



www.ambuscade.org.uk

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## FROM THE CHAIR

### **Reunion, Reunion, Reunion !**

Welcome to this 2012 edition of the Pistol Post and what should be a terrific year for the Ambuscade Association. You will read throughout the post about the plans we have for the 2012 reunion and the special significance that this year holds with Ambuscade.

We are celebrating three milestone anniversaries including 30 years since the Falklands Conflict, the Associations 10<sup>th</sup> and 70 years of TS Ambuscade our namesake Sea Cadet ship.

The main focus will be our reunion which this year will be bigger and better than ever before. We now have three bumper packed days for you to enjoy starting with a day at Chester Races as guests of the Cheshire Regiment. A few Ambusmen and partners sampled the Cheshire's hospitality last year and I am glad to say it was first class. For those hoping to include a day at the races we will be meeting at the

Crewe Arms Hotel at 0930 on the Friday morning and catching the train to Chester together. The Friday evening event as is tradition will be our informal catch up night when beers will be drunk and stories retold by lifelong mates who have something very special in common.

The Saturday kicks off with a special presentation by our very own John Lippiett who will share the story of the Mary Rose and bring us up to date in this ships amazing long life. After the AGM we can blow the cobwebs off by pulling that bloody fire engine again and then the drinking will commence while soothed by the jolly jack antics of Shep Woolley.

The main event on the Saturday however is our Anniversary dinner which this year will be held at the Crewe Arms Hotel, lots in store but guaranteed to be a cracker.

On the Sunday a special parade has been

organised by the TS Ambuscade team who have pulled out all the stops to make sure we can pay our respects to those friends who never returned from the Falkland Islands 30 years ago. Following the parade they are planning to invite us back to TS Ambuscade for a look see and refreshments.

I hope you enjoy this edition of the PP and if I can leave you with one thought it would be to make sure you join us and all your muckers in attending this very special gathering of the troops. Ambuscade was special let's make this reunion one we can be proud of.

Yours Aye

*Mark Brocklehurst*



*Reunion dates*

<b>Ambuscade 2012 reunion</b>	11th-13th May 2012
<b>Type 21 club 2011 Reunion</b>	6th- Oct 2012
Check <a href="http://www.ambuscade.org.uk">www.ambuscade.org.uk</a> for updates	



## The Marinised “OLYMPUS” Engine

I thought that I would write a few words about the origins of the Olympus which was the high power engines of the Type 21s and other classes of warships.

The Olympus engine was a second generation gas turbine developed as high power unit for large aircraft and having improved handling characteristics. Its major difference from then contemporary engines was that it was a two spool engine. This means that it had separate, coaxial, LP and HP compressor/turbine assemblies. This overcame operating problems associated with long, multistage, axial compressors.

It was designed and developed by the Bristol Aeroplane Company, Engine Division, at its Patchway, Bristol, facility and first entered service in the Avro Vulcan bomber in the 1950s. It operated very successfully in the Vulcan B Mk1 for a number of years as the Olympus 100 series. When the Vulcan was developed into the B Mk2 the Olympus engine was developed, with increased power, into the 200 series.

The engine was further developed with a redesign of the compressors, combustion system and turbines into a re heat (afterburning) engine for the ill fated TSR2, this engine being designated the Olympus 22R

Later again it was redesigned to be the power unit for Concorde as the Olympus 593.

The basic engine upon which both the marinised and industrial engines were based was the Olympus 200. The main difference from the aero engine in these derivatives was in the materials used. These changes were necessary to improve the corrosion resistance of components and to allow the engines to run continuously at sea level. In addition there were significant changes to the on engine fuel and combustion system to allow it to run on marine diesel.

The marine Olympus entered service as the TM1 and was installed in HMS Bristol, the Vosper Mk 5 frigates for Iran and the Vosper Mk 7 for Libya. The further developed engine entered service with the RN, RNIN, Brazilian and French Navies as the TM3B. This

was the version fitted to the RN Type 21s

The basic gas turbine unit produced something like 33,000 gas horsepower. This was converted to shaft horsepower by the power turbine which transferred some 28,000 shp to the gearbox. Allowing for the power take offs in the gearbox, mainly CPP, lubricating and sea water cooling pumps, 25,000 shaft horsepower was the maximum available for propulsion and this was the “full power” figure for each shaft.

It is of some interest to know that, as a rough rule of thumb, the Olympus absorbs some one third of its energy to drive the LP compressor, a further third to drive the HP compressor, leaving the remaining third as the 33,000 gas horsepower available at the power turbine.

The engine has seen very successful service with the RN. It has its own quirks and idiosyncrasies, but its availability and reliability has been very good. As might be expected, given the age of the design and later gas turbine development, it now looks to be a very thirsty engine, nonetheless it has done all that was expected of it in the Type 21s, 42s, 22s and CVS classes of RN warships.

As a final point of interest, the Olympus 200 series LP compressor/turbine assembly was used as the fan (LP compressor) for the original design of the BE 53 engine. This engine was eventually developed into the power unit, designated as the Pegasus, for the Harrier family of aircraft.

*Mike Townson*



## The Type 21 Club



The Ambuscade Association celebrates its 10 year anniversary this year. At the Association Reunions, and on other occasions, committee members were frequently asked why there wasn't an association for the Type 21 Class – “The Club”.

In 2010 some Ambuscade committee members decided to test the water and see just what support there was for a Type 21 Club Association. An ad hoc committee was formed under the chairmanship of Mark Brocklehurst. An initial reunion was organised and held in Plymouth that October. It was a great success with some 200 Type 21 veterans attending. A committee was formally elected together with chairman, treasurer, secretary and membership secretary. The committee decided that there should be a reunion each year, held in Plymouth, where the ships were all always based. The Royal British Legion at Crownhill very kindly allowed the club to use their premises for the reunion. This was a very satisfactory arrangement and was followed for the 2011 reunion and will be again for the 2012 event in October.

It was decided that anyone who served in any capacity on one or more of the ships should be eligible to join as a member and that anyone else who worked on any of the ships, in any capacity, should be eligible for associate membership.

The club now has a web site at [www.type21club.org.uk](http://www.type21club.org.uk), a social web site at <http://type21club.ning.com/> and Facebook account. Membership is free of charge and there are currently 1187 members. It's easy to check whether your oppos are there using the “ning” social site where all members are listed.

It should be noted that 4 of the ships have their own associations. It is not the intention of the Type 21 Club to have any adverse effect on these associations, indeed it is keen to work with them through having ship representatives (two for each ship) on the Club Committee.

The next Type 21 Club Reunion will be in October 2012 in Plymouth – see the web site for details.



## Invitation to Chester Race Day



### Ambuscade Association

#### Committee Meeting May, 2011

Your Committee usually does its business using a group conference call. This is very efficient in time, but loses something by not being "face to face".

In May 2011 the Committee decided that it would actually meet.

The Cheshire Regimental Association (CRA) very kindly allowed us to use their premises in the Castle in Chester.

It was a fortunate coincidence that the date selected for the meeting was the Saturday following the day that the CRA sponsored one of the



Former captain Mike Gretton near fillies enclosure

races at the Chester Race Meeting!

Those Committee members who could avoid work on the Friday accordingly met with the CRA in Chester Castle where we were invited to join them in a barbeque and a few beers. We then walked to the race course which is no more than half a mile away.

Having paid our entrance to whichever part of the course we wished, we had a fantastic afternoon. The CRA had a large marquee in the centre of the course which served drinks and where we were able to meet many CRA members.

It was a great afternoon and the weather certainly helped make it so.

#### **Your 2012 invitation..**

The Committee enjoyed the event so much that it has arranged the 2012 Reunion to start in the evening of the Friday of the CRA sponsored race. The CRA have again agreed to make their facilities available to the Ambuscade Association, (including a cheap beer tent on the track ) so, the reunion will, as usual, be held in Crewe (see the web site for details) but preceded by a day at Chester races.

It promises to be the best ever, so be sure to get your name down soon!!

*Mike Townson*



Studying the form



At the track



Near the Bar

## GOOD DAY/BAD DAY DIT

by Nobby Clarke

**I**t was one of those boring Sundays alongside, this time we were in Faslane after a long spell of COQEX running. As usual we were all skint and it was too far to go weekenders. We thought it may be a good idea to go on a little boat trip along the loch.

Now before I go any further, I have been informed that if I tell this sorry tale I will get a good slap from the main perpetrator. So to save me any pain I shall just refer to him as Mickey "D" or the other Leading Seaman Sonar onboard that wasn't me or Taff Thomas!

We sought permission from Auntie Bollers (the Jimmy) to use the 24 foot Chevy. (That, for the S&S Department, is the big dark red and White Boat hanging from the Port (left) side of the ship). With the boat launched and all aboard we set sail on our little trip down the Gare Loch.

Although we had told Auntie Bollers that our trip was to be cultural and to admire the local beauty, our main aim was to get to a pub before they shut, (2 O'clock on a Sunday). The crew consisted of as far as I can remember, of He who shall remain nameless, Tony Crowley, Daisy May (The ester lauder kid), Mitch Gardiner, and myself.



Full steam ahead of us, we set off at an eye water-

ing 10 Knots (again, for the S&S that's quite fast for a small boat). It was a clear but cold day and very enjoyable, with the roar of the engine, wind in the hair and all that stuff. Then BANG! Stopped dead in the water, we were all thrown into the Bow compartment (Pointy bit S&S), landing in a big tangled heap. We all managed to get ourselves sorted out and with no body injured we tried to find out what the problem was. It soon became clear that he who shall remain nameless had run us hard aground on rocks. We could see the bottom clearly. We (Royal we) decided that the best course of action was for us all to get out and push! Off shoes and sock, off trousers and over the side we all went, apart from you know who! With much pushing and grunting and revving the engine, we tried our best but no luck, and as the tide was ebbing (For the S&S that means

water getting shallower) it was obvious that we were not going to float her off.

Just then a passing fishing boat came over and asked us if we would like a tow. We passed tow lines and with a heave and a push we were off the rocks and back on the boat. After a check for leaks we started our journey again (at a slower speed just in case!)

We arrived in Greenoch a bit later than planned this meant that we now only had about an hour's drinking time, The bad day was getting worse. With little money and little time, we found a local pub to have a pint. Someone then mentioned that Restaurants were open all Day on Sunday, so we pooled our resources and found a nearby Chinky nosh shop! We ordered a spring roll each and a couple of bottles of Matelots Rose, Happy days.

After a few Minutes some guys who had been sitting on a table close by, got up and left. He who shall be nameless noted that there was some money on the floor under their table. Well, being honest upstanding chaps we had a long debate as to what we should do with the money, after some time we all agreed that we should give it back to them, but lo and behold, we looked outside and there was no sign of them. Only one thing we could possibly do would be to spend it.

Big eats and beer and wine all round as the money totalled about £40, a fortune in those days. Our bad day was now much better.

When we were all well fed and watered, it was time to return to the ship, we had a great trip back up the loch, cheeks glowing and bellies full, what a great day it turned out to be. The trip back was uneventful, we got alongside and put the Chevy under the falls. (For the S&S, that's the bits of rope you hoist it up with). With everything stowed we all went below for a little kip.

As a footnote and to stop he who shall remain nameless punching me, Later the next day we spoke the Navigating Officer regarding the route we had taken, we forgot to mention us going aground! He did however, confirm that there should have been a Port hand buoy (a red floating thing S&S) marking the channel. We checked recent notices to Mariners and read that the Buoy had been washed away in a storm.

So no one was really to blame!

## Mystery Tankard Down Under

**I**n April 2011, the Association was contacted by Bruce Grimshaw, a senior Police Constable at Havelock North, Hawkes Bay, New Zealand.

He says that for some years now his police station has been in possession of a silver tankard with the inscription "To Lt S. ISBISTER Ambuscade Flight 1991-92 All the best for the future from the men of 242"

He has asked if we can shed any light on the origins of the tankard, and hopefully have it returned to it's original recipient.

Fez Parker has been in contact with his old mates at Yeovilton to see if Lt Isbister can be traced, but as yet his whereabouts are a mystery.

Our President, Peter Mosse, is coincidentally visiting New Zealand in February, and has agreed to collect the tankard if possible, and return it to the UK.

Does anyone out there know of Lt Isbister?

Watch this space for further developments. *Ian Thoburn*



## Quick Dit by nobby Clarke

**I** was QM whilst the ship was in Nanaimo BC. During the forenoon a guy walked up the Gangway and told me he had lent someone \$40 the night before. "What was his name I asked?" "Harry Skinters came the reply"! I picked up the main broadcast mike and piped "Leading Seaman Dutson, Visitor Flight Deck". I was Right as well!



## Announcements

### HMS AMBUSCADE REUNION 2012

To be held at Crewe in Cheshire on the weekend of 11th—13th May 2012

The invitation is open to everyone who served on HMS Ambuscade. Partners are also welcome.

2012 is the 30th anniversary of the Falklands Conflict. It is also the 10th anniversary of our association.

#### *Programme*

Fri 11 May (optional)

(car/train to Chester)

1345 First Race Chester Races with the Cheshire Regimental Association

1930 Drinks & 9 O'Clockers, Royal Hotel, Crewe

Sat 12 May

1015 Mary Rose Presentation by CEO (RAdm John Lippiett)

1100 AGM

1245 Ambuscade Challenge Charity Fire Engine Pull

1500 Shep Wooley Sings, Royal Hotel

1800 **Reunion Reception & Dinner, Crewe Arms Hotel (postcode CW2 6DN)**

Sun 13 May (optional)

1100 Falklands 30th Memorial and TS Ambuscade 70th Anniversary parade

Crewe Municipal Square

o/c Reception at TS Ambuscade HQ (tbc)

Ticket price £35

Pay via on-line banking Nat-West Bank sort 01-67-14 Account 41551842 or cheque to:

Mark Brocklehuret, Sharples Group, Tatton Court, kingsland Grange, warrington WA1 4RR

For tickets and more details contact Mark Brocklehurst 01925 839592 or 07775 841924

[mark@sharplesgroup.com](mailto:mark@sharplesgroup.com)

### TYPE 21 CLUB REUNION – PLYMOUTH 5th-7th OCTOBER 2012

The third *Type 21 Club* reunion is taking place in Plymouth on the weekend of 5th-7th October 2011 in Plymouth and the main event at the Royal British Legion Club in Crownhill. On Saturday 6th.

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

( [www.type21club.org.uk](http://www.type21club.org.uk) )



Thanks to everyone who has contributed to this edition of the Pistol Post

**HMS Ambuscade Association Committee**

<b>President</b>	Peter Mosse	
<b>Chairman</b>	Mark Brocklehurst	
<b>Treasurer</b>	Richie Killick	
<b>Membership secretary</b>	Ian Thoburn	
<b>Webmaster</b>	Steve Griffin	

**Committee members**

Martin Clarke	Phil Henry	Kev Meadows
Frank Parker	Paul Pedrick	Mike Townson*
Sam Potts	David Thomas	Ray Taylor

\*also current chairman of the Type-21 Club

Don't let your dits fade away like the RN we once knew..  
Send your photos/dits/jokes for inclusion in future Pistol Posts. Feedback is welcome.

Please e-mail [webmaster@ambuscade.org.uk](mailto:webmaster@ambuscade.org.uk)

Please visit your website <http://www.ambuscade.org> and update your contact details if you haven't recently. Why not contribute to the crew photo albums?

Visit <http://www.type21club.co.uk> for 21-club reunion details

Or use our Type 21 Club social networking site <http://type21club.ning.com/>

**H.M.S. AMBUSCADE**

*Layout by Griff*