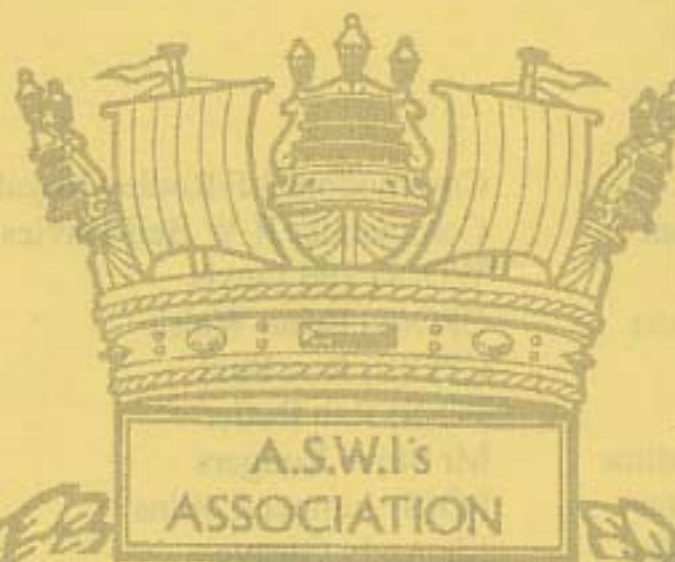


FEBRUARY 2001

SEAMASTER



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THE OFFICIAL JOURNAL OF THE
ANTI-SUBMARINE WARFARE
INSTRUCTORS ASSOCIATION

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CHAIRMAN'S REPORT

Report by Ted Lewis



I will make no apologies for using this space to reflect on last year's achievements. First of all I would like to thank all Association committee and members who have worked so hard to make events in 2000 run successfully. They are the un-sung heroes whose dedication and commitment continue to make us what we are today, a thriving Association that looks forward to the future. The support and attendance from all members has been outstanding and long may this continue. Monthly meetings have taken place at both Portsmouth and Plymouth where most of our planning/business takes place; these are essential to the smooth running of our Association. We have also seen many social events from quiz nights, BBQ's, Christmas/Halloween parties and we at long last have won back the Three Monkey's Tri Association trophy. On the 6 October a first class

AGM/Dinner dance was achieved at Plymouth, an outstanding success for which we received many favourable comments. The ASWI's Web site has continued to draw interest and business from across the world and is a credit to the Association. An excellent Seamaster to keep us all informed of your views and comments please keep the articles coming. Membership has increased steadily with new blood joining from PO(S)/PO(UW) career courses. It has also been very rewarding to see so many old friends serving and ex-serving returning to the fold. Enough about last year, lets look forward to this year. The AGM/Dinner Dance date has been confirmed as Friday 26 Oct, at Portsmouth. The event will be held at either HMS DRYAD or the Home Club in Portsmouth and the Dance Committee will confirm this in the near future. The Chairman's Tri Association meeting last year was requested and chaired by the ASWIs and this will now be held each term. It is hoped to arrange a Tri Association Dinner/Dance in 2002. We are now looking at ways in which to forge closer links between the Associations.

Message from the Editor – This copy of the Seamaster is written ideally by you the members. Once again, input has come from the regulars and without them the Seamaster could not survive. In order to fill the otherwise empty pages I have scanned the Internet for interesting material. I hope that you find this issue interesting and I look forward to receiving YOUR articles. Please let the committee know what you think about the work we do; we welcome constructive criticism. Please send your comments (and articles) using the addresses at the front of this issue. The committee and I look forward to hearing from you.

SNIPPETS

**ASSOCIATION TIES ARE NOW
AVAILABLE
£8.75**

**CONTACT A COMMITTEE MEMBER
FOR FURTHER DETAILS**

SCRAN BAG. This was a bag in which waste bread and biscuits were collected, and no doubt used for the pigs which were formerly carried on board. The modern use is that of a bag in which all clothing and articles left lying about are placed. The bag is brought up on deck once or twice a week and the contents returned to the owners on payment of an inch of yellow soap.

DINNER/DANCE 2001 LATEST

The Guest of Honour for this year's Dinner/Dance is confirmed as Commodore A (Tony) Rix Royal Navy

Did you Know.....

EYES OF THE SHIP. The early ships had a monster's head or other symbolical figure carved in the bows of the ships, and the fore part was then called the 'head': it is therefore natural that the eyes should go with it, and hence we speak of the 'eyes of the ship'.

STARBOARD. The word is a survival of the days when ships were steered by an oar on the quarter, called a steerboard. This oar was always placed on the same side, which in time became known as the 'steerboard' or 'starboard' side.

*By John Gibson (Fleet Staff
Author - Seamanship)*

Advice on treatment for the apparently drowned. 'To promote warmth, rub the patient along his back, the sides of his body, inside his legs and inside his arms. The rubbing must always be towards the heart.'

Sounds a lot of fun but in a mixed-manned ship, the no touching rule could prove tricky.

*From the 1908 Seamanship
Manual*

By John Gibson

Advice offered for the use of the Kisbie Float, an early type of Lifebuoy. 'Do not, as is often tried, heave the Kisbie at a half stupefied man in the water, for if you hit him, you will complete his discomfiture and send him to the bottom, so throw it near him.'

From a little book called 'Wrinles in Seamanship' written around 1895 by a Lt Cradock RN.

THE SURRENDER OF A GERMAN U-BOAT TO AN AIRCRAFT ON 27 AUGUST 1941

From Dave Bekker

The Captain of U570, Lieutenant Commander Hans Rahmlow, was tried in a prisoner of war camp and sentenced to solitary confinement for the duration of the war. The First Lieutenant, Bernhard Berndt was also tried but offered a chance to clear his name. Prisoners had learnt that the U570 was alongside in Barrow and Berndt was told to escape and sink or destroy the submarine. With false papers Berndt escaped but was captured by the Home Guard. Fearful of going back to prison, he escaped once more but was subsequently shot by the Home Guard when he failed to stop.

Why was the Captain of U570 sentenced to solitary confinement and why was the First Lieutenant trying to sink or destroy his own submarine?



U570

In the so-called Great War, HMS SALMON sank UC7 the first U-boat to be destroyed by a depth charge. This event occurred off Lowestoft on July 6th 1916, in the 24th month of the war. The 27th August 1941 in the 24th month of the second world war saw the first surrender of a U-boat to an aircraft known as the Hudson. Perhaps the coincidence may prove a happy augury. The Hudson's success is all the more outstanding because, despite unpleasant weather conditions, she was able to secure the capture of the U-boat intact. By dint of skilful manoeuvring and by judicious and persistent use of her gun armament, the enemy's morale was so reduced that, before the arrival of another aircraft and later of surface craft, their fighting spirit had evaporated. U570 after some vicissitudes was to fly a White Ensign and ended up in a British port. It was a fitting climax to a week that saw an immense effort by the enemy against our shipping brought to nothing by well-conducted co-operation between the Royal Navy and the Royal Air Force.



HUDSON Aircraft from 269 Squadron

Hudsons began to receive ASV radar in early 1940, and were assigned specifically to antisubmarine duty beginning in August of 1940 from Aldergrove, Northern Ireland. In March 1941, No. 269 Squadron began operations from Iceland. An Iceland-based Hudson bombed and damaged U-570.

U570 commissioned on 15th May 1941 and after two months of trials left Kiel for Horten in Oslo Fjord, probably in company with U501. After more trials at Horten the U-boat sailed for Trondheim about the 20th July. While it was cruising between Bergen and Alesund a British aircraft dived out of the sky and bombed a Norwegian ship lying six or seven miles away. Although the submarine crew believed that the aircraft was too busy to see them, they were not taking risks and crash-dived with such violence that they touched bottom and struck a reef. The bows, a hydrophone and the cap of a torpedo tube were damaged and the detector-gear was wrecked. After remaining submerged for between 30 and 45 minutes without hearing any bombs, they surfaced and put into a small and remote harbour. The Norwegian ship, which had been damaged about the bridge, had also put in there and they kept each other company for the night.

U570 reached Trondheim on the 25th July and went to the U-boat base in Lo Fjord, which is about ten miles north of the port.

Lying in the Fjord were a number of ships housing the soldiers who were guarding the coasts of Norway against an expected British invasion. These ships were moored very close to the shore and were heavily camouflaged. The 24th U-boat Flotilla and five other U-boats were also lying in the fjord, which was strongly protected.

It was decided to examine the U-boat but the only suitable dock was already occupied and U570 had to go to the Ytre Havn, the crew being given quarters in a depot ship. While the boat was waiting its turn in the dock, a Petty Officer telegraphist volunteered to repair some of the damage below water as the rest of the crew were too unskilled to attempt it. Using life-saving apparatus he remained for over half an hour under water (coming up for oxygen once or twice) and cut away a steel rod that had fouled a hydroplane.

When U570 was able to dock, the damage to the bows was repaired but, as there was no engineer who understood the work, the detector-gear could not be repaired and the U-boat had to go to sea without having the use of it.

Apparently the supply of skilled labour had not kept pace with the expansion of the U-boat arm.

After further trials the U-boat Acceptance Commission finally handed over the ship to the Captain, Lieutenant Commander Hans Rahmlow. On the evening before they sailed, the crew celebrated with a party the morrow's departure on their first war cruise. Much wine and beer flowed and there were songs and recitations. One of these gave a description of the U-boat's trials and also personal details of its crew. Apparently, for purely sentimental reasons, this 'frivolous extravaganza' was preserved, as were a number of parodies, skits and poems in which blasphemy and obscenity rioted, unredeemed by wit, though its value to the enemy, in the event of capture, ought to have been obvious to the usually security conscious Germans.

The next day, 23rd August, U570 took in its full compliment of torpedoes. Inspection of the U-boat leads an observer to believe that the stowage of twelve or fourteen torpedoes can only be achieved by encroaching on the lebensraum of the crew. If this is so, the firing of a salvo must always give some satisfaction even if five out of six torpedoes miss, as happened in U501's attack on SS Einvik.

At 0800 on the 24th, the U-boat left Lo Fjord on her only war cruise which, lasting 74 hours, must be one of the shortest on record. Provisions for a month had been taken on board and the U-boat apparently had orders to proceed to La Pallice after completing operations to the south of Iceland.

Things went badly from the start. The valves of one of the Diesel engines were not securely seated and affected the cooling system, causing severe overheating. When this had been put right something went wrong with the injector pumps. In addition, the boat was found to be making water through one of the torpedo tubes, an old trouble supposed to have been cured, and

also through an exhaust pipe. If this were not enough, a number of ratings were helplessly seasick.

Proceeding mostly on the surface, U570 passed north of the Faroe Islands and reached her operations area (believed to have the pleasant name of Rosengarten in the U-boat code), without having an opportunity for an attack.

Some time on the 26th August the crew were considerably cheered by the news that four ships, sailing in a convoy and escorted by American Destroyers, had been sunk. Later, Vice Admiral U-boats ordered them to leave their 'Rose Garden' and attack a convoy that was being shadowed by another U-boat, but the convoy altered course and the order to attack was cancelled. U570 was then directed to take a more northerly course so as to intercept this convoy, which was expected to be attacked in the morning of the 28th; there were apparently about a dozen U-boats looking for the same convoy. Incidentally, the convoy came safely into port.

At about 0830 in the morning of the 27th, U570 submerged in order to obtain some respite for her inexperienced crew from the heavy seas that were running. She was then about 80 miles south of Portland, Iceland.

Two hours later, Rahmlow brought his U-boat to the surface from a depth of about 90 ft, at the precise moment when Hudson aircraft 'S' of 269 Squadron, engaged on an AS sweep, was overhead. He tried to crash dive but the aircraft was much too quick for him. Diving from 500ft to 100ft, the Hudson dropped four depth charges, the explosions of which enveloped the U-boat. The detonation of depth charges, the smashing of instruments, the entry of a certain amount of water and the dread of chlorine gas threw the Germans into confusion.

A Kretchmer or a Lemp would have restored order and escaped. Rahmlow, convinced that all was lost, ordered his crew to put on their life jackets and go into the conning tower. A minute after the disturbed water had subsided, the aircraft saw the U-boat surface, slightly down by the bows and men coming out on deck. The Hudson opened fire and the Germans who led the way, finding themselves under fire from the aircraft, ran back into the conning tower. After what must have been a keen struggle between those who were anxious to escape from chlorine gas and those who were equally determined to get out of the line of fire, pressure from below forced a number of men on to the bridge. They flew a white flag and to avoid any misunderstanding, a large white board was also displayed on the deck.

Huddled in and around the conning tower, with a high sea running which made equally impossible the manning of a gun or the launching of a boat, 80 miles from land and nothing in sight, except a well-armed aircraft flying round and round and round again, the crew passed a wretched day. In the afternoon, the Hudson was relieved by a Catalina Flying Boat, which continued to hold the enemy prisoners with her guns.

As the day wore on, the U-boat's officers seem to have recovered something of their poise and a number of the crew made bold to go below. A signal was sent to Vice-Admiral, U-boats, telling him that the U570 could no longer submerge and had been captured. Confidential papers and the Enigma cypher machine were destroyed and thrown overboard, and unskilful attempts with a hammer were made to destroy or damage the attack instruments and some other gear.

Prisoners stated that water was rising in the control room and that, after working the electric pumps, current ran low and the lighting failed. Apparently the forward compartments were leaking and were shut off.



Photo above is of a relatively rare version of Enigma with a printer attached (big box on top).

At 2250, HMT NORTHERN CHIEF closed and signalled, 'If you make any attempt to scuttle I will not save anyone and will fire on your raft and floats.' Rahmlow replied, 'I cannot scuttle or abandon; save us tomorrow please.' He was ordered to mount a small white light to enable the trawler to maintain contact. In their anxiety the crew began to lighten the submarine by jettisoning ammunition and provisions, while many of them took steps to secure their most precious possessions. A few of the bolder spirits, however, went below and got a night's sleep.

At 0330 on the 28th, HM TRAWLERS KINGSTON AGATE and NORTHERN PRINCE joined, being followed two hours later by HM Ships BURWELL, WASTWATER and WINDERMERE. HMCS NIAGARA arrived at 0800. About the same time an aircraft appeared and dropped bombs near the U-boat causing Rahmlow to report that his ship was making water aft, though this was disbelieved by the onlookers, to whom no change in the trim was apparent.

A helpless U-boat in a heavy sea must be an extremely uncomfortable prison and the Germans, by now having had nearly 24 hours of it, began to be full of complaints. They were promised that if they kept their ship afloat they would be saved, but not otherwise.

At 0720, U570 had offered to take a tow and at 0835 a line was passed from BURWELL, WINDERMERE lying to windward and pumping out oil. The Germans, with their upper decks awash, could not haul in the line from the bridge. BURWELL was difficult to handle in the sea that was running and 40 minutes later the line parted. WINDERMERE tried three times to take the U-boat in tow but without success and by 1030, U570 was slowly settling by the head. The crew continued to signal that the ship could not remain afloat much longer, but did nothing to avert the calamity. Eventually it was found necessary to reinforce with a burst of machine-gun fire an order to blow more ballast and to pump out some oil; unfortunately, owing to the labouring of the ships, five Germans were thereby wounded.

Greatly perturbed, the Germans not only hoisted another white flag but also, more practically, blew out oil and water; for the first time U570 appeared to be in full surface trim.

At 1350, KINGSTON AGATE, who was specially fitted for towing, sent two officers and two ratings in a Carley float to board the U-boat. The wounded were taken off, but it was not until 1600 that U570 was taken in tow stern first and the crew taken off. The tow parted 3½ hours later and KINGSTON AGATE proceeded to Reykjavik with the wounded. At 2057 the U-boat was taken in tow by NORTHERN CHIEF and was eventually beached at Thorlakshafn.

On examination, it appeared that the pressure hull was undamaged and was not leaking. One main ballast tank had been holed. There were only small quantities of water in the forward compartment, the

control room and the engine room, in fact scarcely more than would normally accumulate in the bilges; it is doubtful whether chlorine gas was ever present. The main motors, main engines and pumps, compressors, auxiliaries etc, appeared to be in working order. The batteries, though almost fully discharged, provided sufficient lighting.

A moderately well trained crew should have had no difficulty in 'diving' the U-boat. U570 failed to submerge after the Hudson's attack and one may well ask how this came about.

Of the crew, the Chief Petty Officers were men who had served for a number of years in the Navy. They expressed much concern at the inadequate training and lack of U-boat experience, not only of the men but also of the Officers and Petty Officers. By far the most competent member of the crew (though apparently on his first war cruise in a U-boat), was the Chief Quartermaster, but he seems to have been overworked for many months and complained that he had only once been home on leave since the war began. No attempt was made to disguise the incompetence of the crew and the Officers were severely criticised by the men.

The success or failure of a U-boat chiefly depends on the efficiency of its Captain. Rahmlow was 32 years of age; though he had had 13 years service in the Navy, he had only recently transferred to U-boats. His first U-boat command was a training U-boat in the Baltic and his second was U570, so he and his ship were both on their first war cruise. He should have had the confidence of his crew for though something of a disciplinarian, he was not unpopular.

Having imprudently surfaced without reconnoitring, he was crash-diving when the Hudson's depth charges exploded. A bold and resolute Captain would have calmed the panic and averted the ignominious capture of his ship. Rahmlow surrendered.

If the Captain failed in a crisis, the junior officers were hardly likely to step into the breach. The First Lieutenant, Bernhard Berndt, had served for 6 years in the Navy but he had only recently transferred to U-boats. The ratings found him a difficult and nagging officer, but neither efficient nor knowledgeable. Attempting to escape from his prison camp, he had the strange fate of being shot dead by a Home Guard.

Walter Christiansen, the junior officer, had only been granted his commission in the spring. Utterly inexperienced and not very intelligent, he was more like a schoolboy than a Naval Officer; his simplicity and cheerfulness gave him a pleasanter personality than the other officers.

The Engineer Officer, Erick Mensel, had joined the Navy in 1924 and had been promoted from the lower deck in 1940. He had not only a considerable experience gained from U-boat service in peace and war, but also an enviable flow of inventive. He, one or two Petty Officers and one rating were the only members of the crew who had been on a war cruise in a U-boat before their voyage in U570. The average length of service of the Petty Officers was 3½ years, but only one rating had done more than 18 months; of the other ratings the most senior had joined the Navy in April 1940. All of them were very young.

The impression gained was that propaganda had built up the morale of the crew to a high level. What had been built was upon sand and when the storm arose it fell and great was the fall of it.

After their ready surrender, the crew forgot both the glamour of the U-boat service and the perils of submarine warfare and in a somewhat childish way, turned to consider the more domestic problems of their life as prisoners. They seem to have shed their Nazism more easily than most prisoners. The amount and variety of food in Great Britain surprised these prisoners and forced them to admit that the U-boat blockade could not be as effective as was claimed by Dr Goebbels. Though they made little effort to refute the assertion that the U-boat

campaign had failed to achieve its object, they defended Vice Admiral Donitz (Vice Admiral U-boats) as the one man of enterprise, vitality and independence of mind among the hidebound 'traditional and obsolete' officers of the Naval High Command.

The officers and men all realised that they would be court-martialled by the German Naval authorities at the end of the war. The more thoughtful feared that their punishment would be hard; they all assumed that Rahmlof's fate would be most unenviable.

On August 30th 1941, a party, consisting of a Lieutenant, a Warrant Engineer and two submarine ratings, were flown to Iceland to lighten and assist in salving U570 which had been beached at Thorlock, Red Beach.

At about 1300 on the 31st they went on board the U-boat which was then lying broadside on to the breaking surf and listing heavily to starboard. She was on a gently shelving beach of very soft sand, completely open to the south-east and had driven well up the beach by a moderate swell.

The interior of the U-boat was unlit and in a chaotic state. Leaks of oil and water from the broken gauge glasses of internal tanks had combined with vast quantities of provisions. Flour, dried peas and beans, soft fruit, clothes, bedding and the remains of scores of loaves of black bread had formed a revolting muck that, in places, was knee deep. It was subsequently found that the crew's W.C. had been converted into a food locker and overturned buckets of excrement added to the general foul conditions.

It is difficult to understand why, when the crew had at least four hours of lying on the surface guarded only by one Hudson aircraft which was then armed only with machine guns, no attempt was made in slow time to assess the actual damage, repair it, dive and escape.

From the Monthly Anti-Submarine Report of October and November 1941.

THE 8TH DESTROYER ASSOCIATION REUNION 2000

('C' Class Destroyers on the China Station)

Report by Alan Quartermaine

The 8th Destroyer Association held its annual reunion in the Ocean Rooms of the Spa complex at Scarborough over the weekend of the 8th to 10th September 2000. On the night of Friday the 8th, the Mayor and Mayoress of the Borough of Scarborough, Councillor Mrs Dorothy Clegg and Councillor Mrs Cathy Ingledow welcomed an informal gathering of over 300 shipmates to Scarborough and its facilities. Both ladies enjoyed the evening among members of the Committee and shipmates of the Association.

During the evening, a model destroyer in a whisky bottle was raffled and raised £419.00. Also during the evening, Mrs Ann Hudson was presented with the Shipmate of the Year award on behalf of her late husband, Stan, who had been voted by the committee to be the shipmate who had contributed most to the Association during the previous year. The award is a glass Chinese Junk on a wooden plinth.

On the Saturday morning, the committee and volunteers helped the Archivist set up his display and also set out a magnificent model of a 'C' class Destroyer, complete in every detail of rigging and fittings. The model was made by our Welfare Officer, Chris Hooper of HMS CAPRICE. By 1100, large numbers of shipmates were occupied with studying the archives, purchasing slops and paying their subscriptions.

The AGM began at 1300 with the standards of the ships and the Association entering the Ocean Rooms. Our new Chaplain, Cannon Ralph Mayland RNR, gave a short introduction and said a prayer.

One of the topics raised at the AGM was that of HMS CAVALIER at Chatham. The Chairman of the HMS CAVALIER Association, unable to attend the reunion this year, had sent a progress report on the week-end in August when over 70 people had turned to for work on the ship. Their aim had been to get CAVALIER looking much more shipshape and Bristol fashion. The 8th Destroyer Association contributed £250 to support the work over that weekend. Many people travelled long distances to be there: our recruiter, Cliff Longfoot, (HMS CASSANDRA), the 'Andrew Miller' of the 8th Destroyer Association, attended the working week end and gave a report that supported that of the Chairman of the HMS CAVALIER Association. Don Macdonald reported on the first meeting of the Memorial Steering Group and our Vice-President, Admiral Hervey said that he is trying to do something about the silly uniforms being worn by guides in the Historic Dockyard.

On completion of the AGM, 'Splice the Mainbrace' was piped and over 300 tots of Woods Old Navy were issued. Four rum bosuns dished out the tots, dressed in nautical rig from the Navy of 1800 to No 6 suits from the 1970's.

The evening's entertainment commenced at 1930 and went on until midnight, with more than 360 people attending, including two shipmates who had travelled from the USA and Canada. The raffle held during the evening raised £864 with a first prize of £250.

On Sunday 10th shipmates and guests attended Church Parade at St Martin's On The Hill at South Cliff. Twenty-seven standards lined the entrance to the church to receive the President and the Mayor and Mayoress of Scarborough.



TWO OF THE FOUR RUM BOSUNS IN ACTION

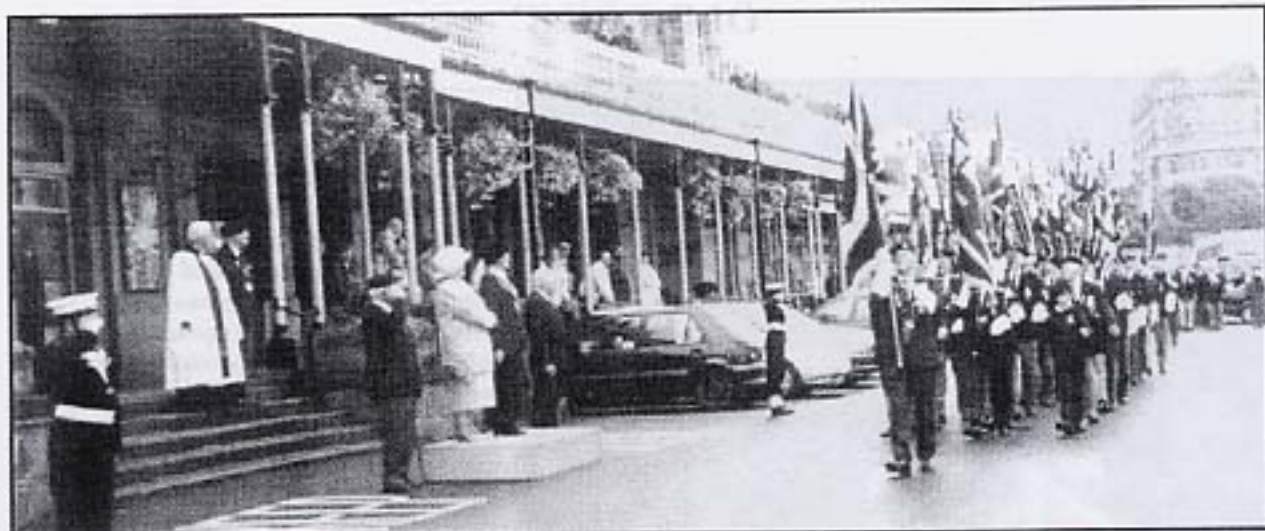
The Service began with the dedication of HMS CHARITY's standard, which was performed by our Chaplain, Ralph Mayland. Gordon Green, an ex-CHARITY sparker from Australia, had donated the CHARITY standard but, unfortunately, was unable to see it dedicated. Our President, Commander Oliver Wright, HMS CONSTANCE, read the names of shipmates who had crossed the bar in the previous year and shipmate Don Macdonald, HMS CHARITY, read the lesson.



HMS CHARITY after refit in 1954

After the church service, the Association formed up for the march to the Spa Centre, led by the band of TS CLEOPATRA, the Harrogate Unit of the Sea Cadet Corps. The newly dedicated CHARITY standard and the 27 other standards preceded three platoons of members. Our President and the Mayor and Mayoress of Scarborough were on the dais for the salute.

After the parade, the Mayor of Scarborough presented a commemorative bar to each of the standard bearers and the band from TS CLEOPATRA performed the display that had won them the SCC's national band contest a few weeks previously. A collection of £217 was taken and presented to the unit's Commanding Officer.



The 8th Destroyer Squadron march past at the Spa – Sunday 10th Sept 2000

The band display was followed by approximately two hours of SODS Opera (Ship Operatic and Drama Society) during which time Association members entertained themselves and our guests. The Mayor and Mayoress were each presented with a bouquet of flowers and they both enjoyed the entertainment. During the SODS Opera, the sum of £131.50 was collected for Association funds.

The next reunion will be held at Scarborough from the 14th to the 16th September 2001.

A funny thing happened.....

1952 - The 6th Minesweeping Flotilla was anchored in Junk Bay, Hong Kong. During the Dog Watch, Captain MS6 (Captain Francis Howard Bone) sent the following signal to HMS MEANAD:

"Observe the rig of the day during non-working hours"

Meanad replied: *"It's the Canteen Manager"*

Captain MS6 responded: *"How many Canteen Managers have you got?"*

'OLD GROG'



Admiral Vernon's personal appearance was commanding though he was short in stature, his piercing eyes and weather beaten countenance proclaimed his profession to the beholder. His seaman indeed owed him much. Their welfare was his first consideration; in an age of harsh injustice, he unweariedly voiced their wrongs. He believed in discipline, but not tyranny; he abhorred the press gang and the evil conditions of life on the lower deck. The sailors called him 'Old Grog' an abbreviation of 'Old Grogram'. This was an allusion to the stuff of which his clothes were usually made. 'Grogram' – a coarse fabric of silk, mohair etc.

One of the reforms, which he introduced into the Navy, was that of watering the rum which had previously been served out in a raw state, with consequent ill-effect upon the seamen; the mixture was christened 'grog' after its originator.

From: HMS VERNON by G. B. Sayer Lieutenant RN – loaned by Lt Cdr Robbie Robinson

THANKS FROM THE CHAIRMAN

Many thanks for all your support and huge turn out (50 adults) for the ASWI's Christmas Party, especially as the weather was against us. The evening started at 1900 with Santa making a guest appearance at 2000 (Jim Gorringe). All children (18) were given presents and looking at their faces and reactions, it was a magical moment. This was followed by a Christmas buffet and the entrance ticket draw (won by Brian Walsh) was a bottle of Port. £95 was placed behind the bar for drinks all round. The main draw consisting of 57 prizes (£275) took place at 2030. Congratulations to Adam Meacham who won the First Prize (£50 cash), John Chennell Second Prize (£30 cash) and Bill Barrett Third Prize (£20 cash). A special thanks must go to all the people who helped organise a first class evening – Jim Gorringe, Pete Hill, Jumper Collins, Roy Flint and Sherrill Lewis.

HAPPY NEW YEAR TO YOU ALL



K-141 KURSK

Written by the head of computer centre of the Central Naval Museum, Leonid Kharitonov



The nuclear-powered cruise missile submarine K-141 KURSK, (project 949A, NATO codename OSCAR-II), was designed by the Central Design Bureau "Rubin", under chief designer I. L. Baranov. Her keel was laid in 1992 at Sevmashpredpriyatiye (Severodvinsk), she was launched in 1994, commissioned in 1995, and assigned to the 7-th SSGN Division of 1-st Submarine Flotilla of the Northern Fleet. Her home base was Vidiayevo settlement in Ura-guba bay.



Her role was that of a fighting submarine, against enemy aircraft carrier groups, and to be capable of delivering massive long-range missile strikes against selective targets from a submerged position.

Displacement: 14,700 t surfaced, 24,000 t submerged. Length 155m, beam 18.2 m, draught 9.2m. Full speed: more than 30 knots. Nuclear main propulsion: two OK-6506 reactors (2x190 W), two OK-9 turbines (2x49000 hp), 4 turbo generators (4x3200 KW), 2 Diesel generators (190 KW). 2 propellers. Double-hull construction, 10 watertight compartments (1 - torpedo, 2 - Control Room, 3 - different combat stations, Radio Room, 4 - quarters, 5 - different stations, 6 - reactor, 7 and 8 - turbines, 9 - electric motors). Complement: 107 men (including 48 officers). Rescue devices:

emerging camera for all crew (in outer conning tower), personal dive-suits, two emergency and signal buoys. Emergency hatches situated in 3rd and 4th compartments. Reserve buoyancy: 30% (45 t water). Weapons: 24 cruise missiles P-700 ("Granit") with conventional or nuclear warheads. 4x650-mm and 2x533-mm torpedo tubes with 28 torpedoes or ASW rockets. "Molniya-M" communication station, "Medveditsa-949M" Navigation system, "Tobol" Radar station, "Skat-3" Sonar station, "Antey" combat command system.

Cost: 226,000,000 Russian rubles.

THE INCIDENT

K-141 KURSK left its base on 10 August 2000 at 10:00, for exercises in the Barents Sea under the command of Captain 1st rank Gennadiy P. Liachin with 118 men aboard (111 crew members, 5 officers of 7th SSGN Division headquarters and 2 designers). Shortly before the crew received the prestigious title of the best submarine crew in Northern Fleet. The last message from her was in the morning of 12 August 2000, when the submarine had requested permission for an exercise torpedo launch, and received "Dobro" ("Good").

According to information from the Norwegian seismic service at the NORSAR Institution, there were two explosions detected at approximately 69°38'N, 37°19'E during the morning of 12 August 2000.

The first explosion was at 11:29:34 (Moscow time) and had a magnitude of 1.5 on the Richter scale, followed by a second one of 3.5, at 11:31:48, corresponding to about 12 tons of explosive. Seismic stations in Canada and Alaska recorded similar data. Also, two American submarines (one of them -- USS MEMPHIS), shadowing the exercises, registered two underwater explosions at 11:38. A Russian submarine and the heavy cruise missile cruiser PETR VELIKIY detected these explosions too. Minister of Defence of Russian federation said that the Russian submarine received the sound of a third explosion at 11:44. The American submarine detected the noise during the interval between two explosions, which they recognised as ballast tanks blowing or the increase of propeller speed.

Further information received from miscellaneous sources shortly after the incident, indicated that SSGN KURSK was either returning to base or executing practise torpedo launching at the moment of disaster. The submarine lies wrecked at a point 69°40'N, 37°35'E on the muddy, sandy seabed at a depth of 108 m, heeling 25 degrees on the port side and down 5-7 degrees by the bow. As time went by, the submarine became covered more by slurry, and her heel increased for some time but stopped later. The reactor is in the suppressed state. Temperature of water at a depth of 100 m is 3-4 degrees Celsius, on a surface - 7-8 degrees.

The loss of the KURSK caused a huge reaction in the world. During the evening of 14 August, France, Germany, Great Britain, Israel, Italy, Norway, United States of America and other countries offered their assistance. Starting August 17, the conciliatory commission working in Brussels started to solve problems of technical compliance and other organisational questions and problems.

The Governmental commission under the chairmanship of Vice-premier Ilya Klebanov was created on August 14 to investigate the causes and circumstances of the incident and wreck. In the opinion of the leader of 'Union of the Right Forces' fraction in State Duma, B. Nemtsov, 'it is necessary to create the parliamentary commission for investigation of emergency causes and salvage operations circumstances'.

There were many versions to be discussed, including:

Collision with unknown surface or submersible ship or exercise target (the main version).

Explosion of the weapons and/or batteries or gas mixture in 1st compartment, resulting in internal fire.

Hitting an explosive mine (modern or from World War II).

Collision with own target which resulted in a torpedo explosion (first blast).

Combat torpedo hit during the exercises (own or launched by another ship).

Flooding through non-dense closed bow torpedo tubes after the exercises or because of torpedo sticking in torpedo tube.

Mass poisoning of crew by rapidly produced chlorine from the batteries being contaminated by seawater.

'Failure of engineering' owing to reduction of oxygen supply to the crew.

Error in ship's control causing her to strike the seabed at high speed.

Mass 'illness' of crew by decompression sickness at the moment of transition from "whale jump" to emergency diving. As a result the submarine went out of control, and became stuck against the seabed with weapons explosion later.

Explosion during trials of 'secret torpedo' or other new Russian weapon.

Hit by "secret/latest" weapon of NATO.

The fact, that the boat had rather high parameters of vitality and that the crew were not able to use one of the many rescue or communication devices, testifies that the damage to the KURSK was very high, and the evolution of emergency situation was very fast. The first meeting of the governmental commission was held on August 17 in the evening. At the same time the official version of disaster was declared.

After more precise definition of August 19 and 20 it looked like the first reason for tragedy was a strong "dynamic external impact" corresponding with "first event" at 11:29. It was probably a collision either with foreign submarine (by displacement not less than 10,000 t, and moving at a speed about 10 kn.), or large surface ship (perhaps ice-breaker or dry cargo ship with hull reinforcement for ice breaking, with a displacement no less than 150,000 t). Most likely version was the collision with a foreign submarine. Owing to large and fast entry of water in the bow compartments, the submarine hit the seabed with a down trim at high speed. This resulted in detonation of weapons in 1st compartment ("second event" at 11:31). During the rapid development of the catastrophe, it was understood that most of the crew in most of the compartments, except 2-3 at the stern, had perished during first minutes of disaster.

Foreign experts, American, English, Norwegian, adhere to the version of an explosion in the 1st compartment. They consider that there was a detonation of an ASW rocket during the launching from a torpedo tube; at first the propellant, then the warhead had blown up. The tests of upgraded VA-111 ("Shkval") torpedoes with rocket propulsion were supposed to be conducted by the submarine. It explains the presence onboard of two experts of "Dagdzil" military plant. The aforesaid modernisation is supposed to be a replacement for the cheaper, hard fuel by the more 'explosive and dangerous liquid one'. The version is founded on the analysis of audio signals obtained by USS MEMPHIS and the NORSAR Service. Additional pieces of information on the upgraded torpedo trials were infiltrating the media from high officer's circles in the Northern Fleet and also from the "Sevmashpredpriyatiye" workers. The version is rejected categorically by the "Dagdzil" director and governmental commission, however, their proofs were not presented to the wider public. The official comment concerning presence of the civil experts was that they were overseeing the working of a new accumulator battery in a normal torpedo.

On 18 August, USS MEMPHIS came to Bergens (Norway). The American Embassy had arranged a photo-session at the Haakonsværn

Naval base for journalists including Russian. The sub was not damaged in anyway.

On August 24, Russian Main Office of Military Prosecutor instituted proceedings against culprits of the collision according to clause 263.3 of Criminal Code ("violation of safety traffic regulations on railway, air or water lines, entailed, on carelessness, death of two or more persons"). Guilty are threatened with from 4 to 10 years imprisonment. Snapshots of Russian Ballistic Missile Forces were used for ascertaining whether a vessel collided with the submarine. All ships in the region have been inspected.

DAMAGE AND INSPECTION

During the first days of the disaster no information concerning the state of affairs on board was available. However, the stern compartments appeared to have survivors tapping out distress signals, sending information about gradual flooding and requests for an oxygen supply. Communication with them was lost on August 15. It was not known what the state of resources such as electric power, oxygen or compressed air were at that time. It was not known if any of the submarine's devices were in operation or the speed and order of flooding of compartments. In the opinion of Northern Fleet Headquarters, bow compartments (at least 4-5) were flooded immediately and in the stern compartments, water leaked either through depressurised stern-tube glands or defective bulkheads. It is also possible that high-pressure air bubbles were formed in some of the compartments.

As a result of outboard investigation conducted by deep submergence vehicles on August 14-15, the considerable damage to the 1st and 2nd bow compartments was revealed (hole, hull crack, some inner items around). The conning tower and emerging camera were also damaged, one cover of the missile trunk was torn off. Damage to the conning tower, bent telescopic devices and a hole with concave edges was noted.

The investigation on 20 August confirmed that all compartments were flooded and the only hope of finding a survivor was in an enclosure or air pocket. The air lock in 4 compartment was flooded, and the hatch damaged.

Bow compartments were totally destroyed, and the submarine's hull distorted.

Onboard temperature decreased and by August 16-17, it was 8-10 degrees Celsius. Only compartments 5 - 8 were an exception as they had cooled down more slowly because of the nuclear reactor's afterheat (deadened reactor, having remained without refrigeration, raises temperature in its compartment to 60-70 degrees for a while).

There were no nuclear weapons onboard. Metering of radiation in an air lock of compartment 4, conducted at 12:30 on August 21, showed it to be absolutely normal. At this time the MARS hydrographic survey ship remained at the scene for radiation inspection. A Norwegian helicopter took samples of water daily and normal radiation figures were observed. The radiation control was conducted by Kurchatov Institute Scientific Centre. Dosimeters will be mounted on the submarine's hull around the reactor compartment.

THE RESCUE OPERATION

KURSK had to contact its base at 18:00 12.08.2000. With no contact, the search forces were directed immediately to the area of the disaster. Searching aircraft detected an oil spot. Russian Ministry of Foreign Affairs informed Norwegian authorities about an accident involving a nuclear-powered submarine in the Barents sea. Late at night, August 12 the rescue ship (deep submergence vehicles carrier) MIKHAIL RUDNITSKIY arrived in the region. She left Severomorsk at 20:00 and carried two Project 1855 (PRIZ) deep submergence rescue vehicles (DSRV). It was decided to rescue people first of all by docking the DSRV on the emergency hatch on the 9th compartment, because two other hatches in the 1st and 3rd compartments were inaccessible for the crew.

On August 13 at 04:35 the sonar station on Cruiser PETR VELIKIY found an anomaly on the seabed, which at 18:30 was authenticated as K-141. At 07:00 Minister of Defence Igor' D. Sergeyev reported to President Vladimir V. Putin the facts of the emergency, but did not recommend him to go to the scene of the incident. A salvage operation was deployed in the meantime. Admiral Viacheslav A. Popov, Commander of the Northern Fleet, presided over

the operation from aboard his flagship, heavy missile cruiser PETR VELIKIY. Between 15 and 22 vessels and about 3000 sailors of the Northern Fleet were involved in the rescue operation. The Northern Fleet's aviation arm actively supported the rescue operation. A group of CDB "Rubin" engineers (including the Project 949A chief designer) arrived in Severomorsk during the Wednesday morning.

During the night of August 12/13 and morning of August 13 the submarine of Main Intelligence Department investigated the KURSK's bow. The first two descents of a diving bell from the rescue ship ALTAY were carried out at 18:00 and 18:30. The weak knockings "SOS Water" were reported to be heard from aboard the KURSK.

On 14 August, crane ship PK-7500 with one BESTER-type DSRV arrived. Diving bells descended to the submarine. There were some pieces of information that salvage tug NIKOLAY CHIKER participated early in the rescue operation, its deep water TV equipment could be used for obtaining the first pictures of the wrecked Submarine. The first message 'there were malfunctions on the submarine, therefore she was compelled to lay on the seabed in the region of the Northern Fleet exercises, in the Barents sea' was made by Navy's Press Centre at 10:45. Sea conditions were relatively calm by day, 1-2 Beaufort scale.

At night on August 15, the submarine's bow was inspected for the first time by deep submergence vehicle, data about damaged bow was obtained. It was decided that the two forward compartments were flooded. However, in the morning the rescue operation was temporary stopped due to a force 4 - 5 storm at night. Wind force reached 20 m/s, waves up to 4 m. Only at 20:00 when the weather had dropped to force 2 - 3 (8 m/s wind) could the attempts of diving and docking the DSRV could be resumed by the two PRIZ-type vehicles. The first dive lasted from 20:00 till 5:30 (four unsuccessful docking attempts). The surviving crewmembers stopped sending the distress signals. Following several unsuccessful rescue attempts, often in atrocious weather conditions, the Military Council of the Northern Fleet officially recognised the loss of all crew, and expressed condolences to relatives. August 23 was declared as a day of national mourning.



WRITTEN PROVISIONAL EXAMINATIONS AND TASK BOOKS

By Paul Hitchcock – Flagship Warfare Branch WPE Co-ordinator

Since leaving the Service in 1997 I have been employed by Flagship Training Limited, firstly in a short-term contract to author the PO(UW) Course Documentation and finally as the Warfare Branch WPE Co-ordinator. My other responsibility is the issue and maintenance of Warfare and Source Branch Task Books.

Since taking on the post in 1998 I quickly learned that ships training co-ordinators were not that familiar with the mechanics of WPE application. I also discovered that they were not really helped by the current regulations (BR1066) which are and have been in desperate need of major

change for some considerable time. Further confusion arose when the FOSF Warfare team introduced a new method of administration for Warfare Branch S442Ws. These forms continue to confuse many and are still often used for application for Source Branch ratings.

Fortunately, FOSF came to the rescue and issued a Warfare Branch Divisional Officers Aide Memoir. This assisted many in trying to understand the complexities of advancement procedures and was warmly welcomed by those who were fortunate to see or receive a copy. The message, therefore, is if you are a WB Training Co-ordinator or Sub Department Training Co-ordinator, please use this publication (which is updated regularly) to guide you through the procedures required to enter a candidate for examination and the process required on completion for a pass or failure. This publication should always be used alongside BR 1066 and BR 1982 Vol. 3 Warfare Branch Training Guide.

WPEs are conducted 9 times a year. The dates are promulgated in an RNTM issued around October of each year. This years issue is RNTM 188/00. This RNTM gives the guidelines for application. Sadly they are rarely followed and consequently the wrong papers are sent out as candidate information or examination requirement is not always clear. The RNTM gives an application format that should be used for signal, letter or Email application.

The message therefore is read the Aide Memoir, the RNTM and BRs. If in doubt, contact me. I can help HONEST, I was a FOSTY once. My contact details are contained below.

Some points to remember:

Warfare Branch	=	S442W found in BR 1982 Vol.3
Source Branch	=	S442 (S Form) small. I have some.
Application	=	RNTM – Letter, Signal, Email or Telephone MW, Diving and Seamanship Task Book Application page.

S442W Warfare Branch only. Do not send S442W to me. Raise them in duplicate. Have them signed by the CO. Keep them in the ratings Service Documents. Record OPE and Seamanship results as they occur. Enter the Signal Reference for WPQE result. On completion the rating is to sign both. Send the original to the Promotions Office, NMA Gosport, Centurion Building, Grange Road, Gosport PO13 9XA. The duplicate is to be retained in the ratings Service Documents.

S442 Source Branch only. To prevent confusion, administer in the same way as Warfare Branch. Remember in all cases a S442 must be raised and signed by the CO or designate. It is a legal document. A rating will not be promoted if the form is not raised or administered correctly.

History Sheets Always annotate History Sheets on application and completion of WPE/OPE Task Books.

My Address The Commodore
School of Maritime Operations
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(Attn: TS WPE)

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Where I Live Room 317
Oliver Block

Task Books Task Books are ordered through me. All Warfare Branch Personnel are issued with a Task Book on completion of career course. These books bring ratings to OPS. (They are not advancement task books). OM2s are given their Sub Branch and Seamanship Task Book 1 in a Blue 4 ring binder on completion of Part 3 training; these are to be retained by them throughout their career. If they do not have one on joining, disciplinary action should be taken. Seamanship Task Books for OM1 and LOM are to be ordered through me on completion of ratings completing Part 2 of Sub Branch Task Book. NBCD Task Books for OM1/AB - LS level are also issued by me on request, as are Task Books for Source Branch ratings.

Finally, if you have any queries regarding WPE or Task Books, please give me a ring. It helps to talk. And sometimes prevents 'cockups'.

HMS VICTORY returns to sea according to the MOD Naval Telephone Exchange.....

A Senior Sonar Rating recently telephoned Naval Telephone Enquiries (192) and asked for the number for HMS VICTORY. In response, the operator gave the following information, "The number isn't listed so she cannot be in yet".

(A true dit from Paul Hitchcock)

Congratulations to the following Petty Officers who have been selected for promotion to Chief Petty Officer:

Rab Butler
CA Wild
Brum Weatherley
P Dunn



RA Montgomery
Flipper Philips
S Cummings

Association Awards

During the Annual Dinner and Dance at HMS DRAKE on 6 October 2000, Association awards were presented. The ASWT's Trophy was awarded to PO(UW) Clasby, a bright young man who achieved high standards on his career course and was top student of his course. The 'Person of the Year' and 'Lady of the Year' trophies were awarded to Bob (seen right) and Carol Burton respectively.



Bob Burton with the PERSON OF THE YEAR trophy

DOUG JACKSON SAN MMM ROYAL NAVY 1952 - 1968

When I joined the Royal Navy as a boy 2nd Class Seaman, I wanted to be a Sparker. There were no vacancies for telegraphists although Seaman vacancies were available. I signed on the dotted line and on 11th November 1952 joined HMS St VINCENT at Gosport. St VINCENT's new entry training school was aptly named the cradle of the deep with the motto 'From small beginnings great things grow'; at least someone had a sense of humour. We were all marched to a dining hall and given a meal of fish and chips that went down very well. We were each issued with 2 postcards and a pencil stub. A PO then told us to write to our Parents/Guardians quote 'Dear Mum and Dad/Guardian, have arrived safely, food good, will write soon etc'. The other card was for a girlfriend if we had one and I didn't, so had to give it back. An Instructor Boy, who soon became the second most hated person in the world after Hitler, herded us into a dormitory and we bedded down for the night. The next morning at a most unearthly hour, an alien object bearing a passer's bugle appeared in the door of the dorm and blew 'Charlie'. This caused a logjam of bodies in the doorway all trying to escape the terrible noise. However, we were young and durable so we survived.

The next five weeks were a blur of activity with kit issue, dhobey lessons, kit musters, sewing in kit, basic parade ground instruction, passing out parade and then on course. My course division was 'Hawke' and my class 'Hawke 44'. I was on course for 11 months and during this time was indoctrinated with RN tradition, seamanship, gunnery (Ugh), parade instruction, divisions, kit musters and school until I could do it all in my sleep. Sport was very much to the fore and I managed to make the boxing team, cricket and hockey teams. After 16 weeks I was rated Boy 1st Class with a wage increase to 7/6d per week. By and large, although I dripped, I enjoyed boys training. I made Leading Boy and managed to obtain three months seniority before going to sea.

As a General Class (GC) boy I was drafted to the Q Aircraft Carrier HMS IMPLACABLE at Portland for my sea training but spent three months swinging around the buoy. There was more schooling and practical seamanship, followed by two weeks small ship training on HMS PORCHESTER CASTLE, (what a cap tally) where I was introduced to canteen messing, Portland races, the Black Dog and Weymouth Hotel, although not necessarily in that order. By this time I was beginning to wind up awaiting my first proper draft chit.

Most of us expected a foreign draft but I wasn't surprised that my foreign was Londonderry. Having got over my disappointment I eagerly awaited my ship. HMS TENACIOUS docked at northwest wall south in Pompey dockyard. Along with some of my chums from Vincent, I went to sea. Tenacious was a type 16 A/S Frigate. Asdic 164/Q2/147F/162 with twin Squid Mk4 was mounted on the after deck structure. I spent one year on Tenacious that was uninspiring to say the least. The endless tedium of A/S training, Sunday afternoon sail for exercises, anchor in the Foyle, sail at sparrows on Monday and return Friday. Fuel at Lisahally first and then alongside for the weekend which was not really my cup of tea. However, the resilience of youth prevailed and I eventually came to enjoy those Derry runs ashore, Joe Cassidys, The Diamond and lastly the Foyle Club Saturday/Sunday dinnertime sesh. My Divisional CPO was APO Amery who later became a TASI. He was also coxswain of the boys' boat's crew and coxed us to victory in the Fleet Regatta. Whilst on Tenacious I was rated O/D and CPO Amery had a chat with me about a nonsub course I should do in the future. TAS was the last thing on my mind. I duly filled in a nonsub preference chit, which was swallowed in the divisional admin system. First choice was Boom Tech (no chance), second choice Gunnery RC, third TAS and fourth RP. It took another year and a ship before my choice caught up with me and I found that I was to be a TAS Rate.



New Entry HMS St VINCENT 1952

In August 1954 Tenacious paid off in RN Dockyard Rosyth. Decommissioning took three weeks, during which time we became a tender off HMS COCHRANE. Draft chits had been arriving during this time in Rosyth although nothing for yours truly.

At the end of three weeks, a special train arrived and the whole ship's company, apart from a small retard party, entrained. Kit bag and hammock at the dip we were herded into each and every compartment except first class and the train departed from Rosyth. On arrival in Pompey we drafted into RNB(P) and almost immediately I found myself duty and in the barrack guard (the pits). Help was at hand because within a matter of days I received a draft chit to HMS TUMULT, Tena's relief at Londonderry. The best part was that she was being fitted out at Grayson Rollo's, a civilian dockyard at Birkenhead/Liverpool. The gloom of RNB(P) soon disappeared when I was informed that I was to be part of the advanced party and would be living ashore on L&RA.

On arrival at the ship in Birkenhead we were met by Commissioned Gunner (T) Mr Roach (Cockroach, although he didn't really deserve that nickname).

He was really helpful and put Slinger Woods, Brum Braine and myself onto a landlady in Bootle. Mrs Persil (Raz Right) was very good to us, as was most of the Pool and time passed quickly. In December 1954 Tumult commissioned and sailed for Derry.

In September 1955 I was drafted to HMS VERNON for UC3's course. My first impressions of Vernon were not good. The accommodation in Warrior block was not as comfortable as my old digs. The sight of rows of beds three high in a dormitory 100 yards long, a bathroom (joke) with white enamel basins and blue rims, one mirror and two baths shared by goodness knows how many crabby sailors, was to say the least thought provoking. Anyway life went on and I was soon fully acquainted with the block and all its faults. The rush hour periods, wakey-wakey to breakfast, secure to first liberty boat were easily negotiated and once again life was enjoyable. However, navigation through massed beds after a run ashore sometimes proved difficult. A matelot's built in guidance system, a combination of bang-bang steering and apparent wander, finding one's pit didn't prove too difficult.

The first two weeks of the UC3's course was a basic phase and we were given General TAS, Asdic & Weapons, tested for aural fitness, finishing with a dicky exam. Then we were asked whether we preferred UC or UW. I opted for weapons because I felt that I was better at nuts and bolts than with electrics etc. Once again this was not to be, as the UC/UW split had to be 50/50 when it came to exam results. I passed better at weapons, but was aurally fit, some other guy passed for UC but was BAS. I thus went on UC3's course. Two weeks with a schooly, mag, elec asdic theory and transmission systems soon passed and I began to feel more at home as a ping bosun. Every morning before instruction we had an HE/Echo pitch test. For the Echo Pitch test, the instructor placed a 24-inch record on a rather large playing unit. We donned headphones, and listened to a voice that sounded like Donald Duck after a run ashore. Listen to a few transmissions whilst you settle down, then followed ten pings to condition your ears, followed by ten more. If you thought there was an echo you ticked a box and gave what you thought was the echo pitch. The same procedure for HE, however, you now had to decide whether the HE was diesel, recip, turbine, single screw, twin screw etc. All this was guaranteed to clear your brain before instruction started.

After all the theory at Vernon, we were drafted to HMS OSPREY at Portland for the practical operating phase of the course. Osprey was good news with good accommodation, food and a rather laid back approach to duties etc. The weather at Portland was changeable particularly when we went to sea. Our training ship was HMS PLUTO, an ex wartime Algerine class M/S fitted with Asdic 144/Q. The Asdic control room was situated in front on the open bridge and forward of the pelorus. Entry into this compartment was complicated. First man in Bearing Recorder operator, next Range Recorder operator, next 1st Operator through the back of the bench seat and finally the Asdic Controller. This was not the place to be for sailors with queasy stomachs once the door was shut and we were operating in the races or similar.

The sea operating/training phase lasted for two weeks with every day the same. We mustered on the parade ground outside the mess fully booted and spurred with oilskins, boots and gaiters. As we were only on the ship each day we were not victualled in and had to take a bag lunch. This consisted of 1 x NAAFI Steak & Kidney pie, 2 x Ad. pattern corned dog sarnies and 1 x piece of fruit. Suitably armed we would then march down the hill to the dockyard. A big lad, I was always fwd or aft of the squad carrying a red flag or lantern. The instructor bestowed this dubious honour on me for as he put it 'I was more visible'.

During sea training we went to other ships for extra experience. We spent one day on HMS SCORPION, a Destroyer which I believe was the first ship to be fitted with Asdic Type 170b and single Limbo (later to be called A/S Mortar Mk10). We took turns sitting in the ACR watching the ship's team go through their paces. At this time this new equipment was awesome and it was to be a bit longer before I would get to use it.

Finally came the day of reckoning, rating up day. I passed well, top of the class and duly celebrated with the rest of the class, all great guys. Back to Vernon again to await a draft and get my UC3 badge from slops. During this time I languished on a day to day basis in the buffers party, Cmdrs garden and a short spell as chief messman, MASTU park cleaner etc.

In May 1956 I was drafted to RNB(P) to join HMS BARROSA for a general service commission home/Mediterranean. Barrosa was a battle class destroyer and the commission was a good one. TAS equipment consisted of Asdic 144, Q2, 147F, 162 and single squid MK4. We also carried two sets of five torpedo tubes, MK9**Mod 1. After a short workup in Portland we sailed for the Med.

Gib first stop (Trocadero next) then on to Malta. Various A/S and Gunnery exercises, head and stern buoys in Sliema Creek Dhaisos. One of the better parts of the commission was a scheduled 3 months refit in Gib. Things started well.

We all lived in dockside accommodation and could wear civvies ashore. We also worked a modified tropical routine with secure at 1300. Tombola at HMS Rook was a must. I actually won a double, double house once, but had to share it with my banker. The refit came to a very quick end courtesy of one Gamal Abdul Nasser. Gib dockyard was truly amazing as they put us back together chop chop, and then a high speed transit to Malta. Alongside in Valetts we took on deck cargo plus some rather odd looking pongos. The rendezvous off Malta amassed the most warships that I'd seen since the Queen's Spithead review in 1953.

The next few weeks were spent mostly at Suez at defence stations closed up in the SCR or alternatively sitting in a turned out seaboot chasing the Ark Royal or Victorious at flying stations. All good things must come to an end, and so did Suez, then we were back to Malta for a well earned run ashore, after which it was off to Cyprus for patrol duties.



HMS BARROSA TAS Party alongside at Sliema Creek Malta 1956

During the commission I was rotated through the TAS party and gained invaluable all round experience. One highlight was a live torpedo firing at Filfa, the RN target range off Malta. We made sure we didn't miss, a beam shot at 3000 yards was a dead cert, very spectacular and made my day.



HMS BAROSSA cheering ship passing Royal Yacht 1957

Barrosa paid off in the traditional manner with the paying off pendant supported by balloons courtesy of the gunnery dept. and our adopted regiment Inniskilling Fusiliers Piper playing the pipes on B Turret. Very stirring.

In November 1957 it was back to Vernon for UC2's course. It was the same again, but twice as hard as 3's course, but I did well again and for my efforts was made PO's messman awaiting draft once again. Great excitement, Friday afternoon 1400, Mess Pres "Jacko" Reg. Office, chop chop drafty, says it's urgent. My normal visits to the Reg. Office were always filled with trepidation as it usually meant trouble, however this time the RPO was actually smiling. Ah, Jackson, good news, you've got a draft chit to HMS PALADIN. "Cheers, PO, when do I go?" "Glad you asked, son. Here's your drafting routine, start now, report back before secure, and then pack your kit and be ready by 0830 tomorrow morning. OK". No, it wasn't OK, my weekend run ashore plans in tatters, what and where the hell was Paladin anyway. Being flexible, I converted my Friday run ashore into a draft run and presented myself bag and hammock at the dip in the Reg. Office at 0830 next morning. "Well done, Jackson (smirk, smirk), here's your draft chit and train ticket. The tilly driver will take you to the town station, good luck and don't miss your train. Any questions?" "Yes, RPO, what is Paladin, and where am I going?"

I arrived in Guzz on Sunday evening in pouring rain, after what must have been the most disjointed, delayed and uncomfortable journey ever. I must admit I was completely at a loss. Guzz was foreign to me as a Pompey rate. Outside the station I found a taxi which took me to St. Leven's Gate and emptied my money belt. Two very wet disinterested dockyard coppers then tried to direct me to my ship. One hour later I stumbled across the deck of a dead ship and found Paladin outboard. I opened the port screen door and was greeted by PO Tex Westerford, a UW1, and he quickly arranged some food, a beer, and showed me to my mess that was empty. He said, when you've slung your 'mick' and unpacked your kit meet me outside the PO's mess and I'll show you where everything is. We sail at 0900 tomorrow for a two-week exercise and we don't carry a UC1, so you're it.

Paladin was a converted destroyer, main purpose mine laying, but also had good A/S capabilities, Asdic type 164/174, Q2, 147F/162. True to the PO's word two weeks were spent on the green crinkly stuff chasing S/mis. Paladin was also Ganges training ship, which meant that from time to time we took aspiring young sailors to sea for training.

The ship was a Chatham ship so we actually alternated on a fairly regular basis between Harwich and Chats. I had just 11 months on Paladin, during which time we did a mine laying exercise which was very good experience as this entailed going alongside in Harwich, (Sunday again, wet and windy) to load mines and then prep them. Being control, but next senior rate to the UWI, I was given a dicky mine prep course in situ. The gunner TAS was S/Lt. Hillman, a really great guy, who worked with us in the bad weather and talked me through first the ground and then the moored mine prep procedure, the various plugs, primers, dummy and live, and those funny things called Arisings. The minelay was part of a NATO exercise and was carried out at high speed at night, after which the MCM guys had their go at sweeping them. We had our turn at fishery protection and spent 4 very boring and uncomfortable weeks off Iceland enforcing the cod war.

I was getting itchy feet again and started to peruse the AFO's on ships commissioning for foreigners. HMS PROTECTOR was commissioning for a South America/South Atlantic commission and this took my fancy, so I slapped in a request to volunteer for Protector. My DO was very understanding and even though I'd only had a short time on Paladin, forwarded my request which to my amazement came back almost immediately as granted. Back to RNB(P) more barrack guard, more misery. However, to break the boredom, I took the initiative of asking for permission to go to the dockyard and check out the asdic equipment on Protector as it appeared that I was the senior control rate designate again. It later turned out I was the only control rate for the ship, plus a couple of UWs. The drafting people were accommodating and the next day I went to the dockyard. The ship was a mess and the only ship's company around was watch keepers who hadn't a clue about anything. There were mateys crawling all over the place so I decided to take a look over the ship and see for myself what was available. I first went to the bridge to check out repeats etc that might give me a clue to what type of equipment was carried, and working my way through the debris I saw in the stbd corner of the bridge some familiar but dated asdic equipment. A CTU and R/R Circa 1940. Next I went down to the bottom of the dry dock to check out the HO, no problem, HO A/S3 which I knew, so at least some good had come from my visit. The bridge equipment was still a puzzle, so I contacted the sonar section in Vernon and requested a PCT course for myself to find out exactly what the ship carried. VIP treatment, my very own TASI in the shape of PO Jan (Sludge) Coles. "Allo my bird, I believe you've a problem". Jan was really a lifesaver. When I described to him what I had seen, he said, "Arrgh, I think I knows what yews tarking about". He took me to the surface craft house first where we identified the HO and then to ATH where after a bit of scratching around he said, "Is that it?" and there was the CTU and R/R carried by Protector. Asdic type 134. It took less than an hour for Jan to clarify the situation, after which I returned to barracks, feeling a lot happier.

The refit over, the ship's company assembled in barracks. Protector commissioned and we went to sea. The officer designated TASO was a Lt. Cdr. who was also Gunnery officer and admitted that his TAS knowledge was rusty. However, I assured him that with what we had he had no worries, we were very low key. My maintainer was a Chief Elect Mech, ex submariner, who also had no experience on asdic equipment. After a quick cooks tour of the dept, he was OK and proved a great help to me. Circling the triplane target during A/S workup turned out to be great fun. I was situated on the right hand side of the Captain's chair, squeezed in against the bridge wing repeats telephones etc., and sitting on an improvised stool, because the R/R and CTU were situated too low to sit on a chair. With the Captain in his chair, the TASO in front of the bridge with hi-nocs, I reported "ACRs crew closed up, Sir." The Captain said, "Thank you, Jackson, carry out Std. sweep". I replied, "Aye aye Sir, carrying out std sweep from Red 70 to Green 70 by hand using hand transmission". The procedure was a bit awkward as I had to operate the CTU with my left hand, hit the hand transmission key and start the chronoscope with my right. Procedure as follows : Train transmit (start chronoscope). Listen. After two or three transmissions, the procedure went quite smoothly. The TASO now joined in, "Triplane target bearing Green 20, approximate range 2000 yds". Well, I knew that we'd be lucky to get any echo at all at that range, so suggested we close to 1200 yds and orientate the target. This we did, but to no avail. We could not get a peep out of the target. In desperation I stood up and looked out of the bridge and scanned for the target. Visually sighting the target, I trained to the bearing and swept 10 degrees either side, but alas still no echo. The Captain saved the day by suggesting we had lunch, after which I should check the equipment and we could try again later.

During lunchtime I quickly nipped down to the hull outfit and had a quick shuffy. The problem was immediately apparent, the training shaft had not engaged with the face of the transducer stud so the transducer was facing one direction all the time. I went to local training, lined the transducer by hand and also lowered the training shaft by hand to locate the stud. From then on all went well. The Chief Tiffy reset the raise lower limit switches, and we had no more problems.

Continued in the next issue of SEAMASTER.....

JUST FOR FUN

GOT AN ANSWER MACHINE? WANT TO LIVEN UP THE MESSAGE? TRY THESE:

1. "My wife and I can't come to the phone right now, but if you'll leave your name and number, we'll get back to you as soon as we're finished."
2. "Hi. I am probably home, I'm just avoiding someone I don't like. Leave me a message, and if I don't call back, it's you."
3. "A is for academics, B is for beer. One of those reasons is why we're not here. So leave a message."
4. "Hi. This is John: If you are the phone company, I already sent the money. If you are my parents, please send money. If you are my financial aid institution, you didn't lend me enough money. If you are my friends, you owe me money. If you are a female, don't worry, I have plenty of money."
5. "Hi. Now you say something."

Missing Royal Navy Life?

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

1. *Install a small fluorescent light under your coffee table, then lie under the table to read books.*
2. *Devise your family menus a week in advance without looking in the fridge or larder.*
3. *When turning the shower ON and Off, shout to no-one in particular, "switching on" or "switching off". For added realism, turn the shower temperature control from steaming hot to freezing cold..*

True stories.....

From the Churchdown Parish Magazine:

"Would the congregation please note that the bowl at the back of the church, labeled 'For the Sick,' is for monetary donations only."

From the Derby Abbey Community News:

"We apologize for the error in the last edition, in which we stated that Mr Fred Nicolme is a Defective in the Police Force. This was a typographical error. We meant of course that Mr Nicolme is a Detective in the Police Farce."

And Finally.....

"The last fight was my fault. My wife asked, "What's on the TV?" I said, "Dust!"

I married Miss Right. I just didn't know her first name was Always.

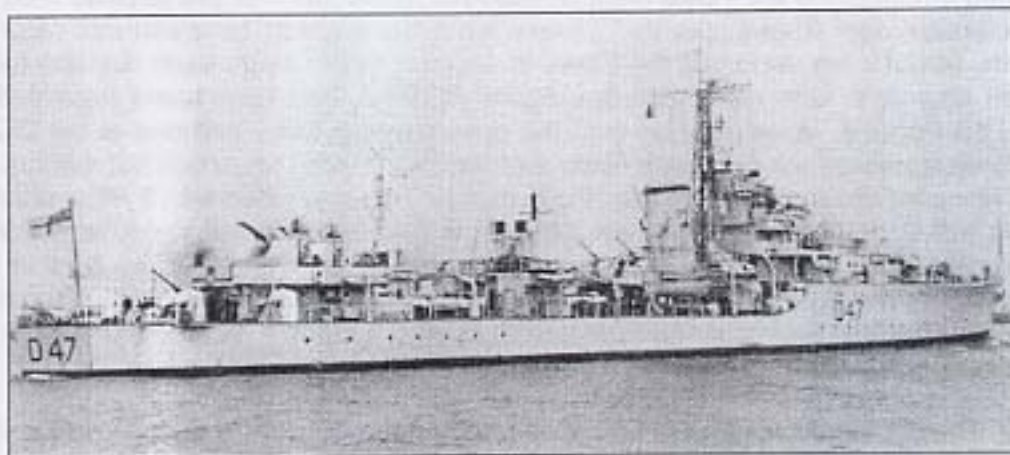
MEMORIES OF TORPEDO/ANTI-SUBMARINE DAYS

BY ALAN QUARTERMAINE

I remember the Chief T.I. on board H.M.S. WHIRLWIND instructing groups of our class around the switchboard and torpedo tubes during our 12 week Trained Men's course; our class had just left Boys Training in early 1946. I recall assisting in the torpedo recovery when the ship fired two Mk.9s in Scapa-Flow, manning the hand winch and shipmates in the Whaler towing the Torpedo to the Davits.

June 46. Draft to LEANDER in Pompey for the Med. (Captain Ottowa Ruthven), D. Day Planner and later (Captain McCoy) Ex Captain D 17th D.F. A.B.s. onboard volunteered for the new T.A.S. Branch with courses conducted onboard Destroyer and Submarine Depot Ships returning to parent ship on completion. LEANDER had a set of four tubes in the Port and Starboard Waists, a Parting Shop amidships and an Asdic Cabinet below the Forward Seaman's Messdeck. P.O. Peters was a L.T.O. later UWI in Vernon.

1948. As ex-boy seaman and now A.B.s, we had a choice of numerous Non Sub-rates e.g. (TD3, RC3, QA3, S.eq. Stewards, Supply etc). A group of us volunteered for the T.D.3 course at Vernon. Our draft included around six L/S H.S.D. D.S.M. ratings who were not amused at having to complete the Torpedo Conversion course. Weapons course at Vernon followed by Asdics at Portland, 70% pass required in all subjects, about 6 weeks at Portland on Castle class Frigates and Z class Destroyers. On joining the Castle Boats we had to prepare our mid-day meal prior to closing up in the A.C.R. The ships Tanky usually gave us the poor parts of meat, so it was a case of Pot Mess.



HMS GABBARD (CANTEEN BOAT 5TH DESTROYER SQUADRON) 1948

Summer 1948. Back to Chatham as A.B.T.D.3. Draft to H.M.S. GABBARD, a Battle class Destroyer (Capt. "D". H.M.S. SOLEBAY) GABBARD was canteen boat, with our T.A.S.I. was C.P.O. Lionel Belcher, D.S.M. Flotilla T.A.S.I. was P.O. Robinson (later to become Lt Cdr Robinson). Home Fleet cruise to West Indies & South Africa, 3 ports of call, Trinidad, Tobago, and Barbados where a Fire Party landed to help put out a fire in a Rum Distillery. At the beginning of the West Indies cruise the whole Flotilla Line Abreast, fired a 10 charge D.C. Pattern on the appropriate signal, followed by all 4.5in. Guns carrying out a Rapid Fire exercise for Mr. A. V. Alexander who was First Lord of the Admiralty in W.W.II. We then went up to Bermuda. (St. Georges & Hamilton), then back home to Chatham. At Xmas we were told we were to take part in OPERATION RUSTY (Arctic Trials for 42 days). My Action station was in the Ops room on the T.C. Calculator, (a nice cushy duty), while my fellow shipmates had to take the canvas covers off of the heavy tubes during night encounters, not a pleasant job in rough weather (quite a few moans).



HMS GABBARD 'OPERATION RUSTY' 1949

Over Xmas leave we all moved into Brick Air Raid Shelters in R.N.B. Two Iron Stoves for heating!! Mess Deck Sweepers spent most of their time thieving Coal Coke & Wood, due to the 1948/49 fuel crisis fuel rationing was in progress, those in the top bunks slept in a haze of smoke & fog. The ship was lagged for cold weather, 50% of the Armament covered against Arctic weather, steam heating fitted on upper deck for clearing ice off equipment, guns etc. All crew weighed on departure and on return by a R.C.N. M.O. some shipmates lost a stone in 6 weeks. Ships on the Op. Jan/Feb. 1949, were our chummy Chatham ship, St. Kitts, Aircraft Carrier Vengeance, a Loch boat, Submarine R.F.A. Jan Mayan Island was sighted at times in daylight. During daylight the ships remained amongst the Ice Flows firing armaments, D.Cs and one live torpedo fired at an Ice Pack, a spectacular sight. Tubes operated several times each watch, temperatures recorded in all compartments. About 3 hrs. Amongst the Flows in daylight, return south each day and meet rough weather each day/night. One night, HM Submarine ARTFUL had hydroplane trouble & couldn't dive to avoid the Force 8. A wave came over the open conning tower and one of the OOWs (Sub Lt J Strother) disappeared over the side. Both Gabbard & St. Kitts searched but without success, (not much chance for anyone in a cold freezing Force 8). I was selected with 5 other shipmates as a Guinea Pig for Arctic Clothing Trials, six different issued for Trial purposes, questionnaires & interviews carried out after 6 weeks. The new submarine Emersion Suit was tried out in the water amongst the Ice Flows, numerous tests carried out from Action Stations, (Action Messing, Bathy Dips every 2 hours refuel/supply every 3 days from RFA). Lt. Comdr. Fagin the F.TASO was with us on this operation (Spuds from the RFA usually frost bitten).

Spring 1949. The 5th. Destroyer Flotilla on F.O.S.Ms. Summer War for 4 weeks off N.Ireland visits to Londonderry & Belfast on completion. N.A.T.O. ships muster off Penzance, (48 ships), other visits to Grangemouth, Dundee, Amsterdam & Flushing. (**First Tot**). Fired Torpedo during ships open to visitors, as for U.K.Navy days. Portland Regatta: Gabbard won 5 races out of 8. (Presented with Silver Oar).- Entered Chatham Dockyard with a big Cock on top of B Gun. (Cock of the Flotilla). Joined Vernon for T.D.2 course, much more intensive on Asdic, M.T. & fault finding, etc. Learnt Morse code for S.S.T (No underwater Telephones). Blanks placed in air, fuel and pipes to check full routines carried out in Parting Shop on torpedoes.

1950: Draft to Chatham working on small T.A.S. centre in R.N.B. Draft to Cossack: (Fast boat to China, Korean War started on June 25th). When I joined Cossack L.S. Preston T D 2 was killick of 2 Mess, about 5 ex Arethusa boys also served onboard, 3 of us were in 2 Mess plus ex Leander lads. H.M.S. CONSTANCE was alongside Cossack and some Drafts altered between none subs. Soapy Watson L.S.T.D.2 joined us. Ship now had a Wartime Compliment, so all hammock billets were full, Locker tops & Stools was the routine, and inshore no hammocks slung, so it was crash out off watch on lockers or deck.

A/S watch was closed up from leaving Japan until return to Sasebo or Kure, no real A/S threat except mines. When on patrol either screening R.N. or U.S.N. Carriers on inshore bombarding, the main hazards were Contact Mines, (Moored or Floaters), Floaters would be dropped from N. Korean Junks up North and the currents on the E. & W. coasts would ensure they would be down South after several days. I recall our C.O. Capt. V.C. Begg standing on the bridge with his Bren Gun firing at the mines to explode or sink them also bofors used. Many of the off-shore islands changed hands as the front line altered & at times had to be supplied with Ammo & fresh water in empty Rum Casks. I had to take the motor boat inshore one night with a landing party, a Bren gun was always provided so as a T.A.S. rating I made sure I knew how to fire it. (Past for L. Seaman on board Consort, B13 only took 6 weeks in those days). On one occasion the landing party returned with P.O.Ws & a large sack which turned out to be a N.Korean who was on the wanted list for atrocities, it looked as if he had been beaten to death. He was placed in the wash deck locker and taken to S. Korea.

1951: Okinawa 4 Co boats 4 Fletcher class U.S.N. Destroyers, we had approx 10 days Anti Sub exercises up to Tokyo Bay, then 1 day Anti Sub work with Sub from Yokosuka and chummy ship Constance (C), then a 24 hour leave (the only time in Japan), about four days in from patrol and under sailing orders, it was a case of clean ship, re ammo, store etc, and out. One night we did an Echo Sounder run on the West coast up to the Yala river, the next night we went again with the Belfast steaming astern, this time into the Yala river with Manchuria to Port & N. Korea to Starbd. (Long way from home). The Belfast fired 12 X 6" Broadships at supply depots & transit points throughout the night, both ships returning to the South before dawn. 15 R.N. & Commonwealth ships were hit by shore batteries, numerous U.S.N. ships were also hit, 1 R.O.K. surface ship sunk by surface action, 2 mined and 5 U.S.N. ships sunk by mines (6th M.S commissioned Oct 1950). On Cossack we were lucky, fired on at Mokpo in the S.W. & Wonsan on the E.Coast. In the early days the U.N. were short of Minesweepers, the U.S. had run down their Minesweepers in the Pacific Fleet so ex Japanese M/S were used under contract. The Cossack was paid off in Hon Kong with another complete new crew of 240 men.

I had not completed my 2½ yrs on station so I was drafted to H.M.S. JASEUR. I relieved the H.S.D. onboard, the ship was in floating dock, all the A/S Dome etc in the bottom of the dock, the H.S.D. was 12 years man, retained for 18 months due to the Korean war, he said "Lofty I've lost 3 good conduct badges since I've been onboard". He was not a happy man, like most of those who had been retained. The Admiralty in their Wisdom should have given them U.K. based ships.

Dec 1951: The crew were on their 2nd R. & R. at Penang, I put in for 7 days R. & R. and was told the ship would undock in a couple of days time, therefore the Dome & equipment needed to be replaced & tested etc. I used my Vernon A/S notebook & BRs to replace all gear as I was now I/C Asdics onboard.

Jan 1952: Our Captain was F.H.Bone D.S.C.* & D.S.O.* (W.W.II. Submarine Ace). F.T.A.S.O. Lt. Cdr. Craven, (later Lt. Cdr. Drummond). T.A.S.I. was P.O.Petts. I/C S/W Deck was P.O. Duploc, relieved later by P.O. Weston (Aggie). We didn't see much off the Staff, except for exercises and visits up north, they lived in H.M.S. Terror, offices in Dockyard (A nice little number). Later in 52 we carried out a 7 day A/S Exercise to French Indo China, then a Casex off Hon Kong with a T class Submarine. I have a recollection of spending my **23rd. Birthday** in Bangkok, the ship then went on to Hon Kong (minus 1 Seaman & Stoker). They caught up with the ship about 8 weeks later in Hon Kong. I remember loading Ground Mines from Kowloon ammo depot & preparing them on sweep deck. To be laid in the area of Hiaphong, French sweep deck crews came on board for practice Streaming Sweeps, then the R.N. & French Sweepers (Ex U.S.N.) Swept the Minefield, a few days in Hiaphong then down to Siagon and Singapore. Later the Jaseur steamed up to Bangkok, the Thai Airforce was bombing the Navy in the river, we steamed up to protect the British & businesses etc, the previous year during a coup the Navy lost a Frigate, and in early 1951 in Korea one of their Frigates ran aground and had to be sunk by gunfire.

The Jaseur was built in Canada for cold weather etc. our situation was Boiler Room below Mess deck, oil fired Galley amidships just off our Mess, plus funnel uptake. (No Air Conditioning). We received ½. Hard layers, 6 pence a day, (Old Money), Less 1-penny deducted for Income Tax. (A grand life if you don't weaken). All ships in the Flotilla fired a 10 charge D.C. pattern prior to refit. The Lysander had fired her 10, then developed an engine fault, we had to steam overnight and tow her back to the Dockyard. On another occasion we had to rig up the D.C. Pistol test gear for our new F. T.A.S.O. An accident occurred with a pistol detonator, which of course meant an enquiry onboard.

Spring 1953. Draft to Terror having been relieved by a UC2/TD2 recat to UW2 Killick I/C Transit Block waiting for Trooper. The War Office commandeered an Aussie Emigration ship bound for U.K. empty, and re-named it Empire Clyde, 4 lads to a cabin our Cox'n & a Lt. Were I/C of R.N. draft 80 men, remainder of personnel onboard were Army/R.A.F. & Families.

May 53: Arrived at Liverpool after 2 years 10 months away from U.K. Leave entitlement, 24 days for each year overseas, plus 1 day for each month served in Korea. A good Wack of Leave! Usual issue of B.R.Ticket, Ration Book, Money etc and off HOME.

Sept 53: Back to Chatham, then Draft to H.M.S. Aisne (4th. D.S.). Capt. "D" Agincourt (P)

Nov 53: Trials in the N. Sea with Barrosa (P), & Corunna (C).

Dec 53: The D.S. Did Guard Ship across the Atlantic when H.M. The Queen & Prince Phillip were flying to Canada, Aisne was West of the Azores, on station for 24 hrs in a Force 8, next to H.M.C.S. Micmac from Halifax. Aisne was canteen boat.

Jan 54: H.F. on Spring cruise to Gib for exercises with The Med Fleet, I was informed that our P.O. I/C TAS had been admitted into R.N.H. Chatham and I was to take charge of the TAS Party, a L/S UW2. I had to prepare two fish (Mk 9) at Portland for TFX in the channel, fire both fish and carry out recovery routine back at Portland prior to steaming to Gib. At Gib we were informed the Squadron was to carry out a full outfit firing, so it was off warheads, fit K9 practice and connect up to Air Vessels, it was a busy time, at sea Mon -Fri, charge the Avs & prepare 10 fish over the weekend, at the end of the exercise I was told I had been recommended for the UW1 course, passed for P.O. onboard Corunna May 54. N6 on Capt D a CPO TASI of TAT fame and a host of TAS POs never gave me any assistance at Casablanca, alongside Agincourt etc. Squadron TASO said to me 'Leading Hand, put the torpedo back up the tube and go ashore'

Autumn 54: Draft to Vernon, our class prepared 24 mines one day on the fast Minelayer Appollo. We laid them next day in the channel off the I.O.W. then transferred to a I.M.S to sweep them. Returned to Vernon at 2200 hrs. and had a neat Tot. We cleared our Bagmeal in-between getting sweeps out and we were introduced to the modified Mk 8 Torpedo which was to run on H.T.P. (Rocket Fuel). Back to Chatham, 6 weeks at Royal Arthur, a short period at the small T.A.S. centre then a draft to 3 Algerine at Hull & Grimsby. (H.M.S. Marmion, Skipjack & Cheerful). Return to Chatham 1955, then loan draft to Ganges with 10 UWs in 1956, we all designated H.M.S. Delight on recommissioning. On Ganges we were laying mines for R.K.O. Films, only one miss fire in 3 weeks and £2:10 shillings a day extra from R.K.O.

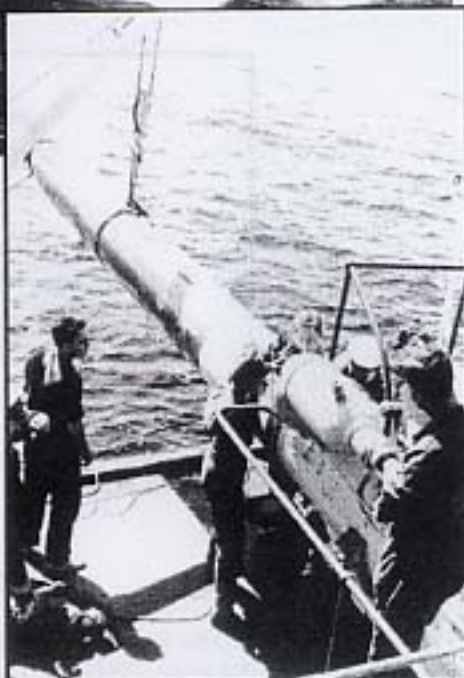
Draft to Delight (2nd D.S.). Captain "D" Daring (D). Defender (C). Diana (P). Work up out the Med so the 5th. D.S. could return home from Suez, fired live torpedoes at Filfa island off Malta, back to Dockyard to Paint ship, I was on a Boarding Party course so I missed Paint ship! Then on Cyprus patrol with Defender, but corrosion of aluminium tubes then meant a 3 month Refit in Gib, during this time I was asked to fire demolition charges off the Moles for a Film Company, the film was Silent Enemy starring Laurence Harvey & Sid James. At one time we tied up alongside H.M.S. Carysfort (P), where I met P.O. Dyke for the first time, PO Ferris (Defender) PO Walk (Diana). 12 Boardings mainly at night, Aluminium Tubes, Brass didn't go well with salt water. All tubes completely stripped down in Gun Mounting shop (all Darings).

MALTA 1956, HMS DELIGHT DURING 'WORK -UP'



**PO Alan Quartermaine i/c
TAS Party HMS DELIGHT**

**Lining fish
up at rear
end before
loading in
tubes of HMS
DELIGHT
(Right)**



1958: Join the H.F. in the Clyde area. Hit in the stern by an Ocean going Tug at Greenock, One watch sent home on leave then up to Glasgow dry dock with a big V in the stern, Squid Projectiles moved for'd to bring stern out of the water & De-Ammo all night. H.F. Autumn Cruise to West Indies, Darings & Battle class destroyers & S/ms. 3 days hove to in a Hurricane off Nassau called at Belize, Barbados, Antigua, Bermuda, then off to Halifax Canada, 5 days A/S exercises. (From shorts & sandals to Sea boots & Duffle coats. Pay off in Guzz for modernisation. Draft to Vernon assist Instructors in Parting Shop with preparation of Torpedoes, Lt. Comdr. Underhill i/Torps, was Squadron T.A.S.O. 2nd. D.S. Assist Tech Author for Mk.9.planned M.T. Sea Trials Dept. H.A.T.S. & S.A.T.S. i/c, Comdr. Spillar worked with Lt. Honeycombe ex. R.N.Z.N. & Later Lt. Patchet. T.A.S.I.Q. course instructor for UC3 & UC2s.

Draft to Diamond at Chatham 5th. D.S. Work up at Portland (R.A.Peter Gretton) besides the hard work up, Bill Bailey Capt "D" on Duchess also gave his squadron evolutions!

1962: Off to the Med on 10 day Med Sub Aswex 5th. D.S.4 Turkish, 4 Spanish ex U.S.N. R.N. S/ms at 200ft. U.S.N. Shark (Nuc) at 400ft. Normal cruising & Action A/S as required, our H/O1 pump was defective, so we used 4x4s to keep it in the down position, gained contact with the Shark (Nuc) speed on plot 28kts, for 28 mins, good for a 164/174 Sonar Set. Back at Malta our TASO was going on compassionate leave, so he handed all the books over to me, Inc BR re Air Charge Tables, which were important as we fired 2 fish quite frequently. On the home leg of the General Service Commission we had Rosyth Navy Days, Bergen, Baltic, Stockholm, Sundsvall, Helsinki, Copenhagen. N. Sea via Kiel Canal, across to Invergordon.

H.F. Exercise, prepare one Pistol/Warhead on a Sunday morning for firing on the firing range, (Cape Wrath area), one Dummy Run local midships sight. LS Buck Taylor UC2, fired on 2nd run, depth 28 ft. (10 ft deeper than ships draught, the warhead exploded with a nice crunch bringing a large section of the cliff down. Duchess fired her torpedo which went out as normal, then made an 180° turn. (I understand T.C.M. took place).

Highlights of the Commission ref T.A.S. Detecting & Maintaining Contact with Nuc Sub at 8kts/28mins. (Herbert Lott Award. Winner of the Squadron Torpedo firing competition).



TIN FISH DAYS HMS DIAMOND

Trophy presented to our C.O. Captain H.H. Dannreuther by F.O.F.Med R.A. Eric Bush on the jetty at Gibraltar. ON both Darings I served on I had excellent T.A.S. party's on Delight most of the junior seamen volunteered for the T.A.S. branch, much to the disgust of their D.O. Ships Gunnery Officer who was not pleased. Paid off at Chatham. (Diamond adopted by DeBeers). Draft to Vernon, Instructor for UW1s & T.A.S.I.Qs courses.

1964: draft to F.O.S.T. Staff worked with C.P.Os T.A.S.I.s (McCoy, Suffle, Neal, Watts, & Lister). A/C.P.O. to C.P.O. period 3 years, 180 ships through work up. S.T.A.S.O.s Lt. Comdrs Tomlinson, Stainsbury Powys-Maurice. Back to Vernon, Long Course Instructor, with Derek Malthouse.

1969: E.V.T. Course 4 week duration (London). Industrial course with Tom Marchant.

8 July 1969: Complete R.N. Service.

Letters



❖ From Warwick Franklin (Mon 9 Sep 2000)

First of all I would like to thank everyone involved with the ASWI' Dinner and /dance organisation at HMS DRAKE. A great time was had by myself and Jean and it was also marvellous to see so many old (and young) friends and colleagues from the past.

Having joined the HMS CLEOPATRA Old Shipmates Association and attended their reunion at Harrogate last year, the subject of recruiting younger members was mentioned several times. At the moment there are about 140 members (the majority of them from the 2nd World War cruiser). However, there were many at Harrogate who had served on the Leander Frigate during her lifetime.

The Association is very well organised and holds a reunion every year in May. In fact the next one will definitely be held in Plymouth (May 19th at the Grand Hotel) on Plymouth Hoe. I am sure there are some ex Cleo's out there who might be interested in joining and I am quite happy to put you in contact with their Secretary who will send the necessary details.

I can be contacted at the Armed Forces Careers Office, Plymouth during normal office hours on 01752 501787. Hoping to hear from some of you in the near future.

❖ Email from Shep Wooley (Mon 11 Nov 2000)

(This is a reply to an email from Bob Burton thanking Shep for entertaining the Association at the Dinner/Dance)

Please pardon the delay with this reply. I have been up to my neck in gigs since we met at Drake. I have just come back from my hands to dance & skylark weekend in Bilbao care of P&O. Good time but it was a force 10. Who cares, no watch on deck to do and all night in every night. Please thank Paul and other members for asking me down to GUZ for the ASWI's Annual Reunion dinner. It was a first class affair,

the company was great and the hospitality beyond compare. Please pass on my good wishes for a good 2001 and may you all have a great Christmas.

❖ Email from Adrian Budd (28 Dec 2000)

Don't forget us if you are planning on a trip to Plymouth, Devon in 2001. Our new brochure is at the printers and will be ready for dispatch from January 16th. If you would like a copy just send me your mailing address and we will do the rest.

Best wishes for the New Year from Amanda and Adrian at Haddington House Apartments.

❖ Email from Phil Wratten

A few lines to thank the organising committee for the splendid evening shared by all on Friday 6th October 2000. My first visit to Plymouth for many years was a memorable one. Rosemary and I, and indeed our guests thoroughly enjoyed the evening. Having Shep Wooley as guest speaker was an innovation to be praised - he was excellent. The only thing that spoilt the evening was the volume of the Disco.

The bar area was too small therefore the volume of the disco drowned out any conversations attempted by members - please could we ensure that at future venues the noise level is kept at an acceptable level. We all safeguarded our hearing whilst in the 'pusser' it would be a shame to go deaf at this late stage in life !!

It was good once again to meet old friends. In particular it was great to bump into Roger Singleton after so many years - even if I couldn't remember his surname at first! We are all changing as the years pass us by - with the exception of the ever youthful John Adams - hair either receding, grey, or nearly gone. Our frames become somewhat more portly, and a good percentage has had to succumb to glasses and even the odd hearing aid. Great to get old ain't it ?!

Once again, thanks for a super evening. Keep up the good work. See you all at the next get together.

Devon Air Ambulance



Bob Burton Donated £365 on behalf of the ASWI Association to the Devon Air Ambulance. He raised the money by running the Plymouth Half Marathon during May Last year. He completed the 13 and a bit miles in 2 hours and 6 minutes. Support was offered by other members throughout the event.

Congratulations to Bob for achieving such a difficult event for a worthy cause.

R. N. Shipmates

This Naval Club is at Shanklin on the Isle of White

They need your support

FREE TOT.....for everyone donating when they call in at the club.

If you want to join those 'Special People' who have made a donation of £1000, £500 or £100, ask for details of the 'Gold', 'Silver' or 'Bronze' Tablet scheme and get your name honoured in the QM's lobby. Contact:

Michael 'Mike' Crowe

7 Heath Road

Lake

Sandown

Isle of Wight, PO36 8PG

naval club@rnshipmates.demon.co.uk

PROVISIONAL SOCIAL PROGRAMME - ASWI'S ASSOCIATION

27/2/01 – Monthly Meeting

27/3/01 – Monthly Meeting/Quiz

6/4/01 – 22/4/01 **DRYAD Leave**

24/4/01 – Monthly Meeting

29/5/01 – Ten Pin Bowling Portsmouth

26/6/01 – Monthly Meeting

31/7/01 – BBQ

4/8/01 – 27/8/01 – **DRYAD Leave**

15/9/01 – 3 Monkeys competition

25/9/01 – Monthly Meeting

26/10/01 – AGM Dinner/Dance

27/11/01 – Monthly Meeting

11/12/01 – Christmas Draw/Party

WHERE'S YOUR OPO? – 19 JANUARY 2001

✓ = Serving Member

NAME	UNIT	NAME	UNIT
WARRANT OFFICERS		CPOs CONTINUED	
BROTHERWOOD	CDRE MFP	LAURIE ✓	RALEIGH.
BURTON ✓	CINCFLEET	LINGER	DRYAD.
CAPEL	MWC PORTSDOWN	LITTLE	CAMPBELTOWN
FOSTER	DRYAD	MAHONEY	URNU BRISTOL
FORRESTER	DRYAD	MALCOLM	CAMPBELTOWN.
GRAVETT ✓	RNU ST MAWGAN	MANEELY	DRYAD.
HUTCHISON	FOSF PORTSMOUTH	MANNERS	LANCASTER
KENNEDY ✓	DRYAD	MCCREADY ✓	DRYAD
KILROY	2SL/CNH FOTR	MCINTOSH	EXCELLENT
LEWIS TR ✓	DRYAD	MCLEAN ✓	SOUTHERLAND
LOVEDAY ✓	RNU ST MAWGAN	MERCER ✓	FOST SEA.
LYMATH ✓	CINCFLEET	MIDDLEMAN ✓	FOSF
NASH ✓	CINCFLEET	MOORE	FOTR
NELSON ✓	FOST SEA	MORTIMER	DRYAD.
PARRY	RN GIBRALTAR	MOSS AR	COVENTRY
PREECE ✓	FOST D/PORT SHORE	MOSS KG ✓	SOMERSET
RHODES ✓	FOSF SEA P/MOUTH	NEWELL	DNR WROUGHTON
WHITE ✓	FOSF SEA D/PORT	OGGIANO	ADAC
WILL	DRYAD	PAGE	DASHER
WILLIAMS ✓	DRYAD	PARRY	NORFOLK
WORSEY	PJHQ	REYNOLDS	DRYAD
		ROWE	FOST SEA
		PINCH	RALEIGH
		PRITCHETT	DRYAD
		PROSSER ✓	WESTMINSTER
		RAYNOR	IRON DUKE
		RICHES	DRYAD
		SCOTT ✓	RNU ST MAWGAN
		SHARP	COVENTRY
		SINGH ✓	DRYAD.
		SLATER ✓	FOTR
		SPEIRS	DRYAD
		SMITH	RICHMOND
		STANKEVITCH	DRAKE RELEASE
		TATHAM	RALEIGH
		TYLER ✓	RALEIGH
		WALSH ✓	DRYAD
		WHITE MF	DRYAD
		WILSON	ARCHER.
		WILLIAMS	RALEIGH
		WOODS	DRYAD.
		YATES	DRAKE
		PETTY OFFICERS	
		ARMITAGE	DRYAD.
		BAILEY ✓	DRAKE CBP (CFS).
		BENTING	RALEIGH.
		BEST	VICTORY
		BOULTON ✓	EXCELLENT
		BOYES	RALEIGH
		BOWMAN	RALEIGH
		BRIDGNELL	PORTLAND.
		BUCKLEY	CARDIFF
		BUTLER ✓	DRYAD.
		CALLAGHAN	ARGYLL
		CANNON	NEPTUNE
		CHOATE	YORK.
		CLARKE	EXCELLENT
		CLASHY ✓	COVENTRY
CHIEF PETTY OFFICER			
ALLEN ✓	FOSF SEA P/MOUTH.		
ALLPORT ✓	FOST SEA		
AYRES	CUMBERLAND		
BAKER ✓	DRYAD.		
BAILEY ✓	DRAKE		
BARTLETT-HORWOOD	PORTLAND		
BLACK	DRYAD.		
BOX	KENT		
BROWN A ✓	TRUMPETER		
CHASE	CARDIFF.		
COUCH	RICHMOND.		
CRISPIN	FOST SEA		
DAVIES	MONMOUTH.		
DINNAGE	DRYAD.		
DODD ✓	RN GIBRALTAR.		
DRAY	CORNWALL		
EDWARDS DA	DRAKE RELEASE.		
EDWARDS AD	DRYAD.		
EDWARDS K	DRYAD		
EMMERTON ✓	NORTHUMBERLAND		
EVANS	DRYAD.		
FAIRCLIFF ✓	CHATHAM		
FLINT ✓	DRYAD		
FRAZIER	VICTORY		
GARDINER	RALEIGH		
GODWIN	RALEIGH		
GOODFELLOW	GRAFTON		
GORRINGE ✓	DRYAD		
GOWMAN	DRYAD		
GREAVES	VICTORY.		
HANCOCK ✓	ARGYLL.		
HILL ✓	DRYAD		
JARVIS ✓	ADAC		
JONES ✓	SHEFFIELD		
KAY ✓	MONROSE		

<u>POs CONTINUED</u>			
CLOUGH	DRYAD	ROWLEY ME	DRYAD
COLLINS	DRYAD	SIBSON	CORNWALL
COOK	MWC PORTSDOWN	SMALLBONES	RALEIGH
COOLAHAN	NEWCASTLE	SMITH WK	FLYING FOX
COURTNEY	SOUTHAMPTON	SMITH LF	GLOUCESTER
CRESDEE	GLASGOW	SHAW	RALEIGH
CUMMINS	CHATHAM	SOMERS	NELSON
DANGERFIELD	EDINBURGH	STEPHENS	COVENTRY
DELL	DNR WROUGHTON	STREET	LIVERPOOL
DENNIS ✓	DRAKE	SYERS ✓	SHEFFIELD
DEVINE	EXETER	TAYLOR ✓	FOREST MOOR
DUKE GRI	MONTROSE	TOLTON ✓	LANCASTER
DUKE P	KENT	UNITT ✓	NOTTINGHAM
DUNN	CORNWALL	WATSON	IRON DUKE
EMERSON	RALEIGH	WATSON SNT	VICTORY
FORBES	SHEFFIELD	WALKER	CORNWALL
FRANCIS	NELSON	WEATHERLEY ✓	SUTHERLAND
FRASER	DRYAD	WEBB	DRYAD
FUNNELL	NORTHUMBERLAND	WILD	YORK
GIBSON ✓	COVENTRY	WILLETTS	GLOUCESTER
GING ✓	CUMBERLAND	WINGAR	CHATHAM
GRAHAM	GRAFTON	WINTER ✓	DRYAD
GREENING	MARLBOROUGH	WOOD ✓	DARTMOUTH BRNC
HARVEY	NEPTUNE DLO	WOODLEY ✓	NOTTINGHAM
HAYES	DRYAD	WRAGG ✓	DRYAD
HAYWARD	RALEIGH		
HEALEY	NORFOLK	<u>OFFICERS</u>	
HOLMES AT	WESTMINSTER	LT LEWIS ✓	RAF ST MAWGAN
HOLMES SA ✓	DRYAD		
JAMES ✓	DRYAD	LT CDR McINTYRE ✓	NORTHWOOD
JONES	DRYAD		
JORDAN	CAMPBELTOWN	LT CDR MARDON ✓	DRYAD
LAX	CUMBERLAND		
LAZENBY	NELSON		
LALE	NEWCASTLE		
LANGTON ✓	CAMPBELTOWN		
LOVEWELL	CHATHAM		
MACDONALD	MONMOUTH		
MALLINSON	DRYAD		
MANGAN	DRYAD		
MARCHANT ✓	WESTMINSTER		
MARSH	MARLBOROUGH		
MCCARTHY	ACDS (OPS)		
MCCRINDLE	SULTAN		
MCCOURT	RALEIGH		
MCCORMICK	ARGYLL		
MCKENNA	RALEIGH		
MCLEOD ✓	DRAKE DPL		
MONTGOMERY	RNU ST MAWGAN		
MOYES	NEWCASTLE		
MULLARKEY	LANCASTER		
MURPHY	RN GIBRALTAR		
MUNTON ✓	NORFOLK		
NEEDHAM ✓	SOUTHAMPTON		
NEWELL ✓	EXETER		
PHILLIPS	RALEIGH		
PIERCE	NORTHUMBERLAND		
POPE ✓	SOMERSET		
POREE	RN GIBRALTAR		
PURSLOW	NELSON		
RAMSAY	RICHMOND		
RICHENS	CORNWALL		
ROBERTS	MONTROSE		
ROWLEY JIG	DRYAD		

Ex-Serving Members

Adams John	Purbrook, Portsmouth	Jackson Doug	Capetown, South Africa
Allen Darby A W	Waterlooville	Joiner Pete	Copner, Portsmouth
Allen Darby W T	Higher Compton, Plymouth	Kelly	Cornwall
Antcliffie Dicky	Barnsley	Lake Jake	Barrow-in-Furness, Cumbria
Anderson, Don	Newport Gwent	Larratt Larry	Tavistock, Devon
Andrews, Mike	Paignton, Devon	Legg Mick	Looseleigh, Plymouth
Ashton, Geof	Shrewsbury, Shropshire	Loynes Mick	Ewell, Surrey
Astley Andy	Chichester	Makarewicz Mak	Torpoint, Cornwall
Ayling Robin	Bognor Regis, West Sussex	McKenzie Neville	Auckland, New Zealand
Bacon Streaky	Gosport	Mowat Kev	Ford, Plymouth
Bareford Dave	Boston, Lincs	Nicol Roy (Jock)	St Budeaux, Plymouth
Barrett	Copner Portsmouth	Neads	Southampton
Bekker Dave	Drayton, Portsmouth	Neeson Ted	Cheadle, Cheshire
Blanche Rod	Hartley Vale, Plymouth	Noble Alan	Lee-on-the-Solent
Bradburn Frank	Higher Compton, Plymouth	Oakly C	Maidstone, Kent
Brown Stuart	Mansfield, Nottinghamshire	Owen Jess	Gosport, Hampshire
Brierley Pete	Falmouth	Oxlade Jim	Whiteleigh, Plymouth
Brown Tom	Crawley, Surrey	Paton Bob	Beaminster, Dorset
Cass Pete	Strood, Kent	Pearce George	St Budeaux, Plymouth
Chapman F W A	Devon	Pope	Argyll, Scotland
Chennell John	DRYAD	Powley Martin	Stapleford, Nottingham
Cosh Dave	Ivybridge, Devon	Purkiss Peter	Bradway, Sheffield
Cowley Muzz	Tavistock, Devon	Quartermaine Alan	Banbury, Oxon
Cunningham Yorkie	BFPO 52	Randell Dick	Croydon, London
Dacombe Les	Rugby, Warwickshire	Richardson Geoff	Tamerton Folliot, Plymouth
Davison, Terry	Buckfast, Devon	Roche John	Glenholt, Plymouth
Dennett Dizzy	Clanfield, Waterlooville	Robinson Robbie	Drayton, Portsmouth
Drew Dicky	London	Rodaway Rod	Purbrooke, Hampshire
Dutson Mike	Brixham	Rodgers Steve	Basingstoke
Elgie Frank	Dundee	Sargeant Mike	Torpoint, Cornwall
English Trev	Marchwood, Southampton	Shaw RN	?
Feasey Ron	Southborne, Bournemouth	Simpson, John	Plymouth
Formey Les	Fareham, Hampshire	Singleton RD	?
Franklin Warwick	St Budeaux, Plymouth	Sowdon Pete	Dover, Kent
Fuller Kieth	Gloucester	Taylor Buck	Southport, Merseyside
Gardner Ian	Bursledon	Thorpe Fred	Groby, Leicester
Gemmell Archie	Plymstock, Plymouth	Trengove Jan	Poole, Dorset
Gilmore	Southsea, Portsmouth	Turner John (Topsy)	Ontario, Canada
Gleeve Andy	Fratton, Portsmouth	Tyler Bonnie	Watchet, Somerset
Graham George	Southwick, Fareham	Underwood	St Budeaux, Plymouth
Haydon Charlie	Crediton, Exeter	Walton Tony	Alverstoke, Gosport
Hawgood Ray	Alacante, Spain	Waterfield Frank	British Columbia, Canada
Hannemann Paul	Weymouth, Dorset	Whitty Terry	Liskard, Cornwall
Heaver Brian/Burt	Waterlooville	Williamson Tom	Plymouth
Hitchcock Paul	Copner, Portsmouth	Wratten Phil	Wokingham
Hood Dave	Hayling Island	Yates Alan	Nottingham, Weymouth
Hovendon Tony	Waterlooville		
Hughes Spike	Royal Tunbridge Wells, Kent		
Hutchings M	Bathpool, Somerset		
Jerrard Brian	Fordingbridge		

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

Lest we forget:

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

Anon