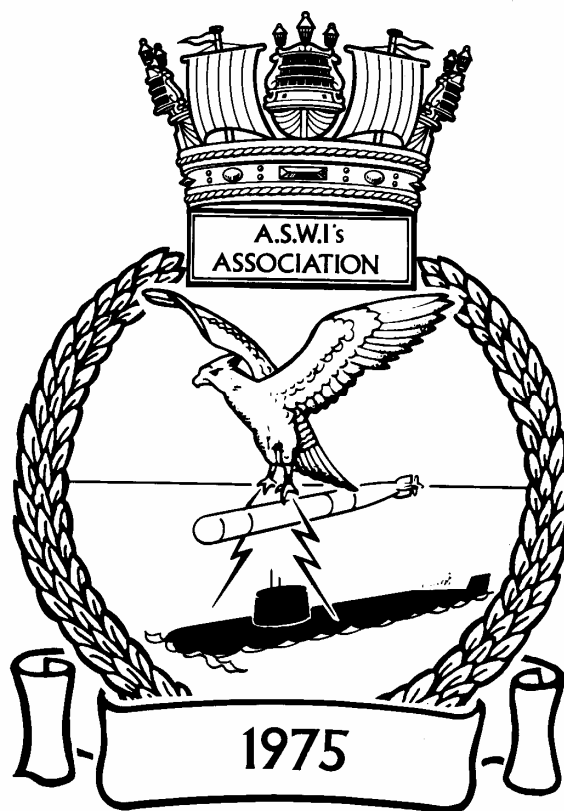


THE SEAMASTER



THE OFFICIAL JOURNAL OF THE
ANTI-SUBMARINE WARFARE
INSTRUCTORS ASSOCIATION

May 2000

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Contents:

Chairman's Message - Pete White	2
From the Secretary - Paul Hitchcock	3
HMS CAVALIER - Alan Quartermaine	4
Jottings - from beyond the Dockyard Wall - Tony Walton	5
The Life of Paddy Donovan MBE	7
Winner of the Caption Competition	10
Can I Borrow Your Sub? - News from around the world	11
The Ethel Moller Incident - Alan Quartermaine	12
West Country Report - Bob Burton	14
Dinner Dance Details - Bob Burton	15
Nuclear Submarines to Carry Cargo - News from around the world	16
HMS COSSACK Reunion 2000 - Alan Quartermaine	16
Big Al - Alan Loveday	17
A Greeting from Gibraltar - Yorkie Cunningham	19
Green Rub - Unmerited Misfortune - John Gibson	20
Your Letters	21
Just For Fun	23
Where's Your Opo?	24
Next issue details	

Editor's Ramblings



I am pleased to be able to send you your May 2000 issue of **Seamaster**. As always, it contains a variety of articles that I hope you will find of interest. Yorkie Cunningham told me that his wife Sharon enjoyed the last issue; my mother-in-law reads my copy. Why not share your copy with someone special; you know it makes sense. Once again, those who contribute regularly have provided some great material. I am particularly pleased to include in this issue, articles from Tony Walton, Alan Loveday, Paddy Donovan and Yorkie Cunningham. My aim, as always, is to include as much information about members as I can with a photograph where possible. I often receive e-mails and letters telling me how good it is to hear about old mates. Remember that some of our Association members live abroad or the far reaches of the country. For most, and particularly those without Internet, the **Seamaster** is the only way to catch up on people and events.

I am proud to include with this **Seamaster**; my Special Edition entitled '**Gunwharf**'. Although there are a number of superb books on HMS VERNON, there is very little about the Gunwharf and particularly the buildings on site. I hope you enjoy reading '**Gunwharf**' and perhaps you might find a place for it with other items of memorabilia. A limited number of copies have been produced and it is free to members of the Association. As always, none of your valuable Association fee has been used in the production of either of these issues.

Steve Rodgers

Chairman's Message

Having been your Chairman for the past 8 months, I would like to thank you all for your continued loyal support. I believe we are a strong association with an ever-increasing membership and associated finances. It has been through no small effort from the committee, in particular WO(S) Bob Burton and the Association WEB page, that we are enjoying messages and support from all over the UK and indeed the world.

Unfortunately, I will be handing over Chairmanship to someone else before the end of May 2000 as it is time for me to move on. I would like to thank the committee for their support and I am sure that it will continue for the next chairman.



The social programme over the past few months has been extremely well supported in both Portsmouth and Devonport. I must thank PO(S) Jumper Collins for all his effort in organising the February Skittles night at the Portsmouth Home Club. More than 30 members, serving and ex serving turned out for a great evening.

There has been some confusion over the programme between now and the Dinner Dance in October this year. Let me put everyone's mind at rest by including the latest details:

DATE	FUNCTION
April 2000	No meeting due to Easter Leave period.
16 th May	Monthly meeting at Portsmouth clubhouse (was quiz night)(possible Chairman hand-over meeting).
27 th June	Monthly meeting at Portsmouth clubhouse.
25 th July	Monthly meeting at Portsmouth clubhouse.
August	No meeting due to Summer Leave period.
September	Possible mid-monthly meeting to be confirmed.
6 October	Annual General Meeting & Dinner Dance – HMS DRAKE.
28 November	Monthly meeting at Portsmouth clubhouse.
December	Christmas drinks and raffle – date to be confirmed.

I apologise if it appears that some momentum has been lost in our official meetings. I can assure everyone that all association business is running smoothly. PO(S) Jumper Collins is in the process of organising this years Christmas Raffle. Tickets will be on sale at all the above meetings and a list of prizes will be published in the autumn.

As a closing note, the Year 2000 Dinner Dance committee informs me that they have already received over 50 applications for the event on the 6th October. Numbers are limited to 250 and it would be appreciated if all applications could be forwarded as soon as possible.

Have a good Easter Holiday and I look forward to seeing you all in the near future.

Yours Aye

Pete White

STOP PRESS: WO(S) Ted Lewis has volunteered to become Chairman of the ASWI's Association. He takes over from Pete White on 16 May 2000 at the Portsmouth meeting. Look out for more details in the September issue of the **Seamaster**.

FROM THE SECRETARY

By Paul Hitchcock

It has been an exceptionally quiet period for me so far this year, other than my recent home move to Stubbington. This move has resulted in me being off line, temporarily, from the Internet. I will not be surfing again until completion of the usual modifications and decorating (sad).



Most of our business now seems to take place on the Internet with Bob B firmly at the helm. Our Web Site has now been installed at the HMS DRYAD SMOPS Intranet and has received favourable comment. The January meeting was well attended, as was the skittles night in February. Many thanks to all those who continue to give their full support.

A reminder to you all that this year's AGM will take place in HMS DRAKE on the 6th October. Please forward your agenda items to me by the 27th June.

DRYAD PASSES

Please remember that if you are a regular meeting/social attendee at Dryad, you must have a Dryad entry pass. If you intend driving into the establishment, you must also hold a vehicle pass. These passes are renewed annually on 1st January. Both applications can be obtained through the Secretary and handed into the guardhouse when complete. A passport size colour photograph must accompany each pass application. Passes are to be collected in person and are normally ready within a week.

Submitted by Bob Burton

*Beautiful young
people are accidents
of nature, but
beautiful old people
are works of art.*

Did you know.....

DOG WATCH - A corruption of dock watch, ie. a watch that was docked, shortened.

Mick Betts has died

Mick Betts, who served in the Royal Navy from 1963 to 1988, died recently. Recruited into the ASWI's Association by Bob Burton, Mick was only able to attend one meeting in the West Country. A Service was held in HMS RALEIGH at 0930 on Thursday 27th January 2000 with a cremation at Weston Mill Crematorium. Mourners went on to the Royal British Legion.

Our condolences go to Mick's wife and his family.



HMS CAVALIER

From Alan Quartermaine

Alan Quartermaine has forwarded a very interesting report on a visit to HMS CAVALIER that took place on 15th February 2000 at Chatham Historic Dockyard. Extracts from the report are as follows:

Two members of the 8th Destroyer Association, Mr G Lane and Mr D Macdonald, attended a meeting at Chatham Historic Dockyard to obtain a personal view of the current state of HMS CAVALIER.

The future of HMS CAVALIER can be divided into two phases. Phase 1 is the purchase of the ship and preparation of those parts of the ship that will be open to visitors. There is still some work to do before Phase 1 is complete. Phase 2 includes a *Cavalier* 'interpretation' display to be set up in one of the dockside buildings.

Visitors will be channelled through this building on their way to visit historic ships in the dockyard. A steam train is planned to transport visitors to the site from the car park. En-route, visitors will be given a commentary on the historic items visible from the train.

HMS CAVALIER will be the centrepiece of a memorial to all destroyers lost in World War II and this memorial has a high priority.

Mr Brian Saunders, the shipkeeper, gave visiting Association members a tour of the *Cavalier*. The tour included the forward PO's Mess, Canteen Flat, TS Annexe, Wardroom, Bridge Wireless Office, Wheelhouse, Flag Deck and Bridge.

Large parts of *Cavalier*'s weather deck are in a sorry state with corrosion almost everywhere.



HMS CAVALIER ALONGSIDE AT THE CHATHAM HISTORIC DOCKYARD

Conservation plans include rectification of all corroded areas.

Some places, notably the edges of the director platform and the fan inlet grids beneath the back of the director, seem to be beyond conservation and are in need of replacement.

The base of one of the director platform supports has corroded away completely. Obtaining replacement for these will be extremely difficult and will probably require the manufacture of new parts. This is likely to be the case for other areas around the ship.

Below decks, conditions are better. Plans are afoot to improve some of the visitor access ladders that were put in by previous owners. Decks will have to be covered with material that will stand the wear and tear of countless feet.

Mr Richard Holdsworth, business development director at the Naval Base, pointed out that until 1972, the ship had enjoyed the undivided care and attention of around 200 men, seven days a week. Since then, the ship has had no continual husbandry. To restore and maintain the ship at its 1972 condition will be a difficult and costly exercise.

Restoration of the ship's armament to an operational state and restoring the ship to a sea-going condition was discussed. Problems of obtaining and maintaining 220 volts DC supplies and associated dangers to personnel, sufficient personnel suitably trained to work boilers and main machinery, watchkeeping officers, insurance, docking fees etc are all difficult and costly issues that are not a high priority for the trust at present.

Jottings - From beyond the Dockyard Wall

By Tony Walton

I am sure that most of us remember Tony Walton and his famous discharging torpedo sound effect. He was the ASW weapons and launch systems guru and main stay of the ASW weapon's section for many years. Having left the RN well after his 21st birthday, you would expect Tony to have retired gracefully. In fact, he has been as busy in retirement as he ever was while serving. Read this article and you will understand what I mean.

For those in doubt, there is life after you hand back your ID card and remove the dark blue uniform for the final time. I have spent the past few years in purdah, shaking off the salt from the body, learning the new language as spoken at the shore side end of the gangway. Slowly converting myself from that relatively calm type of person into a dreaded White Van Man (WVM).

The first few weeks were spent in a daze, no longer tied to a regimented routine and free to do what I wanted when I wanted. Sorting out the finances and getting that gratuity tucked away safe, sound and earning money was the first task. After nearly 40 years service (man & boy) the pension that rolls in month after month was a nice cushion from the harsh realities. Next was to attack that long list of jobs around the house that I had been putting off for too long while trying not to interfere with the wife's long established routines. Remembering of course to sign on as unemployed (important to keep the NI contributions paid up). Eventually I reached the stage where the majority of jobs around the house were complete, the car was gleaming inside and out and I was looking around for something else to fill the gap – its called paid employment.

The solution arrived via the letterbox - a job description calling for a trainer with a computer systems background.

With ADAWS, CAAIS, CACS, IKARA, STWS, MTLs and Sting Ray, plus several years of what are now vintage PC systems under my belt, I considered I might be in with a chance.

The guy that answered the call asked about my background, explained the job and suggested I forwarded a CV for him to study. Within 48 hours I had a phone call asking when I could attend an interview. I replied whenever and wherever it was convenient to him and the response was, 'How about Portsmouth tomorrow?' I turned up at the Post House hotel in Southsea to discover the interviewer was an ex AWO(U) I had trained some years before.

We chatted about things Navy, ending up with him telling me that the job was mine if I passed the Induction Training. He asked if I was happy to start as a Core Trainer (i.e. to train the trainers) working for the Camelot Lottery Project Retailer Training program, based in Manchester, starting in a weeks time. Of course I gave him a positive response.

The following week I discovered the meaning of a steep learning curve. There were ten potential core trainers on the course and our accommodation was a 4 star hotel close to the company base. Every night was spent burning the midnight oil, reading up on the equipment and the system with two hours sleep the norm. Every day included briefings on equipment and company policy followed by each of us giving an in depth presentation on the previous day's/night's efforts.

Late on Friday evening, the boss debriefed us – fired a couple – and told the remainder that our contracts were in the post.

Time to hammer back down the M6 and home. Welcome to the commercial world as an M6 warrior.

Several weeks of training trainers from large retail multiples Asda, WH Smith, Woolworths etc followed, all in Manchester. Like all new projects, things were changing and updating all the time. It was not abnormal, following a morning presentation, to start the afternoon with an update that resulted from a phone call during the lunch break. If you have worked on any new project you will know what I mean. This was all leading up to National Rollout.

The next task was to train our own extra trainers ready for Rollout. By now we had settled into a routine and the evenings were spent in a more relaxed manner – generally swapping dits over a pint or two, or visiting one of Manchester's many restaurants for a variation in diet.

Rollout was a different experience. It began by dropping your car off in a sealed company car park and picking up a brand new transit van (WVM). Taking the van to HQ and loading the equipment and kit needed for an intensive 6 weeks on the road. Then heading off with your team (2 other trainers) to your designated area. I had West & East Sussex, Surrey, Kent, part of Essex and Northeast London commencing in Brighton. As usual, we nearly always worked in 4 – 5 star hotels with a six-day working week, three 3-hour presentations per day and Sunday as the maintenance day. The one bearable part was the customer who, guessing their potential earnings, wanted the equipment. Teamwork was essential because at the end of a long day we had to pack up, load the van and move a distance of perhaps 40 miles.

Having arrived, we would unload, set up and test ready for the first presentation that day although, fortunately, this only occurred about once a week. If you weren't moving on, the end of day was time for the main meal, a couple of bottles of wine, a few scoops and swapping dits then crash in luxury.

My last session in Hampstead, we had a day off then returned vans and equipment back to HQ ending up with the most enormous end of Rollout party you can imagine.

The boss gave a superb speech on how we had come in under budget and within time. In other words, he was a very happy teddy, so much so that he pushed the boat out in a really big way – the hangover lasted for days as I remember. Overhung it was time to collect the car and go home for a much needed sleep.

I next needed to have a knee rebuilt in Haslar with several months spent in a plaster cast and no way that I could work.

My company has spies and no sooner had the cast been removed than the phone rang asking if I was interested in another project. An invitation to a briefing followed. The boss (now promoted to director level) explained a range of new projects he had signed up for and said new contracts were in the mail.

Off we go again.....

DO YOU HAVE AN INTERESTING STORY TO TELL?

PLEASE SEND IT TO THE EDITOR.

THE ADDRESS IS AT THE FRONT OF THIS **SEAMASTER**.

THE LIFE OF PADDY DONOVAN MBE

Paddy Donovan was rated Acting Leading Seaman the day war broke out, Acting Petty Officer in July 1940 and Acting Sub Lieutenant the same month. This first of a two-part autobiography provides an insight into life at sea during the Second World War.

I was born in Weymouth Dorset (not Devon as shown on a MOD(N) reply to my request for details of my service documents. My papers had gone down with LATONA) on 9th October 1919.

My education started at a Catholic primary school and in 1932, I went to the Royal Hospital School at Greenwich (No 4 Company). This school transferred to Holbrook the following year where I joined Howe House and for a short period was an Act PO Boy. I fell out with the House Master over his bullying of the young boys in the junior house although our relationship developed later to such an extent that I was one of a group who regularly played bridge with him. Joining me was my younger brother Tim who joined Holbrook after our mother died of cancer in 1934. Sadly, he went down in the REPULSE. Mick, my elder brother, suffered sight and hearing difficulties following an accident while helping the local milk lady. She had the old fashioned chariot shaped wagon and one day the horse reared and threw Mick off the back. My elder sister Kathleen went to Guzz to become a nurse but was called back to look after the family after Mum died. During the war she became a PO Wren. My father, having retired as a CPO (Seaman) joined the Weymouth/Channel Island Ferries as a QM. He was badly wounded evacuating troops from Dieppe at the time of Dunkirk. My elder sister and father have since died but my younger sister Connie, who was a WAAF engine mechanic, is married and living in the Irish village where my father's family came from.

My grandfathers, father, his two brothers and one of my mother's brothers had served in the Royal Navy and on March 1935 I too joined up at St Vincent, No 145 Advanced Class, joining Royal Sovereign a year later. In May 1936 I joined the Queen Elizabeth in the Mediterranean becoming an OD in April 1937. The Queen Elizabeth came home for the Review that year and then went on to be modernised; the ship's company was drafted.

Still an OD, I joined Norfolk in October 1937 becoming an AB in May 1938. I joined as an assistant buoy jumper and later in the East Indies became the skimmer driver followed by duties as the Commander's writer (J Hughes-Hallett).

Duties as writer came in very useful in Norfolk when, in May 1939, we went to Alexandria to join the Med Fleet. While sorting the Commander's signals I saw that a board was to be held the following week to choose CW candidates (I had passed my HET's while wandering around the East Indies). Armed with the signal, I went straight to the Commander and asked if it was possible for me to join the list of candidates.

He fixed it for me, I passed the board and went home for

leave to join RNB POMPEY as Acting Leading Seaman the day war broke out.



Leading Seaman Paddy Donovan (1939/1940)

Successful on course and having passed the final board I became an Acting Petty Officer in July 1940.

On the 22nd July 1940 I was promoted Acting Sub Lieutenant and following two weeks leave, changed into my Sub Lieutenants rig that Gieves had measured me for following the results of the earlier board. It was then over to the Wardroom for lunch and you can imagine how out of place I felt.

Following officer courses, I joined LATONA in April 1941, then just completing in Southampton. My duties included Forecastle Officer, GCO and A/S CO.



HMS LATONA

Having commissioned, we were sent more or less straight up to Glasgow (calling in at Milford Haven to check our minelaying equipment). We loaded military equipment including a number of anti tank guns urgently needed in Egypt to stop invasion by the enemy. Having almost finished loading operations, an ex Merchant Navy Officer - Sub. Lieutenant Bill Barrett RNR, noticed by the angle of the masts that the ship was twisting due to the weight distribution of the cargo. He reported this to the 1st Lt and Captain who ordered the discharge and reload of the cargo.

Incidentally, Bill and I shared a cabin and in the early days we were a bit wet behind the ears. When the 1st Lt wanted both of us he bellowed 'STUPIDS', when he wanted me he bellowed 'STUPID MK 1' (presumably because my stripe was straight) and when he wanted Bill he bellowed 'STUPID MK 2'. We still use these names between ourselves today.

Unfortunately, our Sonar Transducer packed up just south

of the Equator and the Senior ASDIC Rating and myself spent hours trying to cook it back into action which the book said might work. It didn't and we changed it at our next port of call.

Having arrived in Port Said, we discharged our cargo and joined the Fleet in Alexandria where we were sent straight back to Port Said. Our new task was to rush the DURHAM Regiment, who had just arrived in Port Said, with all their gear to Famagusta. I remember a young Subaltern was shaking his head and almost weeping over the way we were treating the Colonel's silver and glassware which was being manhandled in a large basket.

Our next important duty was to share with ABDIEL on alternate nights, the supply of food, ammunition and troops to beleaguered TOBRUK. We planned to be a maximum of two hours in TUBRUK with all 150 tons of ammunition, stores, food etc stowed on the mining deck. The ship's company was lined up on the mining deck to pass articles by hand to the mine doors and onto Army lighters secured there. So as to avoid hold ups, damaged cases were tossed aside. If these cases contained food, the middle watch was allowed to sample it on the return run. During this time, aircraft attacked us and as our air radar (Type 291) only looked forward, the enemy soon developed a system of approaching up the wake (in the Mediterranean this showed up extremely well). We, therefore, developed the 'whirling barrage'. This required the setting of the 4" mountings 120 degrees apart and to a fixed elevation with the shells set to burst at 5000 feet. When personnel on the quarterdeck heard aircraft approaching up the wake, they informed the bridge team who turned the wheel hard to port or starboard. The guns started firing with our destroyer escorts adding to the bursting flack. During this activity on our way to TUBRUK on the 25th October 1941, an Italian bomb went straight down the centre funnel killing Commander 'E', his deputy, Gunner 'T' (the electrical officer in those days) and the Chief ERA. A fire developed and spread to the mine deck where land mines were stowed. These started exploding and this made it extremely difficult and dangerous for the engine room team to get out. Thirty members of the ship's company were lost with the majority being ER personnel. I was sent from the Director to the Forecastle to prepare to be towed. This was cancelled and Captain Bateson ordered two destroyers to come alongside to take the remaining ship's company off. The ENCOUNTER was ordered to torpedo LATONA.



I was sent to the AJAX as senior watchkeeping officer. Soon afterwards, we were sent to Malta to assist

PENELOPE who was trying to stop the German/Italian convoys getting to North Africa. I was the liaison officer working with the RAF Reconnaissance Unit at Luqa.

At this time, of course, the daytime bombing of Malta was very heavy and both PENELOPE and ourselves suffered near misses. PENELOPE was in dock at the time of her near miss and became known as HMS PEPPERPOT because of the splinter damage to her hull. AJAX was at Parlitoria wharf when her near miss happened at the same time as the toilets in the Seaman's Club at the top of the hill were hit. AJAX suffered damage to the main shaft that markedly reduced her speed resulting in our return to Chatham for repair.

I then got married and in July left AJAX for one of the US four stackers. After a couple of weeks, it was decided that she wasn't worth commissioning so I left and following a couple of weeks in the Convoy Operations Centre in Liverpool, I joined the OBEDIENT as the 2nd Lieutenant, A/S Co and GCO. We commissioned on 20th October 1942 and went to Scapa for work up.

Four of the 'O' Class, including OBEDIENT, could fit mine rails and strangely enough one of our first jobs was to escort a large merchant ship laying part of the Northern Barrage off NORWAY.

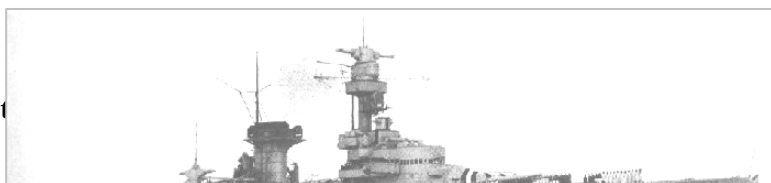
Our first Russian Convoy started from Scapa in late December 1942 and after picking up the convoy off Iceland, we went on our way.

On the 30th December, OBDURATE sighted a U Boat on the surface. The U boat had reported our position and dived, remaining undetected once submerged. By this time we had lost contact with ORIBI and RIN VIZALMA who were off looking for 5 missing merchant ships. Later we found that the VIZALMA and 1 merchant ship were some 30 miles north of us and had been contacted by the SHEFFIELD and JAMAICA.

At dawn (0820 local) on the 31st December, the HYDERBAD was on the starboard quarter of the convoy. She sighted two destroyers in the dim light and assumed that they were two Russian ships that hadn't reported but were expected. Ten minutes later, OBDURATE sighted the two ships and reported them to ONSLOW (Captain Sherbrooke) who ordered OBDURATE to investigate. At 0930, when the range had closed to 4 miles, the Russian ships turned out to be German and they opened fire on OBDURATE. Capt (D) ordered OBEDIENT and ORWELL to join while ACHATES was ordered to make smoke astern of the convoy.

At 0939, ONSLOW sighted the HIPPER as it opened fire. At 1020 a salvo of 4 shells hit ONSLOW. Although badly wounded, Captain Sherbrooke refused to leave his bridge until OBEDIENT acknowledged his order to take over command.

The enemy force was, in fact, two heavy cruisers (the DEUTCHLAND and LIEUTZUW) and six destroyers, each 3000 tons with 5 and 5.9 inch guns.



GERMAN SHIP DEUTCHLAND

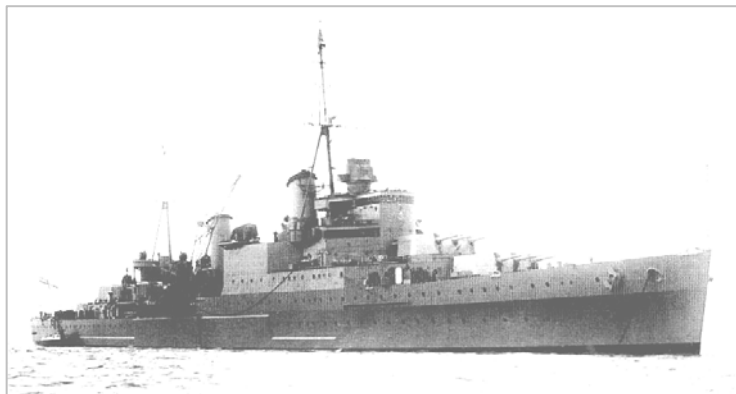
The O Boats displaced 1600 tons and carried 4 and 4.7 inch (ONSLOW only) guns. The Germans were in two groups of 1 cruiser and 3 DD's each but we were only aware of one of the groups at that time.

Our supporting cruisers, the SHEFFIELD and JAMAICA, were some 20 miles to the North at that time. The OBEDIENT took OBDURATE and ORWELL and led them to hold off the group which had hit ONSLOW.

During this action OBEDIENT was straddled and lost her aerials (this meant that Lt Cdr Kinloch was not aware that he had been promoted to Commander until much later that day). We managed to hold the Germans off with OBEDIENT firing 60 4" shells while OBDURATE and ORWELL expended 40 each.

For this action I was awarded the Russian Order of Patriotic War, an Order that carried a monthly payment of 7 shillings a month. Some 20 months later I had not received a penny and my wife was expecting our baby. The payment would come in handy so I went to the Russian Embassy to try to get payment. Eventually, I was presented with a large envelope that I took to the park nearby before checking the content that amounted to £77. I continued to draw the payment on a quarterly basis until I received a letter from the Russian Embassy. It stated that, owing to the number of requests for payments from holders of the 'Order', the payments would stop.

At about 1130, the SHEFFIELD and JAMAICA opened fire on the group that we were engaging and we returned to our convoy. The second German Group had passed North of us, ahead of our convoy and they sank ACHATES. The BRAMBLE had been sunk earlier by the group that we had engaged.



HMS SHEFFIELD

Following a short visit to Polyarno, the damaged ships returned to Southshields in the UK for repairs and shortly afterwards I became the First Lieutenant of OBEDIENT. While serving in OBEDIENT, I completed a total of 15

Russian convoys. I was then sent south in early 1944 to spend time on Newhaven chasing German E boats. Once every four to five days, we would sail for Portsmouth to re-arm, fuel and store ship. It was during this period that I was able to pop up to London, meet my madam, and collect my Russian Gong.

When the nights began to shorten, we went to patrol off the Devon coast during the landing exercises there and to chase E boats. While there, we picked up the American dead after 2 US landing ships were sunk. We were then ordered to take the dead to Portland where my sister was a PO Wren in the Ops Room. While there, I took the opportunity to visit my sister but she was off duty in Weymouth with my father who was recovering from an injury he received during the evacuation of DIEPPE.

After operating on left flank of the invasion force I left OBEDIENT in December 1944 for a couple of weeks leave before joining the Long A/S course commencing January 1945 in DUNOON.

On arrival I found that I was the only RN officer on the course. In May we transferred to CAMPBELTOWN for the practical/seagoing part of the course. Our 'End of War Leave' followed this, which luckily coincided with the birth of our baby Jill.

Having qualified as an A/S Officer, I was one of the first to join VERNON for the conversion course to become a TAS Officer. I then became an instructor there until I was appointed to CHEQUERS as TAS 1 in February 1947.



HMS CHEQUERS

When I arrived in Malta to join her I found she was in the South of France and I was shipped by ferry to join her there. The two officers I relieved (T & A/S O's) had to return to UK in the Army leave train that I heard later was not a very pleasant journey.

I was in CHEQUERS for 18 months with the exception of a couple of visits to Italy and the South of France, most of our time was spent trying to stop Jews getting to Palestine with an occasional couple of days break in Beirut. In fact when Chequers was due to go back to Malta from Haifa just before Christmas 1947, I was loaned to the Commodore Palestine as he was short of a staff officer. Luckily a relief turned up shortly after the New Year and I was able to get a lift to Malta in an RAF bomber. Cont.....

I left the CHEQUERS rather earlier than expected. Prince Phillip was coming out to the ship as the First Lieutenant and I was to be relieved by a more senior officer. In fact it was my relief who failed the Prince in TAS when he first

attempted the command exam. He did, however, award a pass to the Prince at his second attempt.

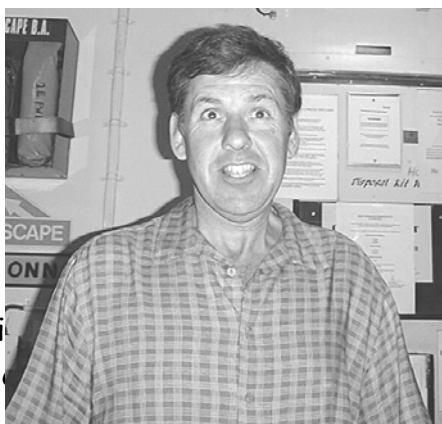
In October 1948 I joined OSPREY, by then back in Portland, and took charge of a Foreign Long Course consisting of 2 Danish, 3 Norwegian, 2 Greeks and a couple of others; a course I thoroughly enjoyed. In June 1949, I returned to VERNON where I joined the Trials Staff for yet another enjoyable job. I was employed on a variety of tasks including the final trials of Squid before acceptance and the firing of torpedoes from deep submarines to ensure that they rose to the correct running depth. I was also involved in trials to determine the pressure waves generated by explosives used against divers trying to put limpet mines on ships in shallow water.

READ PART TWO IN THE SEPTEMBER 2000 ISSUE OF **SEAMASTER**

The **WINNER** of best caption for this picture of Terry Whitty, featured in the February Issue of the **Seamaster**, is **Mick Loynes** who submitted 3 captions:

- ❖ The punters were surprised when Bob Burton finally bought a round!
- ❖ Who freshened the nip ?????????

Mick's winning entry, agreed by the committee is:



'The person responsible for the "I love the Jimmy" on the Ship's Company Noticeboard'

WELL DONE MICK WHO HAS WON THE CHANCE TO WIN £50,000

Can I Borrow Your Sub?

News from around the world.

In August 1993, when the USS PARGO, a Sturgeon-class attack submarine, went to sea with five civilian scientists aboard, George Newton smiled. It had been the end of a long journey for him. Newton is Chairman of the U.S. Arctic Research Commission and a 25-year Navy submarine veteran. Ever since he'd first deployed to the Arctic aboard a Navy sub in 1971, Newton had hoped one day to get Navy submarines to take civilian scientists to the Arctic, a place notoriously difficult to study. The idea remained germinal until the late 1980s, when the Soviet threat dissipated like smoke and the U.S. government began seeking new, 'dual' uses of its military assets. That's when Newton swung into action. 'I got thrown out of a lot of offices, albeit politely', Newton recalls of his seven-year struggle to convince the Navy to give his brainchild a whirl. The idea of highly classified 'ships of the line' gallivanting around the Arctic at the whim of men in white lab coats -- one can almost feel the hairs going up on necks of Navy admirals. However, with the help of civilian scientists, among them Dr. Gary Brass of the University of Miami and the late Dr. Marcus Langseth, a geologist at Columbia University's Lamont-Doherty Earth Observatory, Newton pressed on. In the end, one of the very brass hats who had once ushered him to the door opened that door for negotiation, and by late 1992 the Navy had accepted the proposal.

There have been four cruises since then -- one SCICEX or 'Scientific Ice Expedition' each year between 1995 and 1998. For each cruise, the Navy provided a Sturgeon-class submarine for a multi-week scientific foray under the Arctic ice. (The Navy paid operational costs, while most scientific costs were shouldered by the National Science Foundation). The most recent expedition took place in August 1998, when the USS HAWKBILL travelled 11,000 miles over 42 days. Before the cruise, 12 torpedoes (of a possible full complement of 24) were removed to make room for scientific equipment and bunks. Even so, the Hawkbill, as its predecessors in the SCICEX program had in previous years, remained on active duty throughout the mission.

The SCICEX cruises were not the first time an American nuclear submarine had travelled under the Arctic ice. That distinction rests with the USS NAUTILUS, the country's first nuclear sub, which did so in 1958. Nor was the 1993 Pargo jaunt the first time the Navy had lent out its equipment to scientists. In the early 1990s, the Navy began letting civilian researchers borrow its \$15 billion underwater hydrophone system, which was formerly used to eavesdrop on Soviet subs. Geologists listened in on undersea eruptions and earthquakes, while biologists tracked the migrations of singing whales.

The Navy has even allowed scientists aboard its nuclear submarines before, in particular the NR-1.



For years, the US navy has loaned civilians its miniature nuclear submarine, the NR-1, to conduct everything from oceanographic studies to searches for ancient shipwrecks.

This one-of-a-kind 'deep submergence craft' is like a modern analogue to Captain Nemo's sub in Jules Verne's 20,000 Leagues Under the Sea. Like a giant robot, the 150-foot-long NR-1 has three viewing ports, external lighting and video/still cameras, even an extendable wheel on which it can roll along the seafloor. Rickover had it built in the 1960s as a developmental unit for future subs as well as to install and maintain underwater equipment and undertake search and recovery missions. (The NR-1 recovered key parts of the space shuttle Challenger in 1986.) It was also designed from the start to conduct oceanographic research, geophysical surveys, and other scientific work. Bob Ballard, discoverer of the Titanic, even borrowed it in 1997 to search for ancient shipwrecks in the Mediterranean. (He found eight, including five Roman trading ships.)

The advent of SCICEX marked the first time the Navy had earmarked active nuclear submarines for dedicated science cruises.



Greg Kurras, a member of the civilian scientific team that rode the nuclear attack submarine USS HAWKBILL into the Arctic in August 1998, poses at the North Pole.

THE ETHEL MOLLER INCIDENT

By Alan Quartermaine

While on patrol off AMOY on Friday 12th May 1950, COSSACK sighted in the early morning light, a merchant vessel in the vicinity of Chapel Islands. The ship closed to identify the vessel and found that she was the S.S. ETHEL MOLLER (564 tons) that had been captured by the Chinese Nationalists three months previous. Painted on her side were the Chinese characters meaning 'To live again on Resurrection Day'

The boarding party was piped away and within a few minutes fourteen men, who had been specially drilled for the occasion, were crammed in the whaler hurriedly adjusting their equipment and all more excited than nervous. The boarding officers gave their instructions as to where each man should go on boarding Ethel Moller.



HMS COSSACK (D57) - 22 August 1945 to 9 Dec 1959

Control of two positions, the Bridge and Engine Room, had to be taken immediately.

Lining the rails of Ethel Moller, many well armed Nationalist soldiers stood watching while the boarding party clambered up the ship's side. There was no resistance, probably due to the fact that Cossack was close by with all guns trained, and in less than a minute everything was under control. In fact, Captain Waites, the Master and his crew were very pleased to see the boarding party, as they had had a pretty rough time during the three months the ship was in Nationalists hands. The whaler returned to Cossack.

Having searched the Ethel Moller, it was established that there were 150 soldiers, 2 Generals, 12 Chinese women and 4 children on board. Disarmament of the soldiers was soon under-way and all rifles, bayonets, hand grenades and revolvers were locked away in an after compartment under guard. Three boxes of silver bullion were also found during the search and these were placed on the bridge for safe keeping.

As the boarding took place, signals were flashing between the Ethel Moller and Cossack. The whaler returned to the Moller with Cossack's Medical Officer - Surgeon Lieutenant R Morgan, Lieutenant Commander H J Bartlett, the steaming party and provisions including a jar of rum. Four of the men on Ethel Moller had been wounded earlier when the Moller left Tungsang Harbour under Communist fire. Having inspected the compartment forward where the wounded lay, Surgeon Lieutenant Morgan very soon found better accommodation for them in the compartments occupied by the Generals and their wives who reluctantly transferred themselves elsewhere. With their wounds dressed all were left comfortable except one with serious head injuries.

Lieutenant Commander Bartlett and the steaming party took charge and Ethel Moller got under weigh heading south for Hong Kong and escorted by Cossack. During the late afternoon HMS WHITSAND BAY took over escort and Cossack returned to her patrol.

The Chinese crewmembers were particularly pleased as they had got their bunks back from the soldiers. The Chef was so pleased to get his galley back, in his enthusiasm, he set fire to the galley funnel twice when he turned up the oil. Another happy member was the Chinese Chief Steward who calculated that his wife in Hong Kong would be having a baby any time.

The steaming party had settled down into two watches. Rum was issued in the correct fashion and at the proper time. The meals were as good as could be expected.

It was decided that the women and children would sleep in No.1 hold over night and all soldiers, except the Generals, bedded down on the rice sacks on top of No.2 hold. In order to keep the soldiers under supervision from the Bridge, a loading light was left on. Arrangements were also made for a quick 'black out' should there be retaliation from Nationalist planes.

At approximately 2000 hrs a plane was heard circling over head and the ship was darkened. This happened twice before information was received from Whitsand Bay that the aircraft was from Kai Tak exercising with Belfast.

The night passed uneventfully and the following morning, preparations were made for entering Hong Kong. Having had an early dinner, the steaming party, with bayonets fixed, was stationed at vantage points all over the ship. At 1210 hrs Saturday 13th May, the Ethell Moller steamed into her home port.

Press launches were the first to greet her, taking pictures as she headed for the quarantine anchorage in Kowloon Bay. The Police and Health Authorities boarded and took over responsibility.

At 1315 hrs, the Navy (with half a jar of rum) left the Ethell Moller in a police launch to board HMS ALACRITY; Lieutenant Commander Bartlett was left behind to attend the Inquiry. Almost immediately, Alacrity sailed and the following day the steaming party was transferred back to Cossack ending an interesting, sometimes exciting and much publicised episode.

All members of the boarding and steaming parties did a good job and carried out their duties cheerfully and promptly.

On the 1 May 1951, Cossack intercepted the S.S NANCY MOLLER carrying a cargo of rubber - her Master - Captain WAITES.

Personnel in the Boarding and Steaming Parties:

BOARDING PARTY	STEAMING PARTY
Lt Cdr TG Ridgeway RN	Lt Cdr HJ Bartlett DSC RN
Surgn Lt R Morgan RN	SM Baker A
SM Baker AL	Mech 3 Bristow C
POSM Fahey J	Elect Harrop F
Elect Harrop F	AB Haywood B
L/Sea Kingsland F	AB Luke AC
ERA Knights H	CPO SM Marsh W
EM Kermeen J	AB Mc Dowall R
PO Orchard C	Ord Sea McGuffie J
SM Reid D	PO Orchard C
SBA Sharp E	SM Reid
AB Smith LG	AB Smith LG
L/Sea Stevens D	Tel. Sawyer E
L/Sig Wakefield N	Ord Sea Todd A
	Ord Sea Warrenner

WEST COUNTRY REPORT

By Bob Burton (bobburton@workshard.swinternet.co.uk or 01752 668580)

The West Country has enjoyed a busy social program with at least one event every month. Events have included pub visits in the Plymouth area and Ten-Pin Bowling at the end of April. The next West Country meeting will take place onboard one of the ships in Plymouth on the 25th May.

Attendance at meetings has been between 15 and 20. It is hoped that contact with ships and serving members will improve now that Jim Nelson at FOST is organising the ships by telephone in advance of events.

Due to a change in work pattern (now day work), I am unable to function as West Country representative for the Association. Ian Laurie has kindly volunteered to take over the mantle after the May meeting and I am sure that he will enjoy the job as much as I have.

I will continue to organise the dinner dance and update the website at regular intervals. Please send me your articles via email or snail mail for inclusion on the website.

Ian Laurie and I will be taking part in the Plymouth Half Marathon at the end of May. If anyone else would like to run/jog/walk with us then please let me know. All monies raised will be donated to the Devon Air Ambulance, at the Dinner Dance/AGM.

All members who served on HMS SIRIUS should note that the 3rd HMS SIRIUS reunion will take place in Drake mess on the 7th October. This is a very informal event so why not make a weekend of it and attend the dinner dance on the 6th October as well. CPO (S) Pam Ayres will be organizing the reunion and can be contacted on 01752 774020.

West Country Social program

APR 27 th	TEN PIN BOWLING PLYMOUTH
MAY 25 th	SHIP MEETING
MAY 28 th	PLYMOUTH HALF MARATHON
JUN 22 nd	BOOZE CRUISE RIVER TAMAR.
JULY	UNDER CONSIDERATION
SEP 7 th	SHIP MEETING
OCT 6 th	AGM DINNER DANCE (HMS DRAKE)



Bill Bailey shares a joke with Sue Laurie



Muzz, Frank Mary and Doreen dressed for the occasion



Ann Preece draws the raffle with Bob Burton

Pictures from the Games Evening on 3rd February 2000, at the Lord High Admiral pub in Plymouth hosted by Ann & Mick

**THIS YEAR'S DINNER DANCE WILL TAKE PLACE FRIDAY 6 OCTOBER IN
THE WARRANT OFFICERS AND SENIOR RATINGS MESS
HMS DRAKE**



GUEST SPEAKER: Mr Shep Woolley

COST

£25 max 4 guests allowed

£30 TO NON PAID UP MEMBERS.

All cheques paid to the **ASWI Association** and sent to:

Mr BOB BURTON, 40 GREENBANK AVE, ST JUDES,
PLYMOUTH, PL4 8PU.

MENU

RECEPTION

Bucks Fizz

STARTER

Prawn and Red apple Cocktail

MAIN COURSE

Beef Wellington

SWEET

Tiramisu

(Layers of Marsala, Brandy and Coffee soaked in sponge. With dairy cream and Mascapone cheese mousse. Served with Chantilly Cream)

Coffee mints

An alternate and vegetarian menu can be provided - contact Bob Burton for details

Accommodation

Accommodation is available with members locally (Bob Burton – 2 couples and Ian Laurie 1 Couple). Reasonably priced alternative accommodation is available at other locations. Contact Bob Burton on 01752 668580. The following is also available:

Haddington House - see enclosed leaflet.

Sunray Hotel - En-suite double accommodation £42 per room per night b&b 01752 669113.

HMS DRAKE – £19.99 per night (non-serving rate). Consists of a single bed with extra mattress on the floor in a large cabin.

Transport – Many members will be travelling across the country and may be passing your area. If you need a lift, contact Bob Burton on 01752 668580.

If you are able to offer a lift, please contact Bob Burton. Lifts are required from **Weymouth and Banbury**.

GIVE BOB A RING IF YOU NEED A LIFT FROM THE RAIL OR COACH STATION.



NUCLEAR SUBMARINES TO CARRY CARGO

Another story from around the world.

Norilsk Nickel, a Russian metals giant, has to resort to expensive nuclear-powered icebreakers to guarantee shipments of ores and concentrates between its units. Due to rising freight costs of nuclear icebreakers, Norilsk commissioned a feasibility study to use nuclear submarines as cargo transport for ore shipments, which once started would cost \$80 million. The feasibility study is now complete and with the board of directors who must approve the spending for its implementation. The company could use two Typhoon class submarines to carry cargoes between the Arctic ports of Murmansk and Dudinka, where Norilsk units are situated. Decommissioning of the submarines will have to be sanctioned by the state.

The 30,000-tonne Typhoon is Russia's largest submarine and can carry up to 20 nuclear missiles although defence experts say that, due to cash shortages, not all of Russia's Typhoons carry them. The picture shows a Typhoon class submarine at the entrance to Zapadnaya Lista Bay, Kola Peninsula.

HMS COSSACK – REUNION 2000

By Alan Quartermaine

The HMS COSSACK Millennium Reunion was held at Eastbourne on the 7th, 8th and 9th April 2000. Members of the Cossack Association mustered at the Burlington Hotel on Friday evening for an informal get together and a 'happy hour' in the bar. Saturday morning was very busy with Shipmate Reg Doving's memorabilia photo display of the 'Tribal' and 'Co' Class Cossacks and information on the ships and their companies from 1938 to late 1959.

The RN Philatelic Society provided a set of special first-day covers highlighting the Altmark Incident.

The AGM started promptly in the evening, the guest speaker was Captain Tom Crookall of the Merchant Navy from the Blue Star Line. In particular, he represented Blue Star Line ships sunk by the Graf Spee in 1939 and whose crewmembers were imprisoned in the Altmark.

On the Sunday morning, Shipmates attended Church Parade at Holy Trinity Church followed by a march along the promenade to the pier. A pipe band and 10 standards led the parade followed by 120 Shipmates. Rear Admiral A Davies CB, CVO, a survivor of the sinking of L03, and our President, Commander JP Donavon MBE, took the salute.

An excellent weekend reunion was had by all.

Did you know.....

'Son of a gun' – A certain number of sailors were, at one time, allowed to keep their wives onboard. The expression 'son of a gun' signified the children who were actually born on board under the berthing of a broadside gun.

**Anger is only
one letter
short of
danger.**

Submitted by Bob Burton

Big Al

Alan Loveday has been a big influence on a number of people in the Royal Navy. He has had a fulfilling career, made many good friends and visited most parts of the world. Here he tells us about the people who have influenced him, his career as a sonarman and the runs ashore that have rounded off a great career. Why is he called 'Big Al'? Read on and find out.



*Young Al 1967 –
St Vincent*

I Joined the RN in May 1967 much to the dismay of my parents. All my fathers' side had been in the army and my own father retired as a Regimental Sgt Major in the Suffolk Regiment. I could march before I could walk as a toddler.

Before joining, I had two years as a waster on the streets of Northampton; you can't get much further from the sea than that. My hair was down to my backside so I thought I had better get it cut to make an impression. The week before joining I went to the barbers twice thinking the RN will be happy with my efforts. Wrong!!!.

My 15 weeks at St Vincent in Gosport was interrupted by 35 days number 9 punishment, (surely a record). I ended up extremely fit and my 303 drill would put a POGI to shame. Selecting the branch that had the biggest badge, I joined HMS VERNON to start training on Sonar's 164/176/177. I was a natural; I must have been subconsciously learning all the sonar drills from the tuppenny bloods I read as a lad.

My first ship was the Argonaut; brand new and on its 2nd sea week at Portland. What a 'mistaker' to 'maker'. I never made it to the heads once and spent half the ASW serials scrubbing out the Ops room; they never did get rid of the smell of sick until the final week. A period of Londonderry squadron and STANAVFORLANT in 1968 was the hard work required before 11 months sailing around the world in 69 with the Jaguar, Captains Command, 2 exercises, and no camera. Bliss, this was what I joined up for.

Two's course in 1970, (Reg Townley was the only person that could beat me at table football on sea training) then to Achilles out of build, another brand new ship. Work up and an impending trip to New Zealand, with much promise of Grippo's from the NZ Achilles association, was scuppered by a badly broken leg playing footie a week before deploying. 16 months P7R in Vernon, I was CPO's messman working for Ted Kitchen, the mess manager. Involved in the running of the Vernon club this junior ranks club was such a success due to the hard work of Bill Bailey and the rest of the team, it became the place to be in Portsmouth. By the way, Big Al is not what you think. I got the nickname because I was the smallest person on the committee and the divers were always picking on me.

1972 saw me finally off crutches and heading for the Arethusa and my first mentor in the RN, Mick Legg. It was Mick who decided that I was worth spending a bit of time on and he kicked my butt to better myself. I held Mick in high esteem and he was a great influence throughout the early part of my career.

A short period as a tour guide on HMS VICTORY (the best draft I ever had) was a pre-cursor to a return to Achilles as a killick in 74 where I met Pete Brierley, a future best buddy. Pete had just returned from Petty Officers course and this is definitely the last time I will tell everybody the story of how you lost the Gemini down the Clyde again Pete..... Life on the Achilles was a blast - Christmas in Mombasa, played football with Rod Stewart who we found on the beach with Dee Harrington. Poor old Rod - Big Mac Mcgreevy didn't care what he was worth.

Rod had skipped around most of our team on his way to goal when Mac took his legs out. Who me Ref says Mack? Rod wasn't too impressed.

Double headers in Singers, saved Pete's life in the Terror club when 3 Para were going to rip his arms and legs off after anointing one of them with his beer still connected to the glass, totally accidental of course. Pete's reward to me was his stretch of QM whilst he disappeared to have his hand sewn back together after the melee. Achilles life was cut short in 76 when I had my first dice with death. Having only just finished painting crests in the paint shop at midnight, we ploughed into the side of the world's 3rd largest tanker in the channel at 15 kts in dense fog. Good job the fog lookout took his time getting up to the eyes. We limped back to Portsmouth under our own steam trailing a wake a 4-screw battleship would have been proud of. My confidence in Leanders to survive went up 10 fold after that. A relaxing time in dock prising the paint shop and forward reel store out of the mess with crowbars was followed by a draft to Vernon during the wonderful summer of 76.

As a newly promoted PO, my career rejoined with Mick Legg's as he dragged me kicking and screaming through ASWD's course, what is this computer stuff? This will never catch on, can't beat the old greasy pencil. Streaky Bacon bought a boat, Peter B a guest house and bar in Southsea and we spent an ideal summer learning, sailing and partying.

Somebody must have thought that I had got the hang of ADAWS 5 so I joined the trainer in Vernon after course prior to its lift and shift to Dryad.

A draft to bring the good ship DIDO out of IKARA refit in 78 was a sobering experience. There cannot be too many things worse for a young PO who is head of the department of an empty, purely ASW ship, to bring it up to a state ready for Portland. This was when we had the demolitions and depth charges and the Chief had his hands full as the buffer with his own problems.

I can never thank Jess Owen, Mick Legg, Rod Blanche and Pete Brierley enough for the help that they gave me during this very steep learning curve. Well you were rubbish fella's. Do you realise you still got 73 pick up items on the first staff sea check, more than the entire WE division put together. The next eight weeks were sheer madness but we breezed through the final staff sea check. After slumping across the plot with weariness at the end of our Thursday war inspection I will never forget the immortal words of Ginge Prince, 'depth charge, fully rigged, quarterdeck, 45 minutes'. These were almost the last words he ever spoke. Portland over, we were up and running for the next four years, my life ruled by FCD 3 returns and ASW records.



Al (centre) preparing for a bed pull to the top of the rock of Gibraltar in 1981.

This was also a sad period. The Falklands kicked off during Spring Train in the Gib areas and I had to detail my lads off to join the Glasgow to bring her up to a war complement. The fleet sailed south and DIDO turned north as the Ikara's were required to maintain the NATO ASW commitment. As we know, some never came back and some came back with bad injuries. Pete (Jonah) Brierley refused to go down with his ship and got himself a cushy number in the Canberra's laundry on its return to the UK.

After 2 summers in the Med with active sonar ranges of 2 feet and some shiny new buttons on my arm, I decided that the up and coming passive branch was the place for me in 1982.

16 weeks of intense instruction, (the old grey matter did not click in until week 7) was followed by my first introduction to IUSS and 2 years at RAF Brawdy working with our colonial cousins. This was a tremendous experience and was to set the course of my remaining career in the RN. 1984 saw me relieve Freddie Fox as the Squadron Chops (S) on Cleopatra, where another 4 years was spent in force 47 gales up in the Gaps. Where has the sun gone? These were the days before reactive ops and we were there because the FOP said we were supposed to be there. Being fixed in dry dock back in Guzz always followed 4-week patrols in the gaps. The highlight had to be New York in 86 for the re-dedication of the Statue of Liberty. Without a doubt the best firework display I have ever seen.

My time ended on Cleo in 88 with my selection for Warrant and 10 years more life in a blue suit if I wanted.

Graciously accepting and a short stint in the TAAU in SM2 saw me joining FOF1 as the first General Service Towed Array searider. This was my first introduction to my new radar seariding partner, Paddy Shine, and my second brush with death. We had decided to have a beer in a pub in Glasgow before picking up a ship in Greenock. Breezing into a packed pub with 5 minutes to go before the Rangers v Celtic cup final, Paddy walked up to the TV and switched channels to watch the English cup final. Within a minute Paddy had them eating out of his hand and buying us beer, without doubt a remarkable man and great fun if not a little dangerous to work with.



Old Al receives the Meritorious Service Medal from a passing stranger in 1997.

The next 4 years of seariding was a great experience and gave me tremendous job satisfaction.

Jan 93 and I was heading for my first foreign draft to Gib to work in operations there. Paddling in the sea in Marbella in Jan? Do TAS rates get this lucky? I loved it. Fun in the sun combined with the continental way of life (and a few duties of course) recharged my batteries to return to UK in 95.

Switching on the lights at a brand new IUSS facility at RAF St Mawgan, the next 3 years seem to be continuous calibrations, trials, exercises and taking the occasional searide as the IUSS Liaison Officer.

My next natural progression was to CTF 320 as a watchkeeper where I thought I would be put out to grass. But no, a 1 year extension returning to St Mawgan to keep the seat warm while the Appointer's crystal ball cleared. This has me only 4 miles from home and in a good position to leave the Navy in November this year.

I look back on it all and wonder whether I would have done anything different. Hell no! I have never had a job I did not like, (hail the power of C240's). Made some great friends and acquaintances, have visited most countries in the world, made most of the mistakes you can make; but only once, worked and played hard and enjoyed my sport. What more could you want. Well I could have got luckier with that girl in...

Above all, I hope I have been of some value to the younger guys coming up behind me, just like the great people who have had a direct bearing on my career.

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 'Alston's Seamanship', written around the turn of the century, the following advice is offered when dealing with an apparently drowned casualty: 'to encourage breathing, excite the nostrils with snuff, hartshorn and smelling salts, or tickle the throat with a feather.' Not sure Naval Stores still carry any of that stuff.

From the same book, under the Signals section: 'The Admiral's motions should at all times be followed, unless ordered to the contrary.' Obviously no concern about Marine Pollution in those days.

From the 1923 Seamanship Manual on the subject of coaling ship. 'Officers working in the hold should not do any shovelling as they are sure to neglect their own more important work of supervision if they do so.' No change there then.

Learn from the mistakes of others. You can't live long enough to make them all yourself.

Submitted by Bob Burton

A GREETING FROM GIBRALTAR



LIFE AFTER THE MOB – By Yorkie Cunningham

Just over a year ago I left the Navy and what an eventful year it has been. Having completed 22 years my terminal date was 24 January 1999, not bad for someone who only wanted a change of job in 1977 and was joining for 4 ½ years. Spike Hughes and Admiral Sir Alan West have a lot to answer for. Spike originally and latterly Admiral West during my days in ARDENT; I thank them both for twice changing my mind about leaving the Navy. The day finally arrived for me to go and I must say, after completing cartwheels and somersaults, I was once again back in the big wide world and off to Gibraltar.

The euphoria didn't last for long as I now had to decide what was going in 'my boxes' as those of you who have had a foreign know they are called. When Sharon, my wife, asked me what I was taking to Gib, my reply was 'three things: my PC, mountain bike and my fishing tackle.' Sadly, getting a license to fish in Spain is a bureaucratic and red tape nightmare and the fishing tackle is still unused. The mountain bike gets used most days of the week and funnily enough the drivers out here seem to give push bikes a wide berth. This is not the case for cars and motor bikes though and you would need to talk to Paz Parry as the expert on intercontinental shunts. 'I was thinking more along the lines of clothes and sensible things', was her reply. 'Oh just throw some shorts and t-shirts in a case, I'll be alright', (no more uniforms for me ha ha).

One year on and here we are in sunny Gib, I am playing at being a Naval Housewife and Sharon, for the first time in our marriage, is the C1 partner. For those of you who remember Gib from the days of Franco in Spain, there have been a number of changes since the border with Spain re-opened. The Garrison Town of Gibraltar has gone and numbers serving here have dwindled to less than 600 of which only 270 are RN personnel. Does that sound familiar to all the seagoers with gaps? The standing Gib Guardship has long gone and replaced by two patrol boats; Buster Brown will join one later this year. The dockyard resembles most Naval Dockyards as it is full of merchant ships in for a quick paint job and bottom scrape in the sun. But that is life in a shrinking empire. More importantly the town has changed, particularly the social areas.

The older and more familiar names are still here such as 'The Angry Friar', still the first port of call for most visiting ship companies on their way into town, 'The Horseshoe' and down in Irish Town there are still one or two names left like the 'Ark Royal' and 'Gib Arms' near the piazza. New names have sprung up like the 'Clipper' and 'Corks Wine Bar'. Gone are the 'The Fox and Hounds', 'The Boxer', 'The Spinning Wheel', '6 Steps Down', 'Lotties Beer Kellar' and 'JJ's'. In these days of equality I suppose we can say that Charles' Hole in the Wall is still there, but he is a youngster only having opened in 75 or 76.

Life out here is good though. Most weekends in the hotter months, which start around mid March and run through to October (up the coast that is) you will see a constant stream of cars making their way over the border to Spain. 1 hour and 20 minutes drive and you arrive in Malaga; around 40 mins will get you up to Marbella. Turn left as you cross the border and after 1½ hours pleasant driving you will find yourself in the Spanish port of Cadiz. A fascinating city steeped in history, a city now split into two parts. The old town around the waterfront and harbour is full of tiny streets with shops, cafes, bars and bistros. The new town is full of high rises, modern shops and beachfronts. Head inland from Cadiz and you will arrive in the city of Jerez, home of the Spanish Sherry industry, a further 40 mins drive will take you into the 'oven of Spain' where you will find the enchanting city of Seville. Of course there is always the beautiful historic town of Rhonda the home of the Spanish Inquisition's Headquarters. So as you can see there is no shortage of things to do over the border. The fun of the Costa Del Golf is less than 30 minutes drive from Gibraltar with its bustling beaches and busy nightlife, or for the more quiet and relaxing beaches head for Cadiz. I'm told by windsurfer chappies that the beach at Tarifa is second to none for windsurfing.

If you don't wish to venture that far, a good night can be had in La Linea. If you like quality 'tapas' then you need look no further than Bar Jimmy who doesn't speak much English but knows how to feed and water the English in his own inimitable way (no I'm not on commission). Continued

So how else do I occupy my time? Well that wonderful acquisition, the Nuffield Pool, was given to the armed forces in 1958 and is still standing. Me and WO(EW) Bob (Tansy) Lee MBE, who most of you will remember and another 'Naval Housewife' out here, have spent many an afternoon sat in the sun 'cackling the fat' under a wall at Nuffield that was given the name 'Sad Man's Wall'. This name was introduced by a certain CPO(S) at MDC and his wife, cheers John and Di. You do need to meet certain criteria before you can join us on 'Sad Man's Wall':

1. You have to have completed at least 22 years in the Armed Forces
2. No children are allowed
3. Your wife has to be still serving
4. No mobile phones

You would be surprised how many men meet the above criteria out here ha ha.

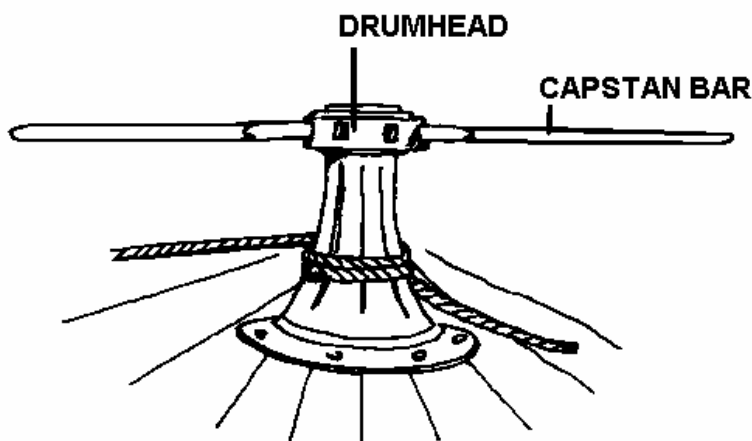
It's not all about lying in the sun. I passed the lifeguard's course last year and often have to stand in the sun. I do, however, need a hat now as I am exceedingly follicley challenged. I also do the cooking as that is one of my hobbies. If you talk to Sharon, she will gladly boast that she has only cooked 9 times since our arrival and one of those meals was burnt. When people ask me, as they often do when first finding out that I've only been out of the Navy for a year, 'Do you miss it?' What do you think? Now I'm adding life to my days and not days to my life.



Green Rub - Unmerited misfortune.

By John Gibson

This term comes from the days when a ship's anchor cable was natural fibre rope, usually hemp. The anchor was weighed using the capstan and it was a hard, dirty and labour intensive task. Capstan bars, like spokes of a wheel, were inserted into the capstan, a 'swifter' (rope) was secured (passed) to the outboard end of each bar to link all the bars



together and ensure an even distribution of weight. Hands then manned the bars and commenced shoving (or pulling) on the bars whilst other hands heaved on the swifter. This evolution was usually accompanied by a fiddler, because in days of yore, music or song was an accepted way of coordinating effort and generally brightening spirits.* If the ship had been at anchor for any length of time, green algae would have grown onto the cable and this rubbed off onto the toiling tar's trousers as he stepped over the cable during his circumnavigation of the forecastle. Hence the term 'Green Rub' was originally used if you were detailed off for a particularly dirty or laborious task.

** If you read 'Two years before the Mast' by Richard H. Dana Jr, you get a good idea of how tough life was for a common sailor a couple of hundred years ago. In that book the author makes reference to song being used to help at work. He quotes a little ditty thus:*

*For the tired slave, song lifts the languid oar
And bids it aptly fall with chime
That beautifies the fairest shore
And mitigates the harshest crime.*

Letters

❖ From **Mick Loynes** (Mon 31 Jan)

Just received the **Seamaster** and quickly flicked through and I thought it's brill. Well done on a good job jobbed. Its great to see that the ASWI's have finally taken off. A well deserved BZ to all the committee for the hard work and I know that if the enthusiasm and standards can be maintained, we can only go from strength to strength. Life in civvy street is good. I'm earning loads of dosh and working hard. A word of advice to those retiring soon, do your ground work, make your decision and get as much time off from Dryad as possible before you go.

On behalf of the committee, thank you Mick for your supportive comments and words of encouragement. Best Wishes in your second career. (Editor)

❖ From **Peter Purkiss** (Sat 19 Feb)

Some years ago I put in a postal bid in an auction in aid of 'King George's Fund for Sailors'. The items of interest to me were oddments from HMS VERNON and I was lucky to top the bids.

One of the items was a wooden model of a moored mine with the legend 'WARDROOM HMS VERNON 23RD JUNE 1966'.



I advertised in the Navy News to try to find the origin of the trophy without success. It has been on my desk ever since and continues to intrigue me.

Now that the **Seamaster** and ASWI's Association is flourishing, I would like to pass it back; perhaps to sit on your (Editor) desk or to be used as a trophy again. It has no value except that it came from Vernon.

I would be pleased to hear if the mystery is ever solved.

The mine has pride of place on my desk until I have established its origins. Can anybody help? (Editor)

❖ From **Cliff Longfoot** (Wed 1 Mar)

I am the Chief Pressganger for the 8th Destroyer Association, membership in excess of 500. We have many TASO's, TASI's, TD's, UC's and UW's participating. Could you find room in your ASWI's Journal to publicise our Association on the lines of the enclosed letter.

'May I through your letters or reunion column appeal to those shipmates who served in 'C' Class Destroyers, ie CA, CO, CH and CR vessels to join our association. The 8th Destroyer Flotilla/Squadron Association was originally limited to those who served in the 8th in the Far East from 1945 to 1963. We are now broadening our membership and are extending a sincere invitation to our sister shipmates to join us wherever they may have served. We have a smashing reunion in Scarborough each September where you will be made warmly welcome. The joy on a shipmates face when he meets up again with an old comrade is always a pleasure to behold. May I add that the ladies form an important part of the Association and are equally valued and welcome.'

Details and membership forms are available from Cliff Longfoot, Chief Pressganger, 8th Destroyer Association 0151 2263675

Consider it done (Editor)

❖ From **Alan Noble** (Mon 7 Feb)

Please find enclosed a cheque for £25 for my year's subscription plus £15 for my advert on the web. I must say that it looks good and Bob is doing a fantastic job - keeping it going. I am also impressed by the new format **Seamaster**. Please pass on my congrats to all concerned.
Continued.....

I understand that you (Paul Hitchcock) are on the move. If you move a bit closer to sunny Stubbington, perhaps we could get together for some confusing juice. The shop is still plodding along nicely but as you would expect at this time of year, a bit quiet. Perhaps the hard work is starting to pay off as I have just been awarded the Sea Angling News Tackle Shop of the Year for Hampshire. Shona and I have decided to have a short break. Next week we are off to Falmouth to stay at Pete Brierly's Hotel. This will be the first time we have had off in three years so I intend to get totally confused and have a good natter about old times. I am also starting to suffer withdrawal symptoms from lack of fishing, as I have not been able to do any for months.

Keep up the good work with the association and my regards to the President and all that know me. I look forward to seeing you all again sometime in the near future.

❖ From **Geoffrey Ashton** (Tue 8 Feb)

I have thought about the previous years and the friends that I have made over the years of service for this 'Island' of ours. A good TAS Officer should have Thinking Time, Firing Time and Explosion Time. Then there is the Hole 19 (not that I play golf - no time - not even for the farming community (7 days a week job))

I will send a cheque to the secretary and I wish the Association every success for the coming year. My brother (Roger), who runs the farm, has just acquired a computer. The farming fraternity has to invest in the future, otherwise we will be unable to compete properly in this ever-changing world. Every animal from one-hour-old is accountable and now added to the computer. Even the small useless calves that are shot within hours of being born (ie Friesian cross Hereford female calves) that are no use for a milking herd. Roger and I grew up on the farm with Mum and Dad; the farm has been in the family since the 1800s. It has always been home for me through a marriage and Naval Service. The email system has caught the flu for around a fortnight to a month due to starter problems. However, when fully up and running, I will forward information to

Bob Burton via brother Roger. My regards to the re-cycled TASIs.

❖ From **Rod Blanche** (Tue 22 Feb)

Writing after the sad loss of Mick Betts.

Many thanks for your (Editor) email and kind words about Mick Betts. I do not really think I am in a position to write about Micky. As far as I know, Mick left the Navy over ten years ago and had very little to do with the Andrew. I saw him on a few occasions when I was in town shopping with Ann. He was the manager of a local shopping centre but I didn't have much to do with him. I know that Bob recruited Mick into the Association before Christmas and he attended only one meeting before his death (Maybe that is a warning to all of us???). I do not know of anyone who really knew him over the last ten years and would be better placed to write his eulogy. I think that Mick was the last Killick TASI to qualify in the branch. He used to say that just because I was senior to him, didn't mean that I knew more.

From the Editor: Thank you Rod. If anyone would like to add to what Rod has written, please write to me.

JUST FOR FUN

EXCUSES, EXCUSES

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

- ❖ 'As I reached an intersection, a hedge sprang up, obscuring my vision and I did not see the other car'.
- ❖ 'I pulled away from the side of the road, glanced at my mother-in-law and headed over the embankment'.
- ❖ 'I didn't think the speed limit applied after midnight'.



SOMETHING TO MAKE YOU SMILE :

(

'All those who believe in telekinesis, raise my hand.'

'Ok, so what is the speed of dark?'

'Depression is merely anger without enthusiasm.'

'24 hours in a day.....
24 beers in a case.....
coincidence?'

'Success always occurs in private and failure in full view.'

'A clear conscience is usually the sign of a bad memory.'

'Plan to be spontaneous tomorrow'

Missing Royal Navy Life?

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

1. Put oil instead of water in the humidifier and then set it on 'HIGH'.
2. Don't watch TV, except for movies in the middle of the night. For added realism have your family vote for which movie they want to see – then select a different one.
3. Buy a rubbish compactor, but only use it once a week. Store up your rubbish in the other side of your bath.

My Wife.....

My wife dresses to kill. She cooks the same way.

I was married by a judge. I should have asked for a jury.

The secret of a happy marriage remains a secret.

WHERE'S YOUR OPO? – 4 MAY 2000

☺ = INDICATES A CHANGE

4 = Serving Member

Warrant Officer (Sonar)

BACON 4	DRYAD	LYMATH 4	DRYAD
BROTHERWOOD	CDRE MFP	NASH 4	CINCFLEET
BURTON 4	CINCFLEET	NELSON 4	FOST SEA
CAPEL	MWC PORTSDOWN	O'SULLIVAN 4	FOSF ☺
FOSTER	COLLINGWOOD	PARRY	FOSF SEA D/PORT
FORRESTER	DRYAD	PREECE 4	FOST D/PORT SHORE
GRAVETT 4	CINCFLEET	RHODES 4	FOSF SEA P/MOUTH
HUTCHISON	FOSF PORTSMOUTH	WHITE 4	DRYAD
KENNEDY 4	RN GIBRALTAR	WILL	DRYAD
KILROY 4	2SL/CNH FOTR	WILLIAMS 4	DRYAD
LEWIS TR 4	DRYAD	WORSEY	PJHQ
LOVEDAY 4	RNU ST MAWGAN		

Chief Petty Officer (Sonar)

ALLEN 4	FOSF SEA P/MOUTH.	LINGER	DRYAD.
ALLPORT 4	SUTHERLAND.	LITTLE	SMITER
ANTROBUS	RALIEGH.	MAHONEY	URNU BRISTOL ☺
AYRES	NBC PORTSMOUTH	MALCOLM	CAMPBELTOWN.
BAKER	DRYAD.	MANEELY	DRYAD.
BARTLETT-	RALIEGH ☺	MANNERS	LANCASTER
HORWOOD		MCCREADY	KENT
BLACK	DRYAD.	MCINTOSH	EXCELLENT
BROWN 4	DRYAD	MCLEAN 4	RALEIGH.
BURTON GR	DRAKE CBP (CFS).	MERCER 4	FOST SEA. ☺
CHASE	CARDIFF.	MIDDLEMAN 4	FOST SEA.
COUCH	RICHMOND.	MOORE	CNH FOTR
CRISPIN	FOST SEA	MORTIMER	DASHER.
DAVIES	MONMOUTH.	MOSS AR	COVENTRY
DINNAGE	DRYAD.	MOSS KG 4	SOMERSET
DODD	RN GIBRALTAR.	NEWELL	URNU BIRMINGHAM.
DRAY	DRYAD ☺	OGGIANO	ADAC
EDWARDS DA	RALEIGH.	PAGE 4	DRYAD
EDWARDS AD	DRYAD.	PARRY	NORFOLK.
EDWARDS K	SHEFFIELD.	ROWE	FOST SEA
EMMERTON 4	NORTHUMBERLAND.	PINCH	RALIEGH
EVANS	DRYAD.	PRITCHETT	LIVERPOOL ☺
FAIRCLIFF 4	CHATHAM.	SCOTT	RNU ST MAWGAN
FLINT	DRYAD ☺	SHARP	DRYAD.
GODWIN	CUMBERLAND.	SINGH	DRYAD.
GOODFELLOW	GRAFTON	SLATER	RALEIGH
GORRINGE	WESTMINSTER.	SPEIRS	DRYAD.
GOWMAN	DRYAD	STANKEVITCH	MONTROSE.
GREAVES	VICTORY.	TATHAM	URNU BRISTOL.
HANCOCK 4	ARGYLL.	TYLER 4	RALIEGH ☺
HILL	MARLBOROUGH.	WALSH 4	IRON DUKE
JARVIS 4	ADAC	WHITE MF	DRYAD
JONES	RALEIGH	WILSON	ARCHER.
KAY 4	FOSF ☺	WOODS	DRYAD.
KERR	NELSON ☺	YATES 4	CORNWALL.
LAURIE 4	RALEIGH.		

Petty Officer (Sonar)

ARMITAGE	DRYAD ☺.	LOVEWELL	CHATHAM.
BAILEY 4	DRAKE CBP (CFS).	MACDONALD	MONMOUTH.
BENTING	SHEFFIELD.	MALLINSON	DRYAD ☺
BEST	VICTORY	MANGAN	DRYAD
BOULTON	DRYAD	MARCHANT	WESTMINSTER.
BOX	EXCELLENT	MCCARTHY	ACDS (OPS).
BOYES	DARTMOUTH BRNC ☺	MCCOURT	DRAKE DPL ☺
BOWMAN	DRYAD	MCCORMICK	ARGYLL ☺
BRIDGNELL	RALEIGH.	MCKENNA	DRAKE CBP (DLO) ☺
BUCKLEY	DRYAD ☺.	MCLEOD 4	DRAKE DPL ☺
BUTLER 4	DRYAD.	MONTGOMERY	RNU ST MAWGAN
CALLAGHAN 4	ARGYLL ☺	MULLARKEY	LANCASTER
CANNON	SHEFFIELD.	MURPHY	RN GIBRALTAR.
CHOATE	YORK.	MUNTON	RALIEGH ☺
CLARKE	RICHMOND.	NEEDHAM 4	SOUTHAMPTON
COLLINS 4	DRYAD.	ONEILL	DRYAD ☺
COOK 4	MWC PORTSDOWN.	PHILLIPS	RALEIGH.
COOLAHAN	NEWCASTLE	POPE 4	SOMERSET.
COURTNEY	SOUTHAMPTON.	POREE 4	RN GIBRALTAR
CRESDEE	GLASGOW	PROSSER	DRYAD.
CUMMINS	CHATHAM.	PURSLOW	NELSON ☺
DANGERFIELD	EDINBURGH.	RAYNER	IRON DUKE.
DELL	DNR WROUGHTON.	REYNOLDS	MANCHESTER.
DENNIS	CUMBERLAND.	RICHENS	CORNWALL
DEVINE	EXETER.	ROBERTS	DRAKE CBP (DLO) ☺
DUKE GRI	MONTROSE.	ROWLEY ME	DRYAD ☺
DUKE P	KENT	ROWNTREE	RALIEGH
DUNN	CORNWALL.	SIBSON	CORNWALL ☺
EMERSON	RALEIGH.	SMALLBONES	RALIEGH ☺
FRANCIS	GRAFTON.	SMITH DC	RICHMOND.
FRASER	NEPTUNE FD	SMITH WK	RNU ST MAWGAN ☺
FRAZIER	WESTMINSTER.	SHAW	EXCELLENT
GIBSON	DRYAD	SOMERS	EDINBURGH.
GILMARTIN	NEPTUNE CFS.	STEPHENS	COVENTRY ☺
GING 4	CUMBERLAND.	STREET	LIVERPOOL.
GRAHAM	DRYAD	SYERS 4	RALEIGH.
GREENING	MARLBOROUGH	TAYLOR	DRYAD
HALE	NELSON.	TOLTON 4	LANCASTER
HARVEY	EXETER	UNITT	DRYAD ☺
HAYES	CARDIFF.	WATSON	DRYAD
HAYWARD 4	DRAKE CBP (DLO) ☺	WATSON SNT	VICTORY ☺
HEALEY	NORFOLK.	WALKER	CORNWALL
HOLMES AT	DRYAD.	WEATHERLEY4	SUTHERLAND.
HOLMES SA 4	DRYAD	WEBB	DRYAD ☺
HUGHES	RALEIGH.	WILD	YORK.
JAMES	EXCELLENT ☺	WILLIAMS 4	NORTHUMBERLAND.
JONES	MANCHESTER.	WILLETTS	GLOUCESTER ☺
JORDAN	CAMPBELTOWN.	WINGAR	CHATHAM.
LAX	CUMBERLAND	WINTER	RNU ST MAWGAN ☺
LAZENBY	NELSON ☺	WOOD	SHEFFIELD.
LALE	NEWCASTLE	WOODLEY	DRYAD ☺
LANGTON	DRYAD	WILLIAMS IS	EXCELLENT ☺

Ex-Serving Members

☺ = New/Updated

Adams <i>John</i>	Purbrook, Portsmouth	Lendon <i>John</i>	Runcorn, Cheshire
Allen <i>Darby A W</i>	Waterlooville	Loynes <i>Mick</i>	Ewell, Surrey
Allen <i>Darby W T</i>	Higher Compton, Plymouth	Makarewicz <i>Mak</i>	Torpoint, Cornwall
Antcliffe <i>Dicky</i>	Barnsley	Mowat <i>Kev</i>	Ford, Plymouth
Anderson, <i>Don</i> ☺	Newport Gwent	Nicol <i>Roy (Jock)</i>	St Budeaux, Plymouth
Andrews, <i>Mike</i>	Paignton, Devon	Neeson <i>Ted</i>	Cheadle, Cheshire
Ashton, <i>Geof</i> ☺	Shrewsbury, Shropshire	Nixon <i>Paul (Nick)</i>	Weymouth, Dorset
Astley <i>Andy</i>	Chichester	Noble <i>Alan</i>	Lee-on-the-Solent
Ayling <i>Robin</i>	Bognor Regis, West Sussex	Oakly <i>C</i> ☺	Maidstone, Kent
Bareford <i>Dave</i>	Boston, Lincs	Owen <i>Jess</i>	Gosport, Hampshire
Barrett	Copner Portsmouth	Oxlade <i>Jim</i> ☺	Whiteleigh, Plymouth
Bekker <i>Dave</i>	Drayton, Portsmouth	Paton <i>Bob</i>	Beaminster, Dorset
Blanche <i>Rod</i>	Hartley Vale, Plymouth	Pearce <i>George</i>	St Budeaux, Plymouth
Bradburn <i>Frank</i>	Higher Compton, Plymouth	Powley <i>Martin</i> ☺	Stapleford, Nottingham
Brown <i>Stuart</i>	Mansfield, Nottinghamshire	Purkiss <i>Peter</i> ☺	Bradway, Sheffield
Brierley <i>Pete</i>	Falmouth	Quartermaine <i>Alan</i>	Banbury, Oxon
Brown <i>Tom</i>	Crawley, Surrey	Randell <i>Dick</i> ☺	Croydon, London
Cass <i>Pete</i>	Strood, Kent	Richardson <i>Geoff</i>	Tamerton Folliot, Plymouth
Chapman <i>F W A</i>	Devon	Rimmer <i>Scouse</i>	East Hunsbury, Northampton
Cosh <i>Dave</i>	Ivybridge, Devon	Roche <i>John</i>	Glenholt, Plymouth
Cowley <i>Muzz</i>	Tavistock, Devon	Robinson <i>Robbie</i>	Drayton, Portsmouth
Cunningham <i>Yorkie</i> ☺	BFPO 52	Rodaway <i>Rod</i>	Purbrooke, Hampshire
Dacombe <i>Les</i>	Rugby, Warwickshire	Rodgers <i>Steve</i>	Basingstoke
Davison, <i>Terry</i> ☺	Buckfast, Devon	Sargeant <i>Mike</i>	Torpoint, Cornwall
Dennett <i>Dizzy</i>	Clanfield, Waterlooville	Simpson, <i>John</i>	Plymouth
Drew <i>Dicky</i> ☺	London	Snelling <i>Sam</i>	Catherington, Hampshire
Dutson <i>Mike</i>	Reading, Berkshire	Sowdon <i>Pete</i>	Dover, Kent
Elgie <i>Frank</i>	Dundee	Taylor <i>Buck</i>	Southport, Merseyside
English <i>Trev</i>	Marchwood, Southampton	Thorpe <i>Fred</i>	Grobby, Leicester
Feasey <i>Ron</i>	Southborne, Bournemouth	Trengove <i>Jan</i> ☺	Poole, Dorset
Formey <i>Les</i>	Fareham, Hampshire	Turner <i>John (Topsy)</i>	Ontario, Canada
Franklin <i>Warwick</i> ☺	St Budeaux, Plymouth	Tyler <i>Bonnie</i> ☺	Watchet, Somerset
Fuller <i>Kieth</i>	Gloucester	Walton <i>Tony</i>	Alverstoke, Gosport
Gardner <i>Ian</i>	Burseldon	Waterfield <i>Frank</i>	British Columbia, Canada
Gemmill <i>Archie</i>	Plymstock, Plymouth	Whitty <i>Terry</i>	Liskard, Cornwall
Gleeve <i>Andy</i>	Fratton, Portsmouth	Williamson <i>Tom</i>	Plymouth
Graham <i>George</i>	Southwick, Fareham	Wratten <i>Phil</i>	Wokingham
Haydon <i>Charlie</i>	Crediton, Exeter	Yates <i>Alan</i>	Nottingham, Weymouth
Hawgood <i>Ray</i>	Bridport, Dorset		
Hannemann <i>Paul</i>	Weymouth, Dorset		
Heaver <i>Brian/Burt</i>	Waterlooville		
Hitchcock <i>Paul</i>	Copner, Portsmouth		
Hood <i>Dave</i>	Hayling Island		
Hovendon <i>Tony</i>	Waterlooville		
Hughes <i>Spike</i>	Royal Tunbridge Wells, Kent		
Hutchings <i>M</i>	Bathpool, Somerset		
Jerrard <i>Brian</i>	Fordingbridge		
Jarvis <i>J G</i> ☺	Unknown		
Lake <i>Jake</i>	Barrow-in-Furness, Cumbria		
Larratt <i>Larry</i>	Tavistock, Devon		
Legg <i>Mick</i>	Looseleigh, 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  PAGE. PLEASE SEND YOUR FUNNY STORIES.
- ADVICE TO SAILORS BY JOHN GIBSON.
- MORE 'DID YOU KNOW' SNIPPITS.
- YOUR LETTERS AND ADVERTS.
- 'THE LIFE OF PADDY DONOVAN'. J P DONOVAN MBE Continued.
- UPDATES IN TECHNOLOGY. DETAILS ABOUT ADVANCES IN THE UK AND AROUND THE WORLD.
- WHERE'S YOUR OPPO?

NEXT ISSUE SEPTEMBER 2000

DEADLINE FOR ARTICLES – 30 JULY 2000

Lest we forget:

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

Anon