



Edited by Paul 'Manny' Cousens

www.ambuscade.org

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FROM THE CHAIR

As we say goodbye to the Noughties and enter the new decade, I am pleased to say that the Association goes from strength to strength.

2009 was another great year with a thumping good reunion in Crewe and an Ambuscade initiated "21 Club" evening in Plymouth.

On a sad note we lost a couple of shipmates last year and our thoughts and sympathies go out to their families, once an **Ambusman** always an **Ambusman**.

We met in Crewe last May for the 5th Ambuscade reunion. It turned out to be a belter with good numbers, good crack and a truly memorable weekend in which we took our usual whooping in the Fire Engine Pull. We did end up collecting some silverware however after the Starboard team came in a gallant 3rd Captained by your truly! The Port watch team also did alright with a narrow victory over the ladies who were only 3 members short in the end. The real winner from the days fundraising was the three charities we supported this year, we raised an admirable £900 for the Crewe Seahorse Appeal, TS Ambuscade and St Luke's Hospice in Plymouth.

To help us recover we were entertained by the ex-matelot turned superstar "Shep Woolley" who didn't disappoint. Judging by the number of CD's that were purchased later, a whole new generation of children will be singing along to the likes of *Ramit I'm*

RDP and other such pearls!

Considering the Committee is predominantly made up of "Old Farts" we did exceptionally well in 2009 when we held our first and then second committee meeting via a telephone conference facility. After a faltering start we soon got down to the business of the day with satellite links in from Brazil, France, the UK and a boozier down in Hampshire. During the first call we organised a very successful 21 Club night at the St Levan Inn, Devonport. This went down really well and over 50 Club members turned out, Mick Brain even jetted in from Australia to attend so a Big BZ to Sam Potts for hosting such a good night.

So what does this year have in store for the men of the Ambuscade? We start off by holding one of our legendary Road Shows in Pompey 14-15th May. Full details of the programme are on page 6

The next Big One however will take place in Plymouth over the weekend of 9th October, this event will break from tradition and is being billed as a 21 Club Reunion rather than just Ambuscade. We took this decision following the success of the new 21 Club website that most of our members are now affiliated to, so if you haven't already been on there I can definitely recommend a visit.

The organisation of this

weekend will develop over the next few months and we will keep you all updated on its progress, for now though just stick the 9th October 2010 in your diary and go to website

<http://type21club.ning.com/>

I hope you enjoy this umpteenth version of the Pistol Post: if you haven't already joined the Association please do so, it costs only £5 per year and we have a great laugh!

Have a great 2010 and I look forward to seeing you at one of this years events.

Please ensure that you update your e-mail address via the website

Best Wishes

Mark Brocklehurst

Chairman



Ambuscade 'all screwed up'

by David Thomas

This problem spanned the Atlantic and unravelled, quite literally, somewhat slowly. It started innocently enough at Caracas. As we were about to slip, the Captain (guess who!) saying last farewells on flight deck, points over port side to slight wash from port prop going from aft to forward. Check starboard, nothing showing there. Hmm! Go below, SSD all closed up, check pitch, lever settings and Tyne revs. All OK. No pitch showing. Recall that zero pitch is not zero thrust, so think it might be that, or perhaps interaction with harbour wall.

Fast forward to weekend visit to Southampton. Weekend notable for multiple diesel generator problems. As port Tyne revs had been showing higher than starboard for same lever setting, decide to put divers down to get blade pitch check at hub. Had also invited children's school to visit ship, who are impressed to see "frogmen" all rigged up and ready to go on the flight deck. Pitch check shows about 2° degree difference between hub and pitch readout in SCR. (Cannot recall now just how much the difference was, but smallish). In current parlance, "Phoned a Friend", chap by the name of Townson, then relaxing at T21 desk at DEFIANCE. Not having seen the ship in dry dock, I ask how accurate are hub pitch markings? Concluded they were a bit rough and ready, and should not read too much into discrepancy. Hmm! Last mental picture, on jetty, seeing off school coach with grinning daughter and friends in rear window waving my Paddington Bear. Should have known better! My mascot, bought at American PX, and normally propping up Wardroom bar, complete with shrink-wrapped "Marmalade" Ryvita biscuits, kidnapped, and now en-route to a girl's dormitory in deepest Dorset. More adventures for Padders? Or fate worse than death? But on with the show. Off to Oporto. Swan song visit for you know who and last before refit.

Knock, knock. Wake up MEO Sir. Snags with Port Tyne, keeps tripping out on overspeed. On rompers, down to SCR. Tyne running, (cannot recall speed set, but you know who always went at warp speed!), heavy following swell running, stern lifting highish at times. Witness Tyne overspeed and trip. Hmm! Stbd Tyne OK. Clearly port Tyne tripping because prop becoming partly unloaded. Suspect loss

of pitch. Talk OOW and recommend running port Olympus instead as higher power/revs meant unlikely to trip. Asked discuss with Captain. Discuss. On with the show with port Oly, Stbd Tyne. Investigate at Oporto. (Bye bye to my bodega run).

Divers down again, pitch loss about 8 degrees, (as best I can recall, but anyway lots more than at Southampton), and clearly port shaft OOA. Compose and send signal putting port shaft OOA except in emergency, and for entering/leaving harbour. Captain not happy at being hobbled. In modern parlance again, sort of "Go 50/50"



on main shafts! Fixing would need a dry docking. Fleet takes decision to run on single shaft to refit. Still as run ashore compensation, *Quinta de Noval bodega* does on board port tasting. Excellent product. Wardroom Wine Caterer, (schoolie), buys case of Late Bottled because it tasted just the same as 40 year vintage and cheaper by a factor of about ten. Being duty paid, this did not need to go into duty free bonded store for refit. Hmm!

Fast forward to refit. Port hub removed, oil transfer tubes pulled. Lo and behold, the oil transfer tube connecting couplings are unscrewing, making the pitch controls, which took feedback from the OT tube position, think set pitch had been reached before it had.

New term of "OT Tube Extension" enters the engineering lexicon. Reported up and along the engineering chain, sort of "Told the audience", which was promptly followed by more "Lo and behold", as at least two other Type 21's confess to the same, if not as severe, problem.

Ah well, at least AMBUSCADE was one of the first again. Expect nothing

less really would you?

Why port shaft? Well the oil transfer coupling threads were not handed for different shaft rotations. So port would tend to unscrew, whilst stbd would tend to tighten up. Elementary engineering really, and surprised that such a design defect was built in. As everybody knew, and endlessly and smugly retold by various MOD people, the Type 21's were a commercial, rather than a MOD design, and doubtless cost came into things. Cheaper to make all oil transfer tube couplings the same. Who knows?

Not quite the end of the story. As other Type 21's developed the problem, and to avoid the need to dry dock to fix, *Mike Townson and a Royal Corps of Constructors guy* devised a "Zebedee" to fit on the inboard end of the port shaft. This was a big spring contained in a Top Hat that stuck into the Forward Engine Room, and basically made sure that the OT tubes stayed compressed even if the OT tube couplings were unscrewing. *They burned the midnight oil and had a design solution ready to make the next morning. Devonport Dockyard did well and had one made that day and it was on its way to meet Alacrity – the first 21 to show this fault, at her next port of call on her China deployment. All the Gas Turbine ships had the same design fault and at least one T42 had a Zebedee fitted.*

There was a Mark 2, with an opposite handed spring, to account for the inward turning shaft. *The Mk 2 Zebedee was an improvement that allowed the shaft to be used normally (the Mk 1 only allowed it to be used as a fixed pitch prop)* It worked well and took ARDENT to the Falklands without any problems. For the uninitiated, fixed pitch prop shafts were outboard turning for ship handling reasons. (CPP) ships (Controllable pitch propellers) had inward turning shafts for the same reason. (Unbelievers can check Admiralty Manual of Navigation, Volume or Chapter 4 as I recall)

And Paddington? He survived, and made a home run to the ship at the end of term, with heavy cuddle marks. He attended most Refit Progress Meetings and nearly had his own copy of the minutes having been identified on the attendance list as P. Addington, but his cover got blown.

WWII Govern Dockyard Incident

By Mark Brocklehurst

The Association recently received a request from Tony Allsop, whose Uncle had served on the Ambuscade during the latter part of the Second World War. Tony knew that his uncle, Dennis Swinn, had unfortunately died whilst the ship was alongside at Govan dockyard but all other details were sketchy.

The request was passed to our “old boy” network of George Gregory and then onto Edwin Sadler who in true Oracle style recalled the whole incident like it was yesterday!



It turns out that Dennis had lost control of the Captains car on the dockside at Govan by getting his sea boots stuck between the pedals and went over the side into the water and mud.

Edwin couldn't recall what job Dennis had done on board but says anyone could get a licence just by asking in those days because as far as the family knew Dennis didn't drive.

How times have changed, the Health & Safety people would have a field-day nowadays!



'We Sailed on the Ambuscade' lyrics - Paul Pedrick July 2007 Tune - Sloop John B

We sailed on the Ambuscade - from Guz to the roaring main

Around sunny Gib we did roam

Popped into the Friar - saw the flight getting higher

How do they do it - first ashore once again?

Chorus

So, leave to the first of port, - card in the Jossman's box

Get yourself ready to go I want to phone home

I want to phone home - yes I want to phone home - Oh yeah!

I'd better do it - fore me body goes numb

The Jossman's out on the town - eating at every round

Slurpin up soup 'n' a crusty bread roll

He has ordered a steak - with chips and peas on his plate

He hasn't finished - the gateau comes next

Chorus

The Jimmy's got a new idea - the

troops give a great big sneer

Let's have full ships rounds next Sunday morn

Get the place looking smart, - no signs of dust 'n' dirt

We've had a fire drill - start cleaning again

Chorus

The skipper was up on the bridge - the PWO raiding the fridge

An Exocet launched and started to fly

Send up the chaff - we can't send up the chaff

Quick tell the greenies - to get the bloody thing fixed

Chorus

They got in touch with Chief Lloyd - holding court in his void

Dammed clever chap he knew what to do

A comment came forth - 'how distressing' of course

He put his fag out - and sent up a tiff (*Spit*)

Chorus

Up Channel Night it was banned - but we was in Plymouth Sound

Criddle did Minnie the Moocher and he performed

We had a few wets - in everyone's mess

The Waffoos cocked up - booze and flyin don't blend.

Chorus

The Ambers is in a new town - they flogged her to Pakistan

Curry 'n' strange food provided all day

Baby's heads they are dead - nine o'clockers you jest

You'll need a passport - to get to your mess

Chorus

No more on the one seven two - you'll see British boys in blue

White Ensigns is in a box bin put to bed

You were part of a team - seems all like a dream

Do not forget her - or the Ambuscade's teams

Chorus

MISSING THE ROYAL NAVY ?

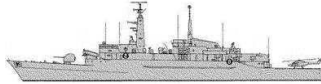
*Here's how to recapture the atmosphere of the good old days.
Simulate living onboard once more.*

- Build a shelf in the top of your wardrobe and sleep on it inside a small sleeping bag
- Remove the wardrobe door and replace it with a curtain that's too small
- Wash your knicks every night in a bucket, then hang it over the water pipes to dry
- Four hours after you go to bed, get your wife to whip open the curtain, shine a torch in your eyes and say, "Sorry Mate".
- Renovate your bathroom. Build a wall across the centre of your bath and move the shower head to chest level. Store beer barrels in the shower enclosure.
- When you have a shower, remember to turn the water off while you use the soap
- Every time there is a thunderstorm, sit in a wobbly rocking chair and rock as hard as you can until you are sick.
- Get a humidifier, put oil in it instead of water and then set it to high.
- Don't watch TV, except for movies in the middle of the night. For added realism, get your family to vote for which movie they want to see, then select a different one.
- Leave a lawnmower running in your living room 24 hours a day to re-create the proper noise levels. (Mandatory for engineers)
- Get a paper-boy to cut your hair.
- Once a week blow compressed air up through your chimney. Ensure that the wind carries the soot over onto your neighbours house. When he complains, laugh at him.
- Buy a rubbish compactor, and use it once per week. Store up your rubbish in the other side of the bath.
- Wake up every night at midnight and make a sandwich out of any thing you can find, preferably using stale bread. Optional – have some cold soup or ravioli out of a can.
- Devise menus for your family a week in advance without looking in the larder or fridge.
- Set your alarm clock to go off at random times through out the night, when it goes off, leap out of bed, get dressed as fast as you can and then run into the garden and break out the garden hose.
- Once a month, take every major household appliance completely apart then re-assemble.
- Use four spoons of coffee per cup, and allow to sit for three hours before drinking.
- Invite about 85 people who you don't like to come and stay for a month.
- Install a small fluorescent light under your coffee table, then lie underneath it to read books.
- Raise the threshold and lower the top sills of all the doors in your house. Now you will always either hit your head or skin your shins when passing through them.
- When baking cakes, prop up one side of the tin whilst it is in the oven. When it has cooled spread the icing really thickly on one side to level it out again
- Every so often, throw your cat in the bath and shout, "man overboard". Then run into the kitchen and sweep all the dishes and pans onto the floor, and yell at your wife for securing for sea properly.
- Put on some headphones (your stereo, iPod, Discman etc) do not plug them in. Go and stand in front of the dishwasher. Say to nobody in particular, "Dishwasher manned and ready, Sir". Stand there for three or four hours. Say once, again to nobody in particular, "Dishwasher secured". Remove the headphones, roll up the cord and put them away.
- Nickname your favourite shoes "steamers", then get your children to hide them around the house on a random basis

Announcements

As some of you know, your Association Committee has been working hard behind the scenes to kick off a Type 21 reunion and Association - it has to be in that order so that we can vote in their Committee to run it! Please see the information below, which is also on the Internet at: <http://www.ambuscade.org> and <http://www.type21club.org.uk/>

TYPE 21 CLUB REUNION – PLYMOUTH 8/9 OCTOBER 2010



The framework for a Type 21 Association has been set up by the kind offices of Richie Gough (website), the HMS Ambuscade Association (resources) and others, and a date has been set for the first Reunion 8/9 October 2010 when it will be formalised. An embryo Organising Team is being put together initially to liaise with individual ships and muster people for the event, after which it is planned that a Committee of representatives will be formed and elected at a general meeting during the reunion 9 Oct.

PROGRAMME details will appear on the T21 website as they are finalised .

The tentative programme for the Reunion is as follows:

- Fri 8 Oct** **1900** Meet at St Levan's Inn,
251 St Levan's Road, Keyham (Devonport) PL2 1JJ
Finger food buffet (possible charge on the door)
- Sat 9 Oct** **1100** Inaugural T21 Association Meeting.
Elect Committee (time/venue to be decided)
- Pm** Make and Mend
- 1930** **Main Reunion Event** Royal British Legion Club, Tailyour Road, Crownhill Plymouth PL6 5LU
Smart casual. Buffet . Cash bar

The arrangements will be kept simple because of unknown numbers at this stage, with the aim of having a function where people can enjoy meeting up with their old shipmates to get the Association up and running.

Royal British Legion Club has been chosen for the reunion. There is plenty of room to cope with large numbers, full dining and bar.

Tickets for the weekend are £20 see below *. The cost at this stage is being kept low deliberately so will include dinner on Sat night, but not drinks. There may be a small extra charge for food on Fri.

Contact. We now need your help in putting the word round – word of mouth is the most effective way, so please ring all your mates. We need to get as many as we can to come to make this as enjoyable as possible for everyone, but especially to give the Type 21 Association the best possible start.

Enquiries: Mark Brocklehurst would be happy to receive enquiries by telephone or email:

Office Tel: (01925) 839592 Email: Mark.Brocklehurst@sharplesgroup.com

Register: If you have not already done so, please register your name

On the Type 21 website under your ship on <http://type21club.ning.com/> - click on "click here to request access"

On the attendance list on the Reunion site at <http://type21club.ning.com/events/type-21-club-reunion-plymouth> - under "RSVP" click "You: Will attend, Might attend, Will not attend" as appropriate

* Tickets: Please send your name, address and ship details (years served) to **Mark Brocklehurst**, Sharples Group, Tatton Court, Kingsland Grange, Warrington. WA1 4RR with a cheque for £20 made payable to "HMS Ambuscade Association".

ROADSHOW & AMBUSCADE ASSOCIATION COMMITTEE MEETING

PORTSMOUTH 15 / 16 MAY 2010

- Fri 14th May** 18:30 Meet at Pizza Express.
Gunwharf Quays. PO1 3TA
- Sat 15th May** 10:30 Ambuscade Association Committee Meeting.
Mary Rose Museum (Classroom provided by the Mary Rose Museum)
All families are welcome to tour the Mary Rose Museum
- 13:00 all Hands to lunch at an agreeable location
- 18:30 Meal at 'Tiger Tiger' Restaurant
Gunwharf Quays, Portsmouth. PO1 3TP
- Sun 16th May** 1230-1600
Family picnic @ Peter & Sarah Mosse's house
Lower Peake, Warnford SO32 3LA. (¾ hour from Portsmouth)
BBQ, in a barn if wet. Hot dogs, hamburgers, beer provided.
Please bring steaks, puddings, tea etc to top up.

Note. We are looking forward to seeing as many as possible at this event, especially locals and families. If you are planning to come, we need to know which events you are attending and how many people you are bringing, so that the bookings and catering can be arranged

Contact: Please tell Manny Cousens preferably by email paul.cousens@btinternet.com or if necessary or last minute on his mobile (07801) 866 870:

14 May	Pizza Express	Yes/No	Adults/Children
15 May	Mary Rose Museum	Yes/No	Adults/Children
	Tiger Tiger	Yes/No	Adults/Children
16 May	BBQ	Yes/No	Adults/Children



Thanks to all who have contributed and hope to see you all at a reunion soon.

Edited by Paul Manny Cousens. Layout by Griff