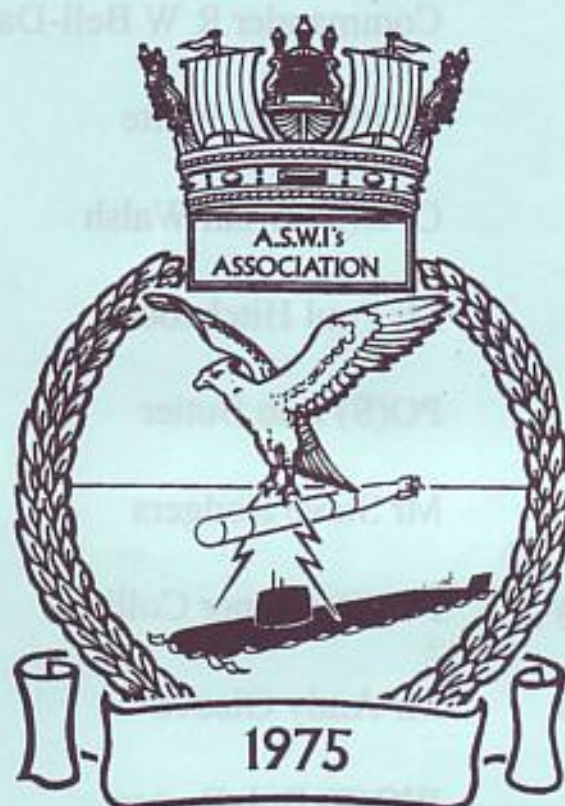


THE SEAMASTER



THE OFFICIAL JOURNAL OF THE
ANTI-SUBMARINE WARFARE
INSTRUCTORS ASSOCIATION

February 2000

THE COMMITTEE

President	Commodore J F Rodley Royal Navy
Vice President	Commander R W Bell-Davies Royal Navy
Chairman	WO(S) Pete White
Vice Chairman	CPO(S) Brian Walsh
Secretary	Mr Paul Hitchcock
Treasurer	PO(S) Rab Butler
Editor	Mr Steve Rodgers
Social Secretary	PO(S) Jumper Collins
Ex Serving Rep	Mr Andy Gleeve
Plymouth Rep	WO(S) Bob Burton

Contact the ASWI's Association as follows:

The Secretary
ASWI's Association
HMS DRYAD
Oliver Block, Room 317
Southwick, Fareham
Hampshire
PO17 6EJ
(Attn: Mr Paul Hitchcock)

The Editor
ASWI's Association
Fleet Staff Authors Group
HMS COLLINGWOOD
Pepys Building
Fareham
Hampshire
PO14 1AS
(Attn: Mr Steve Rodgers)

Tel: 01705 284223
E Mail: paul.angela@cwcom.net

01329 332345
steve@rodgerssp.freemove.co.uk

CONTENTS

THE COMMITTEE	
CONTENTS	1
CHAIRMANS WELCOME	2
EDITOR & SECRETARY REPORTS	3
COMMODORE J F RODLEY ROYAL NAVY	4
THE ASWI'S ASSOCIATION	5
IN MEMORY OF JOHN ASHTON BEM	7
ARTHUR KNYVET WILSON	8
AWARD OF ASW TROPHIES	10
ROD BLANCHE SERVICE RECORD PRESENTATION	11
FRANK BRADBURN DSM	12
AWARD FOR DEDICATION AND HARD WORK	16
ADVICE TO SAILORS	16
ASWI's SURFING THE WEB	17
HISTORY OF THE RN WARRANT OFFICER	18
PETTY OFFICER SELECTION FOR PROMOTION	18
HOW TO REHABILITATE A TOWED ARRAY SAILOR	19
HMS COSSACK ASSOCIATION	20
WEST COUNTRY REPORT	21
WIN A FORTUNE	22
THE SINKING OF U501	23
DID YOU KNOW.....	27
MUZZ COWELY PART 2	28
JUST FOR FUN	30
LETTERS	31
NAME THAT TASI	33
DO YOU HATE COMPUTERS?	34
THE NEW TYPE 45 DESTROYER	34
ACCUTE CLASS SUBMARINE	34
CAN YOU HELP?	35
WHERE'S YOUR OPPO?	36
NEXT ISSUE	



CHAIRMAN'S WELCOME

On behalf of the committee, welcome to the second edition of this totally re-vamped and exciting magazine, our **Seamaster**.

The Association has received rave reviews from a varied and distinguished audience including non-paid up members, prompting them to join the Association. So my first Port of Call for the BZ's, must go to **Steve Rodgers** for making our well-established magazine informative, interesting and in places hilarious. Long may he remain the Editor.

Since taking over as your Chairman, many events have taken place. The first major event was of course the annual Dinner Dance held at DRYAD. I am always impressed by the way you, the members, support this well-established event, locals and travellers alike. Attendance figures hit the 70 mark in 1999 and I send my personal thanks to all those who supported the event. I look forward to seeing everyone at next year's dinner in Devonport.

A very successful Skittles evening was held at the Portsmouth Home Club in October. Over 30 members were in attendance for what turned out to be a great evening of games and chat. The champions on the night were Port Watch with Stbd Watch bringing up the rear as usual.

It would be remiss of me not to mention one of the most exciting events in the Association's history. To most of us, at home or work, computers have become a way of life. Thanks to Warrant Officer (Sonar) **Robert (Bob to his mates) Burton**, the ASWI's Association has now joined the Internet on the World Wide Web. The web site has had well over 1000 visitors (hits) and its success is due solely to Bob and his hard work. Some of these 'hits' are enquiries from ex-serving members as far a field as Canada who thought that the TASI's had disbanded years ago. The web site also allows members to advertise their business or event at a very reasonable annual rate, an excellent way of income generation. I hope most of our readers have access; please make full use of its facilities. You can always check out the site at most libraries if you do not have access at home. More details of facilities available are contained in this issue of **Seamaster**. Once again, on behalf of Association members, a huge BZ to Bob for his efforts in constructing and maintaining ASWI's on the web.

So, what's next? At the 1999 AGM, I stated my intention to establish a full Committee of volunteers who aren't afraid of hard work to take us into the new millennium. I'm pleased to report that this has been achieved and my thanks go to CPO(S) **Brian Walsh** our Vice Chairman, now serving on IRON DUKE (How's the Salt Water activated Knee's Shippers) to **Paul Hitchcock** our "Scribes" for his continued support as Secretary, **Gary (Rab) Butler**, our "Scrooge", who has put the books and money matters in good order. Thanks also go to the most recent member of the committee - PO(S) **Jumper Collins**, who on returning to DRYAD came to see me and said "Give us a job". Well he has taken on the role of Social Secretary and as you can see from the programme in this issue, a lot of work has already gone into that department.

Finally, I wish to thank you the members because without your continued support and interest, our duties on the committee would be extremely difficult to achieve. Our aim as always is to promote "Esprit de Corps" amongst the well established and up and coming members in the Association. Please continue to support the social and organised events in both Portsmouth and Plymouth. We have a bright future and I look forward to seeing you all in the next millennium.

Yours Aye

Pete White

Editor's Ramblings



Let me first wish all readers a happy and rewarding New Year. Thank you for all the supportive comments in minutes, e-mails and letters about the new style **Seamaster**. I am also grateful to all those who took the trouble to telephone with words of encouragement. Once again, I have thoroughly enjoyed editing this February Issue of the **Seamaster** and I am sure you will find something of interest.

Of course the **Seamaster** wouldn't exist at all without articles from Association members. I would like to thank all those who have forwarded items of interest, photographs etc, some of which are featured in this issue. I have a pack full of interesting stories, photographs and booklets sent to me over the last five months. If your item is not featured in this issue, it may be a feature in the future.

Most of the articles forwarded come from ex-serving members and long may this continue. I am still looking for articles from serving members whether at sea or ashore. I fully appreciate that manpower is limited, putting pressure on overworked personnel. If however, you are able to find time to scribble a few words about any interesting activity you are involved in, it would be gratefully received. It can be a paragraph to a side of A4 and it does not have to be Naval orientated. If you have an interesting hobby please let us know about it. Articles can be forwarded in any format and I am pleased to receive hand written items. If you like the adverts in this issue and would like to advertise something, let me know; it is **FREE**.

Finally, I hope to issue an Exclusive article on the redevelopment of the old VERNON site. I shall be touring the site and interviewing the historic buildings manager. The article will include new colour photographs taken by the FOSF photographic unit; lookout for this article in the next issue of the **Seamaster**.

Be assured that non of your valuable membership fee is used to produce the **Seamaster**.

Secretary's Report

By Paul Hitchcock

Happy New Millennium to everybody and lets hope the New Year starts, in membership terms, the way 1999 finished - with a bang! Introduction of the ASWI's Web Site has raised our profile and membership all thanks to Bob Burton. As a result, correspondence has increased using this media with more work as a consequence. But it's worth it ...honest?

I would like to thank Dave Hood for producing a fine set of AGM minutes when he stood in for me at short notice following the death of Angela's Mum. My thanks also go to the Association for their condolences.

The sudden death of John Ashton was a shock to us all and I'm sure you, like me, would like to pass sincere sympathy's to his family.

Correspondence has been more fruitful this quarter and details can be found on the letters page in this issue. It was good to hear from Pete Cass and Gerry Gerrard who wrote about membership. We would like to apologise to Gerry for not getting back to him some years ago. Hopefully the practice of ignoring members won't happen again.

Attendance at the AGM was a little disappointing, however the committee and revamped rules were duly ratified. Members will find a copy of the membership rulebook with this issue of **Seamaster**. It is hoped to produce a smaller one in the future.

For members of the 8th Destroyer Squadron Association in receipt of the "China Chat" you will have read Bob Burtons Interview with Frank Bradburn. A thank you to Alan Quartermaine for submitting it for publication. (We will be looking for compensation regarding copyright Alan??) The publication also shows Alan Q. as Parade Master inspecting his Standard Bearers at Spa Centre during their reunion day parade and very smart he looks too.

Some Reminders:

Andy Gleave is the Ex Serving Members Representative. If you have items to raise at the BI monthly meetings, including sickness reports, please contact him or me before the event.

Portsmouth area meetings are Bi Monthly on a Tuesday in the ASWI /PRI Club Park House HMS DRYAD starting at 1930 on the following dates:

28 Mar, 30 May, 28 Jul, 26 Sep, 28 Nov.

The AGM will be held in HMS DRAKE on 6th October 2000.

Finally a reminder that DRYAD car passes require updating. Please report to the Guardhouse when you next visit to collect the 2000 car pass.

Personal passes do not require updating yet. However, a reminder that if you are an ex-serving member and wish to attend the monthly meetings/socials on a regular basis, you must hold a pass. Please contact me for an Application Form.

COMMODORE J F RODLEY ROYAL NAVY

PRESIDENT OF THE ANTI-SUBMARINE WARFARE INSTRUCTORS ASSOCIATION

Commodore John RODLEY has taken command of HMS DRYAD and is now President of the Anti-Submarine Warfare Instructors Association.

Born in Buckinghamshire, England, he entered the Britannia Royal Naval College at Dartmouth in 1967.

After training ashore and afloat, he undertook his first watch keeping appointment in HMS EXMOUTH in 1971. He then joined HMS FIFE as the second navigating Officer for service in the Mediterranean and Far East, after which he navigated the Frigates DIDO and ARIADNE. For two years in the mid-70s, he was seconded to the Royal Navy of the Sultan of Oman, where he commanded a motor gun boat, a patrol vessel and latterly the last of the naval dhows. On returning to the UK, he specialised in subsurface warfare and served as the ASW Officer of HMS NEWCASTLE.

Qualifying at the Royal Naval Staff College Greenwich early in 1982, he joined HMS BROADSWORD as the Squadron Operations Officer, and served in the South Atlantic throughout the Falklands Campaign of that year. This was followed by an appointment to the seagoing staff of the Flag Officer Second Flotilla and in 1985, he assumed Command of HMS PHOEBE. Post Command he served at Northwood as the Fleet ASW Officer.

In 1990, he moved to London as the Seaman Officers' Appointer within the Naval Secretary's Department.



Promoted to Captain, he entered the Directorate of Naval Operations in the Ministry of Defence, becoming the Assistant Director with specific responsibility for Underwater Warfare.

Returning to sea in 1995, he assumed Command of HMS MARLBOROUGH and the Fourth Frigate Squadron. From 1997 to 1999 he served as the Deputy Director for Policy and Plans to the Supreme Allied Commander, Atlantic and took command of HMS DRYAD on 12 October 1999.

John RODLEY is married to Deborah and they have two daughters; Emma born in 1980 and Sophie in 1982. The family home is in Winchelsea in East Sussex.

THE ANTI-SUBMARINE WARFARE INSTRUCTORS ASSOCIATION

By Paul Hitchcock (Ex WO (S) (TASI))

The Anti Submarine Warfare Instructors Association (ASWI's) formerly the Torpedo and Anti Submarine Warfare Instructors Association was first formed in 1955. The name was amended in 1975 to reflect the changes brought about by the introduction of the Operations Branch in 1974. Membership of the ASWI's association is primarily made up of Senior Ratings of the Sonar and Minewarfare Sub Branch (ASWI's) and Torpedo and Anti Submarine Branch who had specifically qualified as a TAS Instructor (TASI's).

Although the Torpedo Branch was officially formed in 1876, the Anti Submarine Branch was not formed until 1920, 6 years after the introduction of the hydrophone, a device used to listen to underwater sounds. Allied Submarine Detection Investigation Committee (ASDIC) as it was originally known was used extensively during WWII as the primary means to detect underwater targets (Submarines). Not only used as a detection aid, ASDIC also provided the fire control data in order to sink and destroy the German U-boat by using "Depth Charges".

The maintenance, repair, preparation and firing of underwater weapons and torpedoes was originally carried out by ratings of the Torpedo Branch who also looked after the ships Electric's. Men of the Submarine Detector Branch (SD's) undertook ASDIC operation. In June 1946, both branches amalgamated to become the Torpedo and Anti Submarine Branch whilst at the same time the Electrical Branch was formed at HMS COLLINGWOOD in Farcham.

With the formation of the new TAS Branch, instructors from both persuasions, TI's and SDI's, amalgamated to become TASI's and on the 11th December 1954 a meeting was held in HMS VERNON to discuss the possibility of forming a TASI's Association. As a result, a working committee was formed and on the 22 January 1955 a General Meeting of TASI's approved the Associations Charter, which in turn was endorsed by the then Captain of HMS VERNON Captain John Grant Royal Navy. Finally it was given the blessing of Admiral Sir George Creasy GCB, CBE, DSO, MVO.

The Chairman at this time was CPO Gerry Aberly who worked hard to get the Association off on a "sound" footing, and to promote the Association motto *Esprit de Corps* among its members. With the help of an energetic committee, an enrollment campaign began, meetings were started and outings organised. A representative from HMS Osprey was recruited and support flourished.

To promote professional advice and to advertise the associations business and social activities a magazine was published and although at times difficult to produce, the *Seamaster*, initially called the *Journal*, continues to reach the membership even to this day.

The Associations Headquarters remained in HMS VERNON until 1975. The TASI Club was situated behind the VERNON Main Gate and was a popular meeting place for social activity, which included a fund, raising TASI's Tote.

With the introduction of the Operations Branch in 1974, the Associations name was changed at a Special General Meeting, to reflect the omission of the TASI in the new Operations Branch structure. This was a rocky time for the committee as many TASI's thought they had been betrayed and their status had been undermined. However the Association survived the storm and the Anti Submarine Instructor Association (ASWI's) 1975 assumed the status quo.

In 1985 the U Faculty moved to HMS DRYAD Southwick, home for the newly formed School of Maritime Operations, (SMOPS). The Associations Clubhouse at VERNON was closed down and hopes to relocate in DRYAD were thwarted. Attempts to share with the PRI's were unsuccessful, although use of the club for meetings and functions was agreed. A Portacabin was procured in 1985, however it was no substitute for a proper club and its function became primarily an ASUAT staff coffee boat/rest room. It wasn't until December 1998 that a cooperation document between the ASWI's and PRI's was endorsed by the Associations President Commodore Hance ADC which gave the Association a share in the PRI Club House including a part of the committee but not the bar or gaming machine profit. The shared use of the club allowed the display of Association memorabilia set aside in the meeting room.

The Associations Current HQ and Office is in Room G24 Lewin Building HMS DRYAD. Membership is approximately 55 ex serving members and 60 serving members.

To celebrate the Association's formation, a reunion is held annually (normally in September/October) in the form of a dinner and dance which is preceded during the day by an Annual General Meeting.

The Association aims to promote **Esprit de Corps** among its members in order to help and advise them on all professional matters concerning Anti-Submarine Warfare. The Association also encourages its members to broaden their social pastimes by holding regular meetings and social events. This includes the promotion of charitable activities and support to deserving causes such as the Elizabeth Foundation and Motor Neuron Disease Association

Membership is open to all serving and ex-serving Senior Ratings of the Operations Branch Sonar and Minewarfare Sub Branch and Warfare Branch UW and Minewarfare sub branches and of course former TASI's, SDI's and TI's.

For further information and membership application contact:

The Secretary ASWI's Association
(Mr Paul Hitchcock)
Room 317
Oliver Block
HMS DRYAD
Southwick, FAREHAM
Hants PO17 6EJ

Tel: 01705 284223
E Mail: paul.angela@cwcom.net

IN MEMORY OF JOHN KENNETH ASHTON BEM

John Ashton (right) died on 17 October 1999. John Adams (inset below) writes a eulogy to his friend and colleague.

John Ashton was born in Shropshire on 16th April 1929. He joined the Royal Navy in 1947 as an adult entry and completed initial sea training aboard the battleship HMS NELSON and the aircraft carrier HMS VICTORIOUS, from there to HMS EXCELLENT for Gunnery training and eventually to HMS VERNON. Rated O/Sea TD3 he rose to AB and then, balancing his left and right arms, became L/Sea TD2 (UC2), PO UC1 and finally TASI.

I first met John in 1959 when we were in the Instructional Torpedo Section teaching all types of torpedoes. John then went to HMS DUNCAN, a Type 14 Frigate and I saw him next in HMS BERWICK with Sonar Type 177. John was the TASI of the 5th Frigate Squadron.

In 1963 he was teaching in the Officer Course Section and then became Course Instructor for Long Course Officers qualifying TAS. (PWO today).

In 1967 John was on the staff of Captain 2nd Frigate Squadron at Portland and Chairman of the TASI's Association, a position he held for 2½ years. John was also staff TASI with FOST and it was at about this time that he was awarded the BEM. In 1971 he was promoted FCPO and for the latter part of his service career, he was involved with Foreign and Commonwealth training in Creasy Block, HMS VERNON.



John served for 37 years in the Royal Navy and one of his last jobs in HMS VERNON was as President of the Warrant Officer's and Chief Petty Officers Mess. On leaving the service he went to work for Janes Information Services, first at Portsmouth and then when Janes moved, John continued to work with them at Coulsden, Surrey. He was still employed by them when he died.

John died on 17th October 1999 aged 70 and his funeral service was held at Portchester Crematorium on Monday 25th October. He was well represented by uniformed Warrant Officers from HMS DRYAD, many old shipmates and friends with a Royal Marine bugler in attendance. For those who knew John, he will be sadly missed.



John Ashton. A personal memory from Robbie Robinson (Doctor Robbie)

It was 1983, life was at a particularly low ebb, I had just closed down my 'Sea Trials' organisation, one that having been formed in 1870, pre-dated VERNON by some three years. This 'Close Down' was achieved with a total lack of ceremony. We were like Longfellow's 'The day is done', "Shall fold their tents, like the Arabs and as silently steal away". There wasn't even a note at the bottom of Daily Orders marking our passing.

To my sense of professional affront was added a feeling of personal rejection; twelve years as the honorary historian of VERNON, fielding innumerable queries, spending my weekends with my wife looking after and entertaining visitors at our expense surely merited a thank you. Nothing to formal you understand, I'm not greedy, but an acknowledgement that it had happened; nothing at all was forthcoming. It was as Sir Walter Scott wrote, a case of "unwept, unhonoured and unsung".

I didn't accompany my band of brothers into exile in the yard, my wife's health was failing badly so I took premature retirement to look after her.

It was at this stage that we received an invitation from John Ashton, in his capacity as President of the Mess, for us to attend a guest night to be, as it were, 'Dined Out'. It was a rare and single honour made more memorable and outstanding by the fact that it wasn't just for me but also for my Gwennie.

John had long been a friend and colleague and a highly respected member of our community, but that one conspicuous act of courtesy and kindness illumined a very gloomy period in my life and is still treasured among the brightest of the family jewels. I will always feel deeply honoured.

Arthur Knyvet Wilson

Submitted by Dave Bekker

As Commander (1876) and later Captain of *VERNON*, berthed alongside Fountain Lake Jetty in Portsmouth, Wilson was a reticent Victorian gentleman. Tough, uncompromising and at times impatient, he lacked the necessary vision that ought to have accompanied his undoubted technical accomplishments. He was an early Fleet Staff Author when, as a Captain in 1880, he brought the *Torpedo manual* up-to-date. In this summary of 'Tug' Wilson's Naval career, we learn how he won the Victoria Cross.

'Tug' Wilson won his Victoria Cross by being in the right Place at the right time. But as he himself wrote in a letter the same day, 'I had no business to be there, but as I had nothing to do here, and the place where the battle was expected to, and actually did, take place was within walking distance, I thought I would walk out at daylight this morning in time to march out with the troops.' The place of the battle was El Teb in the Sudan, about eleven miles inland from the Red Sea. Two years earlier, the tribesmen of the Sudan had revolted under the Mahdi and the rebellion spread to the Red Sea littoral, where a slave dealer called Osman Digna had been created Emir.

At first the tribesmen had some success. They annihilated Hicks Pasha's force around Khartoum and on 4th February 1884, in an earlier battle at El Teb, had completely routed Baker Pasha's Forces. A battalion of marines was sent out from home, regiments on their way to and from India were diverted, and marine detachments from ships of the Mediterranean Fleet were despatched to Port Said in the torpedo depot ship *Hecla*, commanded by Captain Wilson. An expeditionary force of some 4,000 men was assembled under Major General Sir Gerald Graham to deal with Osman Digna. Wilson was nominally on the staff of Rear-Admiral William Hewett VC, in overall command of naval forces, and *Hecla* had contributed 2 officers, 25 sailors and a Gardner machine gun to the Naval Brigade, but, as Wilson said, 'I had nothing to do with that and simply went as a spectator'. On 20th February 1884, Graham's force advanced towards El Teb, in the form of the traditional British Square.



The Arabs opened fire with two Krupps guns they had captured from Baker, and the guns of the Royal Artillery replied from within the square. As the square advanced towards the Arab position, general firing broke out. Several of the Naval Brigade were hit, including Lieutenant Royds of *Carysfort*, who was badly wounded through the body. Wilson took his place.

When they were about twenty or thirty yards from the Arab battery, some men of the 65th Regiment broke ranks and ran forward into the battery, thinking it was empty. They soon came back pursued by about twenty Arab spearmen. 'One fellow got in close to me,' Wilson wrote, 'and made a dig with his spear at the soldier on my left. He failed to reach him, and left his whole side exposed, so that I had a cool prod at him. He seemed to be beastly hard, and my sword broke against his ribs.' Wilson himself was slashed on the head by an Arab swordsman, but his pith helmet took the brunt and

....blood poured down over his face and beard and Wilson attributed his VC to his appearance.

the blade only cut the skin. However, blood poured down over his face and beard and Wilson

attributed his VC to his appearance: 'If only I could have got a basin of water and washed my face I should have escaped notoriety'. Brigadier Redvers Buller noticed his exploit, and he was duly recommended and gazetted for the Victoria Cross, on 20th May 1884. His Cross was presented by Admiral Sir Geoffrey Phipps Hornby, accompanied by HRH The Duke of Edinburgh. The presentation was witnessed by representative companies from *Hecla*, ships of the Channel Fleet, Royal Marines the Royal Fusiliers and thousands of spectators. This special ceremony was held on 6th June at Southsea Common. Wilson noted in his diary for that day, '6th June. Docked ship. Received the VC.'

Arthur Wilson was a considerable figure in the Navy, one of the most important personalities in the Service during the late Victorian and Edwardian eras. Like all naval Wilsons, he was 'Tug', but the sailors also called him Old 'Ard 'Eart'. He was a stern man, somewhat forbidding, an exacting task-master, who knew his own profession surpassingly well and had a short way with those who failed him. He had an interesting and an eventful career, seeming to be wherever there was some action, and involved whenever there was some technical innovation. He became the foremost naval expert of his day on torpedoes.

He never married. The service was his mistress, and he loved and served the Navy above all else, forsaking all others.

Arthur Knyvet Wilson was born on 4th March 1842, at Swaffham, Norfolk, the third son and third child (of five) of Rear-Admiral George Knyvet Wilson. He had several naval officers amongst his grandparents, uncles and cousins and his family were related to Henry Keppel – and to Lord Nelson. He went to Eton for two years and then sat the examination for the Navy on 11th June 1855. He passed and joined *Victory* as Naval Cadet on 29th June 1855. His first ship was screw line-of-battleship *Algiers* (90 guns) and he served in her during the Crimean War, at Sebastopol, and at the bombardment of the Kinburn forts in October 1855. When *Algiers* went to Malta to refit, Wilson joined his father, who was Captain of *Rodney*, but after only a week was transferred to *Colossus* under Captain Keppel, on her way back to the Crimea. At Balaclava, young Wilson was sent ashore to look for a dog lost by an army officer. When he got back, *Colossus* had sailed for England. Wilson came back in another ship.

His next ship was the frigate *Raleigh*, again under Keppel, bound for the China Station. But on 15th March 1857 *Raleigh* struck a submerged rock and became a total loss. Her officers and ship's company were landed safely and Wilson joined the flagship *Calcutta*. He served her in the expedition to Canton and in the taking of the Peiho Forts. So, although only a Midshipman, Wilson had campaign medals for the Crimea and for China.

After passing his professional examinations, Wilson was promoted Lieutenant, with seniority back-dated to 11th December 1861. After service in the paddle steam frigate *Gladiator*, he went to *Excellent* to qualify as a Gunnery Lieutenant in April 1866. The Japanese government had asked for the British government's assistance in setting up their first training establishment for officers. Wilson was back in England. However, in later years, no Japanese naval officer ever failed to pay his respects to Wilson as one of his Navy's earliest instructors.

From training Japanese naval officers Wilson went straight to the Royal Navy cadet training ship *Britannia* as First Lieutenant, where he tightened the already strict discipline of the establishment by introducing an 'Habitual Offenders List'.

In May 1870 when he was at *Excellent*, Wilson was chosen to be a member of a committee to investigate the possibilities of the new invention of the torpedo by Mr Robert Whitehouse. After extensive trials in the Medway, when the torpedoes were fired from a specially-constructed tube in the iron paddle-wheel sloop *Oberon*, the committee recommended that 'any maritime nation failing to provide itself with submarine locomotive torpedoes would be neglecting a source of power both for offence and defence'. Wilson was Gunnery Lieutenant of the frigate *Narcissus*, before being promoted Commander on 18th September 1873.

He was then appointed executive officer of a new type of frigate, built of iron sheathed with wood, also called *Raleigh*, under Captain George Tryon.

On 26th April 1876, the torpedo school *Vernon*, berthed in Portsmouth, became independent of *Excellent* and Wilson was her Commander and Executive Officer under Captain Arthur. He was promoted Captain on 20th April 1880 and ordered to bring up to date the *Torpedo annual*, incorporating all his torpedo experience of the previous four years. On 25th March 1881 he was appointed in command of *Hecla*, a merchant ship bought off the building stocks by the Admiralty and converted into a torpedo depot ship (and, by coincidence, having the same name as the ship on which Lucas won his VC). Wilson took *Hecla* to fume to see the latest Torpedo at Whitehead's torpedo factory.

Wilson was captain of the battleship *Sans Pareil*, second in line behind *Camperdown*, on 23rd June 1893 when, on the orders of Tryon, now an Admiral, she and *Victoria* turned inwards and collided. Tryon himself and 365 officers and men were lost. It was, as Wilson later said 'apparently an act of madness' but Wilson was almost certainly right in his belief that Tryon had 'in an extra-ordinarily stupid bungle' mixed up the radius with the diameter of the ship's turning circles, and such was the confidence that Tryon inspired that everybody followed his orders.

He failed to recognise the submarine as the best vehicle ever designed for delivering his beloved torpedoes, and he called it 'a damned un-English weapon' and recommend that submarines crews, when captured, should be hung as pirates.

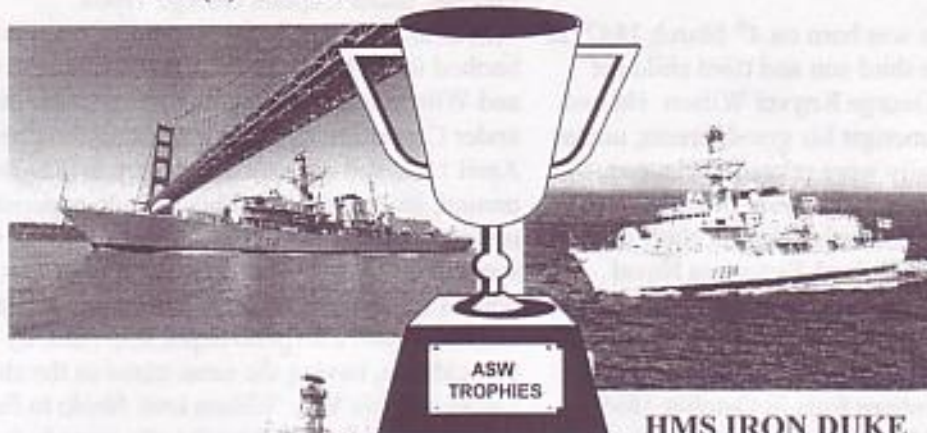
Wilson had an extremely inventive mind and over the years devised such things as a truck semaphore for better long-distance signalling in the fleet, a device called a 'Pioneer' which enabled torpedoes to cut their way through protective nets, and an improved form of submerged torpedo tube. He was not a good committee man and was apt to be impatient with opposition. In his later career as a Sea Lord he was famous for his reaction to the coming of the submarine, which he instinctively recognised as a threat to the big ships he believed in. He failed to recognise the submarine as the best vehicle ever designed for delivering his beloved torpedoes, and he called it 'a damned un-English weapon' and recommend that submarines crews, when captured, should be hung as pirates.

Wilson succeeded his brother as 3rd Baronet in 1919. He died at Beech Cottage, Swaffham, Norfolk, on 25th May 1921.

From: Admiral Sir Edward E. Bradford KCB CVO, *Life of Admiral of the Fleet Sir Arthur Knyvet Wilson Bart., VC, GCB, OM, GCVO* (London: John Murray, 1923)

The Victoria Cross at Sea by John Winton. Pub. Michael Joseph, London (1978). Pages 79–82.

HMS NORFOLK
CPO(S) PARRY



HMS IRON DUKE
CPO(S) McINTOSH



HMS SUTHERLAND
CPO(S) ALLPORT

AWARD OF ASW TROPHIES

Congratulations to the Sonar Senior Ratings and Sonar teams of the ships shown above. All were awarded ASW trophies for best results during Operational Sea Training, peacetime practices, ASW exercises and routine operations during 1999. Flag Officer Surface Flotilla announced the awards in December 1999 and trophies have been presented.

HMS NORFOLK was awarded the *Ultra Electronics Towed Array Efficiency Trophy* having shown the highest Towed Array Efficiency during 1999. The ship will retain the Trophy, a silver salver, for one year; a sum of £100 is shared between nominated ships staff as recommended by the ships Commanding Officer.

HMS SUTHERLAND was the most efficient in the conduct of torpedo attacks using Aircraft and has been awarded the *Kelvin Hughes Trophy*. The trophy is a replica of the 'Little Admiral', a wooden statue of an Admiral dressed in the uniform of Nelson's day using a Hughes quadrant. The original was carved in 1780 for Mr William Hughes, a London quadrant maker. Kelvin Hughes Ltd donated 15 'Little Admiral' ties to key members of the Command Team in addition to the trophy.

HMS IRON DUKE has been adjudged to have shown the highest ASW efficiency during 1999 and the *Fleet Sonar Efficiency Trophy* has been awarded. The trophy, a Plessey Plaque, was presented along with engraved pewter tankards for personnel recommended by ships staff. Judging is based on ASW opportunity, material state of ASW equipment, performance and contribution towards improving fleet sonar effectiveness.

BOB BURTON PRESENTS ROD BLANCHE WITH A RECORD OF HIS SERVICE CAREER ONBOARD HMS NORFOLK

By Steve Rodgers, photograph and service career by Bob Burton



Rod Blanche left the Royal Navy in the summer of 1999 after a long and varied sonar career. A genuine individual with a great sense of humour, Rod has a wealth of tactical, operational and theoretical ASW knowledge accumulated over many years. I was fortunate enough to serve with Rod as a searider at FOST (Portland) in 1985. During that time he led me astray on a number of occasions but always made sure that I was in the right place at the right time for the following day's sea visit (often in body if not in mind). One of his greatest attributes is his ability to impart knowledge in a professional and pleasant manner, leaving the recipient feeling confident and well placed to progress. It was a pleasure and a privilege to serve with Rod Blanche and on behalf of the ASWI's Association, I wish him well in his second career.

JS2 - JS 1	HMS GANGES	1964 - 1965
JS1 (UC BASIC)	HMS VERNON	1965 - 1966
JS1 (UC BASIC)	HMS ST VINCENT	1966 - 1966
JS1 - ORD UC*)	HMS HARDY	1966 - 1967
AB (UC *)	HMS DOLPHIN	1967 - 1967
AB (UC *)	HMS TOKEN	1967 - 1967
AB (UC*)	HMS DOLPHIN	1967 - 1968
AB (UC*)	HMS ALARIC	1968 - 1969
AB (UC*)(UC 2)	HMS DOLPHIN	1969 - 1970
AB - LS (UC 2)	HMS RESOLUTION	1970 - 1972
LS (UC2)	HMS NEPTUNE	1972 - 1973
LS (UC2)	HMS CLEOPATRA	1973 - 1973
LS (UC2)	HMS DEFIANCE	1973 - 1973
LS (S)	HMS MOHAWK	1973 - 1975
LS (S) - APO(S)	HMS VERNON	1975 - 1975
PO(S)	HMS MOHAWK	1975 - 1977
PO(S) - ACPO(S)	HMS DRAKE	1977 - 1978
ALCPO(OPS)(S)	HMS ROYAL ARTHUR	1978 - 1978
ACPO(OPS)(S)	FLAG OFFICER PLYMOUTH	1978 - 1979
CPO(OPS)(S)	HMS CLEOPATRA	1979 - 1982
CPO(OPS)(S)	HMS RALEIGH	1982 - 1983
CPO(OPS)(S)	HMS ARETHUSA	1983 - 1984
FCPO(S) WO(OPS)(S)	FOST (SEA)	1984 - 1986
WO(OPS)(S)	FOF 2	1986 - 1988
WO(OPS)(S)	FOF 1	1988 - 1989
WO(OPS)(S)	HMS WARRIOR	1989 - 1995
WO(S)	FOST	1995 - 1999

WWW.ASWIFSNET.CO.UK

WHAT'S HAPPENING? CHECK THE WEB

FRANK BRADBURN DSM

Interview by Bob Burton

In the September Issue, Frank shared with us his memories as a boy growing up in a family struggling to survive the war and its associated problems. Frank was always keen to join the Royal Navy and he explained some of the problems he encountered before being selected. Joining IMPREGNABLE in Devonport, we read about cuts of the cane for smoking and remarkable experiences in HM Ships EMPEROR OF INDIA, EAGLE and WOLFHOUND. In Part 2, we find out why Frank became a TAS man and read about his part in patrols for German U boats. Frank was awarded the DSM in 1942 and he shares with us his memories of that special occasion.

The time came for me to make a decision about the branch I wanted join. I was never impressed with GI's because they always shouted too much. There was a new branch called ASDIC and my attraction to this branch was that they never took part in squad drill. This, I thought, is for me and I put my name down. That was in 1932 and I was sent to Portland where I qualified as SD2.

I spent the next four years at sea in HM ships IDIANA, ASHANTI and WANDERER. WANDERER was in the Dockyard Reserve Fleet when I joined, still in dockyard hands. There was rubbish, sawdust and planks of wood everywhere. I turned my back on it all, somebody else can clear it up I thought. Although joining for TAS, my first responsibility was as Chief Quartermaster having been detailed by the XO. My advancement from SD2 to SD1 was not through any additional qualifications. The skipper asked me how the ASDICS were doing. As Chief Quartermaster I did anything but ASDIC and had no idea how the department was getting on. I swiftly became the SD1 from that day and was then able to concentrate on ASDIC.

The TAS department up and running and the ship out of dockyard hands, our first operational duty was to sail for Portland for the Fleet Review. The Second World War was declared, the review cancelled and we up-



anchored on route to the Norwegian coast where we patrolled for U boats. During the early stages of patrolling, we found that the Germans had very little understanding of ASDIC. However, they did believe that if they stabilised their Submarine at 100 feet with engines stopped, they wouldn't be detected. In fact the Germans knowledge and understanding of ASDIC did not improve until they acquired large trawlers fitted with Sonar 118 and 124 ASDIC sets. During the time that followed, we patrolled the North Sea and English Channel. The V and W class destroyers were severely limited in their endurance. During a refit in Glasgow we were fitted with a new boiler and larger fuel tanks to overcome the problems. Following the refit, we steamed a number of convoys to and from Boston. It was decided that we would be based in Halifax Nova Scotia during this period and we ran the line from Greenland, the Denmark Straits South as far as Boston.

During this period we encountered U boats that by now were hunting in packs. The conditions for us were awful. The winter weather was atrocious with 60 to 70 ft high waves that came crashing down on us. It was bitter cold and all the upperdeck fittings were iced up and difficult to handle. I was one of the lucky ones as most of my time was spent in the ASDIC cabinet.

Occasionally though I would make my way to the bridge for a bit of fresh air and to check some of the gear. The wind would be howling, rain and spray would get to the unprotected areas and you soon became extremely cold. All I wanted to do was to return below and have a fag. Because of the bad weather and the thought of the U boats around or worse underneath us, we didn't bother putting our hammocks up. We would sleep in the most convenient place available which, more often than not, would be on top of the lockers.

Early in 1942, the ship now in base port, I was told to go down to the Wardroom. On arrival I was invited in and met by the Skipper who said, "Congratulations you have been awarded the DSM". Shocked, I replied, "No not me, the ship and the rest of the crew perhaps but not me". The Captain was awarded the DSO and the ASDIC officer got the DSC. It seemed so very unfair to me that of the entire Ships Company, I was the one nominated. As soon as the klaxon goes off for action stations we would all take part in the war as a team so why don't they give this decoration to the ship as a whole? "No you must be proud to receive it" I was told.

Having paid off in DEVONPORT, I was told that I was to attend my investiture at Buckingham Palace and be immaculately dressed. I was given a travel Warrant and on arrival in London I stayed at the Union Jack club. You were able to get a lovely cabin there for about 1 shilling and 6 pence per night. The next morning I set off for the palace on foot. However, due to heavy bombing the night before, London was a mass of rubble, dust and dirt. Remembering that I had to be immaculate on arrival, I put a clean lanyard in a little bag for protection. When I arrived at the palace, I put on the clean lanyard and one of the Royal Household gave me a brush down. Along with others that had gathered, we were all taken to the Throne room where the presentation was going to take place. We were allowed two guests and I was accompanied by my Mother and Father. Having assembled ready for the presentation, we were ready for a briefing by the Lord Chamberlain who came over and first asked me to point out my parents. Having identified them to him, he remarked that my father was wearing a guards tie. I informed him that my father had been in the Grenadier Guard

and over we went to speak to him. My Mother had not met a real Lord before but it didn't stop her informing him that we had to pay our own fare to get to the Palace. The Lord Chamberlain was very sympathetic and he told her that the fares would be reimbursed. To her this conversation was a real thrill and Mum was so pleased that she had had the opportunity to speak to a Lord. It made her day and therefore it made my day as well. We were all lined up in an anti-room and the King & Queen arrived in the Throne room. We had been given instructions to walk in when directed to do so, stop, bow, take two paces forward and wait for the King to pin the medal on and say a few words. Slightly nervous, it was my turn to enter the Throne room. I did exactly what I was told to do and the King approached me to attach my medal. The King was keen to know what ship I was serving on. By this time, I had been drafted to an old Trawler called the Lapland Teek running from the School in Campbeltown. I said, "Oh I am on the HMS LAPLAND TEEK." "Not the wild and woolly" said the King. This being our nickname for the WANDERER, I informed him that I had since been drafted. Having pinned the medal on, I left the Throne room. I remember that the Army band were playing 'Poor Wandering One' from Gilbert and Sullivan.

Completing my time on LAPLAND TEEK, I joined HMS WOLFHOUD which I had served on before. As soon as I joined, I was called to the skippers cabin. Trouble already I thought and to my surprise, I was welcomed by my old First Lieutenant from the WANDERER who had received a rollicking for making me the Chief Quartermaster.

By now (1943) I had been rated Able Seaman. Happy in the rate and not a care in the world, I did feel that I wanted to advance myself and in fact passed for Killick in Halifax Nova Scotia. There were four of us on the Killicks board and two were Canadians. The assessing officer, an old Bosun, was standing on the jetty, a whaler was tied up alongside the jetty. The Bosun told the two Canadians to rig the whaler for sailing. It soon became apparent that they had no more idea about the task than the man in the moon.

I was ordered to go down and sort it out. Having rigged for sail we were called back to the Bosun. Having struggled to achieve the task, the Bosun commented on the fact that the Canadians had got a badge and he asked them what sea experience they had. Neither had sea experience as they had never had a ship. They both failed and I was successful.

Shouting wasn't for me and in fact it was to be a problem when I joined Rosyth to train for Petty Officer. I failed Power of Command because not only could I not shout with authority but I could not remember the right commands either. Of course I failed on this one subject and on returning to my ship the skipper sent for me. "Never mind about that business, I am allowed to give you an examination myself and you have passed". That was it he rated me Petty Officer without a formal examination.

I returned to HMS NIMROD, one of two schools in Dunoon, Cambeltown to qualify as an SDI instructor. On completion it was back to Portland because the war had ended, the Americans had left and we took over.

I got a lovely job along with another SDI called Morris (Porky Morris). We were given the maintenance job on tables, procedure teachers, attack teacher houses, it was a great job. I was given a class of Officers, I knew most of them as AB's and Killicks and these were the first to complete the conversion course for the torpedo branch and the ASDIC branch. The new branch was called the Electric branch.

Following a short time in HMS VERNON learning about mining, counter mining, explosives, Whitehead Torpedoes and Squid, I was drafted to HMS COSSACK alongside in China. While we were there, the Korean war started almost immediately. During a Japanese cruise we arrived at a small Japanese port and found ourselves fitting warheads to torpedoes and arming the depth charges. We went through the Korean War on bombarding missions and occasionally we would switch on the ASDIC. There wasn't a Submarine threat and so nothing really for me to worry about. I should have returned home for discharge from



Quarterdeck HMS COSSACK 1950/51 – West Coast North Korean Waters

Left to Right Back – Alan Quartermaine, AB Creffield, Frank Bradburn, AB Cambridge, Soapy Watson, Nick Carter
Front – Nutty Macleanan, Gerry Leary

the Navy in 1952 but as the Korean war continued we were told to remain no matter what our term of engagement was. Anyway shortly after that I was de-mobbed as a Petty Officer. The day I was to be de-mobbed, the jaunty called me for the Commodore's report. Unaware of the reason for this report, I duly turned up to be informed that I was to be rated Chief Petty Officer. The Commodore and I had served together in the past when he was the First Lieutenant on the DARING. I said that it was a bit late as I was going outside the following day. I suggested that the rate be given to some younger chap who would benefit from it. I was told that the benefit would be all mine if there was another war. It was suggested that I could come back as a Warrant Officer. I stated quite clearly that if there was another war I would probably be in Jail because I had seen enough of war and did not believe that it did any good. I was dismissed on the spot.

Discharged in 1953 from Chatham Barracks, I was sent to Woking and given a lovely grey civilian suit, Trilby hat and a pair of shoes and I was out.

With the Second World War over, there were very few job opportunities so I was very lucky to get a job as a bank messenger/guard at Barklays head office in London.

I then moved to Barclays in Kingston upon Thames where I lived and worked for 16 years before retirement at 60. My wife and I moved to a new bungalow on the Isle of White. Having worked on our home for a few weeks, I returned to work in a restaurant. Enjoying our bungalow in the summer, it was the severe winters that encouraged us to sell up and move to Plymouth. My wife and I enjoyed many holidays in Europe and we had a really good time together in retirement. Sadly, in 1993 and following six years of illness and disablement, my wife died in an ambulance on her way to Mount Gould hospital.

Frank maintains contact with serving and ex-serving members of the Association. Alan Quartermain was able to re-establish contact after many years; the two had served together in HMS COSSACK.



Frank (Centre) enjoying a drink with Darby Allen (Left) and John Roche at the West Country ASWI's meeting in HMS NORFOLK

Also serving with Frank and Alan were Soapy Watson and Alec Preston; Frank had encouraged all three to become TASIs. Bob Burton and Tim Alport have been very kind and have invited Frank to ships in the dockyard for visits and social occasions.

Living in Bedford Park Residential Home Frank still enjoys active retirement and looks forward to maintaining contact with his old mates and the ASWI's association.

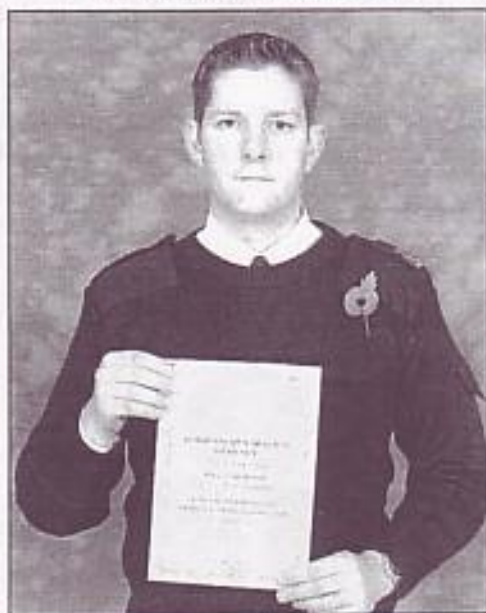


TASI Soapy Watson



TASI Alec Preston

AWARD FOR DEDICATION AND HARD WORK



PO(S) Ned Needham

Ned Needham joined the School of Maritime Operations (SMOPS) at HMS DRYAD in March 1999 to start Petty Officer (Sonar) Professional Qualifying Course.

The Active element was 19 weeks long, consisting of Oceanography, theoretical ASW operations, tube launched weapon systems, hull mounted Sonar 2050 and Operations Room equipment. Sub-team training in ASUAT 6 and Command team training in COOK building, culminated in a week's sea training in HMS MONTROSE. The Passive Sonar element for Sonar 2031 consisted of classroom and Computer Based Training (CBT) for 7 weeks. Practical training was conducted in the NEREUS trainer, COOK building for three weeks with WO(S) Pete White.

WO(S) Ted Lewis, the Course Officer, reported that Ned was a dedicated student who soon adapted to the training environment. "He coped well with the demands of the course and put into practice, a number of his previous ASW experiences". Top student overall, Ned was awarded the Herbert Lott prize, a certificate and £60 cheque, in recognition of his hard work and achievements on course. Ned has been drafted to HMS SOUTHAMPTON. The ASWI's Association wishes him every success as an ASW Senior Rating.

ADVICE TO SAILORS



John Gibson is the Seamanship Fleet Staff Author in HMS COLLINGWOOD. Enjoying old Seamanship books, he has looked back a few years to see what advice and instructions were being offered to sailors.

From the 1908 Seamanship Manual, with regard to the appropriate flag hoist of a boat involved in recovering a man overboard. 'If the man is saved, hoist Church Pennant Affirmative, if the man is drowned, hoist Church Pennant Negative.' *Please note, no mention of a grief counsellor.*

From the 1923 Seamanship Manual, listed under Organisation. 'Captain of the Head. A selected rating, or ratings in a capital ship, whose duty it is to look after the ship's company's heads. Officer's w.c.'s are, as a rule, kept clean by marines.' *Quite right to.*

From a little book called 'Wrinkles in Seamanship', written around 1895, by a certain Lt Cradock RN. 'Always make the Bosun's Mate pipe the order exactly in the words you give him. Many of them, for reasons best known to themselves, find this a great difficulty, they invent all sorts of additions to simple pipes, and not only do they make fools of themselves, but they make you appear an idiot also.' *There but for the grace of God...*

More in the next issue of - **SEAMASTER**

ASWI's SURFING THE WEB

ASWI ASSOCIATION HOME PAGE



Bob IN the Web



Bob ON the Web

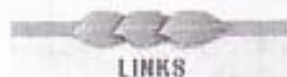
CHECK THESE OUT



SERVICES



HISTORY



LINKS



MEMBERS LIST



MINUTES OF MEETINGS



NEW MEMBERS SEPT OCT



SEAMASTER

www.aswi.fsnet.co.uk

What are the benefits of a web site for the Association?

Keep in touch - Bob Burton (Web Master) is likely to have the Email address of that old mate that you have been trying to contact.

Advertise - Advertise yourself or your business on the web site. Check out the current adverts on www.aswi.fsnet.co.uk.

CHECK THESE OUT



PRESIDENT



VICE PRESIDENT



COMMITTEE MEMBERS



TYPES OF MEMBERSHIP



SOCIAL EVENTS



WHATS NEW



COURSE PHOTOGRAPHS

www.aswi.fsnet.co.uk

How and why was the web site established?

Brian Walsh suggested that an Association web site would be a positive step forward. Having spoken to ex PO(S) Steve Ewert (Canadian Navy), who was a major instigator in the production of the Canadian Navy Senior Rate Association, Steve sent their web pages. I tinkered with them to produce our first site. I was then offered a web-authoring programme and there was no stopping me. The most rewarding part of the web site structuring was the data gathering of serving/ex-serving member details and the positive comments received. Many ex-serving Senior Ratings have rejoined the Association from contacts made on the net. I regularly make telephone calls to ex-serving personnel as far afield as South Africa (Doug Jackson). Having obtained a trial transfer programme and following many technical support telephone calls, the site was online. Well and truly established, the ASWI's Association web site attracts on average 220 visitors per month. Please visit and sign the guest book. www.aswi.fsnet.co.uk.

Bob Burton

History of the Royal Navy Warrant Officer

Adapted by Henry Pope



The Rank of Warrant Officer was first introduced to the Royal Navy by Henry VIII who required professional specialists to run his ships.

The Warrant, issued by the Navy Board, was initially limited to the likes of Coopers and Carpenters; eventually, as the Navy gained in complexity, it was extended to Master Gunners, Navigators and Shipwrights.

The advent of steam saw the Rank also bestowed on Engineers in recognition of their specialist technical abilities.

Additionally, at the end of the 19th Century, those who were singled out as potential officer candidates but could not afford a Commission, were also granted the Rank of Warrant Officer prior to being awarded a Commission in the Rank of Lieutenant. This led to the demise of the Rank of Warrant Officer in favour of the Special Duties Officer in 1946/7.

By 1970 the Admiralty Board realised the error of their earlier decision and re-introduced the Warrant in the Rate of Fleet Chief Petty Officer to restore levels of professional, in-depth specialist knowledge that had been eroded because of the miss-employment of the SD Officer.

In the mid 1980s it was decided to change the title back to Warrant Officer to align structures with the other Services.

The longest serving Rate at sea today, the original concept of the Warrant Officer, as instigated by Henry VIII, has never changed.

CONGRATULATIONS



The following Petty Officers were selected for promotion to Chief Petty Officer in October 1999:

PO(S) DRAY
PO(S) MAHONEY
PO(S) HUGHES
PO(S) PRITCHET
PO(S) BOX
PO(S) PROSSER
PO(S) HOLMES
PO(S) SMITH
PO(S) AYRES
PO(S) FRAZER
PO(S) WATSON
PO(S) OGGIANO
PO(S) REYNOLDS

The ASWI's Association congratulates all those selected.

MEMBERSHIP FEES



Membership fees for 2000 were due in January this year. The fee is only £10 for a year's membership. If you pay by direct debit, could you ensure that it has been updated from the previous £5. The treasurer will be delighted to receive your money. Membership forms can be obtained from Bob Burton -
(bobburton@workshard.swinternet.co.uk)

How to Rehabilitate a Towed Array Sailor

A helping memorandum for Wives, Sweethearts and Lovers for the Care and Rehabilitation of your Towed Array 'just come off patrol' Sailor from Muzz Cowley.

Symptoms and Cures

If, at between 0130 and 0215 each morning, he wanders around fully clothed and demands tea and two o'clockers, gently mention (you don't have to understand the meaning) that "we are sprinting and he can have a Stand Off". He may mutter something like "Bloody good oh or Spouse we've lost the b***** again" and then you can lead him gently back off to bed.

Other symptoms are a staggering, lopsided walk. He is so used to walking up the sides of bulkheads (walls) and cannot get used to steady compartments (rooms) or main drag (hallway). He fully expects them to bouncing and/or roll violently; only time will cure this.

He may well sway from side to side at meal times, (don't look at him for too long or you may become seasick). Additionally, while eating rapidly, he may make a quick grab for a cup, jam-jar or other movable object on the table. Do not be alarmed. This is his well-honed reflex coming to the fore having been in 'roughers'. In some cases this may appear as a nervous twitch but it will soon pass after a couple of days or so.

Be aware that at odd times of the day, he may start getting undressed and preparing for bed, thinking he's 'off watch'. Take advantage of it while you can!

One strange quirk that your man may display is a tendency to elevate one side of his 'pit' (bed). This gives him a greater feeling of security in that he will not fall out, and is to your obvious advantage. Additionally, he may curl up into the foetus position with his knees jammed tightly into your back. This too gives him a sense of security as he feels wedged in. This may become uncomfortable but please be patient. He will soon realise that the ship (house) is not in roughers and his fear of falling out will diminish and your back pain will be gone.

If while lying asleep with your man, he awakes and turns to you asking "are we in contact?" say yes and prove it to him. Shortly he will forget all about getting up to go on watch anyway.

Please ensure that you tell him each morning that the upper deck is in bounds. Without this information, he will wander around all day indoors with curtains closed, never attempting to go 'up top' (outside).

He will avoid the quarterdeck hatch, (back door) or the focsle hatch, (front door), thinking the weather is rather too inclement for safety.

If, at about six in the evening, he insists on standing on the landing muttering something about an 'Evening Brief', try to placate him by saying the following: "Still the low pressure area over our position, tracking the submarine South West, environmental conditions, intelligence.....". With luck, he will nod wisely once or twice, come to attention and wander back downstairs muttering to himself. You may consider him sufficiently sedated to serve him a meal or let him watch television, out of date repeats only please, or The Blues Brothers video.

When serving his food, ensure that it is just warm as he is not used to hot food. His food is usually cooked and left out in a draught well before he gets to eat it. A nasty burn to the mouth may occur if not introduced to hot food gently.

He may pull up a comfy chair close to the TV screen pointing occasionally and murmuring what sounds like magic incantations. he will become upset and agitated if the screen doesn't change. This will probably be followed by his insistence that you "shake the bloody maintainer". Tell him that the set is already in the maintainer's hands because of overheating problems and to switch it off and try him again at a later date. Don't worry if he whimpers "it should be green, why isn't it green?"

Soothe him by saying, "It's a new mod to save your eyes, why don't we play snakes and ladders?"

A supply of paper and pretty coloured pencils should be kept to hand on a table where he will spend many a happy hour making funny marks and joining them up with a ruler. He will sometimes call out "what's the next contact number?" Respond with the first four-figure number that comes into your head; that should keep him happy.

After a week or so of this peculiar behaviour, your man will start to be aware of the real world at large. He should cease muttering things like "Doppler shift low, bloody ship!, Ops, Sound room, (or vice versa) TMA crap, or where's the bugger gone now?" Pay no attention to these incantations, as they have no meaning in real life. Tender loving care is needed and soon your man will be back to his normal happy self.

Dr M.A. Niac; BSB, MGB.

Psychotherapeutic Analyst,

Behavioural Observation Of Bored Sailors (BOOBS)

HMS COSSACK ASSOCIATION

By Alan Quartermaine



The Dedication of a tree and Memorial Plaque at the National Memorial Arboretum (Staffordshire) took place on 9th September 1999. A service and tree planting ceremony took place in memory of 156 shipmates who lost their lives following the sinking of HMS COSSACK on 23rd October 1941. A Memorial Plaque was dedicated to all those who served in both HMS COSSACK (LO3) and HMS COSSACK (D57). Commander David Childs RN conducted the Service; President of the Association, Lt Cdr J.P. Donovan MBE, and forty members attended. The British Legion Club at Alrewas made members welcome and provided an excellent lunch. Some members then proceeded to Scarborough for the 8th Destroyer Association (China Station) re-union.

8th Destroyer Association (China Station)

The 8th Destroyer Association re-union was held at the Spa Ocean Room, Scarborough, on Friday the 10th of September. Association members gathered informally to be welcomed by the Mayor Councillor Harry Dixon.

On Saturday at 1000, shipmates gathered to look at the archivists' displays and meet new Shipmates who have joined the Association in the last year. Membership now totals over 500.



"Up Spirits"

Before starting Association business, the Welfare Officer - Chris Hooper (HMS Caprice) read out Shipmates names who have crossed the Bar during the year. On completion of the AGM the order was given to 'Splice the Main Brace' and the Rum Bosun's, seen left, issued over 300 tots and carried out their duties expertly as in previous years.

Entertainment during the evening included Shep Woolley who presented an excellent act of songs and jokes. All members signed in, a total of 396 Shipmates and guests attended and £791 was raised from the raffle.

At 1230 on 12th September, Sunday Church Service was held at St Martins-on-the-Hill (South Cliff). The Service was conducted by the Reverend Christopher Armstrong and the Reverend Canon Ralph Mayland VRD* RNR - RNA who gave the sermon with a nautical bias.

The President of the 8th Destroyer Association presented an Association Crest to be mounted in the Ladies Chapel. At 1330, Shipmates marched from the church to the Spa lead by T.S. Cleopatra and 19 Standards including the local B.K.V.A. Standard. The Cadet Band gave a display in the Ocean Room and £219.10 was collected for the band.

A SODS Opera took place on the final afternoon before members departed. This was arranged and conducted by Shipmate Stan Hudson (HMS COMUS) and it culminated in an event similar to Saturday Night at the Proms. Three ex-TASIs attended - Alan Quartermaine, Jeff Stanley and Geoffrey Lilly.



TS Cleopatra Cadet Band and 19 Standards

Next year's reunion will be held at the same venue on 8, 9, 10 September 2000.

WEST COUNTRY REPORT

By Bob Burton



Discussing Tactics – Baz Page (left) & Bill Parry.



Mary Cowley (left) and Doreen Allen having a good time.

ASWT's in the West Country have been very active since the last *Seamaster* was issued. Events have been held every month in either HMS RALEIGH, HMS NORFOLK or the Royal Naval Patrol Headquarters; a good time was had by all. Events were well attended with the maximum of 42 for skittles against the GI Association (they won) and minimum of 14 for the meeting in HMS RALEIGH. West Country planning for 2000 is now available (see flyer at front of this *Seamaster*) including the Dinner Dance on 6 October in the WO & SR's Mess HMS DRAKE. Full details including application form will be in the next issue of *Seamaster*. All members who served in HMS SIRIUS should note that the 3rd SIRIUS reunion will take place in the Senior Ratings Mess, HMS DRAKE on 7th October. This is an informal event so why not make a weekend of it. CPO(S) Pam Ayres is organizing the reunion and can be contacted on 01752 774020.

A Plymouth Half Marathon will be attempted by Association members to raise money for charity. It is anticipated that a cheque will be handed to the charity at the AGM/Dinner Dance.



Mike Preece (left) & Muzz Cowley (right) analyse the Service History of Rod Blanche



Darby Allen (left) Frank Bradburn (centre) & John Roche. Cheers.

I shall be passing responsibility for running some West Country events to Jim Nelson as the year progresses, due to a possible change in my work pattern towards the end of this year.

I am always on the lookout for additional members who live in the West Country so please contact me if you know of anyone who may be interested.

Email and website facilities have been very useful for circulating minutes of meetings and other related information. If you are on the Internet or know someone who is, send me an email at bobburton@workshard.swinternet.co.uk. Or contact me on 01752 668580.

Pictures above were taken at the 33rd West Country ASWT's meeting in HMS NORFOLK seen below.



A CHANCE TO WIN A FORTUNE

By Steve Rodgers



This picture of Terry Whitty was taken in HMS NORFOLK after the 33rd West Country meeting (sorry Terry).

The Association Member who provides the best caption to this picture will have an opportunity to win **£50,000**.

Please send your captions to the Editor

Advertisement

THE FORD HOTEL PUBLIC HOUSE



The **FORD HOTEL** Public House is situated just off St Levans road outside the Dockyard. Kev Mowat and Sam are the landlords. A warm welcome is offered to everyone. A function room is available for 30 and a buffet can be arranged on request.

TELEPHONE: KEV OR SAM
01752 562788

THE SINKING OF U501

Article submitted by Dave Bekker

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

The Submarine U 501 commissioned on 30 April 1941 and sailed from Kiel on what was to be the first and last cruise. After putting in at Horten, in Oslo Fjord for about a week, she spent 10 days at Trondheim and then, about the beginning of August, proceeded North of the Faroes to her operating area, South of Iceland.

On one occasion a young seamen endangered the boat during a crash dive by his lack of agility in vacating the bridge.

Prisoners taken from U 501 after the sinking, stated that after a few days at sea, they were attacked by a destroyer or a corvette; the explosions of twelve to fifteen depth charges were heard in the distance with no damage caused. Only once in the month of August did they have an opportunity to attack a merchantman and then the torpedoes missed their mark.



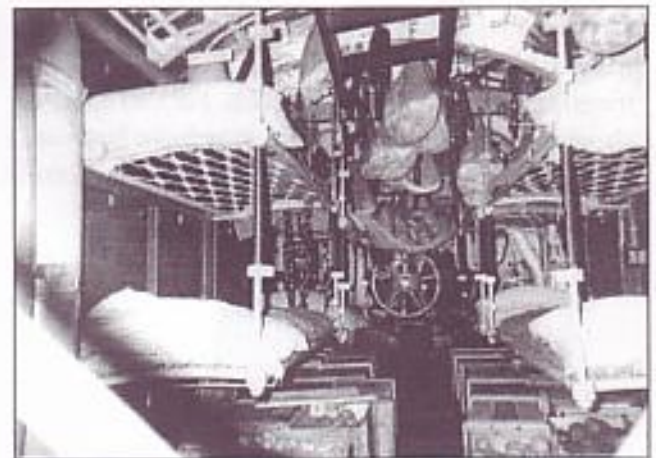
Fwd Torpedo Room

Their voyage was not, however, monotonous.

They spoke feelingly of Coastal Command's A/S sweeps, which forced them continually to dive; on one occasion they spent two days submerged. Even more exasperating than the appearance of aircraft must have been the inexperience of the ratings.

On one occasion a young seamen endangered the boat during a crash dive by his lack of agility in vacating the bridge.

About noon on 5 September, U 501 attacked the Norwegian SS Einvik, a straggler from Convoy S C 41. Four torpedoes were fired from the bow tubes and two from the stern, all but one missing.



Torpedo Tube Aft with Torpedoes stowed under a false deck and victuals on deck.

The ship sent out W/T signals and the U-Boat attacked her with gunfire.

The Einvik made no reply, but U 501 had to fire 40 rounds before she sank.

On the morning of 10 September, the U-boat received a signal from Vice Admiral U-boat reporting the position and course of Convoy S C 42.

To expend 6 torpedoes and 40 shells in the sinking of a merchant ship which makes no effort to defend itself is not a great achievement, yet it was to be the only triumph of the U-Boats short career.

The crew of U 501 was young and inexperienced, hastily and perhaps inadequately trained. With experience of life on patrol had come the fading of the rosy picture of active service conditions so cleverly appointed by the recruiting authorities. Their morale had been heavily bolstered by the usual stock prophecies and misstatements, concocted by Dr Goebbels, with the result that their mental outlook was still uniformly and frantically Nazi.

The unusual feature in the sinking of U 501 was that, in the heat of the action, the Captains resolution failed him, perhaps because he was rather older than the general run of U-boat Captains.

Commander Hugo Forster was 37. He had joined the Navy in 1923 and had only recently transferred to the U-boat branch. He had taken a shortened U-Boat course and may have been on a war cruise for training, but his first and last cruise in command was in U 501.



Artist's impression of a young Hugo Forster

He was not really of the officer class. Coming from Berlin, he spoke some English and a little French. According to his men he was an intimate friend of Vice Admiral Donitz, the more or less independent head of the U-Boat Service.

The Nazi seed had fallen on stony ground, and his professed loyalty to the regime appeared to be based on nothing deeper than self-interest.

'Germans know how to die'

He had so lectured the crew on Security that some of the younger member's thought that they would be shot on capture, though he denied that he had circulated such rumours. He preached a lofty attitude towards duty and death, and his favourite dictum was "Germans know how to die."

These heroics were in the early days of the cruise; in the hour of action he surrendered without a fight and was the first to abandon ship.

A man of some imagination, he explained that he had leapt from his U-Boat to insist upon the British rescuing his men who might otherwise have been left to drown. Eleven of his crew were lost. When later he offered his hand to the Chief Quartermaster, a man with 14 years service, it was refused.

Forster's First Lieutenant, Werner Albring, the Junior Officer Hans Sittenfield and Engineer Officer Gerhard Schieman, all three in their mid twenties, were officers of a better type than those recently encountered.

Albring, a native of the Rhineland, had joined the Navy in 1934, but had transferred to the Air Force two years later. He had recently returned to the Navy and, though he had only done a short course, boasted that he could have obtained command of a U-Boat had he not wished to gain experience of active service conditions as a Second in Command. He was described as an interesting man, of moderate education, rather bombastic, narrow minded and a bully.

The Engineer Officer came from East Prussia. Though a blind worshipper of Hitler, he could be quite pleasant when discussing general topics.

Hans Sittenfield, the Junior Officer, was an unusual type of U-Boat officer.

He showed some literary, musical and artistic tastes; his critical and appreciative discernment's were a welcome change from the usual conversation of German naval officers. A genuine patriot, he accepted the Nazi regime because it was the only means whereby Germany could secure and maintain her "rightful place among the nations of the earth". His father had been drowned off the Irish coast in September 1917 when U45, of which he had command, was sunk.

Such was the crew that received Vice Admiral U Boat's signal reporting the position and course of the convoy which they were to attack.

On receipt of this signal, the U-Boat apparently proceeded to the south-eastward of the convoy and tried to get ahead in order to lie in wait.

The U-Boat shadowing SC 42 reported an alteration of course. U 501 attempted to cross the convoy's path but went too far to the Northward, then, altering course 180 degrees, ran right into it.

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

CHAMBLY and MOOSEJAW had sailed from St John's, Newfoundland, on 5 September for 'shake down'. In the early hours of 10 September when it became apparent that SC 42 was in danger, they were ordered to reinforce its slender escort.

At about midnight, when they were not far from the convoy, CHAMBLY, who had MOOSEJAW on the starboard quarter, made contact with a target that seemed to be approaching from ahead. Within two minutes she was over the target and dropped 4 depth charges.

These did a good deal of damage inside U 501 smashing or putting out of action many of her instruments and causing failure to the main lighting system and after hydroplanes.

Certain valves were damaged but prisoners maintained that no water entered except a small quantity through the W C forward, due possibly to burst water pipes leading to it.

CHAMBLY regained contact and was preparing for a second attack when the U 501 surfaced about to cable off MOOSEJAW's Port bow. The submarine got underway almost at once, steering towards a position ahead of MOOSEJAW who opened fire. Her guns jammed after the first round that apparently pierced the conning tower cowlings and slightly injured one of the officers. U 501 appeared to stop and MOOSEJAW found herself closing rapidly. She stopped her engines and put them astern. U 501 dropped back alongside her starboard side abreast the break of the forecabin.



Type IXC Conning Tower

A large number of Germans were standing on deck abaft the conning tower with their hands up. One of them, their Captain, seized his opportunity and, despite his age, leapt on-board the corvette with a dry shirt.

Other members of the crew looked as though they were about to follow their Captains example, but MOOSEJAW was not ready to take boarders and sheared off.

U 501 then got under way again and, moving at high speed, turned to port and thereby crossed MOOSEJAW's bows.

Some of the Germans began to run towards their foremost gun, but others apparently dissuaded them from using it.



Close Range Guns on a Type IXC

MOOSEJAW shaped course to ram and struck the U-Boat a glancing blow forward, forcing it round so that it lay alongside for a few seconds.

MOOSEJAW had stopped her engines after the impact and U 501, having got under way again, crossed from starboard to port where it came under fire from her 4 inch gun. Only one shot, which missed, was fired before the crew of U 501 gave up the struggle and abandoned ship.

CHAMBLY then closed to within about 50 yards and, finding that U 501 was still under way, hailed it by megaphone and told the men who still remained on deck that unless the engines were stopped she would sink it by gunfire. A German was seen to wave and run off towards the conning tower; the U-Boat's speed decreased, though it did not stop entirely.

CHAMBLY lowered a boat that approached U 501's port quarter to within 20 feet. The First Lieutenant, who was in charge, could see a large hole on this quarter about 10 feet from the stern. The hole was about four feet in diameter and centred at the point where the casing joins the hull. It looked as if the U-Boat's port hydroplane had been blown off. He also recorded that there was a larger dent in the casing abaft the conning

tower. Otherwise the U-Boat looked very new. It was camouflaged with brown and green mottling.

As there appeared to be a better lee on the starboard side, the boat passed astern and, after keeping off with some difficulty, CHAMBLY's party boarded the U-Boat.

There were 11 men on the U-Boats deck standing well aft in a group. The ship was down by the stern and the casing aft was practically awash.

Finding an officer who could speak a little English, the First Lieutenant told him that he was going below and needed two Germans to go with him. The officer advised him not to do so as the seacocks had been opened and the U-Boat was sinking rapidly; he also seemed to think that it was about to blow up. Finally, alleging a wound which prevented him from walking, he refused to go forward.

The sight of a revolver and some assistance from behind induced two Germans to accompany the First Lieutenant, and the party went forward, leaving CHAMBLY's signalman standing guard over the rest of the prisoners.

They stopped first at a hatch roughly midway between the stern and conning tower; this they opened only to find that that part of the U-Boat was completely flooded.

The conning tower hatch was open and looking down they could see that lights were burning in the control room and water was beginning to come in from aft. The German Seaman, being threatened with the revolver, refused to go below.

By now the stern was well under water and the signalman's party had moved up closer to the conning tower.

The First Lieutenant was about to go below himself when the lights went out and the water began to pour in so fast that a door or bulkhead appeared to have buckled. The men were ordered to make for the boat.

A few minutes later, the U-Boat sank sucking CHAMBLY's First Lieutenant down with it for a considerable distance. He was, however, able to swim to the boat where he found all but one of his men, a stoker, safely aboard. Despite a search, this man, though known to be a strong swimmer, was never recovered.

Such is the tail of U501. Providence certainly took a hand and put the U-Boat in the corvettes' path. Nevertheless, the destruction of a U-Boat can never be a matter of luck alone; it can only be achieved by a well handled ship with a well trained crew who know how to seize their opportunity.

DID YOU KNOW.....

'FANNY' is a cylindrical mess tin holding about a gallon. Introduction of tinned meat into the Navy was not popular and coincided approximately with the murder and dismemberment in 1867, of a child called Fanny Adams. The tins in which the meat was packed were then used as mess utensils throughout the Service.

'DEVIL' - in wooden ships, a large seam near the gunwale. 'Between the devil and the deep sea' - between the gunwale and the waterline; any precarious position.

The ANDREW (the Royal Navy) - Andrew Miller was a zealous press-gang officer who impressed so many men into the King's Naval Service during the Napoleonic wars that he was said to own the Royal Navy.

'Cut and run' - to escape or quit. Derived from the days when a ship cut her hemp cable and left her anchor on the bottom to enable her to put to sea quickly in emergency. Also in similar circumstances, when she set her sails by cutting their gaskets, so unfurling them at the run.

'CHAMBLY' & 'MOOSEJAW', WHERE DO THE NAMES COME FROM?

The sinking of U 501 by HMC Ships CHAMBLY and MOOSEJAW was the first occasion during the war for Canadian ships to have received the surrender of a U-Boat.

The name CHAMBLY dates back nearly 300 years in the history of Canada. In 1663, the French King - Louis XIV, appointed the Marquis de Tracy to be his Lieutenant General for South and North America. As a counter to the bloody raids of the Iroquois, de Tracy built three forts along the River Richelieu, near Montreal. One of these was named after Pierre de Chambly, an officer in the famous regiment of Carignan-Salieres, sent out from home to defend New France against the persistent attacks of a bold and barbarous enemy.

The Indian name for the town of Moosjaw, an important railway centre in Saskatchewan, is understood to mean 'the creek where the white man mended the cart with the jawbone of a moose.

WHAT'S ON AND WHERE TO GO?

WWW.ASWI.FSNET.CO.UK

: -)

SHIPS IN THE NIGHT

By Muzz Cowley - Part 2

It is now 1979 and once again I am on a trip to the Far East in ARETHUSA. Looks like a 9½-month deployment this time visiting the usual places. I was able to fly my wife and 4 year old son out to stay in Singapore. However, their flight back was very frightening. As they were about to take off from Delhi, the pilot had to abort because of engine problems; a bird or something had caused the engine to burst into flames. Additionally, the tyres burst due to the hard braking. The pilot managed to stop the aircraft right at the end of the runway and all passengers escaped via chutes. During the escape, an American jumped over the backs of seats to get to the exits first.

Unaware of the situation, ARETHUSA was on its way to Hong Kong and I had no idea that my family was stranded at Delhi airport without baggage. Limited food and drink was made worse by a curfew imposed on the city with no way of getting out. Stuck in a waiting room, it was the mothers with young children who caused a fuss and convinced the airport authorities to let them out. Stranded for 12 hours, my family eventually left on another flight but it was weeks later in Hong Kong that we found out onboard.

Leaving ARETHUSA, I joined NAIAD in Jan 81 to finish off my sea time including yet another work up (probably the 16th). In May 81, I went to Dartmouth BRNC, a good draft starting initially as an instructor on the river. I then moved to the college to teach seamanship in the classroom. Warrant Officer 'Annie' Oakley was just about to go outside without relief so I took on his work which was hard but enjoyable - Annie went on to become the Harbour Master in the Scilly Isles. I did a fair bit of clay pigeon shooting there and took over the running of that too. The Prince of Tonga, who loved guns and was a good shot, was there at the time.

Unlike some Shore Establishments I could mention, Dartmouth treated instructors with respect and appreciation. Mind you it wasn't all sweet and rosy. My Divisional Officer managed to misplace my service documents with 18 years of service history never to be seen again.

One morning, on my 86 mile daily trek to work from Tavistock, I met a very large clay lorry head on in Cornwood bringing my trip to a sudden halt. Messed up the front of my beloved MGB a bit but strong as they are, she still drove and steered OK. Having obtained the relevant spares, the car ended up with yellow bonnet, green wings, the remainder a dirty white; it was eventually re-sprayed black.

When the Falklands War started in 1982, I received 4 days notice to join LOWESTOFT in Pompey. She was in dry dock so what the panic was I don't know but she was fitted with additional armour on the decks and gun aft.

We sailed for Gibraltar to take over as Guard Ship. The Captain at the time had everything stripped out of the 'old girl' and worst of all, no bottles or barrels, only tinned beer. Rather worried about what he would get us into we were in luck. After a week in Gib we sailed for the Ascension Isles and became the ferry for St Helena and Tristan da Cunha. We made several trips back and forth carrying lots of people including the Governor of St Helena, the governess and their daughter.

While fulfilling this task, the war itself had finished and a lot of the ships were making their way back to the UK. We stayed around for a few more weeks and returned to Pompey during a regatta - we thought they were all out to see us back! Shortly after that, we sailed for the SouthWest Approaches and tailed the other navy's "old man" (cryptic) for a week or so.

As an Active man, Passive Operations became very interesting although it was some time before I could do anything about it. Pete Clipstone was our Chief and he allowed me into the Soundroom where I asked questions; talk about black magic! The Captain, as I mentioned earlier, was a bit of a nut. We used to call him "The Tasmanian Devil" as he was prone to 'flying off the handle' at any time with a tendency to rant and rave. The Ops Officer became very twitchy indeed, as did a lot of us. On one occasion, he (the Captain) refused to seek shelter when everyone else had left an exercise up in the North Sea. The array was washed out; even the subs had gone in, but not us! Having been drafted, I heard that she had started cracking up during another North Sea trip. A hull expert flew out, took one look, put his lifejacket on and told the Captain to make for the nearest harbour. Ha, ha, not this Captain, "We are staying out", he said. The expert asked to be returned ashore. Rather than head for the nearest harbour, the ship returned to Portsmouth; the Captain wasn't going to give in that easily. It was a good ship and such a pity that she had to meet her end so ignominiously.

My family had moved to another house in Tavistock and Mary, my wife, did all the decorating and sorting out. By the time I had returned from the Falklands, most of the hard work had been done, even the ceilings had been artexed by Mary. (She is a clever girl)

In November 1982, I returned to RALEIGH and the range at Trevel. This time I was responsible for all range courses and was able to help run the ranges. A keen marksman and keen to coach, this was a good time with limited contact with RALEIGH itself. During this time I took part in two competitions - PASARA (Plymouth and Scotland Area Rifle Association) and SWUSSAM (South Western United Services Small Arms Meeting). I managed to win a few awards and became rifle trainer for the 83 Bisley team. We were just getting to grips with everything and the weather was good for training when I received a crash draft to HMS LIVERPOOL.

June 1983 and I was so bloody annoyed with only 8 months ashore. The ship was to take part in a sneaky and the PO(S) had just lost his rate. Something to do with telephone money in Vernon, anyone remember that? So off we went with the extra gear required for this type of task.

A good trip with calm seas, we were fired at with missiles, (probably meant to frighten us and did a bloody good job) and avoided being rammed a couple of times (shades of the Cod Wars). Annoyed the hell out of the Russians and learnt a lot about passive sonar. Once again, I was impressed with passive operations but less impressed by the fact that I had to take over NBCD; a real pot mess. I was the ship's unqualified NBCD and up to my ears in things that I couldn't identify. Returning to harbour, I completed a 5 week course and was able to put some rationality to all the gear. Returning to the ship, I was told that we had 5 weeks before Portland and ...yes, another work-up! By the time that lot was over I was a nervous wreck but we got a GOOD result.



HMS LIVERPOOL following yet another work-up

Needless to say I was very interested in changing over to passive. Having submitted my request, the PWO(U) told me that I couldn't and following discussion, he said that he would stop me. We didn't get on and it got so bad between us he threatened to "get me" and I would be sorry. Lots of red writing in my reports after that. He was the most ignorant officer I have ever come across who would not admit that he could be wrong. Luckily, the Ops Officer realised what was going on and intervened. This was going on as we made our way to the Falklands as guardship. After this deployment, I tried to leave the ship early to attend Bisley. I had been selected for the 84 team but my request to leave wasn't granted. I was, however, allowed to take advance leave from Barbados. Although I didn't know at the time, I was picked for the Great Britain Target Rifle team whilst on this ship. This was blocked without my knowledge so all in all, this was the worst ship I ever had.

I returned to VERNON in 1984 to complete a passive aptitude test and achieved positive results. A very different sort of course, it had been years since I had to rattle the old brain cells. The instructor was Pete Clipstone and there were a few passive rates there who were a great help during self-study in the evenings.

My course mates were; Nobby Noble, Steve Nash, Tony Gravett, Stirling Moss, Bungie Edwards, George Forster, Ruby Murray and Phil O'Byrne. If I have missed anyone, I do apologise.

It was a difficult course for an old codger of 35. At the time there were not enough towed array ships for everyone, I certainly didn't have enough experience to go to Teddington and so I returned to RALEIGH and the range once more.

3 months later (Jul 85) I was off to join CLEOPATRA. On the range, I managed to keep my shooting eye in and was picked to represent Plymouth Command in the 85 Bisley.

The ship was happy for me to join after the competition and I managed to pick up a major cup as well as a few other minor medals. I also did well enough to represent the Combined Services team in target rifle at a meeting later in the year.

Returning to CLEOPATRA, I was the 3rd PSD. Ginge Miley and Alan Loveday were the PO and Chief respectively. Guess what our first task was? Yep.....a work-up! As I was in effect an extra body on board, I had no action station so I became permanent PO of the Watch on Deck. I took part in all replenishments, virtually every sea-boat and most other seamanship evolution. I thoroughly enjoyed it.

Following the work-up, we completed a passive work-up where I was able to get to grips with the Sonar 20311. Ginge, who knew the system inside out, set the system up and confused me most days with ease. These were the days of 5/6 week patrols and as many master contacts as you could manage. A time to put into practice all those lessons learnt, they really were the "Good Old Days" for passive sonar.

Leanders were the workhorses of the navy and none more so than the Towed Array (TA) Leanders. There was always a great sense of competition between the TA Frigates and reports from the Analysis Centre at Teddington/Farnborough were always a measure of how well we did.

Of course it wasn't always patrols. There were other exercises and good runs ashore. While on CLEOPATRA, we went to New York and were there for the unveiling of the refurbished Statue of Liberty followed by Andros Island for some sun, beer and sand.

I forget how many patrols we actually did. Of the many, some were good, some were bloody awful but most were exciting. The competitions to change 1 inch tapes on the Racal tape to tape machines was never as easy as putting in a videotape. One advantage of the Soundroom in CLEOPATRA, was its location in the hangar. Of course there wasn't a helicopter and no 'Wafoo's'. When up North during the night you could open the hangar doors and watch the clear skies and the Aurora Borealis. There was a bit of a pendulum effect on bumpy nights and getting in and out of the Soundroom up the steps required a good sense of timing and some agility.

The story continues.....

JUST FOR FUN

Missing Royal Navy Life?

Here's how to recapture the atmosphere of the old days and simulate living onboard ship once more.

1. *Renovate your bathroom. Build a wall across the centre of your bath and move the shower down to chest level. Store beer barrels in the shower enclosure.*
2. *Have the paper boy give you a haircut.*
3. *Set your alarm clock to go off at random times through the night. When it goes off, leap out of bed, get dressed as fast as you can then run into the back yard and break out the garden hose.*
4. *Invite about 85 people you don't really like to come and stay for a couple of months.*



ANOTHER TRUE STORY

A woman came home to find her husband in the kitchen shaking frantically with what looked like a wire running from his waist towards the electric kettle. Intending to jolt him away from the deadly current she whacked him with a handy plank of wood by the back door, breaking his arm in two places. Till that moment he had been happily listening to his Walkman.

And you thought you were having a bad day:

Iraqi terrorist, Khay Rahnajet, didn't pay enough postage on a letter bomb. It came back with "return to sender" stamped on it. Forgetting it was the bomb, he opened it and was blown to bits.



EXCUSES, EXCUSES

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

- ❖ 'I was on my way to the doctor with rear end trouble when my universal joint gave way, causing me to have an accident'.
- ❖ 'I was going down the car park ramp when I hit a giant plastic mouse'.
- ❖ 'The indirect cause of the accident was a little guy in a small car with a big mouth'.
- ❖ 'An invisible car came from nowhere, struck my car and vanished'.



Letters



❖ From Warwick Franklin (Mon 6 Sep)

Thank you for sending me the latest issue of the *Seamaster* which proved to be a very interesting read, especially the article about an old messmate of mine - Jess Owen. I have been in the Royal Navy Careers Service since 1989 having completed 22 years active service previously, and have lost touch with the TAS world and many friends.

I now intend keeping a weather eye open in the future on social events, especially in the Plymouth area and meeting up again with 'old' and not so old friends, some who I have not seen for at least twenty years. Please could you make sure that I receive a mention in the 'Where's your Oppo' page. (*Action complete*). Looking through several boxes of naval memorabilia in my loft, I came across some items that may be of interest to a few of you including the Commissioning Ceremony of HMS ARIADNE in 1973. I have photocopied the Seaman ship's company and officers at the time. I also found a commissioning booklet of HMS DUNDAS (1968) including names such as Lt Cdr J Garnier MVO, Lt R A Peters, Sub Lt A Rowbotham, PO TASI D Jackson and AB D R W Hood. The final commissioning booklet is of HMS LOWESTOFT (1970) which includes the names of Lt J N Lynes and PO TASI G Knapman.

I look forward to seeing some old friends in due course and will normally be found on a Saturday afternoon at Home Park (Mayflower Stand) cheering on the 'greens'. Keep up the good work.

❖ From Ron Feasey (Wed 6 Oct)

A very quick line to say BZ for the latest newsletter safely received and read with great interest. I like the format very much. Can I also reply (tongue in cheek) to the item 'Where are all the Type 42's?' I am sure it will please the inquirer that to date,

I can account for the following with the aid of Navy News and of course dear old Radio Solent. Good luck to ALL 42's and the good work they do:

YORK, CARDIFF, MANCHESTER -
Portsmouth area.

GLASGOW - Timor, BIRMINGHAM from Armilla, NEWCASTLE home city visit, EXETER to Armilla, EDINBURGH exercising in Med.

Sorry not to be able to attend Annual Dinner/Dance but am sure all had a good time. My wife and I were in fact meeting 'old faces' from GANGES circa 1945, BLAKE Division 9 Mess, December entry. We had a lot of water to cover after not seeing each other for such a while. We did check that the hotel lamps were all back and secured before we left after a superb weekend. RHOC.

I wonder how many members were able to listen to and recall the tragic events re the sad loss of HM Submarine AFFRAY recently broadcast on Radio 4. Thank goodness it was the only time during my TAS years that I heard the 12 and 6 Grenade signal used and of course the feeling of suspense and sadness. Anyway chaps, time to switch off and raise hull outfits. It has been very nice recently to have telecon chats with the likes of Messers Adams and Hovendon. I hear they now have driving licenses with a photo on!! Well done chaps.

Congratulations to all 'The Team' who work hard to keep things going so well for the benefit of members both serving and otherwise, your work is greatly appreciated.

Good luck and safe passage to members on the wet stuff! Be warned, I have a Cousin at present Training Officer in his URNU at Swansea University while completing a degree course. Thankfully, he keeps his old Uncle up to date with modern happenings and himself has already been let loose aboard BEAVER, CUMBERLAND and MONTROSE, not to mention exchanges with the Norwegian Navy and a visit to US Navy Academy ANNAPOLIS. He has recently picked up his first stripe and is looking to become a PWO(U).

❖ From Alan Quartermaine (Wed 29 Sep)

I attended the DRYAD Dinner/Dance last Friday and it was very good. I turned in at 0100 and had a cold wash to wake me up at 0530 and got back home at 0800. I liked the *Seamaster* article on my old TASI Frank Bradburn. I hope to visit him in Oct when I visit my 3 grandchildren in Torbay. Looking forward to Dave Bekker's article on the sinking of U501.

❖ From Alan Quartermaine (Wed 6 Oct)

(True Story) During my TD3 course at HMS OSPREY 1948, our class (mix of Guzz, Pompey and Chatham rates) was carrying out drill in one of the Attack Teacher Houses (ATH) in the barracks. While the 1st Op was carrying out his 80° 80° Sweep, he reported "HE on the Bearing". Little did he know that this was the 'Danny Doppler' going up the single track towards the Bill. (The Danny Doppler was a small train that operated from the main station in Weymouth to the Bill).

❖ From John Turner (Sun 31 Oct)



I'm writing just to give you some feedback on my 1st *Seamaster* after rejoining the association and to enlighten some of my old shipmates of my whereabouts and retirement. From my point of view the association is great.

I had almost given up trying to find a link with TASI's until Bob Burton found my Email address in a guest book somewhere. The ASWI's Web Site is also excellent and well maintained by Bob. I retired from the RN at BRNC Dartmouth in 1967, four years before pension, and moved to Canada having married a Canadian. If anyone wants to emigrate to Canada, I know that the Canadians are after people with a trade. I retired from General Motors Diesel Division here in London Ontario. GM builds diesel locomotives, a far cry from Sonar and A/S Weapons. I finally retired after 21 years and now enjoy travelling.

My service record is as follows:

HMS St VINCENT Boy Seaman 1946
HMS WIRLWIND Boy Seaman 1947
HMS SEA EAGLE 'CRISPIN' 1947 - 49
HMS ADAMANT TUSCAN 1949
HMS PEACOCK (AB QM) 1949
HMS VERNON (UC3) 1951
HMS TENACIOUS (A/LS) 1952
HMS VERNON (LS UC2) 1953
HMS CHAPLET 1954
HMS VERNON (PO UC1) 1955
HMS DUCHESS 1957
HMS VERNON (PO TASI) 1957
HMS St VINCENT 1959
HMS TRAFALGAR 1959 - 61
HMS St VINCENT (Staff Inst) 1961
HMS VERNON (Inst) 1964
HMS TORQUAY (A/CPO) 1965 -67
BRNC Dartmouth (CPO) 1967



John Turner today

Thank you letters have been received from guests invited to the 1999 Annual Dinner/Dance:

Rear Admiral J Lippiett MBE RN
Commander R W Bell Davies RN
Andy and Keren Gleave MR
Warrant Officer (M) Paul Mounsor
Warrant Officer (R) Paul Phillips

All guests said how much they enjoyed the good food, excellent entertainment and opportunity to chat to old friends and members of the Association.

Letters

CONTINUED

❖ From Phil Wratten (Fri 26 Nov)

It was with great sadness that I read of the death of ex-FCPO(TASI) John Ashton in the December issue of Navy News.

John, one of the first batch of TASI FCPOs, was an example to us all. He was a dedicated, knowledgeable and likeable man who inspired all who came into contact with him. In my humble estimation, he ranked high along with others of the same generation - John (Daisy) Adams, Chunky Mauders, Pop Gladwish to name but a few.

I was one of the privileged few who were referred to as, "one of my boys", by John.

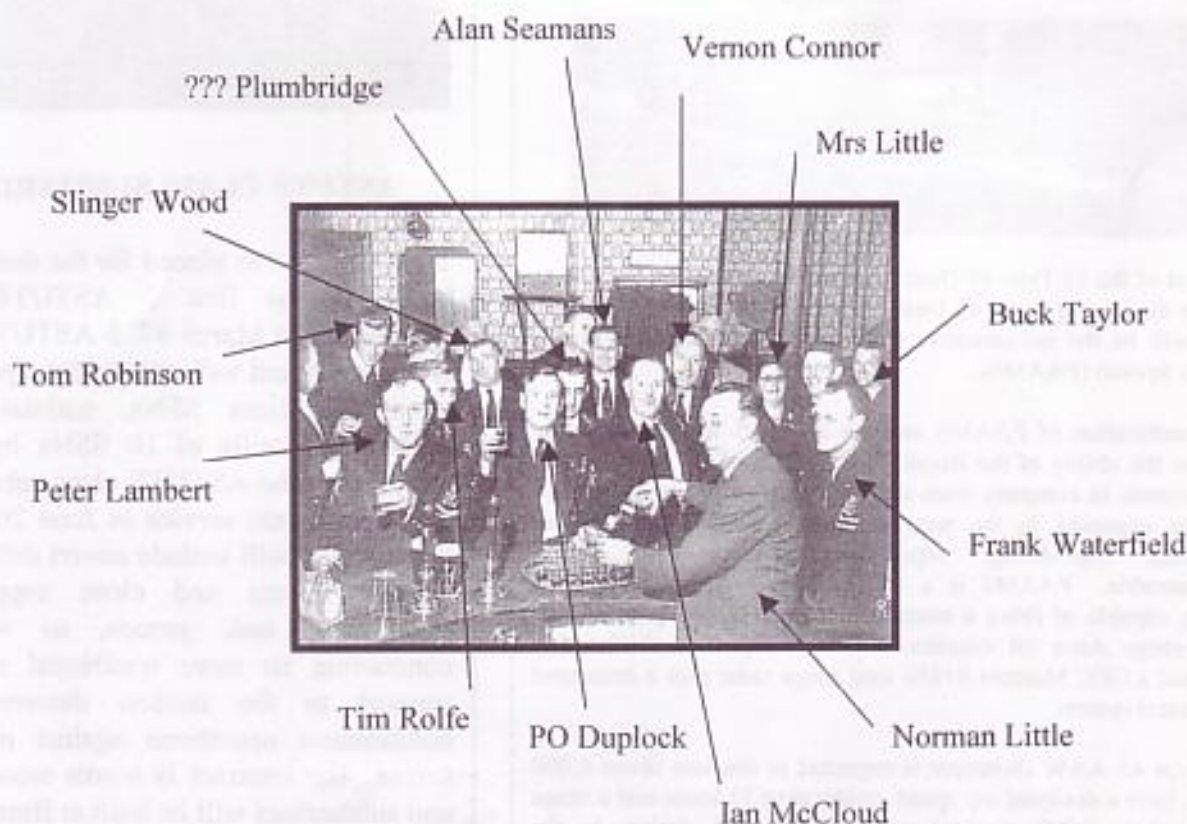
Upon eventually rising to the 'dizzy' heights of an FCPO myself, I was proud to receive the news that John sent his congratulations.

A man relatively small in stature, but big in all other senses of the word. He will be sorely missed.

My thoughts go out to his family and I would wish that my condolences be forwarded.

NAME THAT TASI

In the September Issue, you were asked to identify the members in this 1959 TASI's social. Thank you to all those who contacted the Editor and Bob Burton





**DO YOU HATE COMPUTERS?
YOU DON'T OWN A COMPUTER.
YOU'RE NOT SURFING THE NET.**

BUT YOU WANT TO VISIT THE WORLDWIDE WEB :-)

You don't have to own a computer to visit the ASWI's web site. You are likely to find that public Internet access is available at your county library. The following information has been provided by Hampshire County Library but I am sure that similar facilities are available in your location. Use of Library Web Stations costs £2.50 (inc VAT) (£1.50 at Hayling) per half-hour, payable at the library. Sessions can be booked in advance up to a maximum of 2 hours and there is no additional charge for advance bookings. The Internet is user friendly but if you have difficulties, there are notes available to help get you started. Printing in Black and White on A4 paper is available for a small charge. Internet Stations at the Library are open during normal Library opening hours.

Get on line, visit the ASWI's web site on: www.aswi.fsnet.co.uk

THE NEW TYPE 45 DESTROYER



The first of the 12 Type 45 Destroyers will enter service in 2007 to replace the ageing Type 42 Destroyers. Main armament for the ships will be the collaborative (UK, FR, IT) Principal Anti Air Missile System (PAAMS).

The combination of PAAMS and the Type 45 will considerably enhance the ability of the Royal Navy to defend its warships and other vessels in company from the sophisticated anti-ship missiles that are expected in the next century. These could be sea skimming, high-diving, supersonic, stealthy and highly manoeuvrable. PAAMS is a 48-cell Sylver vertical launching system, capable of firing a mixture of shorter-range Aster 15 and longer-range Aster 30 missiles, a BAe Sampson multi-function radar and a GEC Marconi S1850 long range radar plus a command and control system.

The Type 45 AAW Destroyer is expected to displace about 6,000 tonnes, have a designed top speed greater than 27 knots and a range greater than 5,000 nautical miles. The final design is the responsibility of the prime contractor, Marconi Electronic Systems as is the choice of the ship's main engines, communications and electronic warfare systems. More on the T45 as information becomes available.



ASTUTE CLASS SUBMARINE

The contract was placed for the design and build of the first 3 ASTUTE class submarines in March 97. 5 ASTUTE class are planned and will eventually replace the current S class SSNs, maintaining a submarine flotilla of 10 SSNs by 2006. The first of the ASTUTE class submarines is expected into service in June 2005. Its contribution will include covert delivery of Special Forces and close support of amphibious task groups, as well as conducting its more traditional roles of support to the nuclear deterrent and autonomous operations against maritime forces. The contract is worth around £2B and submarines will be built at Barrow. The first 3 will be named HMS ASTUTE, HMS AMBUSH and HMS ARTFUL.

CAN YOU HELP?

Royal Navy Association & Old Comrades Club

The *Royal Navy Association & Old Comrades Club* is currently organised from a spare bedroom in Sandown, Isle of White. They want help to purchase a new property in Shanklin. The property would offer, imposing entrance hall, function rooms, attractive bar area and additional rooms for association use. There is an office, toilets, shop/counter area and galley available too. It is hoped to open the property for Social functions and as a home for the RN Shipmates organisation files and system. Notice Boards would be available for shipmates and ship associations to advertise. The Reception Centre for the Second World War Experience will also be housed in the new property. Your help is needed to fund the purchase of the property. You can become a Gold Founder Life Member in the club with a donation of £1000, Silver Founder 25 Year Member with a donation of £500 and Bronze Founder 5 Year Member in the club with a donation of £100. You can also become a Support Member for £5 and Full Membership is £10. Full details can be obtained from Michael 'Mike' Crowe on 01983 404727 (Mobile 07703 466732). You can also contact the **Seamaster** Editor for details and an application form.

THE SECOND WORLD WAR EXPERIENCE CENTRE



The Second World War Experience Centre has been created in response to the urgent need to rescue the threatened heritage of Second World War personal experience. *'We have created the Second World War Experience Centre to save a crucial part of our heritage. Year by year, countless letters, diaries and memories from the Second World War period are disappearing, despite invaluable efforts by national war collections, local history bodies and regimental museums. Again and again we hear the same refrain: "I threw away all my old letters and souvenirs because nobody would have been interested in them". The tale of all men and women during the Second World War is of absorbing interest and teaches vital lessons about our past. We ignore these at our peril today. We have an obligation to join in rescuing all the material we can about this most terrible of conflicts before it is too late. You can help by donating documents and/or artefacts, written or recorded memories, voluntary work and financial support. Contact the Acting Director – Claire Harder (0113) 2450475 or Email enquires@war-experience.org. Website: <http://www.war-experience.org>.*

WHERE'S YOUR OPO? – 5 January 2000

☺ = INDICATES A CHANGE

✓ = Serving Member

Warrant Officer (Sonar)

BACON ✓	DRYAD	LYMATH ✓	DRYAD
BROTHERWOOD	CDRE MFP	NASH ✓	CINCFLEET
BURTON ✓	CINCFLEET	NELSON ✓	FOST SEA ☺
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	DRYAD ☺
LEWIS TR ✓	DRYAD	WORSEY	PJHQ
LOVEDAY ✓	RNU ST MAWGAN ☺		

Chief Petty Officer (Sonar)

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

Petty Officer (Sonar)

ARMITAGE	MARLBOROUGH.	LAX	CUMBERLAND ☺
AYRES	RALEIGH.	LAZENBY	EXCELLENT ☺
BAILEY ✓	DRAKE CBP (CFS).	LALE	NEWCASTLE ☺
BENTING	SHEFFIELD.	LANGTON	DRYAD ☺
BEST	VICTORY ☺	LOVEWELL	CHATHAM.
BOULTON	DRYAD ☺	LOWDEN	DRAKE CBP (CFS).
BOX	EXCELLENT ☺	MACDONALD	MONMOUTH.
BOYES	CORNWALL.	MAHONEY	ARGYLL.
BOWMAN	DRYAD ☺	MALLINSON	CAMBELTOWN ☺
BRIDGNELL	RALEIGH.	MANGAN	DRYAD ☺
BUCKLEY	BIRMINGHAM.	MARCHANT	WESTMINSTER.
BUTLER ✓	DRYAD.	MCCARTHY	ACDS (OPS).
CALLAGHAN ✓	RALEIGH.	MCCOURT	COVENTRY.
CANNON	SHEFFIELD.	MCCORMICK	DRYAD ☺
CHOATE	YORK.	MCLEOD ✓	DRAKE CBP (CFS).
CLARKE	RICHMOND.	MEACHAM	CHATHAM ☺
COLLINS ✓	DRYAD.	MONTGOMERY	RNU ST MAWGAN ☺
COOK ✓	MWC PORTSDOWN.	MULLARKEY	LANCASTER ☺
COOLAHAN	NEWCASTLE ☺	MURPHY	RN GIBRALTAR.
COURTNEY	SOUTHAMPTON.	NEEDHAM ✓	SOUTHAMPTON ☺
CRESDEE	GLASGOW ☺	PHILLIPS	RALEIGH.
CUMMINS	CHATHAM.	POPE ✓	SOMERSET.
DANGERFIELD	EDINBURGH.	POREE ✓	RN GIBRALTAR ☺
DELL	DNR WROUGHTON. ☺	PRITCHETT	DRYAD.
DENNIS	CUMBERLAND.	PROSSER	DRYAD.
DEVINE	EXETER.	PURSLOW	GLASGOW.
DRAY	DRYAD ☺	RAYNER	IRON DUKE.
DUKE GRI	MONTROSE.	REYNOLDS	MANCHESTER.
DUKE P	KENT ☺	RICHENS	CORNWALL ☺
DUNN	CORNWALL.	ROBERTS	MONTROSE.
EMERSON	RALEIGH.	ROWLEY ME	NORFOLK ☺
FRANCIS	GRAFTON.	ROWNTREE	RALIEGH ☺
FRASER	NEPTUNE FD ☺	SIBSON	RALIEGH ☺
FRAZIER	WESTMINSTER.	SMALLBONES	CAMPBELTOWN.
GIBSON	DRYAD ☺	SMITH	RICHMOND.
GILMARTIN	NEPTUNE CFS.	SOMERS	EDINBURGH.
GING ✓	CUMBERLAND.	STEPHENS	RALIEGH ☺
GRAHAM	DRYAD ☺	STREET	LIVERPOOL.
GREENING	MARLBOROUGH ☺	SYERS ✓	RALEIGH.
HALE	NELSON.	TAYLOR	DRYAD ☺
HARTIGAN	DRYAD.	TOLTON	LANCASTER ☺
HARVEY	EXETER ☺	WATSON	DRYAD ☺
HAYES	CARDIFF.	WATSON SNT	GLOUCESTER ☺
HAYWARD ✓	MONMOUTH.	WALKER	CORNWALL ☺
HEALEY	NORFOLK.	WEATHERLEY ✓	SUTHERLAND.
HOLMES AT	DRYAD.	WEBB	ARGYLL.
HOLMES SA	DRYAD ☺	WILD	YORK.
HUGHES	RALEIGH.	WILLIAMS ✓	NORTHUMBERLAND.
JONES	MANCHESTER.	WILLETTS	DRYAD ☺
JORDAN	CAMPBELTOWN.	WINGAR	CHATHAM.
		WOOD	SHEFFIELD.

Ex-Serving Members

Adams John	Purbrook, Portsmouth	Neeson Ted	Cheadle, Cheshire
Allen Darby A W	Waterlooville	Nixon Paul (Nick)	Weymouth, Dorset
Allen Darby W T	Higher Compton, Plymouth	Noble Alan	Lee-on-the-Solent
Antcliffe Dicky	Barnsley	Owen Jess	Gosport, Hampshire
Andrews, Mike	Paignton, Devon	O'Sullivan Greg	North End, Portsmouth
Astley Andy	Chichester	Paton Bob	Beaminster, Dorset
Ayling Robin	Bognor Regis, West Sussex	Pearce George	St Budeaux, Plymouth
Bareford Dave	Boston, Lincs	Quartermaine Alan	Banbury, Oxon
Barrett	Copner Portsmouth	Richardson Geoff	Tamerton Folliot, Plymouth
Betts Mick	Torpoint, Cornwall	Rimmer Scouse	East Hunsbury, Northampton
Bekker Dave	Drayton, Portsmouth	Roche John	Glenholt, Plymouth
Blanche Rod	Hartley Vale, Plymouth	Robinson Robbie	Drayton, Portsmouth
Bradburn Frank	Higher Compton, Plymouth	Rodaway Rod	Purbrooke, Hampshire
Brown Stuart	Mansfield, Nottinghamshire	Rodgers Steve	Basingstoke
Brierley Pete	Falmouth	Sargeant Mike	Torpoint, Cornwall
Brown Tom	Crawley, Surrey	Simpson, John	Plymouth
Cass Pete	Strood, Kent	Snelling Sam	Catherington, Hampshire
Cosh Dave	Ivybridge, Devon	Sowdon Pete	Dover, Kent
Cowley Muzz	Tavistock, Devon	Taylor Buck	Southport, Merseyside
Dacombe Les	Rugby, Warwickshire	Thorpe Fred	Groby, Leicester
Dennett Dizzy	Clanfield, Waterlooville	Turner John (Topsy)	Ontario, Canada
Drew Dicky	Hammersmith, London	Walton Tony	Alverstoke, Gosport
Dutson Mike	Reading, Berkshire	Waterfield Frank	British Columbia, Canada
Elgie Frank	Dundee	Whitty Terry	Liskard, Cornwall
English Trev	Marchwood, Southampton	Williamson Tom	Plymouth
Feasey Ron	Southborne, Bournemouth	Wratten Phil	Wokingham
Formey Les	Fareham, Hampshire	Yates Alan	Nottingham, Weymouth
Fuller Kieth	Gloucester		
Gardner Ian	Bursledon		
Gemmell Archie	Plymstock, Plymouth		
Gleeve Andy	Fratton, Portsmouth		
Graham George	Southwick, Fareham		
Haydon Charlie	Crediton, Exeter		
Hawgood Ray	Bridport, Dorset		
Hannemann Paul	Weymouth, Dorset		
Heaver Brian/Burt	Waterlooville		
Hitchcock Paul	Copner, Portsmouth		
Hood Dave	Hayling Island		
Hovendon Tony	Waterlooville		
Hughes Spike	Royal Tunbridge Wells, Kent		
Hutchings M	Bathpool, Somerset		
Jerrard Brian	Fordingbridge		
Lake Jake	Barrow-in-Furness, Cumbria		
Larratt Larry	Tavistock, Devon		
Legg Mick	Looseleigh, Plymouth		
Lendon John	Runcorn, Cheshire		
Loynes Mick	Ewell, Surrey		
Makarewicz Mak	Torpoint, Cornwall		
McLeod I			
Mowat Kev	Ford, Plymouth		
Nicol Roy (Jock)	St Budeaux, Plymouth		

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.
- THE **JUST FOR FUN** PAGE. PLEASE SEND YOUR FUNNY STORIES.
- ADVICE TO SAILORS BY JOHN GIBSON.
- MORE 'DID YOU KNOW' SNIPPITS.
- FULL DETAILS OF THE RE-BUILD ON THE OLD VERNON SITE.
- YOUR LETTERS AND ADVERTS.
- 'THE LIFE OF PADDY DONOVAN'. J P DONOVAN MBE joined the RN in 1935, was rated Acting PO in July 1940 and Sub-Lieutenant in the same month. In this fascinating story, we read about events at TOBRUK in 1941, escorting Russian Convoys in 1942 and battles with the Germans in December 1942. Find out why Paddy Donovan was awarded the Russian Order of Patriotic War.
- UPDATES IN TECHNOLOGY. DETAILS ABOUT ADVANCES IN THE UK AND AROUND THE WORLD.
- WHERE'S YOUR OPPO?
- HMS GURKHA, ESKIMO, DECOY and more. HM SUBMARINES TIRELESS & TOKEN. A reminder of days (and ships) gone by. Submitted by Frank Elgie.

NEXT ISSUE MAY 2000

DEADLINE FOR ARTICLES - 31 MARCH 2000

Lest we forget:

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

Anon