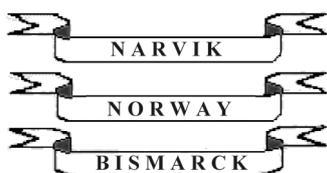
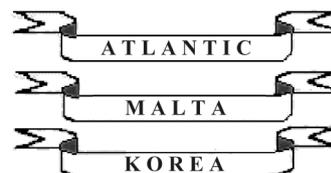


# H.M.S. COSSACK ASSOCIATION

1938



1959



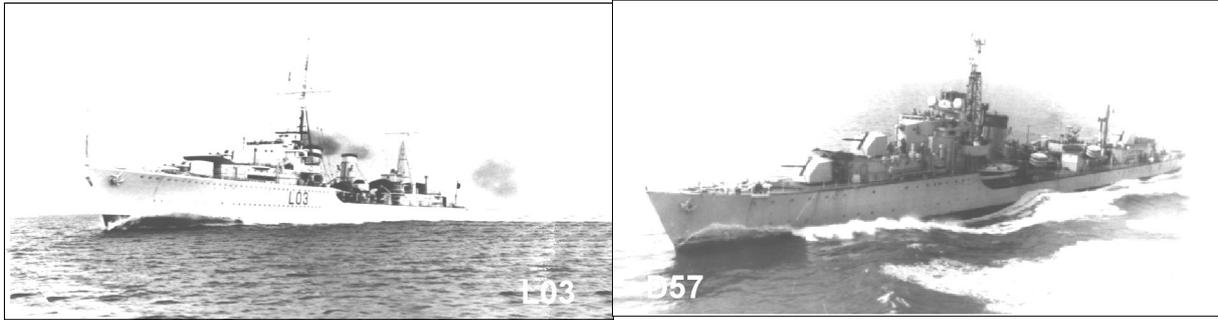
## THE COSSACK CHRONICLE (NEWSLETTER 3/2018 - August)

### CONTENTS

Pages

2	Association Officers	10 - 13	The Ship's Badge
3	The Chairman's Chatter	13 - 16	A politically correct version of the Battle of Trafalgar
4	Admin & Finance (Hon.Sec's important stuff)	16 - 19	A bit more of the lighter stuff
4 - 5	Membership Sec's report		
5 - 6	Obituaries	20	Members E-mail addresses.
7 - 10	Admiral Sir James Eberle - The Daily Telegraph obit.		

Visit our web site at <http://www.hmscossack.org>



## **OFFICERS OF THE ASSOCIATION**

<b>President</b>	The Hon. Rupert Digby
<b>Joint Vice President</b>	Mr. A. Edinborough
<b>Joint Vice President</b>	Shipmate E.P. Harrison
<b>Chairman</b>	Shipmate K. Satterthwaite
<b>Vice-Chairman</b>	Lt.Cdr. K. Batchelor (SCC) RNR
<b>Hon. Secretary &amp; Treasurer</b>	Miss. D. Taylor
<b>Newsletter Editor</b>	Shipmate E.P. Harrison
<b>Membership Secretary &amp; PR Officer</b>	Shipmate D. Parkinson
<b>Slops Organiser</b>	Mrs J. Taylor
<b>Archivist</b>	Lt.Cdr. K. Batchelor (SCC) RNR
<b>Bosun</b>	Shipmate P. Gaffney
<b>Standard Bearer</b>	Shipmate M. Loughlin
<b>Committee Member</b>	Shipmate P. Hampstead

## Chairman's Chatter – Ken Satterthwaite.

Hi all, I hope you are enjoying this wonderful summer but it is playing havoc with the garden, my water bill is going to shoot up at the end of year not like my plants at the moment. Anyway we are never satisfied whatever the weather brings us.

As was said in the last Newsletter Admiral Jim our late president crossed the bar on May 18<sup>th</sup> at the grand age of 90 his final years as a guest of the British Legion Dunkirk Memorial Home. His funeral took place on Friday, June 1<sup>st</sup> at Holne, on Dartmoor, close to where he lived. Unfortunately we did not have any representation, owing to the fact that there are none of our members in that area and I had a previous engagement which I could not get out of, but I am sure Admiral Jim would have understood being an Ex-Gunnery Officer, it was the GI's Association's annual reunion and June the 1<sup>st</sup> 1794 is the anniversary of Lord Howe's victory over the French in his flag ship HMS Queen Charlotte, the original name of HMS Excellent when she was a hulk in Portsmouth. He, Admiral Jim, is going to have a memorial service which will be held in the Britannia Royal Naval Collage Chapel on at 2 pm Wednesday October 3<sup>rd</sup> inst.

Anyone wishing to attend should apply for tickets by email to [nicky.lee855@mod.gov.uk](mailto:nicky.lee855@mod.gov.uk). Unfortunately again I am not able to attend due to a pre-booked holiday where I shall be the other side of the pond. Though our standard will be paraded also a number of committee members and our vice Chairman will be attending.

Well that's all for now folks enjoy the rest of the summer we will be moaning about the rain in a couple of months 'that's us'!!

*"Memory is a net: one finds it full of fish when he takes it from the brook: but a dozen miles of water have run through it without sticking - Oliver Wendall Holmes Sr., -1858."*



*."Ken Satterthwaite*

**The Navy's Here'.**

**ADMIN & FINANCE**

Our Hon. Secretary and Treasurer, Debbie Taylor, has been very busy and has produced two very special items for your perusal and action.

The first, which does require your action if you intend to attend the next reunion. This, which is enclosed but separate from the newsletter, gives you details of the arrangements for the next reunion and how to book for it.. We look forward to seeing you there in 2019.

The second item is the Accounts for the year ended 31st March 2018 which have now been examined (what we used to call audited) and have been signed off.. Unfortunately Debbie was unable to get a scan done of the signed copy so what is enclosed separately does not have the signatures. However it is factually correct and the actual signed one will be available for inspection at the next reunion.

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## **MEMBERSHIP MATTERS**

### **Report by the Membership Secretary .**

Well Members, it is that time of year , normally the beginning of August, when it has been the Association practice to delete from the database those whose subscriptions have not arrived – despite reminders in previous Newsletters. Historically we used to send personal reminders with the newsletter just after the due date but this year we were a little late, June. We therefore decided to allow a little more time.

At 1st August 9 members had not paid up. Since then 3 more have paid leaving 2 Ship members and 4 Associates still outstanding. A further personal reminder will be sent out to those with this newsletter and if there still has been no response by the end of the month their membership will have to be regarded as ended.

There is some good news too though. We welcome back S/M Chris

White whose membership lapsed in 2015 and has now rejoined. S/M Chris served as an AB (TAS) in D57's 1958-59 commission. So, at this time the membership stands as follows:

Ship Members	48
Associate Members	31
Life Members	7
Hon Members	5
Total	91

Since 1<sup>st</sup> May we have lost

Full Members	2 passed over the bar
	1 asked to be taken off the list due to illness
Life Member	1 passed over the bar
Assoc Member	1 passed over the bar

It would be kind of you as time passes and your circumstances change if you or relatives could let us know your situation. We do not want to lose Members and anyone deleted will be cheerfully welcomed back.

*Doug Parkinson*

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## **OBITUARIES**

### **Shipmate T.G. Kay**

A funeral director from Worthing sent me an email via the website asking for the loan of a Cossack Association tie. I offered him my own but was intrigued to know for whose funeral it was required. I was shocked when he came back with the name "Mr. Kay" I sent off the tie and asked for confirmation that it was our Shipmate. It was.

S/M Tom served as a Ldg. Sea. in D57 1951 - 1954 and passed over the bar on 14th May 2018.

### **Shipmate R. Milton**

S/M Bob Milton lived in Cheltenham, Victoria, Australia and the only information we have had on his passing over was the return in June of the last newsletter marked "Return to sender - Addressee deceased.

S/M Milton served in Cossack (L03) only for a short time, Jan to March 1940. He was a Signaller and was on the bridge during the Altmark Incident. He had been a factory worker before the war.

He joined ZULU in March 1940, until she was hit by a mine in the Firth of Forth. He then transferred to MAORI, until she was sunk in Malta in 1941 and was then ashore in the signal station in Malta during the Siege. He returned to the UK in October 1941.

Next he joined "Party M" and was sent to Burma on combined operations. He served in the jungle on wireless vans and was sent to Akayab. He returned to UK for demob in 1945 and joined the Port of London Police.

Bob always maintained that, although the attack by ARK ROYAL's planes had slowed down BISMARCK, MAORI shadowed her at nightfall and slowed her down further by a well-placed torpedo.

He emigrated to Australia with his family in 1973. He was born on 2nd March 1921 and would have been age 96 when he died this year.

### **Shipmate B.E. Luter**

S/M Brian Luter served in D57 1958 - 1960 as an LEM and joined the Association in 1996.

Brian passed over the bar on 10th June 2018.

*May these, our departed Shipmates, now find a safe anchorage for evermore*

In the last newsletter I said that I would give you a copy of Admiral Jim's obit from the Daily Telegraph. Some of you may well have seen it already but for those who have not, it's worth reading.

## **Admiral Sir James Eberle**

### **Outspoken Commander-in-Chief Fleet who became an effective Chairman of Chatham House**

ADMIRAL SIR JAMES "JIM" EBERLE, who has died aged 90, was a successful Cold War warrior and chairman of Chatham House. When Admiral Sir Michael le Fanu, the First Sea Lord, became concerned that the naval promotion system did not give his admirals time to gain the breadth of experience they needed for the highest appointments in Defence, he dipped down the list and chose Eberle to be promoted to rear-admiral three years before the earliest date that could have been expected.

So in 1971 Eberle became Assistant Chief of Fleet Support, then in two-yearly steps he was Flag Officer Sea Training, Flag Officer Aircraft Carriers and Amphibious Ships, Chief of Fleet Support and a member of the Board of Admiralty, Commander-in-Chief Fleet and a major Nato commander, and, in a surprise sideways move, Commander-in-Chief, Naval Home Command. He was knighted KCB in 1979 and GCB in 1981.

Having been groomed for stardom for so many years, it was thought that he was a shoo-in to become First Sea Lord, or Chief of the Defence Staff, or chairman of the Nato Military Committee. However, after a vetting by some of Prime Minister Margaret Thatcher's closest aides, she, quite rightly in Eberle's view, appointed Sir John Fieldhouse, who had just won the Falklands war for her, as First Sea Lord, while the other options closed.

Eberle's outspokenness included his views that Britain had an over-sufficiency of nuclear weapons, and that the nuclear deterrent should be paid for by the defence budget and not by the Navy alone. Offered

the appointment of Vice Chief of the Defence Staff, he declined, and he retired aged 55.

Unexpectedly, in 1983 Eberle Institute of International Affairs at Chatham House. As a cadet at Dartmouth, he had been known as "Brain BOX, and in 1970-71, rather than attend the Royal College of Defence Studies. and wanting time to think about wider issues, he had taken a year's fellowship at University College, Oxford, under the supervision of Michael Howard.

His paper, *The Management of Force*, was praised by Lord Mountbatten and by US Admiral Ike Kidd, who thought it was the best paper on command in the Nato infrastructure. So, when rumour spread that there was a dark horse candidate for chairmanship of Chatham House, the reaction was: "must be Eberle".

Eberle found that the institute was in decline. Morale was low, funds were short and many saw its famed independence as threatened, When it was learned that Brussels was funding some of its research, there were attacks from the Right of the Conservative party and sections of the national press.

Eberle had to raise funds from businesses and from charitable foundations; the institute's cuttings service was hived off to the British Library, and research programmes were realigned, Despite all the problems, Eberle expanded the institute's agenda to include subjects such the environment and space, increased the research staff, travelled widely and strengthened or forged new links with the Anglo-German Konigswinter conferences, the Anglo-Soviet Round Table, the UK-Japan 2000 Group and the US East-West Institute for Security Studies.

As a former Nato commander Eberle found it strange to visit Moscow as an honoured guest, but the personal contacts which he made, while earning him the sobriquet [in *The Times*] of "the Red admiral", gave him invaluable insights into coming changes in Russia, before *perestroika*.

Obligated to choose, after his wife's death from cancer in 1988, between

his interests in Devon and work in London, he chose the former. He retired in 1990, but continued to be employed on various missions by Chatham House and the ECO.

James Henry Fuller Eberle was born in Bristol on May 31 1927, the descendant of a Moravian church minister who came to the city in the early 19th century. He was educated at Clifton College, and he remained proud of his Bristol associations, being made freeman of the city in 1946, an active member of the Society of Merchant Venturers of Bristol from 1972 onwards, in 1984-94 chairman of the governors of Clifton College, and honorary doctor of Bristol university in 1989. Eberle entered the Royal Naval College, Dartmouth, in 1941, and served briefly in MTBs in the Channel, and in the battlecruiser *Renown* and cruiser *Belfast* in the Far East.

His specialist courses as a gunnery officer included a year's study of mathematics and science at the Royal Naval College, Greenwich and from 1953 to 1957 he served in the trials ship *Girdleness* when he proved equal to any of the scientists and technical officers engaged with him on the trials and development of Seaslug, the Navy's first guided missile.

Subsequently he alternated desk jobs in the Ministry of Defence with being second-in-command of the carrier *Eagle*, (1963-65) and commander of the landing ship *Intrepid* (1968-70).

His three slim volumes of biography published in 2007 covered his family's history, his career at sea, his life in international affairs and his lifelong love of hunting. Another book, *Jim, First of the Pack* (1982), was a history of the Britannia Beagles. He played tennis for the Navy, captaining the team, and was elected a member of the All England Tennis Club.

But it was in the field of hunting that he displayed greatest athleticism, bounding on foot up hillsides after hounds and leaving the field to straggle behind. Known as "Jim" to one and all, at the end of a day's hunting he could often be found sitting by some farmhouse fire with

his shoes off. His intimate knowledge of the Devon countryside led him to become a valued board member of the Countryside Alliance and chairman of the Devon Rural Skills Trust.

Eberle also held the ceremonial appointments of Rear-Admiral (1988-94) and then Vice-Admiral of the United Kingdom (1994-97), but his proudest appointment was that of Master of the Britannia Beagles for more than 50 years. He was also chairman of the Naval Review.

His retirement was marred by two episodes. There was alleged to have been a Soviet spy at Chatham House, and when it was revealed that the Stasi had a file on Eberle, he was suspected, though later it was found that all the Stasi had were stolen copies of his passport. Then in 1998 he was caught in a sting by a newspaper, alleging payments to a young woman and the gift of an unwiped laptop which had belonged to Chatham House.

As he became increasingly frail Eberle told enquirers after his health that he was suffering from "IS" or "intermittent stupidity". "The intermissions." he would say. "get shorter and the stupidity gets greater", In 1950 he married Ann Thompson. He is survived by their two daughters and a son.

*Admiral Sir James Eberle, born May 31 1927, died May 17 2018*

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## **THE SHIP'S BADGE**

In July James Thompson, Commanding Officer of TS Cossack passed on an Internet website address to Keith Batchelor as he thought it might be of interest. It was <https://www.trinitymarine.co.uk/shop/hms-cossack-badge-1944/>

Keith passed it on to me with the remark that the badge looked genuine but the yellow coat was used for L03 and red for D57 as far as he could make out.

I had a look at the website myself and managed to copy this from it:

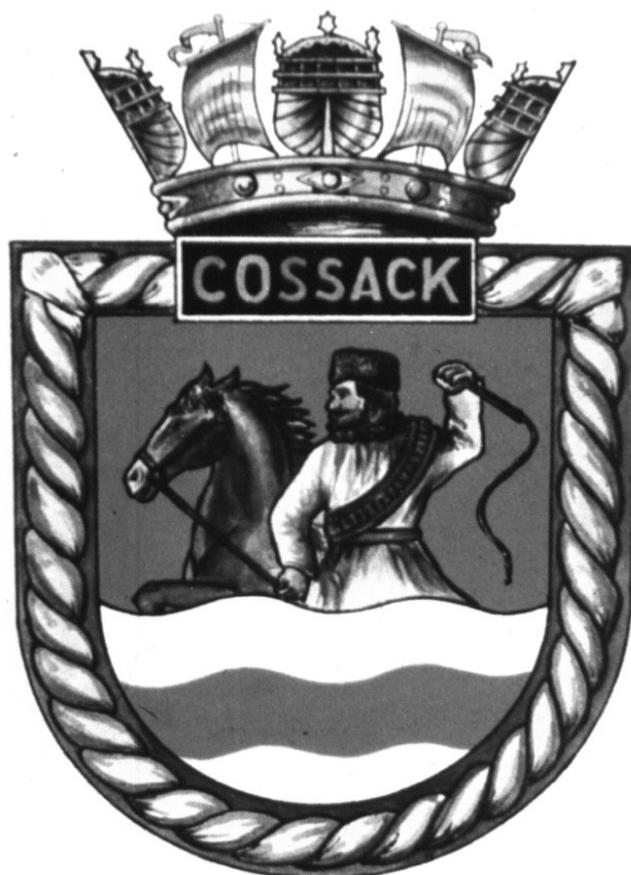


Those of you seeing this in the printed version of the newsletter will not be able to see the colours but, if you are able to access the email copy you will. For those unable to see the colours, the rider's smock is yellow and the 2nd and 4th wavy lines appear to be red. The watch is obviously to give an idea of the relative size and the tie for security purposes in the shop. The plaque is made of brass and is, incidentally, on sale for £300.

As I told Keith, it looks discoloured to me and, if I was to bet on it, I'd say it was due to nicotine. It had probably been on a wall in a bar used by smokers for years. I think that the smock was originally white.

I also passed on to Keith my dealings with the badge some 20 years ago so I'll pass it on to you too dear readers.

When I took on the job of Secretary, all those many moons ago, one of the first things I did was to write to the Admiralty to get a copy of the official HMS Cossack ship's badge. I received it, a postcard size picture. I know I've still got it somewhere but for the life of me I can't just put my hands on it! Anyway, the thing I remember about it is that the rider's smock was white, like this:



Sorry, haven't got it in colour. The first thing I had to do was to photo-shop it to change it to red to be the same as the one we knew in D57.

At a reunion later I asked some of the officers who had been aboard during D57's first commission about it. Monty Foster who had served as a Gunner (T) in both L03 and D57 was particularly helpful.

The story I got was that when the ship commissioned the smock was

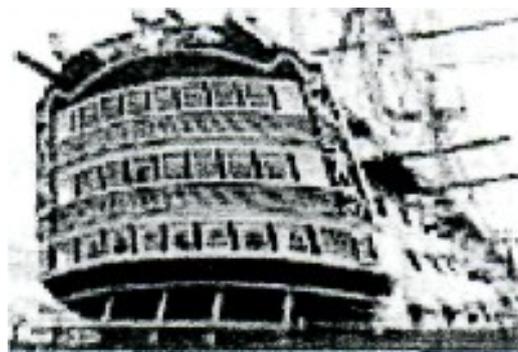
white and remained so until just after the war with Japan ended. Demobilisation had started back in UK and with troops returning from Europe. Those in the Far East were told that there would be some delay until reliefs could be organised and sent out. This caused considerable unrest among the conscripts out there. A group of junior officers in Cossack's wardroom decided to make their own protest. During one night alongside the ship's badge somehow got repainted, red to reflect revolution and the Red Army. The Captain, although he said that they were looking for the culprits, secretly quite liked the badge in its new colour and no action was taken to revert it to the original colour. As we know, it remained that way until Cossack finally paid off.

Its a good story but I can't guarantee the authenticity of it. But, what other explanation could there be?

*Peter Harrison*

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### **A politically correct version of the Battle of Trafalgar - Or how we would have lost it**



It is almost 200 years since Lord Nelson's famous naval victory over the French and Spanish in the Battle of Trafalgar.

**To kick-start the anniversary celebrations, an actor dressed as Nelson posed for pictures on the River Thames at Greenwich. But before he was allowed to board an RNLI Lifeboat, safety**

**officials made him wear a lifejacket over his 19th century admiral's uniform. How would Nelson have fared if he had been subject to modern health and safety regulations?**

You are now at sea on the deck of the recently renamed British Flagship, 'HMS Appeasement'.

Nelson - "Order the signal, Hardy."

Hardy - "Aye, aye sir."

Nelson - "Hold on, that's not what I dictated to the signal officer. What's the meaning of this?"

Hardy - "Sorry sir?" but Human Resources Department has amended it to: "England expects every person to do his duty, regardless of race, gender, sexual orientation, religious persuasion or disability.

Nelson - What gobbledegook is this?"

Hardy - "Admiralty policy, I'm afraid, sir. We're an equal opportunities employer now. We had the devil's own job getting 'England' past the censors, lest it be considered racist."

Nelson - "Gadzooks, Hardy. Hand me my pipe and tobacco."

Hardy - "Sorry sir. All naval vessels have been designated smoke-free working Environments."

Nelson - "In that case, break open the rum ration. Let us splice the main brace to steel the men before battle."

Hardy - "The rum ration has been abolished, Admiral. It's part of the Government's policy on binge drinking."

Nelson - "Good heavens, Hardy. I suppose we'd better get on with it. Full speed ahead."

Hardy - "I think you'll find that there's a 4 knot speed limit in this stretch of water."

Nelson - "Damn it man! We are on the eve of the greatest sea battle in history. We must advance with all dispatch. Report from the crow's nest, please."

Hardy - "That won't be possible, sir."

Nelson - "What?"

Hardy - "The Health and Safety Department have closed the crow's nest, sir. No harnesses available. And they said that rope ladder doesn't meet regulations. They won't let anyone up there until a

proper scaffolding can be erected."

Nelson - "Then get me the ship's carpenter without delay, Hardy."

Hardy - Sorry Sir, "He's busy knocking up a wheelchair access to the fo'c'sle Admiral"

Nelson - "Wheelchair access? I've never heard anything so absurd."

Hardy - DDA Regulations Sir. We have to provide a barrier-free environment for the differently abled."

Nelson - "Differently abled? I've only one arm and one eye and I refuse even to hear mention of the word. I didn't rise to the rank of Admiral by playing the disability card."

Hardy - "Actually, sir, you did. The Royal Navy is under-represented in the areas of visual impairment and limb deficiency."

Nelson - "Whatever next? Give me full sail. The salt spray beckons."

Hardy - "A couple of problems there too, sir. The Health and Safety Department won't let the crew up the rigging without crash helmets. And they don't want anyone breathing in too much salt - haven't you seen the adverts?"

Nelson - "I've never heard such infamy. Break out the cannon and tell the men to stand by to engage the enemy."

Hardy - "The men are a bit worried about shooting at anyone, Admiral."

Nelson - "What? This is mutiny."

Hardy - "It's not that, sir. It's just that they're afraid of being charged with murder if they actually kill anyone. There are a couple of legal aid lawyers on board, watching everyone like hawks."

Nelson - "Then how are we to sink the Frenchies and the Spanish?"

Hardy - "Actually, sir, we're not"

Nelson - "We're not?"

Hardy - "No, sir. The Frenchies and the Spanish are our European partners now. According to the Common Fisheries Policy, we shouldn't even be in this stretch of water. We could get hit with a claim for compensation."

Nelson - "But you must hate a Frenchman as you hate the devil"

Hardy - "I wouldn't let the ship's diversity co-ordinator hear you saying that sir. You'll be up on disciplinary."

Nelson - "You must consider every man an enemy who speaks ill of

your king."

Hardy - "Not any more, sir. We must be inclusive in this multicultural age. Now put on your Kevlar vest; it's the rules."

Nelson - "Don't tell me - health and Safety. Whatever happened to rum, sodomy and the lash?"

**Hardy - "As I explained, sir, rum is off the menu. And there's a ban on corporal punishment"**

Nelson - "What about sodomy?"

Hardy - "I believe it's to be encouraged, sir."

**In that case, "Kiss me Hardy"**



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That one came from our December 2004 newsletter. Sounds rather familiar though nowadays!

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## **A BIT MORE OF THE LIGHTER STUFF**

### **HOW SMART ARE YOU?**

Below are four (4) questions. You have to answer them instantly. You can't take your time, answer all of them, immediately.

First Question:

You are participating in a race, You overtake the second person. What position are you in?

Answer:

if you answered that you are first, then you are absolutely wrong!  
If you overtake the second person and you take his place, you are second!

Try not to screw up in the next question.

Second Question: If you overtake the last person, then you are...?

Answer:

if you answered that you are second to last, then you are wrong.  
Tell me, how can you overtake the LAST person? YOU are the last person.

You're not very good at this are you?

Third Question:.

Very tricky math! Note: This must be done in your head only. Do NOT use paper and pencil or a calculator. Try it.

Take 1000 and add 40 to it Now add another 1000. Now add 30.

Add another 1000, Now add 20, Now add another 1000. Now add 10.

What is the total?

Answer:

Did you get 5000? The correct answer is actually 4100. Don't believe it? Check with your calculator!

Today is definitely not your day. Maybe you will get the last question right?

Fourth Question:

Mary's father has five daughters: 1. Nana, 2. Nene, 3. Mini, 4. None, What is the name of the fifth daughter? (a, e, i, o,u)?

Answer:

Nunu? NO! Of course, not. Her name is Mary! Read the question again

FRUSTRATE THE "SMART PEOPLE" IN YOUR LIFE! SHOW THIS TO THEM!

Three Pongos (soldiers) and three matelote are travelling by train to a football match. At the station, the three soldiers each buy a ticket and watch as only one matelot buys a ticket.

"How are three people going to travel on only one ticket?" asks one of the soldiers.

"Watch and you'll see," answers a matelot.

They all board the train. The soldiers take their respective seats but all three matelots cram into a toilet and close the door behind them. Shortly after the train has departed, the ticket collector comes around collect tickets. He knocks on the toilet door and says, "Ticket, please."

The door opens just a crack and a single arm emerges with a ticket in hand. The collector takes it and moves on.

The soldiers see this and agree it was quite a clever idea. So after the game, they decide to copy the matelots on the return trip and save some money (being clever with money, and all that).

When they get to the station, they buy a single ticket for the return trip. To their astonishment, the matelots don't buy a ticket at all.

'How are you going to travel without a ticket?" says one perplexed soldier.

'Watch and you'll see," answers one of the matelots.

When they board the train the three soldiers cram into a toilet and the three matelots cram into another nearby.

Once the train leaves the station, one of the matelots leaves and walks over to the toilet where the soldiers are hiding, knocks on the door and says, "Ticket please."

---

A man went to the doctor and said, "I need urgent help. I keep dreaming that women come into my bedroom and I keep pushing them away." "What do you want me to do?", the doctor replied. The man said, "Cut my arms off!"

I went to the doctor the other day. I said "I've broken my leg in three places". He said, "Don't go to those places."

Throughout my marriage my wife has stood by my side. She had to. We've only got one chair.

### **Some insurance howlers**

An invisible car came from nowhere, struck my car and vanished.

I had been driving for 40 years when I fell asleep at the wheel.

The pedestrian had no idea which way to turn so I ran over him,

I told the police that I was not injured but on removing my hat I found I had fractured my skull,

A pedestrian hit me and went under my car.

The guy was all over the road, glanced at my mother-in-law and went over the embankment.

I was sure that the old fellow would never make it to the other side of the road when I struck him.

**That's it Folks**

**Just be careful out there**