

THE SEAMASTER



**THE OFFICIAL JOURNAL OF THE
ANTI-SUBMARINE WARFARE
INSTRUCTORS ASSOCIATION**

September 2000

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Editors Ramblings

A year has passed since I put finger to keyboard for the ASWI's Association Journal - *Seamaster*. Once again, I would like to pass on my thanks to all those regulars who have contributed in 1999/2000. When I became Editor, I said that the *Seamaster* would be a Journal about people and this issue is no exception. If you have an article that you think would interest others (on any subject) then let me have it for the next issue in February 2001.

I look forward to seeing you at this year's Dinner Dance. *Steve Rodgers*

CHAIRMAN'S MESSAGE

Sonar Ratings killed in action and those who have died over recent years were remembered recently at a ceremony held in Lewin building, HMS DRYAD. I am sitting on a memorial bench and behind me is a memorial display, officially unveiled by Commander Richard Bell Davies on the 2 August 2000. The bench and display commemorate Petty Officer Sonar Fowler from HMS COVENTRY and Able Seaman Sonar Barr, Armstrong and Hayward from HMS ARDENT who were killed in action during the Falklands conflict. Also commemorated are Chief Petty Officer Sonar Burley and Petty Officer Sonar Davenport who died in active service. The ASW Section HMS DRYAD donated the memorial display.

Reverend Callon, Chaplain to HMS DRYAD, read a short prayer and a minute's silence was observed during a short ceremony.

I took over as your Chairman from Warrant Officer Pete White on the 16 May 2000. Pete had a very successful term in office and I would like to formally express our gratitude for all his hard work for the Association. We wish him well in his new appointment at Flag Officer Surface Flotilla in Plymouth.

I was your Chairman five years ago and held the post for fourteen months. Although hard work, it was most rewarding and enjoyable with great support from the committee and association members. I am really looking forward to working with you all again and hope that we continue to raise the profile of the association; our membership and finances are already at an all time high.

Bob Burton is doing a sterling job as our Association Web Master and recruitment officer having handed over Devonport Rep. to CPO(S) Ian Laurie. One other committee change is that of Secretary as CPO(S) Roy Flint has taken over from Paul Hitchcock.

On the social front, I am pleased with the social programmes in both Portsmouth and Plymouth areas. All are well supported by association members and long may this continue. Preparations for this year's AGM and Dinner Dance on 6 October 2000 are well underway and there are now only a few places available so act quickly to avoid disappointment.

Yours Aye

Ted Lewis



CORFU CHANNEL 22ND OCTOBER 1946 INCIDENT REMEMBERED

By Alan Quartermain

In May 1946, the Cruisers SUPERB, a new TIGER Class Cruiser and ORION were operating in the Northern Channel between Corfu Island and Albania steaming south. RN Minesweepers had swept the channel as the Germans and Italians retreated North up the Adriatic coast. Losses occurred during the sweeping operations.

On 22 October 1946 the Destroyers SAUMAREZ, Captain D 3rd Flotilla, and VOLAGE, with Cruisers LEANDER and MAURITIUS proceeded up the North Channel. Ships left harbour early in the afternoon and went to Action Stations. Ammunition was provided at gun mountings fore and aft. In the narrow channel SAUMAREZ hit a moored mine and was drifting towards Albania. VOLAGE went to her assistance and she too hit a mine that blew her bows off back to 'A' gun. Never the less, the CO of VOLAGE managed to get a tow secured to SAUMAREZ.

Onboard LEANDER, Flag Officer CS1 ordered our ship to continue up the channel. With 6 boilers already flashed up, we went full speed around the island to join up with VOLAGE and her tow. SAUMAREZ was ablaze as the mine had damaged her fuel tanks starboard side and a magazine was also in a dangerous state.

LEANDER reduced to a two-watch system throughout the night to secure our tow to VOLAGE. Coir/grass rope with a bouy attached was floated across and working parties were transferred to both ships.



SAUMAREZ & VOLAGE ASTERN OF LEANDER

HMS OCEAN arrived during the night and transferred fire parties across to SAUMAREZ that was still burning. During this incident, 50 men were wounded and 44 were killed with only 11 of the 44 found.

The 11 are buried in the British Cemetery in Corfu town.



At the time of this incident, I was still a boy seaman in LEANDER. The ship only had a peacetime complement and as we were going north, my Action Station was Communications number in the 4-inch HACP Starboard. The 6-inch turrets (3 in No) were fully manned with shells on loading trays. Our draught was approx. 26-feet and the destroyers had an 18-foot draught and we were very lucky not to hit a mine ourselves. On investigation after the channel had again been swept, around 25 moored mines were cut, sunk by rifle fire or allowed to float towards Albania. One mine that came up in sweep gear was made safe and sent to the UK.

LEANDER was manned by Hostilities Only (HO) and about 80 regulars. It was a very happy ship commanded by Captain RJO Otway Ruthven (one of Admiral Ramsay's D-Day Planners) and later in the Commission Captain T McCoy.

The Corfu Channel Naval Association (CCNA) held a reunion in Corfu recently. Shipmates from HMS SAUMAREZ, HMS VOLAGE, HMS MAURITIUS and HMS LEANDER attended during the first and second weeks of May 2000.

A service was held in the British and Commonwealth Cemetery in Corfu town (Kerkira) during the forenoon, conducted by the C of E Chaplain for the island. Captain Milne RN (ex submariner) from the British Embassy in Athens was in attendance. Members embarked on a Greek motor vessel to lay wreaths on the waters in the North Channel, less than 3 miles wide, following the ceremony.

The first re-union held on the Island was in April 1987 when a memorial was unveiled and a dedication took place. It proved to be a poignant moment for the families of those killed and the surviving members of the ship's companies of the former 1st Cruiser Squadron and 3rd Destroyer Flotilla. Numerous VIPs graced this first service. A re-union was held on Oct 22nd 1996 to mark the 50th anniversary. Reunions are held each year in the UK.

ASW TRAINING – 'IN THE BRACKETS HIGH'

By Lt Cdr Karl Mardon

TRAINING 2000

The last 12 months have seen vast change in the delivery and administration of ASW training at SMOPS. The most important of these changes has been the streamlining of training to meet the needs of the Surface Flotilla into the new millennium. As towed array capability reduced to 10 hulls through the 1990s, a sixty- percent over-training burden, linked to the provision of sufficient numbers of passive skilled personnel, developed and needed to be addressed with some urgency. Cross-training of all sonarmen in both Active and Passive ASW (PASW) skills was finally considered to have run its term and utility and effectively ceased with effect from 1 April 2000.

The length of many core ASW career courses, from OM(2) to Petty Officer, has been considerably shortened, now focusing predominantly on active sonar skills, although essential passive theory is retained where appropriate. In contrast, Passive ASW Skills are now taught by PJT, adopting a logical 'Building Block' approach. Sonarmen will now remain eligible to fill a passive billet at any stage of their career but only be trained as the requirement arises either by choice or drafting necessity. Either way, sonarmen will be properly equipped to execute their PASW duties with opportunities to 'retread' if skill fade/perishability stretches beyond a 30-month margin. Details of the 'Changes to ASW Training at SMOPS' will be issued as a Royal Navy Temporary Memorandum (RNTM) in late Apr 00.

Supplementing the above, other key changes and additions to training are being introduced into the pipeline. The first and probably most debatable point at unit level is the shift of Sonar 2050 drill training, which is now firmly lodged with OM1(UW) career training by dint of warfare branch requirement. Sonar 2050 is the most complex hull mounted sonar the RN has ever possessed. It is also designated as 'one-man' operated equipment. The OM(UW)2 now only receives a basic 'SOC's Operator' overview and therefore really has no place as a Medium Range Sonar 'operator' per se, according to Schemes of Complement. Reversal of the ongoing Military Capability (MILCAP) Constraint, which highlights the inability to effectively train use of Sonar 2050 ashore, remains highest in SMOPS' list of training area shortfalls to be addressed. It is expected that the introduction of ASUAT 11 in September this year, with its own stand-alone 2050 Government Furnished Equipment (GFE) and On Board Trainer (OBT), will see commencement of redressing the balance with results becoming apparent early into 2001, as courses complete with full exposure to working equipment.

In addressing another critical shortfall area, SMOPS has recently introduced a 5 day Action Picture Supervisor Acquaint through Financial Years 00/01 and 01/02 only. This training is targeted at providing full exposure to the range of specialist skills the Action Picture Supervisor (AcPS) needs and introduces firm foundations for them to work from in developing what is recognised as probably the most difficult task a Leading Operator Mechanic (UW) fills. Particular attention is paid to SAU and SAG procedures as well as ASW SOP, voice procedures and tactical ASW aspects. There will be 6 of these slots each financial year with AcPS skill training being integrated into LOM(UW) career training from May 2000. It must be said that this training is targeted purely at those with previous AcPS experience and knowledge rather than instruction from first principles, a point to be borne in mind when units make submissions for their personnel to attend.

Another weak area which is aired, without exception, in Flag Officer Surface Flotilla (FOSF)/Flag Officer Sea Training (FOST) feedback is the seeming inability of the ASWD to meet the essential requirement of offering timely tactical advice to the command. Current feedback is aimed purely at the PO(S) as no PO(UW) have been seen at Operational Sea Training (OST) at the time of going to print. Again, in trying to address this recognised shortcoming, two additional weeks have been added to the PO(S) course and one to the PO(UW) course, covering Table Top Tactics, further tactical background and additional ASUAT practical to hone this skill. Once career course is completed, ASWDs must actively seize every opportunity to minimise skill-fade and while OBT is perhaps not ideal for everything, its use must be maximised for self-help in these days of a programming squeeze and a paucity of suitable ASW training opportunities with live submarine targets. This said, ASUAT 6 (soon to be ASUAT 11 - read further for overview) is available for ship's teams to use through the year in periods clear of career training courses. Here, SMOPS is able to provide full, staff-covered scenario driven simulation for any level of CASEX complexity and can provide quality controlled expert staff critique/feedback.

FUTURE PASSIVE TEAM TRAINING

Finally, in the area of training innovation and development, it is intended to introduce Command Team Training (Passive) (CTT(P)) from April 2001. While dubbed command team training, its applicability actually falls just below (and to one side of) full blown multi-threat CTT conducted by the Tactical Procedures Group and should not be misconstrued as such. Here, ASW Section staff, supported by FOSF and/or FOST staffs will be gathered to provide dedicated, properly staffed, 5 day passive training periods for SDR and OPS Room Defence Watch PASW/PAIO teams, tailored to FOST 'Passive Weekend', ACT(ASW) or freeplay 'operations' situations as requested by units or as directed by FOSF. The final form of this training is embryonic at present but it has great potential for the towed array community. Its wider utility is currently of considerable interest to headquarters who may look to augment current TA training building blocks if we can get the foundations right here at SMOPS.

TRAINING EQUIPMENT - THE BEST!

On the training equipment front, the ASW Section will see benefit from new equipment being introduced in the next 12 months. In the near term, Nereus AFACT is being updated through summer 2000 and will be offline between mid-July to mid-October. Thereafter it will provide enhanced capability to support Nereus Sonar 2031 equipment training. Improvements will include greater target fidelity, increased system reliability and much greater scope for in-depth scenario construction. SMOPS has also recently received a full Sonar 2031 Towed Array On Board Training (TAOBT) in Nereus and should be installed to mirror onboard TAOBT capabilities, providing further enhancement to Passive Sonar Director (PSD) and Anti Submarine Warfare Sensor Coordinator (ASWSC) training. Additionally, SMOPS is now running the first fully operational SonATA Continuation Training PC. It has wide utility to both 'train the trainers' (PSD/ASWD), and give a first sight of what we have at sea to provide further continuity training support for all levels of (S)/(UW) ratings at sea. A further PC based application has been developed by ADAC to enhance basic and intermediate aural analysis with on screen dynamic DEMON analysis available to demonstrate to the student using 'Examiner' application type technology.

ASUAT 11 will be 'ready for training' in September this year, providing comprehensive emulation of CACS, ADIMP and SSCS command systems ASW linked functions to two sub-team training 'ships' of 4 position displays. Stand-alone Sonar 2050 equipment is also housed in ASUAT 11 and can be directly linked to one of the Ops Rooms. This facility is ideal for unit level sub-team training, again, which can be booked for unit use through the SMOPS planners. Although it has taken longer than expected for ASUAT 11 to reach maturity, it is a world leading facility of huge potential. Sadly, ASUAT 6 will finally be retired gracefully after 26 years shortly thereafter and valve and diode polishing will cease!

A PC based emulation of Sonar 2070 is anticipated by the autumn of this year and will ultimately provide Sonar 2070 capability to ASUAT 11 and COOK once fully integrated. Further ahead, and probably into 2001, a two headed, ET-31 system will be fitted in Nereus CTT5 (Type 23 Simulator). The ET-31 suite will have full functionality to provide high fidelity, enhanced analysis and ambient noise range prediction capability to the SDR and HM team.

SAINT and the Sonar 2050 CBT continue to provide excellent computer based assistance to training. While CBT cannot ever fully replace 'hands on time' with actual equipment, here we have 2 excellent systems which are able to provide very good emulation/simulation of what operators will see at sea with supporting lessons and tests for all levels. A further addition to CBT training is the acquisition of the Sonar 2031 Streaming/Recovery Virtual Reality (VR) package from which we can provide training and oversight to PWOs, OOWs and the sonar team as a whole from ASWSC to OM(UW)2. A fully functional SAGE/SAFFRON equipment is also available for training and included in the Petty Officers career and PJT syllabi.

Now, more than ever, SMOPS ASW Section has wide cross-section of the latest training facilities which, given gaps in the training plan, can be made available to ship's teams with appropriate SMOPS staff support. Additional bids for training are always welcomed and should be made through the UW Planner (Extn 4320).

And finally, SMOPS SAW Section houses the largest concentration of very experienced ASW instructional expertise in any one RN location. Please exploit their knowledge. Give the Section a call, whether it be for advice on course availability (there are often spaces on courses, especially PJTs), schemes of complement, ratings career development, sonar and ASW weapon drills, extra training, tactics or even who would be the best contact for a particular problem.

OUR MISSION

'To provide professional core and continuation underwater warfare training to the highest standards at all levels for the Royal Navy'

BOARDING OF U-BOAT CHANGED THE SEA WAR

This article has been submitted by Dave Bekker with kind permission from the magazine "SHIPPING Today & Yesterday. To subscribe to this magazine, please telephone 01424 720477.

May 2000 saw the annual Battle of the Atlantic commemoration service at Liverpool. At Londonderry, a major base for the convoy escorts during what was the longest battle during the Second World War, a number of warships visited the port. Warships from the Royal Navy, the Polish Navy, Dutch Navy and the Irish Navy, along with ships from the U.S Navy and the Royal Canadian Navy took part in the event which started on May 5. To commemorate the Battle of the Atlantic, this article looks at one incident that helped change the course of the war.

In May 1941, German submarines attacked an outward-bound trans-Atlantic convoy but although the U-boats succeeded in sinking some of the merchant ships, the attack turned out to be a triumph for the Allies in the Battle of the Atlantic.

British Intelligence knew that the German forces used a special coding machine, known as Enigma, for sending messages to units but the machine was so efficient that it was proving impossible for the British experts to decipher the signals.

The Enigma machine had been marketed commercially in the 1920s and adopted by the German Navy in 1926, with the Army and Air Force following later. The Enigma was described as an electro-mechanical wired enciphering machine with a series of drums or wheels, usually three. The commercial machine was altered for military use and the Germans believed that they had a secure machine, even if one was captured.

The instructions for arranging and setting the wheels could be changed every 24 hours. Anyone not knowing the setting had the problem of choosing from, what was estimated by British Intelligence, 150 million, million, million solutions. The wheels were never in the same position twice, and the third wheel had a reversing arrangement. Anyone using the machine needed to know the precise settings for the wheels for that particular day.

All three German services had their own variant of the Enigma and during 1941, Britain's Government Code & Cipher School (G.C.C.S), which was located at Bletchley Park, gave priority to the German Air Force signals at the expense of naval traffic.

The German Navy was most adept at using their version of the Enigma machine, so much so that by the beginning of 1940, the G.C.C.S. had succeeded in breaking the settings for only five days in 1938. Once war was declared the German Navy were using a machine that had undergone several modifications, later including the use of eight wheels. For using the Enigma machine, German warships also carried the wheels for use during the period of their patrol, and details of the correct settings to be made for a particular day.

Such was the importance of the Enigma machine that the G.C.C.S. stressed to the Admiralty that every opportunity should be taken to capture a naval Enigma machine, its wheels, and the paperwork that went with them. But the Admiralty had limited opportunity to help.

The first success was on February 12, 1940. U-33 was in the Firth of Clyde on a minelaying operation when she was detected by the minesweeper HMS Gleaner, which attacked with depth charges, bringing her to the surface. Twenty-three of the U-boat crew died but 17 were rescued.

It was standard practice that if a submarine was sinking, the Enigma wheels were given to different members of the crew who were ordered to drop them in the sea at the first opportunity. This did not happen with U-33. Three Enigma wheels were recovered from the survivors, and while the wheels were helpful to the codebreakers at Bletchley Park, they did not prove to be of great benefit in decoding the Enigma naval radio traffic.

The G.C.C.S. had better success with the capture of the cipher settings from the German patrol boat VP-2623 which was bound from Germany to Narvik when she was captured by the Royal Navy on April 26 1940. The papers from the boat enabled the G.C.C.S. to read the naval Enigma traffic, retrospectively, for six days in April.

The G.C.C.S. told the Admiralty in no uncertain terms that the Navy had lost a major opportunity to recover vital information by allowing the patrol boat to be looted by her captors. The Admiralty immediately issued orders to prevent such looting in the future.

The next success came on March 31, 1940, when U-13 was sunk off Lowerstoft by the sloop HMS Weston. The entire crew of 26 was rescued. The Royal Navy carried out salvage work on the U-boat, and some reports say she was raised and taken to port. After the war ended, it was admitted that a complete set of Enigma wheels and various important documents, including codebooks, had been recovered, but there has been no mention, ever, of the Enigma machine being found.

The next success followed ten months later. In a spectacular raid on March 4 1941, British and Norwegian commandos destroyed the fish oil factories at Vaagso, in the Lofoten Islands, off Norway. In briefings before the raid, senior officers were made aware of the importance of capturing a naval Enigma machine, its wheels and various codebooks.

During the operation, several ships were destroyed and the German armed trawler *Krebbs* was driven aground. Although the *Krebbs* was on fire, a Royal Navy boarding party went aboard and seized various charts and codebooks plus a box containing two Enigma wheels. These were safely brought back.

The material recovered enabled the G.C.C.S. to break the whole of the naval traffic for April by cryptanalytical methods and to read much of the May traffic with a delay of up to seven days.

The next major breakthrough came on May 7 when a special operation was launched to capture intelligence material from one of the trawlers which the Germans were using as weather ships.

This operation took place north of Jan Mayen Island, when HM Cruisers *Birmingham*, *Edinburgh* and *Manchester* and HM Destroyers, *Eskimo*, *Bedouin*, *Somali* and *Nestor* intercepted the weather ship *Munchen*, which was scuttled by her crew. But before she sank, valuable documents, including codebooks, were recovered.

Meanwhile, at the end of April, convoy OB-318, of 38 ships, sailed from Britain for Halifax. The escort was provided by the 7th Escort Group, comprising three destroyers, including H.M. Ships *Campbeltown* and *Newmarket*, the sloop H.M.S. *Rochester*, five corvettes and an anti-sub-marine trawler. Aerial cover was provided by Coastal Command aircraft first from Scotland and then from Iceland.

Early on May 7, as planned, three of the ships left the convoy for Iceland and four merchant ships, and the armed merchant cruiser H.M.S. *Ranpura* joined.

That day, the escorting forces changed over, again as planned. The 7th Escort Group, which had provided the cover for the first stretch of the voyage from British waters was replaced by the Iceland-based 3rd Escort Group, under the command of Commander Joe Baker-Cresswell, which was to sail with the convoy on the middle section of the Atlantic crossing. The four merchant ships and the *Ranpura* had sailed from Iceland with the 3rd Escort Group, which comprised the three destroyers, H.M. Ships *Bulldog* (flagship), *Amazon* and *Broadway*, three corvettes including the *Aubretia* and *Nigella*, and three anti-submarine trawlers including the *St. Apollo*.

Because of the threat from the U-boats it had been decided that the ships of the 7th Escort Group would remain with the convoy for another 24 hours.

That day, May 7, the convoy was south of Iceland when it was located by U-94.

After alerting U-boat HQ of the convoy's location, U-94 closed with the convoy that evening and sank the *Alfred Holt & Co.* cargo liner *Ixon*, 10,263grt, and the ex-Norwegian cargo ship *Eastern Star*, 5,658grt.

The Blue Funnel Line ship was bound from Glasgow to New York, while the Eastern Star was heading for Canada.

In response to U-94's report, three U-boats which were on patrol south of Iceland were ordered to head for the convoy. Among three U-boats was U-110, under the command of Kapitänleutnant Fritz-Julius Lemp, who was the holder of the Knights Cross which he had been awarded on August 14, 1940.

Lemp was in command of U-30 when, on September 3 1939, within hours of war being declared, the U-boat sank the Donaldson Line passenger ship *Athenia*, 13,581 grt, bound from the Clyde and Liverpool to Montreal. 112 people died. Lemp had disobeyed Hitler's orders not to attack passenger ships, but Lemp believed that the ship was an armed merchant cruiser and so was a legitimate target. Lemp was never disciplined for this attack.

Eleven days later, on September 14, about 400 miles north-west of Ireland, U-30 sank the G Heyn & Sons cargo liner *Fanad Head*, 5,200 grt, bound from Montreal to Belfast. While going to the aid of the *Fanad Head*, the aircraft carrier H.M.S. *Ark Royal* was unsuccessfully attacked by U-39, and the U-boat was sunk by the escorting destroyers, H.M. Ships *Faulknor*, *Foxhound* and *Firedrake*.

Three Skua aircraft from the *Ark Royal* attacked U-30 with anti-submarine bombs, which were not only ineffective but two of the Skuas were lost through dropping their bombs at so low an altitude that the bomb explosion brought the aircraft down in to the sea. The pilots were picked up and taken prisoner by U-30, which arrived at Wilhelmshaven two weeks later.

U-30 left Wilhelmshaven on Dec 23 on her second war patrol, a minelaying operation off Liverpool.

On passage, she sank the naval trawler H.M.S. *Barbara Robertson*, off the Butt of Lewis on December 28, and later that day, she torpedoed the battleship H.M.S. *Barham*, which berthed at Liverpool the following day and was out of action, for repairs, for three months.

Due to a wrong signal being transmitted by the battleship, her escorting destroyers did not search for the U-boat.

On January 6, U-30 laid mines near the Bar Lightship, which resulted in the movement of ships into and out of Liverpool being halted for a time. However, four ships were sunk and a fifth damaged by these mines.

U-30 made six war patrols under Lemp, sinking 15 merchant ships and a naval trawler, and in September 1940 he left the U-boat. In the November, he took command of the new U-boat U-110, built by A.G. Weser, Bremen and which commissioned on Nov 21.

In March 1941, U-110 left Kiel for the North Atlantic on her first war patrol, but she had to abandon her sortie early. On Mar, 23, U-110 torpedoed the Norwegian cargo ship *Sireholm*, 2,468 grt, south-west of Iceland, but the ship, although damaged, did not sink and so U-110 surfaced with the intention of sinking her with gunfire. However, the gun's tampion was not removed and when the gun was fired, the barrel exploded, damaging her ballast tanks, fuel tanks and periscope. She had no option but to return to base and on Mar 29, she arrived at Lorient.

After repairs, U-110 sailed for Lorient on Apr 15 and joined a group of German and Italian submarines off the west coast of Ireland.

U-110 sank just one ship, the former French cargo ship *Henri Mory*, 2,564 grt, which was now operating under the Red Ensign and was bound from *Pepel* to *Barrow* with a cargo of iron ore when she was sunk off the *Blaskets* on April 26.

The U-boats then moved westward to an area south and west of Iceland and it was from there, after three weeks on patrol, that U-110, U-201 and U-556 were ordered to head for convoy OB-318. During the night of May 8, U-110 and U-201 made contact with the convoy.

The following morning, ahead of the convoy, the two U-boat Captains discussed tactics, using signal flags. Their plan was for them to attack the convoy as soon as possible.

U-110 attacked first at around noon. The U-boat fired three torpedoes and hit the G. Heyn & Sons cargo liner Bengore Head, 2,609grt, and the Donaldson Bros, cargo liner Esmond, 4,976grt. The Bengore Head was bound from Belfast to Montreal, while the Esmond was heading from the Tyne to Sydney, Nova Scotia, in ballast. The survivors from the Esmond were taken on board the Aubretia.

About 30 minutes later, as planned, U-201 closed in to attack but by now the convoy had executed a turn to port. Torpedoes from U-201 hit the Donaldson Bros. & Black cargo liner Gregalia, 5,802grt, bound from the Clyde to Buenos Aires, and the cargo ship Empire Cloud, 5,969grt, of the Ministry of War Transport. The Gregalia sank, but the Empire Cloud, which was on her maiden voyage from the Tyne to the U.S., remained afloat, although some of her plating was missing. The ship was taken in tow by the tug Thames, 624grt, and two weeks later she reached the Clyde where she was first beached at Kames Bay. The ship was refloated, repaired, and returned to service.

Before the attack of U-201, the Bulldog, Broadway and Aubretia began hunting for U-110. The Aubretia spotted the U-boat's periscope and after obtaining a sonar contact, she dropped a pattern of depth charges and then a second pattern of depth charges.

This second pattern caused extensive damage in the U-boat, knocking out the electric motors and other equipment, damaging the batteries which began to give off chlorine gas and ruptured a tank aft, which caused flooding.

The U-boat began sinking, and realising that there was no escape, Lemp ordered the U-boat to surface as quickly as possible.

As U-110 broke surface and the order was given for her crew of 47 to abandon ship, the Bulldog, Broadway and Aubretia opened fire on her. the Bulldog and Broadway turned to ram the U-boat as her crew scrambled out of the hatch and jumped overboard. The crew had set the scuttling charges and had been ordered to open several valves to flood the U-boat. The Aubretia was ordered to pick up the U-boat crew from the water.

Cmdr Baker-Cresswell intended to capture U-110. He ordered the Bulldog and Broadway to abandon their attempt to ram the U-boat. The order came almost too late for the Broadway which, turning away, struck a glancing blow on the U-boat whose hydroplane tore a hole in the destroyer's hull, putting her out of action for two months.

The Commander ordered away the Bulldog's seaboat with a nine-man boarding crew, under the command of Sub-Lieutenant David E Balme.

The seaboat quickly crossed the 100 yards to the U-boat and the British sailors boarded her. An initial look around confirmed that the U-boat could be towed and soon the motorboat from the Bulldog arrived alongside to load the confidential papers and other items found on board.

The Germans had left the U-boat in such a hurry that none of the charts, orders or codebooks had been destroyed. These were gathered up and once a chain was established, they were passed hand-to-hand up and into the motorboat. There was so much material that several trips were needed from the U-boat to the Bulldog, while a boat from the Broadway stood by the U-boat ready to rescue the boarding party should the U-boat sink or another U-boat attack.

One of the telegraphists from the Bulldog went into the W/T office and recovered a wealth of material such as signal logs, codebooks, and messages.

Among the items in the office was the coding machine, which resembled a typewriter, but the telegraphist got a strange result when he pressed the keys. He had found the highly-secret Enigma coding machine. The machine was removed to the workboat.

Later, as some of the paperwork was checked, the setting of the coding machine for July was discovered in a sealed envelope.

Around mid-afternoon, the Bulldog established a towline with the U-boat. This was disconnected quickly when the Bulldog went off to look for another U-boat.

The destroyer returned within an hour and the towline was connected once more.

With all the boarding party back on board, the tow commenced, setting course for Iceland. However the weather started to deteriorate, and U-110 sank the following morning at around 1100 hours. Fifteen of the U-boat's crew had died, including her commander, Lemp.

There are three stories about his death. One states that on seeing that the U-boat was not sinking, he turned and began swimming towards her, but he was never seen again. The second says that as the Bulldog's boat crossed to U-110, the boat's crew began shooting at the Germans in the water and among those shot was Lemp, while the third story summarises that on seeing that his attempt to sink his submarine had failed, he simply let the sea take him.

The Aubretia picked up 34 survivors, but two of them died on board the corvette. To conceal the fact that the U-boat had not sunk, the Aubretia was ordered to leave the area and transfer the Germans to the Destroyer Amazon, which then headed for Iceland.

The Bulldog arrived at Iceland on March 10 and the German survivors were transferred to her from the Amazon. The following day, the Bulldog sailed for Scapa Flow.

During the passage, the German officers and ratings were questioned as to whether they had seen their U-boat being boarded, but none had. None had even seen her sinking. Some of the Germans had seen the Bulldog's boat heading for the submarine, which was still on the surface, but the Germans were told that she had sunk before she could be boarded.

The Bulldog headed for Scapa Flow with the prisoners and the haul of secret documents and the Enigma machine. From Scapa Flow, the captured equipment and papers were flown to London and taken to the G.C.C.S base at Bletchley Park.

As well as the Enigma machine, which had appeared to be in use when captured, the haul included the special settings used in the German Navy for Officer-only signals and the code-book used by U-boats for short-signal sighting reports.

Once London realised the nature of what had been recovered, it was even more essential that a total blackout on news of the capture of the U-boat was imposed. Despite so many of the ships crew of some 400 men being involved, the capture of U-110 remained a secret until long after the war had ended.

Meanwhile, convoy OB-3128 continued its voyage westward and early on May 10, near Cape Farewell, U-556 torpedoed the cargo ship Aelybryn, 4,986grt, of the Brynmor S.S. Co., but the damaged ship was able to reach Reykjavik safely seven days later.

Later on May 10, U-556 carried out another attack on the convoy and sank the cargo ship Empire Caribou, 4,861grt, on the Ministry of War Transport, and the Belgian steamer Gand, 5,086grt. The Empire Caribou, managed by Sir W Reardon Smith & Sons, was bound from London to Boston, and she sank with the loss of 29 crew; the Gand was on passage from Liverpool to Sydney, Nova Scotia.

The recovery of U-110's Enigma machine by the Royal Navy personnel changed the war at sea and is credited with saving hundreds of lives of seamen.

It was a major coup that helped the codebreakers at Bletchley Park to decipher U-boat signals and so route convoys away from areas where the U-boat packs were waiting. As a result, the losses of British and Allied merchant ships began to fall, while the toll of U-boats increased.

The Germans believed that the Enigma codes could not be broken. The men of HMS Bulldog helped to prove otherwise.

NAVAL DEMOLITIONS TAMPING EFFECTS OF WATER.

By Doug Jackson in South Africa



Alan Quartermaine's article, 'Yangtse Incident', prompts me to write about one of my experiences in demolitions. What appeared to be a simple exercise in UW demolitions turned out to be somewhat different with a little help from 'Murphy's Law'.

During the Families Day rehearsal at SAS Simonsberg circa 1973 and recently promoted CPO Jackson, I had been instructed to manufacture 3 in number demolition charges (waterproof). These charges were for use in a simulated Mk44 Mod 1 torpedo attack demonstration controlled from our one and only MASTU.

The MASTU was situated on the parade ground behind the Mk 32 Torpedo tubes; a pre-recorded tape of a Mk 44 torpedo attack was to be played over loud speaker. The torpedo tubes were loaded with 3 dummy torpedoes. The Officer in Charge, Lt W (Wally) Henderson (ex TASI), suggested that we use 1 roll of Cordtex, 3 No79 detonators and 3 lengths of 50 metre demolition firing cable.

Making up the charges, I divided the Cordtex into three equal lengths and fitted each with end sealing and a No79 detonator. Each charge was wired up to a length of firing cable and inserted into a heavy-duty polythene bag with a watertight mouthpiece.

The plan now, was to get a 'Pressure' head to take the charges seaward, and place them under 3 dan bouys, laid approximately 50mtrs to seaward of the Mk32 Tubes. Later, at the 'Wash-up', this was deduced to be where it all went wrong.

While waiting for our tame diver to lay the charges, we went through the script of the simulated attack. I was to be situated on the slipway (out of sight) and armed with a battery from a portable U/W Telephone, 2x 1.5" nails in the PUWT Terminals. My firing cables were coloured orange, white and blue, the South African flag colours. All I had to do now was to listen to the attack tape and on hearing the order 'Fire One', wait 30 seconds, and then initiate the first 'Hit' charge, the remaining 2 charges to follow in sequence.

The actual sequence of events was as follows: Sound of sonar transmissions (courtesy of Sonar type 170B), voice of 1st op, 'Attacker Echo Bearing Green 20, approximate Centre Bearing 180 Classified S/M'. All other operators reports came in on cue. The 'Attack' went perfectly (of course) until 'Action Torpedoes Starboard'. Really into it now, I waited crouched over my battery, fingers holding cable orange. 'Fire One' came and I heard the air discharge from the tubes, waited 30 seconds and applied cable to nails. Eager to see the results of my work, I looked seaward and was horrified (to put it mildly) to hear the detonation and then see the Dan Can leave its mooring like a Polaris missile, trailing water. By now I was in an advanced state of shock. On hearing 'Fire Two', 'Fire Three' I responded well and watched as Dan Cans 2&3 took off in a similar fashion, No2 across Simons Bay toward the beach No3 toward Simonstown Dockyard just missing the stern of a local fishing boat (They were not amused).

Fully convinced that I would be a PO again next day I was surprised when the OC SAS Simonsberg, CAPT (Scranbag Ferris) approached and said, 'Very Good TASI, but I think you must modify it a bit for tomorrow.

At the wash-up afterwards, it came to light that the diver should have had bottles and secured the charges to the bottom of the dan mooring. He only had a snorkel and secured the charges right under the dan cans. Water being an excellent tamping agent did the rest.

LIFE IN THE DEEP LANE

By Alan Noble



1964 saw me out in the Far East as a JS & O/S UC3 aboard HMS DUCHESS (Capt 24th Escort Sqdn) thoroughly enjoying life in the Andrew. Knowing a draft was imminent, I felt I needed a change in direction and wanted to join the modern navy with all its up to date equipment. Looking through the latest AFO's I came across one that immediately drew my attention and that was to volunteer for the Polaris submarine fleet. That's for me I thought so volunteer I did. Who said never volunteer for anything!!!

I joined Dolphin in July 1964 for S/M training. Part one was basic S/M construction, layout and operating procedures, and of course the dreaded S/M escape tank. Then on to part 2 for sonar training which consisted of 186, 187, 719, 197, 185 UWT and the grand daddy of all sonars, 2001. This was what I had been waiting for and I eagerly awaited my first draft.

This came quicker than expected. Having volunteered for HMS Talent, a modern nuclear S/M, I ended up with a clapped out but modernised old 2nd world war diesel boat that was part of the Portland training squadron.

On reporting to the Cox'n he informed me that I was to pack my bag to go on cycle leave. But I don't want to go anywhere on a bike I thought and certainly not on leave. On return from leave I was given the once over and introduced to the UC1 of the boat, LS Harry Bush. He took me into the sound room for a familiarisation on 168/169. What the **** is this I thought, I don't remember doing this on sonar course. 168 was a 10 kHz simplified version of 164 complete with a Range Recorder situated in a position that a dwarf would have had difficulty getting to but with no Bearing Recorder. 169 was well???? I was informed that this would be where I kept my watches on my own when dived and that I had better get it right or else. Harry was a big lad so you didn't argue with that.

Life I soon found was enjoyable but hard. As a training boat, not only did we spend a lot of time at Portland working up the skimmers along with 2 other T Boats (yes those were the days of luxury when there were 3 s/ms a week at Portland for CASEXs) but we also had an international crew which made life interesting at times. Our Jimmy was Canadian, so too was the UW2 (Vince), an Australian Back 'endie' (can't remember his name). The Stoker was Indian (Jack Rabbit Chakrabati), the Electrician was a Sikh and the RO was Israeli. Smells aboard a diesel boat were not very pleasant at the best of times but the Sikh brought his own brand along. Firstly there was the problem of his food. His religion did not allow him to eat most of what we had; his diet consisted mainly of boiled cabbage topped with pussers strawberry jam. Whilst alongside he had no problem with his hair as he wore a turban. However, it became a problem at sea when his turban was dispensed with and replaced with a hankie over his topknot. After a couple of days the stuff that he put onto his hair began to hum and this combined with the boiled cabbage was unpleasant to say the least. There was also a lot of conflict between himself and Jack Rabbit due to religious differences and this came to a head one day along side when both were duty and a knife was drawn. Luckily Big Harry was the duty Killick and being a big lad, he wasted no time defusing the situation with a single blow. That was the last we saw of the Sikh.

Amongst a few other notable memories was the realisation that penicillin was not discovered as a miracle drug by scientists but was developed in the bread rack by submariners to keep the crew healthy on long trips.

After 3 months aboard, I did my part 3 which involved walking through the boat with the 1st Lt from front to back identifying every single valve, knob switch etc, explaining their function and where necessary carrying out a given evolution to his satisfaction. On successful completion of this, I was a fully-fledged submariner and awarded my badge, an embroidered SM which had to be sewn onto the cuff of your 1s and 2s. (Of course nobody ever did this). I was also rated AB at the same time and given a short sharp dose of No9s for doing what all submariners did, work hard and play harder.

My harbour station was fwd casing party. As the smallest member of the team, I was usually detailed to get under the casing that was free flooding to stow away wires and ropes after slipping. This usually resulted in me getting a free salt-water bath even before we got to sea. Life at sea consisted of a 3-watch system with 2 hour watches during the day and 3 hour watches at night. Turn to was from 0900-1100 and if you didn't have an afternoon watch, it was head down time. Fortunately we had sufficient bunks to go around the whole crew with no hot bunking. However, the bunks in the Fwd Seamen's mess were a bit of a death trap. Being stabilised as we were not, when on the surface in anything above a ripple on a millpond the boat used to roll quite heavily and the bunks were then prone to leaving their mounting and tipping the occupant onto the bunk below. If that was occupied then that person got a rude awakening. After supper and evening rounds it was usually a movie and bed. You soon got into the routine and eventually got used to the little things in life: crawling out of your pit at 0830 and putting your foot into the off watch breakfast or vice-versa, or being allowed to have a wash every two weeks whether you needed one or not, living in a wind tunnel whilst on the surface charging batteries, having your brains sucked out of your ears when snorting in rough weather and the snort induction mast was swamped and the pleasure of ditching gash at midnight from the same wind tunnel and passing soggy dripping gash bags up the conning tower. But best of all, on return from a long trip at sea, was to be greeted at the top of the gangway by the very nice Regulating staff with a friendly: "Name, station card, report to the Reg Office - haircut, dirty kit, not shaved etc". This usually meant that the Buffers party in Dolphin was short handed and a few volunteers were required to sweep roads etc after everyone else had gone out to play.

My mother was always glad to see me on cycle leave (which I quickly discovered meant that we worked on a five week cycle when one watch went on two weeks leave). At least I think she was because I was always greeted by 'get into the washhouse and don't you dare come in the house smelling like that. The dhobi bag was equally greeted by a quick visit to the dustbin and me packed off to 'Woollies' to replace what I thought were perfectly decent socks and pants that wouldn't come to harm from a good wash.

After 10 months at sea I was rewarded for all my efforts by a draft to the more modern HMS AURIGA. It was more modern by the fact that it didn't enter service until the war was virtually over. I joined her in Devonport completing a refit that brought her up to the same equipment standard as the modern P & O class diesel boats. We had Sonar 186, 187, 719 and 197, whilst our weapons outfit consisted of Mk 8 and Mk 20/21 wire guided torpedoes as well as a 4" gun mounted on the fore casing. The A Boats had been designed for operations in the Pacific so we had a good range compared to any other diesel boat and were a lot faster. We had 3 months living in Aggie Weston at pussers expense whilst we finished the refit and for most of that time I was night working party painting the inside of the fin. This also gave me plenty of opportunity to familiarise myself with the layout of the boat. The sound room, as I soon discovered, was situated one deck down in what originally had been a compensating tank and therefore well away from prying eyes and was a bonus at sea. I later discovered that we would be able to get on with our job without someone poking their heads in every few minutes to see what we were up to. We also had a larger sonar team consisting of 1 PO UC1, 1 LS UC2, 2 AB UC2s and 3 AB UC3s of which I was one. Same old watch bill of one in 3 and the same watch structure, but this time I had the luxury of an opposite number to share the watch with.

My opposite number was Chopper Gane and we also had on the team John Leavey who some of the older Passive guys may know from their time at JAAC/ADAC. Our Skipper was a young Lt Cdr John Round-Turner who came to fame later in his career as CO of BRNC Dartmouth when he was kidnapped and held to ransom by the students. The Jimmy was Scouse Burkhill and the Navvy was a young Lt who some may know as a 4 ring Captain and CO of a Type 22 by the name of John Lang.

On completion of the refit we went up to Scotland for sea trials including torpedo firings, noise trials and then the dreaded work up. Some memories from that period include the time while at Arrocher. We went to the local hostelry for a little tippie or two and then had to stagger 3 miles back to the base. On the return journey which was in total darkness, the Cox'n whom we nicknamed FURB for obvious reasons spotted what he thought were car headlights approaching. He took evasive action and fell down a large hole at the side of the road. Oblivious to his predicament and unaware that it was the eyes of sheep that had caused the panic, we continued on our narrow weave patting the sheep on the head and returned aboard to get our heads down. The next day we were confronted by an angry FURB wanting to know why we had left him in a hole. However, he got lucky as the Post Mistress, who lived 2 miles away on the other side of the loch, had heard his screams for help, got out her bike and went to his assistance. He got me and a few others back the following week when we were in Loch Fyne doing noise trials. He came into the mess at 0855 dragged 6 of us out of our stinking pits and said, 'your boat is alongside- see you when we get back in Inverary at 1800 and don't be adrift. The said same boat then proceeded to take us to the farthest landing point on the other side of the loch that it could find and sent us on our way rejoicing. Being afflicted by the ability to sniff out a pub at ½ mile as we were, we immediately proceeded in the opposite direction to that required to make the rendezvous and discovered a nice little hotel on the banks of the loch which was more than happy to slake our immense thirst. On completion of the drinkex we discovered that we were 9 miles from our destination and had no hope in hell of getting there by 1800. Using our initiative, we decided to thumb a lift, a difficult task as there was no traffic on the road save for the occasional lorry or tractor. However after a while our luck was in when an open back lorry drew up alongside, we hoped in to find that his previous load had been tar for roadwork.

On completion of work we returned to guzz for leave before heading out to the far east to join the 7th Submarine Sqdn. The trip out consisted firstly of a 4-day visit to Malta. And in the best traditions of the submarine service, there was no pussers accommodation available for us so we had to draw 4 days subsistence and find our own accommodation ashore, returning aboard each morning to turn to. All that money in a submariner's hand is fatal and as usual, the first object was to find a bar before even thinking of the essentials such as food and a bed. Returning aboard on what I thought was the following morning, concerned that I was going to be 20 minutes adrift, I was even more surprised to find that when confronted by FURB, I was 24 Hours and 20 Minutes adrift. I still don't know where the missing day went although I do have a vague recollection of a hunchback in the Egyptian Queen at the top of the Gut. That cost me 10 days 9s which by coincidence ended with our arrival in Aden. This was a bad visit as life was very unstable with regular shootings and bombings and the beginning of the end of British rule of the colony. As usual, we were victualled ashore in a Hotel and if we ventured ashore for shopping trips we were only allowed in parties of three and one had to be armed with a fully loaded Sterling submachine gun. This was the first time in my career that I had been entrusted with live ammo unsupervised. A couple of days after our arrival, one of the local trade union leaders was assassinated. We were informed by the hotel staff that they were not allowed to work for one day as a sign of respect to the dead leader. They were under threat of punishment if they did work but they did agree to leave plenty of sandwiches for us to feed on during the day. Somebody apparently took exception to this and, in retribution, tried to bomb the hotel by throwing a grenade into the lounge. Fortunately this was on the first floor, his aim was not very good and the grenade bounced back into the road. The only effect was a bit of shrapnel that fortunately hit no one.

The powers that be decided that that was enough and we sailed early. We completed our passage to Singapore via a quick visit to Muscat for a CASEX or two with the resident Gulf Squadron and US Navy. Our operational time in the Far East consisted mainly of patrols of N Borneo as Indonesia was causing problems there. The early days consisted of working up with the SBS doing covert landings and recoveries using Trongle and Bongle techniques. A Trongle was a piece of apparatus similar to a football rattle. When turned underwater, this produced a clicking sound, detected on sonar and was homed in on. A Bongle was a battery operated device which emitted a high pitched tone. The method of recovery was for 2 members of the SBS team to tether themselves by a piece of rope about 150 yds long, each armed with either a Bongle or a Trongle. We would then detect them on sonar and by splitting the bearings would approach at periscope depth between the two noise sources. The periscope would snag the line, draw the two swimmers in and they would then enter the S/M via the conning tower. This training was followed by a number of live operations that were generally successful from our part. However, on one occasion the team we were to pick up never made it to the rendezvous point and we never saw them again.

We also enjoyed a few visits, notably to Bangkok and Penang as well as the usual trip to Hong Kong and a trip to Subic Bay. That trip proved to be a turning point for me in one respect. We were to join up with units of the US, Canadian, Australian New Zealand and Royal Navy for a big SEATO exercise. Intending to do a surfaced transit, the CO decided that it would be more comfortable to do a dived transit due to an impending typhoon. However, at 400ft life was very uncomfortable and in the end we had to come up to recharge batteries. Snorting was impossible due to the very high sea state and this left no other option but to surface. Thereafter followed the worst four days in my life. Sleep was impossible, eating was impossible and time was spent either lashed into our pit or, when on watch, strapped into the lookout station on the bridge. Two good things emerged from that experience as we could take a bar of pussers hard to the bridge and get a free bath and dhobi and I was never sea sick again in my time in the navy. When we eventually arrived at Subic Bay we found that the town of Olongapo had been flattened by the winds with very little left standing. Never the less, we still managed to get a run ashore.

Another little incident evolved around the use of Sonar 186. As a long range passive sonar, oceanographic conditions were not very favourable for its use in the far east so it was never used. However someone in their infinite wisdom decided that a trial should be conducted to test its capability and we were the lucky boat selected to carry it out. This involved going to the ultra quiet state, no fans no ventilation, no nothing. Temperatures soared, the salt tablets got demolished and the sweat poured. As operators, we were kept on our toes by the constant shocks we got from the recorder pens as we annotated the trace, a task completed at 5 minute intervals. On the positive side, my crew cut was never spikier. Watches eventually were reduced to 15 minutes because of the heat and the best way we found to cool down was to lie on the aluminium deck in the fore ends. The end result was that Sonar 186 didn't work in the far east waters.

Life at sea continued to be hard. When we were at sea not involved in any operation or exercise the CO insisted that we get as much practice as possible at training the attack team. This usually happened at night and seemed to be whenever I had just gone off watch. Imagine the scenario. You have just finished the 2300-0200 watch and scrambled into your pit for a couple of hours kip before the next watch. 10 minutes later the alarms ring out - attack team close up. Fall out of the pit, scramble for your scandals and run down to the sound room to close up on the sonar with the rest of the team. Discover that the target that you are attacking is the merchant ship that you detected an hour ago and was opening out nicely when you went off watch thank you. After spending the next hour and a half closing the contact you finally get into position and the attack is complete. Fall out - good - back to bed - wrong. 30 minutes later alarms rings out- attack team close up S*** here we go again. This time by the time its all over its time to go back on watch again - B*****.

Multiply that by 14 nights and you soon became a zombie with everything done automatically and in a daze. Again being one of the smaller members of the ships company had its draw backs as I used to win all the really good jobs such as periscope well sweeper and fwd rope locker man. Both involved awkward manoeuvres to get anywhere or to do anything. The periscope well was probably the worst job I have ever had as this involved raising the periscope, inserting the locking pin, climbing down a ladder which was immediately removed and then trying with one hand to reach the very bottom of the well either to mop out water, clear rubbish and occasionally to repaint. Invariably the well heater had to be left on which meant that I usually collected a number of burns to my arms legs and backside.

My time on Auriga came to an abrupt end when whilst completing a mini refit in Singapore Naval Base, I decided to help my mate Henry Stockman celebrate his 21st birthday whilst I was duty. Unfortunately, having been ejected from Wah Hins Cold Store at closing time (1630) we decided that we should go to Sembawang to continue the session. However, we were still in No 10s and were confronted on entering the Nelson Bar by a person in civilian clothes who demanded to know who we were. When I answered who the **** are you, he replied RPO ***** special Branch to which I replied Prove it and he did. After a Lengthy spell under open arrest whilst my fate was decided, I was eventually drafted to HMS OBERON that was about to leave Singapore for the UK instead of a spell in HM Holiday Camp Victory. The day I went on draft, the two boats were secured alongside each other in the naval base. My final act on Auriga was to draw my TOT at 1145 before saying my goodbyes, picking up my grip and walking over the gangway and reporting to the Cox'n who snorted, 'I suppose you want your bloody TOT then; who was I to refuse. The trip home was rather eventful, we got off to a good start when the skipper decided he wanted an impromptu run ashore in the Maldives which immediately started a diplomatic situation. It ended up with no run ashore and we left with our tails between our legs so to speak. Next stop was Aden and this time it really was the end. We were not allowed alongside but instead had to berth alongside the RFA Bacchus. No shore leave either, just constant armed sentry on the bridge watching the night skies light up with the many explosions that were going off all over the place and tracer rounds flying through the air. As we were about to do a transit through the Suez we were first deployed to establish patrol stations in the Gulf of Aden prior to the withdrawal from Aden. We were quickly re-tasked to carry out a photoreconnaissance of the Port of Hoddeida were it was reported that Egyptian troops were being landed to help support the Yemeni rebels. This was quite hair raising as the water was very shallow and we could only maintain periscope depth. This activity however was suspended by the arrival of an Egyptian R Class S/M in the area so we tactfully withdrew. This also coincided with the start of the 1967 Arab Israeli war which closed the Suez Canal and so we were diverted home via the Cape which meant extra runs ashore in Mombasa, Simonstown St Helena, Ascension and finally Gib. These all had their own little tales to tell but I will spare you any more sordid details; needless to say they were all very enjoyable. On return to the UK, I went on 3 months leave and on my return found a draft chit awaiting detailing me to join Vernon for my UC2 course. But that's another story.



Alan today proudly showing his certificate for 1st prize in the 1999 Tackle Shop of the Year from Sea Angling News.

DUKE OF WELLINGTON'S DESPATCH FROM SPAIN

Submitted by Alan Quartermain



To Whitehall
August 1812

Gentlemen,

Whilst marching from Portugal to a position which commands the approach to Madrid and the French forces, my officers have been diligently complying with your requests, which have been sent by H.M. Ship from London to Lisbon and thence by dispatch rider to our headquarters.

We have enumerated our saddles, bridles, tents and tent poles, and all manner of sundry items for which His Majesty's Government holds me accountable. I have dispatched reports on the character, wit and spleen of every officer. Each item and every farthing has been accounted for, with two regrettable exceptions for which I beg your indulgence.

Unfortunately, the sum of one shilling and ninepence remains unaccounted for in one infantry battalion's petty cash and there has been a hideous confusion as to the number of jars of raspberry jam issued to one cavalry regiment during a sandstorm in Western Spain.

This reprehensible carelessness may be related to the pressure of circumstances, since we are at war with France, a fact which may come as a bit of a surprise to you gentlemen in Whitehall.

This brings me to my present purpose, which is to request elucidation of my instructions from His Majesty's Government, so that I may better understand why I am dragging an army over these barren plains. I construe that perforce it must be one of two alternative duties, as given below. I shall pursue either one with my best ability, but I cannot do both:

1. To train an army of uniformed British clerks in Spain for the benefit of the accountants and copy-boys in London, or, perchance
2. To see to it that the forces of Napoleon are driven out of Spain.

Your obedient servant,

WELLINGTON

JUST FOR FUN

THE BRICKLAYERS ACCIDENT REPORT

Dear Sir,

I am writing in response to your request for additional information in part 3 of the accident reporting form. I put 'poor planning' as the cause of my accident. You asked for a fuller explanation and I trust the following details will be sufficient.

I am a bricklayer by trade. On the day of the accident, I was working alone on the roof of a new six-story building. When I completed my work, I found I had some bricks left over which when weighed later were found to weigh 240 lbs. Rather than carry the bricks down by hand, I decided to lower them in a barrel by using a pulley that was attached to the side of the building at the sixth floor.

Securing the rope at ground level, I went up to the roof, swung the barrel out and loaded the bricks onto it. Then I went down and untied the rope, holding it tightly to ensure a slow descent of the 240 lbs. of bricks. You will note on the accident report form that my weight is 135 lbs.

Due to my surprise at being jerked off the ground so suddenly, I lost my presence of mind and forgot to let go of the rope. Needless to say, I proceeded at a rapid rate up the side of the building.

In the vicinity of the third floor, I met the barrel which was now proceeding downwards at an equally impressive speed. This explains the fractured skull, minor abrasions and the broken collarbone, as listed in Section 3 of the accident report form.

Slowed only slightly, I continued my rapid ascent, not stopping until the fingers of my right hand were two knuckles deep into the pulley that I mentioned in paragraph 2 of this correspondence.

Fortunately by this time I had regained my presence of mind and was able to hold the rope, in spite of the excruciating pain I was now beginning to experience.

At approximately the same time, however, the barrel of bricks hit the ground and the bottom fell out of the barrel. Now devoid of the weight of the bricks, the barrel weighed approximately 50 lbs.

I refer you again to my weight. As you might imagine, I began a rapid descent down the side of the building.

In the vicinity of the third floor, I met the barrel coming up. This accounts for the two fractured ankles, broken tooth and severe lacerations of my legs and lower body. Here my luck began to change slightly. The encounter with the barrel seemed to slow me enough to lessen my injuries when I fell into the pile of bricks and fortunately only three vertebrae were cracked.

I am sorry to report, however, as I lay there on the pile of bricks, in pain, unable to move and watching the empty barrel six stories above me, I again lost my composure and presence of mind and let go of the rope.



A TRUE STORY

By Yorkie Cunningham



Picture the scene, the year is 1979, the ship is HMS AURORA she is in Devonport for a much earned AMP (some of the readers may remember AMP's). The date is 1st April the time is 1015, Standeasy and the Gunners mess 3EA have been having some fun. One of the mess members is the LMA and for purposes of self-protection and saving him more embarrassment I will change the names of all characters in this little ditty.

The mess is topped up with all the lads having a cup of tea and partaking in a West Country Mouth Organ (Oggies to the uninitiated). On each of the bunks in the Mess the LHOM, Leading Gunner Bloom has placed a 'Bunk Light Bill' the bills vary from a few pennies to a couple of quid for the lads who did a lot of time on their racks. Into the mess walks 'Staff Nurse Stevens' (the ship's pet name for the Doc). He looks at his bunk and sees a bill for £42 pounds and pennies, he is horrified to find such a large amount, remember this is 79. He queries one or two of his messmates on the QT to find that he is paying far in excess of everyone else in the mess. On completion of Standeasy he sidles up to the LHOM and queries this amount, he is told that the best person to talk to as he works out the bills is the Chief Elec Jock Newbold. Down he goes to the Chief Elec's Office where he meets with him and asks about the astronomical amount he has been charged. The Chief Elec then tries to explain that as he is the only medical rating on the ship he must pay the full amount for the sick bay and the medical store. A look of sheer horror clouds the face of our intrepid doc. It is at this point that the Chief Elec can contain himself no longer and he burst out laughing 'Doc it's an April Fool you idiot' or words to that effect.

'Oh thank **** for that is the Doc's reply, how much is it really?'

'That is a true story and the Chief Elec to this day will relate the ditty to you in exchange for a wee dram or two.'

ASWI's DINNER DANCE FRIDAY 6 OCTOBER 2000

Dress code formal, however, ladies may wear cocktail dresses provided they are below the knee.

Last date for tickets is Friday 29 September 2000.

Application form enclosed with this issue of **Seamaster**.

THE LIFE OF PADDY DONOVAN MBE

Continued

In late 1950, I received my appointment to HMS COSSACK in the Far East as Squadron TAS Officer and Senior Staff Officer to Captain D8. Joining Warrior on the 8th January 1951, we sailed from Portsmouth for the Far East on the 10th. I was in charge of the Midshipman (Snotties nurse), a rank I had not held having been an Upper Yardman.

Calling at Malta for a couple of days we went on to Port Said, Aden – Trincomalee (my old base when I was an Ordinary Seaman and AB in the Norfolk in 1938/9). Disembarking, my journey took me to Hong Kong overnight then on to Okinawa then Tokyo before arriving finally at Yokohama to join the Cossack on the 13 February 1951. I got there at about 1700 to find an Anti-Submarine Exercise conference in full swing.

We sailed for the programmed AS exercise on the 14th but due to lousy weather including snow storms and very low visibility the exercise had to be called off and we continued to Sasebo, the operational Naval Base.

We arrived at Sasebo where Warrior was alongside and I had an opportunity to meet with old friends once again. On the 22 February we sailed for Inchon to start the first of the 8 or 9 patrols of 10 – 15 days each. Most of these patrols were off the West Coast of Korea where the majority of British, Australian and New Zealand ships operated. One patrol was off the East Coast where USN ships operated.

Our main duty on these patrols was the bombardment of North Korean positions.

US aircraft did the spotting and my job was to compile the daily SITREP signal (and listening to the arguments between the Navigating and Gunnery Officers as to precisely where and what we had been shooting at).

While on the West Coast patrol, we were told to take the dead body of a Korean to the border between N Korea and China (Manchuria) at the entrance to the Yalu River. The final part of the journey involved transfer of the body to the ship's launch. Accompanying the body was Captain Begg and myself. We were met by villagers ashore who had been operating in N Korea on behalf of the South.

Having transferred the body ashore, we returned to our boat where the villagers gave the Captain two very lively chickens that he promptly gave to me to hold until returning to the ship. When we got onboard he kindly gave me one of the chickens for my dinner.

Starting our run south and only around a mile into the transit, we became the target for what appeared to be mortars. Fortunately, all dropped well astern of us with no hits.

On the East Coast patrol we worked very closely with the US Army taking, landing and recovering their patrols north of their lines. We also found ourselves bombarding a railway line running along the Northeast coast, one of those rare occasions when we could see what we were shooting at.

Sailing for Hong Kong on the 28 March, our 2-month visit was interrupted by an order to sail at maximum speed to intercept the merchant ship Nancy Moller. We were to stop her from entering Hainan because of the cargo she was carrying. With the help of the RAF, we managed to intercept her and successfully change her destination to Singapore.

We went North again on the 25 May and did one patrol before returning to Hong Kong at the end of June.

Following further periods patrolling and time alongside in Hong Kong, Yokohama and Sasebo, I flew to Hong Kong on the 16 March on my way to Singapore to carry out the acceptance trials of the first Squid AS weapon to be fitted to one of the squadron (Consort).

I came home in a troop ship as the OC Naval Draft (a very small one thank goodness) and thoroughly enjoyed the trip. I only know the date I got home because my late wife had recorded it in her diary (9th September).

My next appointment was to HMS VERNON on the 27th October to find I was to be in charge of the Instructional Mining and Mine Countermeasures Section. A thoroughly enjoyable job although I had to re-learn the subject as I had not touched it since my long course some 6 years before. Keen on .22 firing and with an opportunity to practice, I became captain of the Vernon team.

Once settled I was asked to start a Mine Sweeping Course for NATO Officers. These were a great success and my experience came in very useful in my next couple of jobs.

Having instructed Captain R E Hutchins, who was to be the next Captain MS Med, he asked for me to be his Senior Staff / TAS Officer. As a result I joined Recruit in Malta on the 18th October 1954.

On joining I found that the Squadron was to go home a month or so later to be replaced by two squadrons of the then new coastal minesweepers. As Captain MS was going with the squadron I was appointed to the Commander in Chief Staff as FTASO 2, sharing an office with the Fleet TASO (Andy Palmer) and representing Captain MS while he was in the UK.

I started the NATO Mine Countermeasures Courses in the HAFMED Building in Floriana.

I also ran courses in Split (Yugoslavia) and Italy as well as being a member of the HAFMED MC Committee with meetings in Athens, Istanbul, Venice and Toulon.

Captain MS returned to Malta in the Woodbridge Haven and the two squadrons of CMS (104th and 108th). I rejoined his staff at the end of May 1955. The squadrons and Woodbridge Haven spent most of their time in Cyprus patrolling to ensure the Greeks were not landing arms/people. By mid 1956 we were back in Malta and available to sweep ahead of our forces when we took the Suez Canal back. It was quite an impressive operation with the CMS divided to sweep for both contact mines and magnetic/acoustic mines.

I left the Woodbridge Haven in March 1957 and after running a final course in HAFMED I finally flew home and joined the staff of the Director of Underwater Weapons in the Admiralty on the 17th April. I found I was to be in charge of the Mining and Mine Countermeasures Section that included Diving equipment.

Our daughter went to a convent school while we were in Malta. She was an asthmatic and the school was in an ideal location at the top of a hill. As she enjoyed the school, we left her there and we found we could get an allowance for her including two free trips home each year. In London we had a Naval hiring flat in Bromley; my wife's mother lived in our house in Bedhampton. But for the last six months in the job DUWM had transferred to Bath and my wife and I had an enjoyable time in the Salvation Army Hostel.

Our daughter still in Malta, I asked to be appointed there and was fortunate enough to return as the Staff Transport Officer.

I represented the Ministry of Transport and was in charge of the civil shipping such as troop ships, the LSLs (now Royal Fleet Auxiliary) and 3 coastal ships used to supply the Army and RAF in Tobruk, Benghazi and Tripoly.

In this job my office was down at the Army quay at Maina Pinto where I was Chairman of the Joint Service Priorities Committee which sorted out the number of troopship berths/aircraft seats allocated to each service each month. At 45 I was asked if I'd like to stay in the job until I was 50. I said yes and my wife and I agreed to buy a house in Malta in the Upper Gardens St Julians, remaining there for 10 years.



Paddy Donovan was awarded the MBE in 1968. Here he has just received his award and is standing outside Buckingham Palace.

Approximately 6 months before retirement, I bumped into a chum who was the Assistant QHM. Part of his job was the correction of ship magnetic compasses as the ships came out of refit. He suggested that, as I had the right qualifications, all I needed was two weeks at the Admiralty Compass Establishment in Slough and I would be qualified; he was sure the Maltese would give me a work permit. I went to see the Maltese harbour authority and they agreed as there were no qualified Maltese. I applied for the course in Slough and was accepted.

I finally left Malta in mid 1975 and joined the MOT to work with Army movements' staff in the MOD.

My first leave that year was in mid September for a fortnight.

I arrived home to tell my wife and suggested we went to Malta. Agreeing, she wanted to go shopping in Surbiton and this gave us the opportunity to book our tickets. On our way back we stopped at a pub for a meal to avoid the need to cook when we got home. After the meal I went to bring the car up to the door. When I returned the manager met me and said that my wife was unwell and was being brought down by one of the staff.

Arriving home she went straight to bed and I rang her doctor who said it was probably something she had eaten and he would visit first thing the following morning. She was sick a couple of times during the night but appeared to settle down. I got up to make a cup of tea and became aware of the silence in the house.

Sadly my wife had become very poorly and died from a heart attack.

Sometime later, the Managing Director of the Bank Line shipping company offered me a trip round the world.

This offer was a result of the many connections I had with people in the Ministry of Transport where I had worked. Some of these people became very good friends and the Managing Director offered the trip over lunch one day.

Joining Ivybank in Hull, my cabin was next to and the same size as the Captain's. I was to have been onboard for four months but was actually there for five and thoroughly enjoyed every minute of it. When we reached Fiji (the nearest point to New Zealand), I left the ship to fly down to Auckland where my son in law's brother and family lived.

Staying with them for 10 days, I was able to watch Maori singing and dancing before flying to Sydney to call on a representative of the Ministry. I stayed overnight during which time I enjoyed a tour of Sydney Harbour returning to Ivybank in Papua New Guinea.

On arrival, I was told that all the ports they should have called at while I was away had been on strike and they were to return, thus extending my trip.

Before the world tour, I did voluntary work on the Basingstoke Canal that was then being renovated. Back in the UK, I returned to their workshop in Deep Cut building for three days a week repairing dock gates until the canal was ready for use in around 1989.

In the spring of 1988 I noticed in my Catholic newspaper that there was a short weekend flight to Lourdes which I had always wanted to visit. After dinner on the first evening, a Chinese lady from Hong Kong who had been sitting at my table with her daughter came to me and said that one of the men on our table had been annoying her daughter.

I can't remember what I said to him but after the incident, the three of us became good friends. As the mother had not seen the Surrey countryside, I asked her down for a few days before she went back to Hong Kong where she was a teacher.

A couple of months later she rang me to say that she had cancer, she was a member of BUPA and would like to be treated in the UK. I rang BUPA who put me on to their Dutch office. Following several telephone calls, she was told that if she got herself to England BUPA would take it from there. Although treated extremely well, she died the following spring. That is how I inherited an honorary Chinese family of two boys and two girls. The two men now work in Hong Kong, the youngest daughter works in Japan and the eldest is married and working in Manchester.

Before I left the Navy in 1969 I suffered from painful facial problems and in the summer of 1993 it was so bad that I started losing my balance and had to give up driving and running a luncheon club I was involved with. I sold my house and moved to a flat in Woking near their park. Soon after I moved in, one of the ladies told me that she had had the same problem and an operation had cured it. I looked into it and I was operated on in September 1994 with no problem since.

As a result I went to the Priest of my new Parish Church and suggested that, as there was no pensioners luncheon club our side of the railway did he think it was a good idea to set one up. As a hall wasn't available, it wouldn't work and I went back to helping at the Knaphill luncheon club; I was also able to drive again.

About the time I retired, the compass adjuster who had been correcting the yacht compasses had decided to restrict himself to the Thames east of London so I took over the river west of London Bridge that brought in a reasonable income until I finally retired.

I have had a very busy and interesting life and now keep myself out of mischief as President of the Cossack and Fast Mine Layers Associations as well as being a member of the 17th DF and Russian Convoy Associations and the JS Movement Control Officers Club. I still help with the luncheon club for 5 hours on Thursdays and I run a film night each week.

WHERE'S YOUR OPO? – 10 AUGUST 2000

⊗ – INDICATES A CHANGE

✓ – Serving Member

Warrant Officer (Sonar)

Chief Petty Officer (Sonar) Continued

NAME	UNIT	TX	NAME	UNIT	TX
BROTHERWOOD	CDRE MFP	-	LINGER	DRYAD.	-
BURTON ✓	CINCFLEET	28/08/09	LITTLE	SMITER	-
CAPEL	MWC PORTSDOWN	-	MAHONEY	URNU BRISTOL ⊗	-
FOSTER	COLLINGWOOD	-	MALCOLM	CAMPBELTOWN.	-
FORRESTER	DRYAD	-	MANEELY	DRYAD.	-
GRAVETT ✓	CINCFLEET	11/04/10	MANNERS	LANCASTER	-
HUTCHISON	FOSF PORTSMOUTH	-	MCCREADY	DRYAD ⊗	-
KENNEDY ✓	DRYAD ⊗	06/07/02	MCINTOSH	EXCELLENT	-
KILROY ✓	2SL/CNH FOTR	03/07/04	MCLEAN ✓	SOUTHERLAND ⊗	05/11/01
LEWIS TR ✓	DRYAD	04/04/08	MERCER ✓	FOST SEA. ⊗	21/10/09
LOVEDAY ✓	RNU ST MAWGAN	14/12/00	MIDDLEMAN ✓	FOST SEA.	13/01/02
LYMATH ✓	DRYAD	25/05/10	MOORE	NELSON ⊗	-
NASH ✓	CINCFLEET	24/10/09	MORTIMER	DASHER.	-
NELSON ✓	FOST SEA	09/10/10	MOSS AR	COVENTRY	-
O'SULLIVAN ✓	FOSF ⊗	18/01/01	MOSS KG ✓	SOMERSET	11/08/07
PARRY	RN GIBRALTAR ⊗	-	NEWELL	URNU BIRMINGHAM.	-
PREECE ✓	FOST D/PORT SHORE	13/03/03	OGGIANO	ADAC	-
RHODES ✓	FOSF SEA P/MOUTH	27/01/06	PAGE ✓	DRAKE ⊗	11/03/01
WHITE ✓	FOSF SEA D/PORT	05/02/09	PARRY	NORFOLK ⊗	-
WILL	DRYAD	-	ROWE	FOST SEA	-
WILLIAMS ✓	DRYAD	01/12/04	PINCH	RALIEGH	-
WORSEY	PJHQ	-	PRITCHETT	LIVERPOOL ⊗	-

Chief Petty Officer (Sonar)

ALLEN ✓	FOSF SEA P/MOUTH.	12/01/08	PROSSER	WESTMINSTER ⊗	-
ALLPORT ✓	FOST SEA ⊗	02/01/09	RICHES	DRYAD ⊗	-
ANTROBUS	DNR MANW ⊗	-	SCOTT	RNU ST MAWGAN	-
AYRES ✓	NBC PORTSMOUTH	12/03/09	SHARP	DRYAD.	-
BAKER	DRYAD.	-	SINGH	DRYAD.	-
BARTLETT.	RALIEGH ⊗	-	SLATER	RALEIGH	-
HORWOOD	DRYAD.	-	SPEIRS	DRYAD.	-
BLACK	EXCELLENT ⊗	19/01/08	STANKEVITCH	MONTROSE	-
BOX	TRUMPETER ⊗	-	TYLER ✓	RALIEGH ⊗	16/03/01
BROWN A ✓	CARDIFF.	-	WALSH ✓	FOSF	13/12/07
CHASE	RICHMOND.	-	WHITE MF	DRYAD	-
COUCH	FOST SEA	-	WILSON	ARCHER.	-
CRISPIN	MONMOUTH.	-	WILLIAMS	MARLBOROUGH ⊗	31/07/01
DAVIES	DRYAD.	-	WOODS	DRYAD.	-
DINNAGE	RN GIBRALTAR.	-	YATES ✓	CORNWALL.	-
DODD	DRYAD ⊗	-	Petty Officer (Sonar) (UW)		
DRAY	RALEIGH.	-	ARMITAGE	DRYAD ⊗.	-
EDWARDS DA	DRYAD.	-	BAILEY ✓	DRAKE CBP (CFS).	07/10/06
EDWARDS AD	DRYAD ⊗	-	BENTING	SHEFFIELD.	-
EDWARDS K	NORTHUMBERLAND	17/01/06	BEST	VICTORY	-
EMMERTON ✓	DRYAD.	-	BOULTON	GLASGOW ⊗	-
EVANS	CHATHAM	13/08/02	BOYES	DARTMOUTH BRNC ⊗	-
FAIRCLIFF ✓	DRYAD ⊗	-	BOWMAN	DRYAD	-
FLINT	VICTORY ⊗	-	BRIDGNELL	RALEIGH.	-
FRAZIER	RALEIGH ⊗	-	BUCKLEY	CARDIFF ⊗	-
GARDINER	CUMBERLAND.	-	BUTLER ✓	DRYAD.	05/02/02
GODWIN	GRAFTON	-	CALLAGHAN ✓	ARGYLL ⊗	11/06/07
GOODFELLOW	DRYAD ⊗	-	CANNON	NEPTUNE ⊗	-
GORRINGE	DRYAD	-	CHOATE	YORK.	-
GOWMAN	VICTORY.	-	CLARKE	RICHMOND.	-
GREAVES	ARGYLL.	05/12/06	CLASBY	COVENTRY ⊗	-
HANCOCK ✓	DRYAD ⊗	-	COLLINS ✓	DRYAD.	02/05/02
HILL	ADAC	05/12/09	COOK	MWC PORTSDOWN.	-
JARVIS ✓	SHEFFIELD ⊗	-	COOLAHAN	NEWCASTLE	-
JONES	IRON DUKE ⊗	08/01/05	COURTNEY	SOUTHAMPTON.	-
KAY ✓	NELSON ⊗	-	CREDEE	GLASGOW	-
KERR	RALEIGH.	29/07/01	CUMMINS	CHATHAM.	-
Laurie ✓			DANGERFIELD	EDINBURGH	-

Petty Officer (Sonar)/(UW) Continued

DELL	DNR WROUGHTON.	-	STREET	LIVERPOOL.	-
DENNIS	CUMBERLAND.	-	SYERS ✓	RALEIGH	-
DEVINE	EXETER.	-	TAYLOR	FOREST MOOR ☉	-
DUKE GRI	MONTROSE.	-	TOLTON ✓	LANCASTER	30/06/05
DUKE P	KENT	-	UNITT	DRYAD ☉	-
DUNN	CORNWALL.	-	WATSON	IRON DUKE ☉	-
EMERSON	RALEIGH	-	WATSON SNT	VICTORY ☉	-
FORBES	SHEFFIELD ☉	-	WALKER	CORNWALL	-
FRANCIS	DRYAD ☉	-	WEATHERLEY ✓	SUTHERLAND.	18/02/04
FRASER	NEWCASTLE ☉	-	WEBB	DRYAD ☉	-
FUNNELL	NORTHUMBERLAND	-	WILD	YORK.	-
GIBSON	DRYAD	-	WILLETTS	GLOUCESTER ☉	-
GILMARTIN	NEPTUNE CFS.	-	WINGAR	CHATHAM	-
GING ✓	CUMBERLAND	29/01/06	WINTER	DRYAD ☉	-
GRAHAM	GRAFTON ☉	-	WOOD	DARTMOUTH BRNC ☉	-
GREENING	MARLBOROUGH	-	WOODLEY	NOTTINGHAM ☉	-
HALE	NELSON.	-			
HARVEY	EXETER	-			
HAYES	DRYAD.	-			
HAYWARD ✓	RALEIGH ☉	01/11/05			
HEALEY	NORFOLK.	-			
HOLMES AT	WESTMINSTER ☉	-			
HOLMES SA ✓	DRYAD	14/01/07			
JAMES	EXCELLENT ☉	-			
JONES	MANCHESTER.	-			
JORDAN	CAMPBELTOWN.	-			
LAX	CUMBERLAND	-			
LAZENBY	NELSON ☉	-			
LALE	NEWCASTLE	-			
LANGTON	CAMPBELTOWN ☉	-			
LOVEWELL	CHATHAM.	-			
MACDONALD	MONMOUTH.	-			
MALLINSON	DRYAD ☉	-			
MANGAN	DRYAD	-			
MARCHANT	WESTMINSTER.	-			
MARSH	MARLBOROUGH ☉	-			
MCCARTHY	ACDS (OPS).	-			
MCCOURT	DRAKE DPL ☉	-			
MCCORMICK	ARGYLL ☉	-			
MCKENNA	DRAKE CBP (DLO) ☉	-			
MCLFOD ✓	DRAKE DPL ☉	07/02/06			
MONTGOMERY	RNU ST MAWGAN	-			
MOYES	CAMPBELTOWN ☉	-			
MULLARKEY	LANCASTER	-			
MURPHY	RN GIBRALTAR.	-			
MUNTON	RALEIGH ☉	-			
NEEDHAM ✓	SOUTHAMPTON	14/10/05			
ONEILL	DRYAD ☉	-			
PHILLIPS	RALEIGH.	-			
PIERCE	NORTHUMBERLAND	-			
POPE ✓	SOMERSET.	08/11/04			
POREE ✓	RN GIBRALTAR	13/07/04			
PURLOW	NELSON ☉	-			
RAYNER	IRON DUKE.	-			
REYNOLDS	MANCHESTER.	-			
RIEHS	CORNWALL	-			
ROBERTS	MONTROSE ☉	-			
ROWLEY ME	DRYAD ☉	-			
ROWNTREE	RALEIGH	-			
SIBSON	CORNWALL ☉	-			
SMALLBONES	RALEIGH ☉	-			
SMITH DC	RICHMOND	-			
SMITH WK	DRYAD ☉	-			
SMITH LF	GLOUCESTER ☉	-			
SHAW	DRYAD ☉	-			
SOMERS	NELSON ☉	-			
STEPHENS	COVENTRY	-			

OFFICERS

LEWIS ☉
Lt

McINTYRE ☉
Lt Cdr

MARDON ☉
Lt Cdr

NORTHWOOD

DRYAD

Ex-Serving Members

☺ = New/Updated

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

NEXT ISSUE FEBRUARY 2001

DEADLINE FOR ARTICLES – 31 DECEMBER 2000

Lest we forget:

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

Anon