	DRYAD
GARDINER	RALIEGH	YATES	CORNWALL
GODWIN	CUMBERLAND	COUCH	RICHMOND
GOODFELLOW	DRYAD	EDWARDS	RALEIGH
GORRINGE	WESTMINSTER	KAY	DRYAD
HANCOCK	ARGYLL	MOSS AR	LONDON
HILL	MARLBOROUGH	RICHES	DRYAD
JARVIS	DRYAD	SADLER	RALEIGH
JONES	FOST SEA	SPEIRS	DRYAD
KERR	LIVERPOOL	TATHAM	URNU BRISTOL
LAURIE	RALEIGH	UNDERDOWN	RALEIGH
LINGER	DRYAD	WELSH	DARTMOUTH
LITTLE	SMITER	WILSON	ARCHER
LOYNES	DRYAD	BLACK	DRYAD
MALCOLM	CAMPBELTOWN	CHASE	CARDIFF
MANEELY	DRYAD	DAVIES	MONMOUTH
MANNERS	DRYAD	GREAVES	VICTORY
MCCREADY	DRYAD	PINCH	BOXER
MCINTOSH	IRON DUKE	SHARP	DRYAD
MCLEAN	RALEIGH		

Petty Officer (Sonar)

AMOS	DRYAD	KEMP	COLLINGWOOD
ARMITAGE	MARLBOROUGH	LAX	BOXER
AYRES	RALEIGH	LAZENBY	NEWCASTLE
BAXTER	DRYAD	LOVEWELL	CHATHAM
BAILEY	DRAKE CBP (CFS)	LOWDEN	DRAKE CBP (CFS)
BENTING	SHEFFIELD	MACDONALD	MONMOUTH
BEST	BRIMINGHAM	MAHONEY	ARGYLL
BOX	DRYAD	MALLINSON	DRYAD
BOYES	CORNWALL	MANGAN	GLOUCESTER
BOWMAN	BOXER	MARCHANT	WESTMINSTER
BRIDGNELL	RALEIGH	MCCARTHY	ACDS (OPS)
BUCKLEY	BIRMINGHAM	MCCOURT	COVENTRY
BUTLER	DRYAD	MCLEOD	DRAKE CBP (CFS)
CALLAGHAN	RALEIGH	MONTGOMERY	BOXER
CANNON	SHEFFIELD	MOWAT	SOMERSET
CHOATE	YORK	MULLARKEY	DRYAD
CLARKE	RICHMOND	MURPHY	RN GIBRALTAR
COLLINS	DRYAD	OGGIANO	ADAC
COOK	MWC PORTSDOWN	PHILLIPS	RALEIGH
COURTNEY	SOUTHAMPTON	POPE	SOMERSET
CRESDEE	DRYAD	POREE	RALEIGH
CUMMINS	CHATHAM	PRITCHETT	DRYAD
DANGERFIELD	EDINBURGH	PROSSER	DRYAD
DENNIS	CUMBERLAND	PURSLOW	GLASGOW
DEVINE	EXETER	RAYNER	IRON DUKE
DRAY	LONDON	REYNOLDS	MANCHESTER
DUKE GRI	MONTROSE	RICHENS	DRYAD
DUKE P	NEPTUNE CFS	ROBERTS	MONTROSE
DUNN	CORNWALL	ROWLEY ME	DRAKE CBP (CFS)
EMERSON	RALEIGH	ROWLEY JJG	IRON DUKE
FLINT	GLOUCESTER	ROWNTREE	DNR WROUGHTON
FRANCIS	GRAFTON	SCOTT	RALEIGH
FRAZIER	WESTMINSTER	SIBSON	DRYAD
GILMARTIN	NEPTUNE CFS	SMALLBONES	CAMPBELTOWN
GING	CUMBERLAND	SMITH	RICHMOND
GOWMAN	ST MAWGAN	SOMERS	EDINBURGH
GREENING	DRYAD	STEPHENS	CUMBERLAND
HALE	NELSON	STREET	LIVERPOOL
HARTIGAN	DRYAD	SYERS	RALEIGH
HAYES	CARDIFF	TAYLOR	COVENTRY
HAYWARD	MONMOUTH	TOLTON	EXCELLENT
HEALEY	NORFOLK	WATSON	VICTORY
HEAVEY	RALEIGH	WEATHERLEY	SUTHERLAND
HENRY	DRYAD	WEBB	ARGYLL
HOLMES AT	DRYAD	WHITE	DRYAD
HOLMES SA	MARLBOROUGH	WILD	YORK
HUGHES	RALEIGH	WILLIAMS	NORTHUMBERLAND
JONES	MANCHESTER	WINGAR	CHATHAM
JORDAN	CAMPBELTOWN	WOOD	SHEFFIELD

Ex-Serving Members

<i>Adam John</i>	Purbrook, Portsmouth
<i>Allen Darby A W</i>	Waterlooville
<i>Allen Darby W T</i>	Higher Compton, Plymouth
<i>Antcliffe Dicky</i>	Barnsley
<i>Astley Andy</i>	Chichester
<i>Ayling Robin</i>	
<i>Baresford Dave</i>	Boston, Lincs
<i>Bekker Dave</i>	Drayton, Portsmouth
<i>Bradburn Frank</i>	Higher Compton, Plymouth
<i>Brierley Pete</i>	Falmouth
<i>Cowley Muzz</i>	
<i>Drew Dicky</i>	Hammersmith, London
<i>Dennett Dizzy</i>	Clanfield, Waterlooville
<i>Dacombe Les</i>	Monks Kirby, Warwickshire
<i>English Trev</i>	
<i>Feasey Ron</i>	Southborne, Bournemouth
<i>Gardner Ian</i>	Burseldon
<i>Gemmill Archie</i>	
<i>Gleeve Andy</i>	Fratton, Portsmouth
<i>Graham George</i>	Southwick, Fareham
<i>Haydon Charlie</i>	Crediton, Exeter
<i>Hawgood Ray</i>	Bridport, Dorset
<i>Hannemann Paul</i>	Weymouth, Dorset
<i>Heaver Brian/Burt</i>	Waterlooville
<i>Hitchcock Paul</i>	Copner, Portsmouth
<i>Hood Dave</i>	Hayling Island
<i>Hovendon Tony</i>	Waterlooville
<i>Hughes Spike</i>	Royal Tunbridge Wells, Kent
<i>Legg Mick</i>	Looseleigh, Plymouth
<i>Lake Jake</i>	Barrow-in-Furness, Cumbria
<i>Lenthall Phill (Taff)</i>	Portsmouth
<i>Nichol Roy (Jock)</i>	St Budeaux, Plymouth
<i>Nixon Paul (Nick)</i>	Weymouth
<i>Neeson Ted</i>	Cheadle, Cheshire
<i>Paton Bob</i>	Beaminster, Dorset
<i>Pearce George</i>	St Budeaux, Plymouth
<i>Quartermaine Alan</i>	Banbury, Oxon
<i>Roche John</i>	Glenholt, Plymouth
<i>Robinson Robby</i>	Drayton, Portsmouth
<i>Rodgers Steve</i>	Basingstoke
<i>Sargeant Mike</i>	Torpoint, Cornwall
<i>Snelling Sam</i>	Catherington, Hampshire
<i>Snowdon Pete</i>	Dover, Kent
<i>Thorpe Fred</i>	Groby, Leicester
<i>Taylor Buck</i>	Southport, Merseyside
<i>Whitty Terry</i>	Liskard, Cornwall
<i>Williamson Tom</i>	Plymouth
<i>Wratten Phil</i>	Wokingham
<i>Walton Tony</i>	Alverstoke, Gosport
<i>Yates Alan</i>	Nottingham, Weymouth

IF YOU ARE NOT ON THIS LIST AND BELIEVE YOU SHOULD BE, LET ME KNOW. NEW MEMBERS WILL BE INCLUDED IN THE NEXT ISSUE.

NEXT ISSUE

- MORE INTERESTING ARTICLES ABOUT YOU THE ASSOCIATION MEMBERS.
- DETAILS ABOUT NEXT YEARS DINNER/DANCE.
- THE  PAGE. PLEASE SEND YOUR FUNNY STORIES.
- THE FULL STORY OF THE SINKING OF U501.
- PART 2 OF THE **MUZZ COWLEY** STORY.
- 'NAME THAT TASI'. WILL YOU NAME ALL THOSE IN THE PICTURE?
- AS VERNON HAS ALMOST BEEN DEMOLISHED, DO YOU HAVE PHOTOGRAPHS OF THE WAY IT WAS, THE TASI CLUB AT THE GATE OR ANY OTHER MEMORABLE PICTURES? SEND THEM IN AND THEY WILL BE PUBLISHED NEXT ISSUE. (PHOTOGRAPHS WILL BE RETURNED)
- THE FASCINATING LIFE STORY FROM **FRANK BRADBURN** CONTINUES.
- YOUR LETTERS AND ADVERTS.
- ARTHUR KNYVET WILSON (TUG). WHO WAS HE AND HOW DID HE WIN THE VICTORIA CROSS? AN ARTICLE FROM **DAVE BEKKER**.
- **PAUL HITCHCOCK** REMINDS US ABOUT THE FORMATION OF THE ASWI's ASSOCIATION, FORMALLY THE TORPEDO AND ANTI SUBMARINE WARFARE INSTRUCTORS ASSOCIATION.
- HOW TO REHABILITATE A TOWED ARRAY SAILOR. SUGGESTIONS FOR WIVES/PARTNERS SUBMITTED BY **MUZZ COWLEY**.
- AS WE HAVE ALL ENJOYED SEAMANSHIP EVOLUTIONS IN THE PAST, **JOHN GIBSON** (SEAMANSHIP FLEET STAFF AUTHOR) LOOKS BACK A FEW YEARS TO SEE WHAT ADVICE AND INSTRUCTIONS WERE BEING OFFERED.

NEXT ISSUE FEBRUARY 2000

DEADLINE FOR ARTICLES – 31 DECEMBER 1999

Lest we forget:

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

Anon