
IN DEPTH

Official Newsletter of the Submariners Association

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THE SUBMARINER

"Of all the branches of men in the Forces there is none which shows more devotion and faces grimmer perils than the Submariner, great deeds are done in the air and on the land, nevertheless nothing Surpasses your exploits."

Sir Winston Churchill 1943

EDITORIAL

Fellow Submariners

A Merry Christmas and a Happy New Year to you all. Well what a year. I expected a nice quiet time after the hectic rushing around during our Centennial year but not a bit of it. We have seemed to keep pretty busy really. What with our new National website and of course this publication I just don't know where the time goes. Still it keeps me off the streets I suppose.

I would like to welcome Fred (Nat Sec) back into the fold. For those not aware, Fred spent an uncomfortable couple of weeks in hospital giving his family and us a bit of a scare. He is now up and about although not running on all cylinders. He missed an NMC meeting and the Embankment

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parade but we were fortunate to have Trevor Gale on hand to take over temporarily. Thanks Trevor, you were certainly a more than able deputy.

Some of you have questioned why it takes so long for the NMC minutes to reach you at branch level. Let me explain. A NMC meeting takes place; the minutes are subsequently written and passed to those who attended the meeting for verification. At the next meeting these minutes are amended as necessary, formally accepted as a true record and then at that point are printed and sent to each branch secretary. As the meetings are approximately 2 months apart it means that the minutes don't reach you until about 2 months plus say two weeks for the printing and circulation after the meeting they relate to actually took place. This is normal practice.

When I started this publication the Chairman and I made some comments about the 'Submariners News' being a commercial enterprise. Its editor has informed me that I was a bit off the mark. I have apologised to Ray Gritt and have included an article by Ray on what actually happened.

Anyway the bottom line is you have got me now. I still keep getting request about supplying all who wish in hard copy, one branch even doing some homework on printing costs etc. That was based on a 3000 circulation yet SOCA NEWS was publishing just half that. Gentlemen, you are missing the point somewhat. Cost isn't really the issue; it is my time. I do this voluntarily, and gladly so, but I am still holding down a full time job. Now if someone out there would like to take this on, then I would be more than happy to supply a master copy and let him get on with it. Sorry but it aint me. I will supply every branch secretary

with a free hard copy and those secretaries on Email will get a copy via that medium as well. It is also published on the National Website. It is then up to the branch on how that is then disseminated around it's members. I do know some branches do copy to all it's members and charge so much a copy. Those on Email, get your branch secretary to forward it on. The NMC remit has always been to provide the secretary with information and it is up to the branch to decide how that is passed on. End of subject.

PARACHUTE JUMP

I finally did it after a false start and a two week delay due to weather.

At one point I was rather wishing I had engaged brain before opening mouth when I volunteered to carry out the jump in aid of the Submariners Benevolent Fund. However once I got going I did actually enjoy it. I have been pledged over £750 but I have still to collect some of that. I would like to take this opportunity of thanking all those branches and individuals who sponsored me. I have paid nearly all the cost of the jump itself out of my own pocket as my donation so everything you have pledged is going to where it



deserves and that is to make sure that those submariners past or present not so lucky as ourselves are looked after. Some wag has been heard to mention that my smile was in direct relation to the

closeness of the tandem parachutist and that it took quite a while to get us apart. Now come on guys this is supposed to be a family publication.

CHAIRMAN'S REPORT

We have come to the end of another year in the life of the SUBMARINERS ASSOCIATION. It has brought the serving submariner and retired Submariners closer together. This has been brought about by RAS/M appointing Lt Tony Ford to the management committee at the last meeting of the NMC. He undertook to carry out the position of PRO and by so doing he will be our contact with the media. It is the intention of your NMC to contact all those who have left the service and have not yet joined our Association. A lot will depend on the branch secretaries and members by contacting the media, in which ever way possible. We have seen a great deal of exposure in Derby, Exeter, Rugby and Wales so other branches take note of what they have done and try to create a similar situation in your area.

The national draw this year was held in Faslane, it was a good occasion and well supported the Scottish branches and the base worked really hard to achieve such a good result. They should be congratulated on an excellent performance, at least it made the treasurer happy and that 'takes some doing'.

I was sorry to lose Rod Senior from the NMC, he made a very valuable contribution to our Association, and I wish him well in his retirement in the South of France. The vacancy that he leaves will be filled when the elections take place in March 2003, so all you budding members with a view on the NMC here is your chance to put your name forward for the election in March. Best of

luck to whoever gets the position, it is a very rewarding job and you get a lot of satisfaction from it, as well as the brickbats. For the job you will need thick skin and broad shoulders.

The IN DEPTH magazine is proving to be a very useful tool in keeping you, the members, informed of what is going on in your association. The magazine is a two-way tool, it can be used by you by writing to the editor with any comments that you would wish to make as long as they are constructive you could find an oppo by placing an ad in the magazine.

Your NMC at its last meeting discussed the issues raised with regards to the shortcomings of the re-union, yes there were some failings to which we had no control. The political situation that the base found itself in following the decision taken by the FBU to go on strike meant that the base had to house the pongo's for fire fighting training, they took preference for accommodation before visitors. I know that those of you that had a roof over your head and a bed to lay on we appreciate that we will learn by the mistakes that occurred at the Reunion 2002 and try not to make the same mistakes again.

The NMC are already preparing for next years reunion and discussions have began with the base. We hope to be in a position to let you know how things are developing by July 2003 so watch this space for further developments.

Sunday 03 November was a good turn out for the Remembrance Services at the Submarine memorial on the embankment, a comment that I received from RAS/M was that you were 'a smart bunch of men'. I nearly forgot we are all getting on a bit now. I believe that he was sincere in his

comment as you did the Association proud, tell all your mates, may be by next year we will have a bigger turn out than this year, it gives us a good exposure it will be seen that the Submariners association of the past, but one of the future.

This is my 6th year as Chairman, it has been an honour and a pleasure to have served you for that time. I believe that I have steer you into the future and have secured the position of our Association for the years ahead. Long may the friendship that existed in the time that was served in the Submarine Service continue for the rest of our lives, submarines have changed the shape somewhat to what it was when I served. To those new members that have joined us recently, I welcome you all aboard, you are the future of our Association.

Yours Aye, John Huntley

TREASURERS REPORT

This is an up to date report on our finances, to the end of October 2002. All figures in the report are to the nearest pound.

We have in the current account £12,097.

With the largest bill to be paid, around £1,500 for the Memorial Parade, and a further £660 to be paid for the car stickers, and possibly another £800 to pay for the running of the Association, that makes a total of £2,900. There is also £400 still to be sent to the Memorial Fund, from donations made recently. Which of course will leave us, at the year-end, with roughly £8,500 in the account.

This, as you can see, is a great improvement on last year. It is basically because of the extra subs and a very good lottery result, as well as the usual surpluses from the reunion etc.

IN DEPTH

The diaries cost to print and distribute £1,515. So far we have taken in £921, however because some branches do not send the cash in until the following year, we took a further £852 from last year's diary. It would be better if all branches sent the money in the year in which the diaries are sent out, but such is life!

Car stickers cost £660, for 1000 (an invoice yet to be received), and so far branches have ordered 670.

PUBLIC RELATIONS OFFICER

At the last NMC meeting of 2nd November 02, the subject of Public Relations was discussed. It is obviously apparent that we, like other National bodies, fall well below the curve when it comes to "selling" ourselves. We are not forthright enough to be positive when the Association does something well, and equally we are damned when we do something badly. This clearly has to be addressed. We have already made a good start by instigating the new website and "In Depth" newsletter.

The NMC took the decision that a member of the NMC would take responsibility to assist Branches in approaching the media for any event albeit large or small. The lucky person nominated as the volunteer was Me! The onus would still be on individual branches to handle their own publicity but assistance would be given if requested. The Public Relations Officer (PRO) would also be able to assist with wording for new member recruitment campaigns locally, together with details of likely publicity outlets such as local newspapers, newsletters, flyers etc.

The intention is also to build up a database of likely publicity outlets and in the immediate term the most powerful outlet is local

newspapers. I would request that branches forward to me by whatever medium details of the following:

Your local Newspaper - i.e. Name, Editorial email address, Fax number and anything you consider useful.

Any future planned events, which may be the subject of a Press Release to the likes of Navy News, Trade magazines etc.

The good news is that the PRO Department in Faslane are well equipped to offer us assistance in more complex issues, and are more likely to "open the doors" for us as they make regular contributions to the media including national press and TV.

I know there are plenty of budding Editors out there amongst the membership and no little experience which needs to be harnessed, so please let me know your thoughts.

Onwards and Upwards

Tony Ford

RASM Rep NMC / PRO

Tel: 01436 674321 Ext 7260 (Work)

01786 821367 (Home)

Email: aford442@aol.co.uk

REUNION 2002

It is all behind us now and we have all had time to reflect on its success or otherwise. The NMC has had a wash-up and picked up on the lessons to be learned. We also took note of those of you who sent in constructive criticism.

We have had many letters of congratulation for being able to put on a reunion at all under very difficult circumstances. Among those were some complaints mainly about the accommodation up at the Army camp. At the short notice, it was either that or no reunion at all. However we have already decided

The Birmingham Branch are arranging their Annual Dinner to be held on the same date and venue as the National Conference i.e. March 29th 2003 at the Nautical Club. The dinner will be 1930 for 20-00 and rig of the day will be evening suits or blazers (no sea boots and sweaters) and will be held at same venue as the conference. The menu will be I think beef or pork, and there will be of course veggie meals available if need be, full details at later date. The cost of the Dinner would be about £18-00 Sterling.

The dinner will also be run to attempt to raise funds for The Star & Garter Homes Richmond Surrey. Our President Capt NLA Jewell DSC*** is a resident there as he is paralysed from the neck. No doubt you have all heard of him as the CO of HMS/M Seraph. To keep up the high standard of care they give to the residents they are in need of additional funds so we have decided to concentrate our fund raising over the next few months with that in mind

If you require any more information please do not hesitate to contact me I have phone and E-mail. Please try your best to attend, as I am sure you will have an enjoyable time amongst our own kind, and our chosen friends

That's all for now. Finished with Main Motors and Steering.

Yours Aye

Syd Beck Branch Sec.

that the camp accommodation option will not be considered in the future. We did get one letter that actually said that we had no right allowing the Army to have our allocated accommodation because there was no chance of a fireman's strike. Eat your heart out sir.

As for the meal, last year we received complaints on the price, so this year we halved it. You only get what you pay for so if the standard was less than you expected let me know if you want better quality at extra cost or what. Some complained about the lack of wine. We catered for half a bottle per man as we have for a number of years. If you dipped out then blame your greedy oppo. Port was on for the first time this year as I had a slight surplus but again you complained of the amount. Catch 22 springs to mind.

Anyway, thanks for the many letters of thanks and encouragement.

I would like to add my thanks to those in the Base who assisted us freely and without complaint but especially Florrie Ford and Grant Maloney.

Finally remember, when you are throwing brickbats rather vociferously, the recipient of your wrath is invariably doing his job voluntarily and at no cost.

Anyone wishing to purchase the 2002 Reunion photograph taken at Faslane please contact Lt Tony Ford whose address is:

**S.O.O.
CAPFASLOT,
Belmore House,
H.M. Naval Base Clyde
Faslane, Dunbartonshire
G84 0HL**

The cost of each photograph is **£2.00** inclusive of post and packing.

FORTHCOMING EVENTS

Your Secretary will have already had a reminder about the AGM in March. Apart from the resolutions to be discussed the position of National Chairman is up for grabs as well as 2 positions on the committee. If you fancy any of these positions then send your CV in to Fred by the end of the year.

Even if your branch isn't sending a delegate to the AGM you can still send your votes in by post. This is your chance to assist in running the association. Up to it? Send your CV in now.

A military tattoo is being held at the MEN Arena Manchester on the 28th June 2003. Details can be found at www.fieldgun.co.uk or from the national Sec. There will be various bands and display units taking part along with a parade of standards.

DATA PROTECTION

Recently, we have had a complaint from a member, about his inclusion on the web site membership list. He has objected on the grounds of security.

As you know, the details that are on the web are those of Name, Rate Branch and boats served on. We, the committee, thought that it was a good idea, because it was one way of reuniting old ships. In fact I have been lucky to reunite two old mates. One from 50 years ago. If it weren't for the web this would never have happened.

However, I digress. The object of this is to ask branch secretaries if they would please ask their members if they are happy with the situation as it is, or if they would like their names removed off the list, on the web.

We would be very pleased if you could do this as soon as you possibly can, and let me know if any of your members wish to be removed. If you have no one, then there is no need to answer this request. I think that a deadline of end of December is reasonable, because most branches will have had at least one meeting by then. In the meantime the list will remain on the web, because we feel that it does more good than harm. The above is a repeat of a circular sent to all secretaries mid November.

SOCA NEWS/ SUBMARINERS NEWS

In answer to the comments made by the editor of In Depth and the National Chairman re the above publications being a "Commercial Enterprise, I would like to advise of the history of the above.

In March 1983 Issue 1 of SOCA NEWS was produced and printed by me (Ray Gritt) as PRO to SOCA. This was funded by SOCA for SOCA. Initially it was intended to print it every 6 months and distributed to each secretary, funded by SOCA and be available to all members at a cost of 20p per copy.

At issue 2 the price was adjusted to 25p to cover the outlay. We then started adverts to assist with the costs with this cash going to SOCA. At issue 8 circulation was up to 1500 copies, now at 30p per copy and was going out to 45 branches on regular orders for their individual subscribers.

At issue 13 SOCA decided that the Association was losing too much money on SOCA NEWS and decided to discontinue production at that issue without any warning to the branches or members. I decided to continue producing SOCA News from issue 14 by myself for SOCA after gaining the consent of the GPC.

At issue 15 the cost rose to 80p to cover costs but still the circulation stayed stable. At issue 24 (June 89), after over six years of publishing the cost rose to £1 to the increased costs of publication. We were now printing 4 times per year.

In June 2001 at issue 72 I had to increase to £1.50 per copy (the first increase in 48 issues or 12 years. There were so many members moaning that I decided to cut the free at issue 75 after 19 years of publishing SOCA NEWS? SUBMARINERS NEWS.

If this was a commercial enterprise where is the big house and new car? I published those magazines for SOCA to keep the members informed.

I wish the Association good luck with 'In Depth'.

Ray Gritt, Hon Vice President
Ex Editor of SOCA News/
Submariners News

HMS/m TETRACH

"In this year of memories, our WI, Mayfield (Afternoon), East Sussex, has been proud to maintain the memory of HMS Tetrarch, a Royal Navy submarine which we adopted during the Second World War. After successful operations off Norway, it was lost with all hands in October 1941.

A watercolour by a local artist, together with a small, framed history, hangs in the Memorial Hall where we hold our meetings and a Roll of Honour and a plaque are sited in an alcove in our parish church St Dunstan's. One of our members at the time who lost a brother in naval action donated a vase for the alcove and fresh flowers have been provided for it every week since then. We understand that Mayfield is the only village to keep this tradition in memory of a ship's company. The undertaking has always been a joy and a privilege.

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A visitor to the church who had served on HMS Tetrarch was amazed and delighted to find that the memory of his gallant vessel was being kept green. If anyone can give us any further information about the ship, or knows anyone who served in her, we should be pleased to hear from them."

Submariners Association Badge:

The NMC have arranged for a firm to set up an embroidery design of the Association badge surmounted by the Double Dolphins. The firm can embroider most materials with the exception of leather or similar dense material, or very stretchy ones such as Lycra.

Individual items will cost £8-50 per item, but five or more will cost £5-50 in each case plus p&p. The firm also supplies sweatshirts, T shirts, Fleeces, Fleece lined jackets, Vee Neck pullovers (Lambswool), etc and all these items are available up to 50" chest, larger sizes may be available upon individual inquiry to the firm. The firm have requested that cheques to cover the cost of goods should be forwarded with the order, don't forget to include postage both ways.

Details of the firm:
Ashdown Personalised Embroidery
Stickledown House
152 Southwood Road
Royal Tunbridge Wells
Kent TN4 8UX
Tel/Fax: 01892 548791

IN DEPTH

E-mail:
ashdown.embroidery@virgin.net
Make Cheques payable to:
"Ashdown Personalised
Embroidery"

The list of goods above is by definition not complete but contacting the proprietors Mr & Mrs Nigel Grapes as above will doubtless provide a full list of goods available.

AND FINALLY

Have a good time over the festive season and I look forward to hearing from you all again next year.

That's all fer noo

Dave the Lad

We come unseen

Heralded by the motto of the British Royal Navy Submarine Service, this stone commemorates the part played by its submarines during the Cold War. Justifiably described as the Third World War, this conflict followed close on the heels of the bloody conflict of the Second World War, during which the Royal Navy (RN) had suffered one in three submarine casualties. US Navy submariners too had borne a very heavy price during that war, losing almost one in five submarines; so the two submarine navies already shared a proud heritage of sacrifice and extraordinary courage.

The links of history were never stronger than during the Cold War, when we stood shoulder to shoulder against a common threat. From the late 1940s RN diesel driven submarines participated in the earliest, and often distinctly dangerous and uncomfortable, surveillance operations in the furthest reaches of the North Atlantic against the growing Soviet

Navy. The RN joined the nuclear club in the mid 1960s, and the fact that its early SSNs were christened with the greatest of ships names from the past (Dreadnought, Valiant, Warspite) indicated that a new era of capital ships had dawned. President John F. Kennedy had transferred Polaris technology to Prime Minister Harold Macmillan under the Nassau Agreement in December 1962, and when in early 1968 HMS Resolution undertook her first deterrent patrol she and her sisters HMS Renown, Repulse and Revenge provided the United Kingdom with 'the best insurance policy the nation ever had'. The four Resolution Class SSBNs were to undertake 229 unbroken patrols until HMS Repulse decommissioned in 1996. The Swiftsure and Trafalgar classes of attack submarine appeared in the 1970's and 80s, and they continued the excellent record of the Churchill-class before them. During these Cold War years,

Royal Navy Submarines – SSK, SSN and SSBN – frequently visited Charleston, sometimes for welcome logistic support and others simply to enjoy the wonderful Charleston hospitality.

The Cold War was won beneath the waves, out of sight and often out of mind. Future American and British submariners, facing different threats, will carry forward the proud legacy of underwater cooperation and achievement that has been so firmly built on deep friendship and quiet trust between the submariners of the two nations.

Speech during Submariners Association Reunion - 05 October 2002

by Sir James Perowne KBE

President of the Submariner's Association

Mr Chairman, Admiral Anthony, Admiral Kilgour, Capt Henry, Capt Walker, Fellow Submariners and Members of the SA

I last spoke to you at the dinner in 1997 in Fort Blockhouse when I was FOSM. It was that evening, probably while under the influence and having lost my presence of mind that I agreed with Read Admiral Tony Whetstone to be your President and then promptly went off to the USA for over 3 years leaving him to have to continue in post for a record 14 years. I cannot let it pass without reiterating what has been said many times before, what a great job Tony did as your President over that long time and how much time and effort he gave to this post.

It is a real pleasure to be back at this great fun annual gathering: I once went to a German submariner's reunion when I was in NATO, it was known as Schindlers pissed.

As I said, I have just come back from spending three years in the USA, which is a great country. While over there I was in this bar when President Bush and Colin Powell walked in got a still water each and sat down. A little later a guy comes in and seeing the two of them walks over and says, "Woe, this is a real honour. What are you two doing in this bar?"

Bush replies, "We are planning WW3"

"Really, what is going to happen?" asks the guy.

"We are going to kill 140 million Iraqis this time and one blonde with big boobs." The guy exclaims, "A blonde with big boobs! Why kill a blonde with big boobs?"

Bush turns to Powell, punches him on the shoulder and says, "See! I told you that no one would worry about 140 Iraqis!"

I have one serious message for you all to think about over the coming year but before I come to that, I would like to acknowledge the hard work and dedication put into the administration of this Association especially the officers and members of the NMC and the Branch Chairmen, and secretaries. In particular, I would like to mention John Huntley, Dave Barlow, Roy James, who is not with us this evening, and Fred Atkinson amongst others. Now to my message and that is how do we attract the younger submariners whether retired or not to join this great Association.

As we heard at our short memorial ceremony at the mainmast earlier this afternoon, our numbers are slowly falling and despite RASM doing much to publicise the SA amongst the serving fraternity and the senior people retiring from the service, we are not getting in the numbers we need to sustain the SA into the longer term future. I firmly believe this is an association that is firmly rooted in the Branches, if that is not a non sequitor. We are a bottom up organisation with the power base in the Branch structure and you the members. The National organisation is the servant of you the branch members and in this endeavour to find and attract new members we need all the help of all. Do you know submariners who live near you and who are not members? Is the format of your monthly meeting right? Do all the meetings have to be formal meetings or could every other one

be more of a social that would appeal to the younger element? Remembering our past and those still on patrol is a vital part of the Association but does this have to be part of every meeting or done on certain memorial occasions? Let me be quite clear, I am not telling you to change anything but I would like to open the debate and for you to discuss these things at your future meetings to pool your ideas as to the way ahead for this very significant and worthwhile Association that we all love. We can examine the best practice from all the branches and through 'In Depth' pass these around for others to try.

To end on a lighter note I thought I would spin a dit. When I was in a diesel boat in the 70's the Coxn had a very pretty 20-year-old daughter who was going out with AB Jones who was the fore-end messman. One day when at harbour stations as we where about to sail for three months, Jones came to the Coxn quietly and said that he was sorry but he had made his daughter pregnant but he was going to do the honourable thing and the girl agreed to be his wife. Well the Coxn wasn't thrilled but agreed and in due course when we returned from the patrol the wedding took place in the Dockyard Church. As the padre announced that the happy couple where now man and wife, the Coxn in a stentorian voice shouted out "Pronounced man and wife, backdated three months, on caps, about turn and quick march". Thank you all very much and please rise to drink a toast to:

"The Submarine Service."

Around the Flotillas

At time of going to press, the RN like the other two services remains ready to step in to supply firefighting coverage throughout the UK if the Fire Brigades Union decides to strike. This commitment named "Op Fresco" has obviously placed an additional burden on the Submarine force and has meant curtailing some training, but mostly outstanding leave for personnel, all at a time when operational commitments are to the fore. As always this additional tasking has fallen mainly on those submarines alongside in maintenance and sadly on some crews who have just returned from sea. On a positive note the Astute build programme continues in Barrow, with personnel from Faslane recently employed in evaluation trials for Ship Control operations. Of course through all this upheaval, the Submarine Service as always remains ready.

A short round up of individual submarine activities follows:

HMS VENGEANCE - Commander D C W Balston (Port) / Commander J N Ferguson (Stbd)

Recently returned from patrol, the Port crew now has custodian of the boat and is now busy in a well-earned maintenance period through to next year with extensive support being given by the Stbd crew. Both crews are now also fully involved with supplying manpower to support Op Fresco and recently were also in attendance during the SA Embankment Parade in London. Both crews have been very supportive of the Submariners Association in supplying uniformed personnel for various events and also in fundraising activities, which is most appreciated.

HMS VIGILANT – Commander C I Reid (Gold)

Continues at sea on patrol.

HMS VICTORIOUS – Commander J I Humphreys (Port) / Captain G G Thomas (Stbd)

Starboard crew Currently at sea on pre-patrol training and trials before being deployed over the Christmas and New Year period. Commander Humphreys accompanied by 44 Ship's Company will attend their affiliated town of Burton on Trent for Remembrance Day and to present funds to local hospitals etc.

HMS VANGUARD – Commander P Nixon

Continues in refit in Devonport with a current completion date of August 2004.

HMS SPLENDID – Commander P Burke

Currently alongside Faslane in maintenance period preparing for a sea training programme and affiliations days in late November, with family's days following in December, before Christmas leave.

HMS SOVEREIGN – Commander C Fulton

After an extended period alongside the positive news is that Sovereign now has a very busy operational period planned before Christmas. Whilst alongside the Ships Company has been busy with affiliations visits including being awarded the Freedom of the City of Derby earlier this year.

HMS SUPERB – Lt Cdr M Grimley

Alongside Faslane preparing for extensive maintenance period in 03 and supplying large numbers of manpower to support Op Fresco.

HMS SPARTAN – Commander I S Pickles

Alongside Rosyth completing refit prior to rejoining the Flotilla next year.

HMS SCEPTRE – Lt Cdr J S Bark

Alongside Rosyth after completion of refit, and once again supporting Op Fresco in large numbers.

HMS TRAFALGAR – Commander R Fancy

At time of going to press busily employed in support of "The Perisher" including a couple of pit stops in Faslane.

HMS TURBULENT – Commander A M McKendrick

Currently deployed on operational tasking and has recently conducted a most successful port visit to Guam.

HMS TIRELESS – Commander M J D Walliker

Currently at sea on operations after an already busy schedule including mutual training with other submarine units.

HMS TORBAY – Commander M A Cooper

After leave and maintenance programmes is preparing for deployment to the USA for trials.

HMS TALENT – Commander N W Hine

Alongside Devonport preparing to enter planned refit in 2003.

HMS TRIUMPH – Commander I T Roberts

After a long maintenance programme is now preparing for a period of crew training prior to a busy operational tasking period.

The Veterans Agency.

History

In the Beginning

Since the dawn of British history, pensions in some form or other have been paid to the casualties of war. Ancient records reveal that in King Alfred's reign, pensions, or the equivalent in grants of land, were an established form of reward for disablement. Queen Elizabeth I decreed that - "such as have adventured their lives and lost their limbs, or disabled their bodies in defence of Her Majesty and the State, should be relieved and rewarded that they may reap the fruit of their good deserving".

This "fruit of their good deserving" took the form of the Chatham Chest, a naval charitable foundation established around 1590. It was funded by a charge of 6d a month from the wages of every officer and rating in the Navy.

"Every visible precaution was taken for the safe custody of the money, and in 1625 an iron chest with five locks was ordered for the purpose, the keys to be kept by five representative officers of different grades, who could only open it when together, and who were to be changed every 12 months. The chest still exists in Greenwich Hospital, where it was placed by the Admiralty in 1846."

The fund paid compensation for wounds and injuries sustained in action or on duty, and pensions for

permanent disablement to warrant officers, ratings and dockyard workers. It also paid pensions to the widows of those killed in action. It was administered by a corporation of officers stationed at Chatham under the control of the Navy Board and in 1803 transferred to the Royal Greenwich Hospital and thereafter became known as "the Chest at Greenwich".

In 1713 a disablement flat rate of 5d (old pence) a day was given and some 150 years later, in the Crimean War, this became 8d a day for partial and 2shillings a day for total disablement.

The Great War & Beyond

The Great War (1914-1918) with its many casualties highlighted the fact that the arrangements for War Pensions were inadequate. In 1916 a Parliamentary Select Committee recommended that the existing pension provisions should be incorporated into one War Pension Scheme administered by a new Department. In 1917 the Ministry of Pensions was established, later becoming the Department of Social Security.

In 1921 legislation was passed to introduce the Central Advisory Committee on War Pensions. The Committee made up of departmental officials, ex-servicemen and representatives of ex-service organisations continues to meet twice a year.

World War II saw the war pension scheme expanded to include ex-members of the Polish Forces who served under British Command, Merchant Seamen and civilians injured due to enemy action. War Pensions work was relocated to Blackpool, where it still is today.

Since the two World Wars there have been other major conflicts such as the Falklands in 1982 and the Gulf War 1991 and, more recently, in Bosnia, Kosovo and Afghanistan. Any disablement due to these conflicts, or any other service cause, can lead to the award of a war pension. The scheme therefore continues to be administered.

*The War Pensioners' Welfare Service (WPWS) started in 1948 when the Ministry of Pensions decided that its responsibility to war pensioners extended beyond payment of an award. Welfare Managers were appointed to offer practical help with all kinds of problems. The WPWS maintains this important role today.

In December 1990, a Government sponsored report on the efficiency of war pensions recommended that a dedicated unit should administer them and in 1991 the War Pensions Directorate was launched, becoming the War Pensions Agency in 1994.

In 1992 the War Pensions Helpline was set up to offer assistance over the phone to war pensioners and their representatives. In April 2000,

following a recommendation by the Social Security Select Committee, the Helpline became a Freephone service to all residents in the UK.

Current position
Minister's Message
Dr. Lewis Moonie

As Minister for Veterans Affairs I was pleased to announce on the 18 March this year that the War Pensions Agency would be renamed the Veterans Agency.

I took responsibility for the WPA in June 2001 and after an initial visit I was impressed by the caring approach of its staff in meeting the needs of War Pensioners, War Widows and their dependants and its delivery of high quality, customer-focused services. I feel strongly that we should remember the special debt owed for service given in the cause of national defence and international peace.

Veterans deserve an effective customer-focused service that addresses their real needs in a coherent way. Much work is progressing under the Veterans Initiative to publicise the assistance offered to veterans by central, devolved and local government.

An important step in meeting the needs of veterans has been taken by the creation of the Veterans Agency from an organisation that is recognised for service excellence. The primary role of the Veterans Agency is one of partnership and co-ordination. I see the Agency as being an advice point and sign-posting organisation to a range of government services.

The one-stop Helpline aims to provide a more capable first port of call for advice to all veterans and their dependants, and this website seeks to compliment this. Work is continuing to extend the content of this site and I anticipate that in due course it will provide access to a

wider range of government services.

Over time I expect the role of the Veterans Agency to evolve with the aim of making this Department's services more accessible and customer focused.

How to contact the Veterans Agency

The Veterans Agency provides a single point of contact within the Ministry of Defence for Veterans and their dependants seeking help, information and advice.

We aim to answer your enquiry directly or put you in touch with an appropriate organisation who can help.

If you require help, advice or information you can contact us by;

Calling our Free telephone Helpline on 0800 169 22 77

or if you have a textphone on 0800 169 34 58

Telephone lines are open: 8.15am to 5.15pm Monday to Thursday; and 8.15am to

4.30pm Friday

If you are calling from overseas the number is +44 1253 866043

writing to us at Veterans Agency, Norcross, Blackpool, FY5 3WP.

e-mailing us at help@veteransagency.mod.uk

Internet: www.veteransagency.mod.uk

All the material in this article has been copied from the Veterans Agency Internet pages at www.veteransagency.mod.uk and submitted for publication in 'In Depth' by Peter Clements. Submariners Association and War Pension Committee member.

"The Naval importance of Chatham is shown by the institution of the Chatham Chest by

Hawkins, Drake and others in 1590, for the relief and support for injured or disabled sailors. The seamen were generously minded after 1588, and a contribution of sixpence a month from able seamen, and four pence from ordinary seamen, with three pence for boys, was mulcted from their wages. It was stated that by their service at sea "masters, mariners, shipwrights, and seafaring men, by reason of hurts and maims received in the service, were driven into great poverty, extremities, and want, to their great discouragement." Every visible precaution was taken for the safe custody of the money, and in 1625 an iron chest with five locks was ordered for the purpose, the keys to be kept by five representative officers of different grades, who could only open it when together, and who were to be changed every 12 months. The chest still exists in Greenwich Hospital, where it was placed by the Admiralty in 1846. Notwithstanding all safeguards, there were great leakages. The very year after the chest was bought, Russell, Treasurer of the Navy, took £2,600 out of it to pay wages, and the sum abstracted was slowly restored, but there is the best reason to believe that the chest suffered very heavily from malversation of money. Pepys was anxious about the state of affairs in 1662. He was informed that the fund had been much abused, and that it would be a meritorious act to look after it, "which I am resolved to do, if God bless me". A committee was appointed and he discovered many things which did not please him. French rules were, therefore, laid down, but abuse was not altogether checked. Yet, as Mr Oppenheim says, the administration of the Chatham Chest in early Stuart times was undoubtedly in a condition of ideal purity compared with the depths of organised infamy to which it sank during the

eighteenth century. The chest continued to exist under varying regulations until 1803, when it was transferred to the Directors of the Chest at Greenwich and practically became a part of the relief fund of Greenwich Hospital."

The above is an extract from an Internet site about the history of Chatham Dockyard.

The Chatham Chest"

Seamen hurt and maimed in the war against the Spaniards petitioned Queen Elizabeth I for relief: she directed the Lord High Admiral to consider their petition. The outcome was that in 1588 the "Chest at Chatham" was

established: the income of this fund was a levy of 6d per month from the wages of all officers and ratings of the Fleet (with their agreement) and was expended on pensions to the maimed or wounded, the amounts of pensions depending on the extent of the injuries. In 1704 the Lord High Admiral issued an order to appoint Cooks to HM Naval service, giving preference to "such cripples and maimed persons who were pensioners to the Chest of Chatham".

The Chatham Chest was transformed to Greenwich in 1803, when its money was invested in the Consols and its name changed to the Chest at Greenwich. In 1806 a

percentage of all Naval prize money was directed to be paid into this fund. The Chest at Greenwich was extinguished in 1814 when its funds were incorporated into Greenwich Hospital funds. The 6d a month levy on officers' and ratings' pay was stopped in 1829 and the 5% of prize moneys transferred to the Treasurer of the Navy for expenditure on Naval pensions.

The original iron chest is now preserved at the National Maritime Museum at Greenwich.

Extract from www.royal-navy.mod.uk

An Essex girl and an Irish guy are in a bar when the Essex girl notices something strange about the wellies that the Irish guy's wearing. She says to him "Scuse me mate, I ain't bein fannny or naffink, but why doz one of your wellies ave an L on it, and the uva one's got an R on it?"

So, the Irish guy smiles, puts down his pint of Guinness and replies, "Well, oim a little bit tick you see. The one with the R is for me roight foot and the one with the L is for me left foot."

"Cor, blimey!" exclaims the Essex girl, "So THAT'S why me knickers 'ave got C&A on them."

An old Coxn goes to his doctor and says, "Doc, I have a problem.

My girlfriend is sleeping over this Friday, my ex-wife is sleeping over this Saturday, and my wife is coming home Sunday. I need 3 Viagra pills to satisfy them all."

The doctor says, "You know, 3 Viagra pills 3 nights in a row is pretty dangerous for any man. I will give

LAMENT TO THE TOT

At ten to twelve each forenoon
Since the Navy first began,
Jack drinks the health of Nelson
From Jutland to Japan.

He's always done his duty
To country and the throne
And all he asks in fairness,
IS LEAVE MY TOT ALONE

them to you on the condition that you return to my office on Monday so that I can check you out."

The Coxn says, "You have a deal Doc."

Monday morning the Coxn returns with his arm in a sling.

The doctor says, "What happened"?

The man answered, "Nobody showed up!"

BOOK REVIEW

THE HISTORY OF BRITISH AND ALLIED SUBMARINE OPERATIONS
DURING WWII

By Vice Admiral Sir Arthur Hezlet KBE CB DSO* DSC

A considerable number of books have been published about British submarines during the second World War, but nearly all of them have been personal accounts by individuals and are concerned with the exploits of a single boat. The only overall account is contained in the Naval Staff History of the Second World War and this was completed in three volumes in 1953-7. These volumes were published confidentially as CB 3306(1), (2) and (3) 'for the use of officers generally who may require to be acquainted with its contents in the course of their duties.' It was subsequently downgraded to a Book of Reference and eventually became available for all in the Public Record Office under the thirty-year rule.

Although in no way wishing to disparage the work of its authors, it was a number of deficiencies in this account that encouraged me to undertake this work. The first deficiency was that it was written by at least three different authors and its style, scope and detail vary substantially throughout the three volumes. These volumes deal individually with the campaigns in Home Waters, the Mediterranean and in the Far East and there is little comment on the strategic inter-relation between these areas. The work seems in general to be mainly a précis of the British patrol reports handed in by the

submarines rather than an overview of the campaigns themselves. In any case there is a tendency in these Staff Histories to concentrate on the successes and not to talk about occasions in which nothing happens or in which the operations fail. It is, however, important to study the failures in submarine warfare as carefully as the successes when the torpedoes hit and this I have tried to do.

It is true that the monologues were completed soon after the end of the war and before most of the official campaign histories had been written. Although the authors caught a glimpse of the draft of Captain Roskill's 'War at Sea', the Staff Histories lack information on how submarine operations fitted into overall strategy of the campaigns. The early completion of the work also meant that security, notably 'Ultra' cryptography, which was a major feature in the submarine campaigns, was not allowed to be mentioned. It was also inevitable that many mysteries of the war would be revealed with time and that Staff History should have been misled about them.

Many of the individual accounts have also been published since the Naval Staff History that would have been enriched by a study of them. Nevertheless the

bibliography included in CB 3306 (1) shows that the monograph used a wide and authoritative base and is consequently of great value.

There were also a number of other important works which have been published since the Naval Staff History and were consequently not available to its authors. These include Captain Bragadin's 'The Italian Navy in World War II', Admiral Ruge's 'Der Seekrieg'; Theodore Roscoe's 'United States Submarine Operations in World War II'; Rohwer and Hammelchen's 'Chronology of the War at Sea, 1939-1945' and Professor FN Hinsleys 'British Intelligence in World War II'. Above all in importance for compiling this account is a complete manuscript list of British and Allied torpedo attacks made. From these papers every patrol is recorded in the form of what I call Patrolgrams and every submarine torpedo attack, whether it resulted in a hit or a miss, is mentioned in the text. Another document of great interest is the treatise written by Admiral Weichold, the German Admiralty's representative in Rome during the war and now also in the Public Record Office. In this the enemy side of the campaign in the Mediterranean is clearly set out. Another interesting document,

also in the Public Record Office, is the analysis of submarine operations by the Director of Operational Research of the Admiralty.

Although written fifty years after the Second World War, I hope that the fact that I served in submarines for practically the whole of it, with five years in command, will add some authority as well as a personal touch to the narrative. Also I hope that my time as Flag Officer (Submarines) after the war will have helped to bring some knowledge of naval strategy to the account.

Finally I wish to thank Commander Jeff Tall OBE RN, the Director of the Royal Navy Submarine Museum at Gosport, and his staff for their helpful criticisms and their proof reading of the draft. My thanks are also due to the Naval Historical Section in the Ministry of Defence for their help.

About the Author

Vice Admiral Sir Arthur Hezlet KBE CB DSO* DSC joined the Royal Navy in 1928, aged 14, through the Royal Naval College, Dartmouth. In 1936 he specialised in submarines and, over the next nine years commanded six difference boats culminating in his tour with HMS Trenchant. In addition to winning the DSO and Bar, and the DSC, he was twice Mentioned in Despatches. He

was also decorated with the US Legion of Merit, Degree of Commander. In 1946 he was a British Naval observer at the Bikini atom bomb tests. His final service appointments were Flag Officer Submarines and Flag Officer Scotland and Northern Ireland before retiring in 1964. Since then he has held numerous public and charitable appointments. He is a Life Vice President of the RNLI and, for many years, was President of the Royal British Legion in Northern Ireland. His previously published works include *The Submarine and Seapower* (1967), *Aircraft and Seapower* (1970), *The Electron and Seapower* (1975), and *HMS Trenchant at war - From Chatham to the Banku Strait* (2001) (published by Leo Cooper).

About the Book

British and Allied Submarine Operations in World War II is the ultimate authoritative reference book of submarine operations during the Second World War. Painstakingly researched and beautifully written by a distinguishing Commanding Officer and former Flag Officer Submarines, the book chronologically deals with every patrol undertaken, its results, and sets Allied Submarine activity against the prevailing strategic background. The final two chapters are a most

impressive analysis of 'Submarine Operations' and 'Aces, Bags, Gongs and the Price'. It is a 'must' for the submarine researcher and amateur historian alike.

Only two hundred copies are being produced in its present configuration. It comes in two Hardbound volumes in a slipcase. The first volume contains the narrative, backed up with copious footnotes, and photographs. The second volume, which is designed to be open with the corresponding chapter in Volume 1, contains in colour detailed supporting appendices, patrolgrams and maps. The whole book is printed on high quality matt art paper.

Published by the Royal Navy Submarine Museum and produced by Enigma Publications of Huddersfield, it is priced at £125.00 plus £13.50 for postage and packing (UK), £16.00 (Europe), £32.00 (Airmail, USA), £35.00 (Airmail Australia), £16.50 (Surface Mail).

The book will be ready for dispatch in the New Year. To order your copy(ies), please write to:- the Director, Royal Navy Submarine Museum, Haslar Jetty Road, Gosport, Hants, PO12 2AS or telephone 02392 765250, Ext. 225/Fax 02392 511349/e-mail: admin@rnsubmus.co.uk.

TAKU'S LINKS WITH SPALDING BROUGHT BACK TO LIFE

Its dark, cold and everyone is still. A single, pulsing beep echoes out and the young fresh faces surrounding you are tense and wide eyed with fear.

Suddenly there is a loud thud and a shock wave sends you reeling off your feet. Another shock wave sends you in the opposite direction and this merciless barrage goes on for 36 hours, uninterrupted with no daylight, no clean air, no knowing when the next impact will come.

The oldest amongst you is 31 - the youngest just 18. All too young to die.

No-one knows it they will ever see daylight again.

No-one knows if they will ever breathe fresh, clean air again.

No-one knows if they will ever get back home to their loved ones.

We can only imagine what it was like for the brave submarine crews of the Second World War as they carried out their work in the world's oceans.

But the crews were not forgotten by the people of Spalding and the surrounding area who in one week in March 1942 raised a staggering £353,151 to adopt the submarine HMS Taku.

The national Warship week motto was 'Make the Week a Success by Lending More and Spending Less'. People were urged to buy Defence Bonds, Savings Bonds, National War Bonds or simply to make an

interest free loan for the duration.

Spalding Royal Naval Association member Peter Skelton has been researching HMS Taku and its Spalding links for an exhibition at Ayscoughfee Hall which is on until the end of February.

He also hopes that a lasting memorial can be made in town to the submarine and its crew which the people of Spalding took to their hearts.

He said "To raise this considerable amount of money was a monumental task but everyone from the surrounding villages, local companies, and even a 10 year old girl who ran a competition and raised £2.12s.6d, dug deep."

"At today's values you would be looking to raise between £10 and £12m in a week!"

In fact, Spalding didn't quite raise as much as it had hoped as the target was £425,000. A Spalding Mercury and Guardian dated Friday 22 March 1942 records: "The total for Spalding and district warship week of £353,000 represents an average of nearly £10.18s (£10.90p) per head."

It goes on to name ten year old Greta Rogers, of Alton Avenue, Spalding, as the girl who raised £2.12s6d (£2.62.5p) with a competition. The competition was won by Mrs Baker, Albion Street.

It also names Sidney Clifton, of Donnington, who gave a model

aircraft carrier for a competition run by Mrs Clark, of The Black Swan Hotel. The competition raised £7.10s and was won by Mr A Branston, of Moulton.

There was a great celebration in the town a year later when some of the crew of HMS Taku visited Spalding.

Mr Skelton said "They marched from the Grammar school to the Market Place led by the Royal Marine Band. At the ceremony that followed Rear Admiral Buckley and Lt Day (second in command on Taku) exchanged plaques with Spalding Urban District Council and the Jolly Roger flag flew over the Corn Exchange (now the South Holland Centre).

The flag and plaques are part of the exhibition now on at Ayscoughfee Hall.

Mr Skelton added "There was a week of great celebration and it is even reported that the crew played the High School at hockey, although no-one seems to know the result.

"I would love to hear from anyone who remembers the visit, was host to the crew - or played them at hockey! It would be nice to document all we can. It's an important memory for the town.

Anyone with memories of HMS Taku's crew, or of fund-raising during Warship Week in 1942 can contact Mr Skelton on 01775 767040.

The Spalding branch of the Royal Naval Association is

trying to attract new blood. Former servicemen and women or those with partners who served in the Navy can join. There are a variety of social activities, including days out, and the meetings take place every month. Anyone interested can contact the Chairman on 01205 460633 or the secretary on 01775 769485 for details.

Submarine saw plenty of the action across the world

HMS Taku was built at the Cammell Laird shipyard in Birkenhead and launched on May 20, 1939. It was 275 feet long and had a crew of six officers and 59 ratings. It could travel at 14 knots when surfaced.

It saw service in the North Atlantic, Gibraltar, the North African Coast, Alexandria, Malta, Tobruk, Port Said, Beirut, and in the Aegean.

In the early stages of the War Taku lay for four hours on the sea bed off Norway with an avalanche of depth charges raining around her after she had torpedoed a supply ship.

In the Aegean she lay submerged for 36 hours with only half an hour to surface and clear the air in the submarine.

On a trip across the Atlantic to Halifax, Nova Scotia, she developed trouble with her hydroplanes and in heavy seas was only saved by being towed

back to Londonderry by the ships *Salvonia* and *Gladiolus*.

In 1944 Mr Skelton said she dived off Denmark and Sweden and was rocked by a heavy explosion. The mission she was on had been aborted.

He said "From that time on I'm not sure what happened. I think she was tied up. In November, 1946, she was sold for scrap - but she did survive the war, one of only six of her class that did."

For more information about HMS Taku visit Ayscoughfee Hall, Spalding, where there is a display case dedicated to her throughout February.

We Shall Never Forget

*The last shell had been fired
The last soldier had died,
An eerie silence descended,
The last widow had cried.*

*No countryside noises,
No fresh morning smell,
Just a stark ravaged
landscape
In a scene straight from hell.*

Gaunt figures emerged,

*Shell-shocked, eyes open
wide,
They looked out for the
living,
And for those who had died.*

*An old man stands alone,
His eyes blurred by tears,
As his memory goes back
To those terrible years.*

*Around him white crosses
Standing row upon row,*

*He's among fallen comrades
From a long time ago.*

*Each year he's attended
This annual parade,
To remember his comrades
And the sacrifices they made.*

*The last one still standing
Where history was made,
Soon to join all his comrades
On his final parade*

The Forgotten Flotilla

Operations of British submarines in the Baltic 1914-18

Part Two

Entrance to the Kattegat was made submerged, the run south from Kullen Point being made on the surface under cover of darkness. Many merchant ships were encountered, it being almost impossible for the submarine to avoid detection. Actually on arrival at the rendezvous, the Russian authorities stated that the presence of the British submarines had been reported several days before the passage through was attempted.

E18 reached the approaches to the Sound entrance at daylight on 8 September and spent that day on the bottom in the vicinity of Gilleleje Flak light buoy. It will be seen from the above that the Commanding Officer of *E18* was faced with two possible courses; to complete the passage in one night, or to enter the upper Sound the first night spending the next day on the bottom and breaking through the Flint channel the following night. He decided to adopt the first course. The channel to the west of Saltholm was not considered practicable being reported blocked by Danish minefields. 8 September was spent in making final preparations for the attempt. Steps were taken to compass an easy destruction of the submarine by attaching a charge to one of the beam torpedoes that could be fired from the conning tower by a Bickford's fuse and pistol. *E18* surfaced soon after dark and set course for the Lapegrund Light vessel. The submarine was trimmed right down and proceeded on one engine only. Steering was conducted from down below though the upper steering position was connected up ready for use.

E18 passed between the Lapegrund Light vessel and Helsinborg, so close to the latter that people could be clearly seen walking along the front. Just before reaching the line Helsinborg - a large number of small white lights were sighted right ahead. These appeared to constitute some form of obstruction through the chart did not reveal the existence of one. On approaching closer they were found to be a collection of open boats stretched right across between the two places. *E18* narrowly escaped sinking one and capsizing another with her wash. Two men were clearly visible in one of the boats, who shouted and waved their hats as the submarine passed by. It is probable that these boats were the patrol of fishing craft that the Germans maintained in the vicinity. Reference is made to this in their post war histories.

The night of 8 September was fine and clear, there was no moon. After passing through the neck of the Sound, course was altered for Taarbak Flak light buoy. Malmo, on the Swedish coast was enveloped in darkness, whereas Copenhagen was brilliantly lit and searchlights from the forts were continually sweeping the approached to Flint channel. Soon after altering course for Malmo High Light, starshell firing started from the southward. This combined with the searchlights illuminated the submarine continuously. The northern extremity of the channel was reached and course altered to pass down it. Drogden Light vessel, burning two red lights, was sighted and acted as a useful guide as to

when sufficient depth of water was available to dive.

Shortly before the point was reached a destroyer was sighted 200 yards on the starboard side of the submarine and steering the same course. The commanding officer of the submarine took the helm on deck determined to ram the destroyer if she should alter course towards him. She passed however but shortly afterwards another was sighted very close. Although the bearing of Drogden light vessel did not give sufficient depth of water to completely cover the submarine, *E18* dived and hit bottom a resounding crash with ten feet showing on the gauge. This occurred at 0100 and fifty feet of water was not reached until 0330. The submarine proceeded submerged at half speed on both motors, the boat hounding along the rocky bottom, shooting up to eight feet and down to twenty feet. By 0400 on 9 September deep water had been reached and the submarine retired to the bottom to rest the batteries and personnel

At about 0900 she rose to periscope depth and unfortunately nearly broke surface. An enemy cruiser, *Amazone* was in sight, and she opened fire, her first round breaking the lights in the forepart of the submarine. An attack was out of the question as the batteries were so low so *E18* retired to the bottom in fifteen fathoms where she remained for the rest of the day. *Amazone* accompanied by a destroyer was apparently sweeping in the vicinity as their propellers were heard passing and re-passing overhead. As soon as it was dark *E18* surfaced only to be put down

shortly afterwards by a destroyer. After an interval of an hour *E18* surfaced again and proceeded for the rendezvous charging her batteries. The following day two enemy destroyers were sighted and avoided south of Gotland, the rendezvous at which were *E9*, and *E19* and Russian destroyer being reached.

Now, a word about *E19*. She had attempted the passage of the Sound on the same night as *E18* but the starshell and searchlight display had decided her to abandon the attempt. She retired to the bottom in the Sound that night and the following day had the misfortune to ground on Hven Island where Swedish destroyers sighted her. In spite of this and several mechanical defects, including the temporary gassing of some of the members of the crew, she passed through in the night of the 9th and reached the rendezvous before her consort (*E9*). Her report of her experiences, coupled with the intelligence intercepted by the Russians, led the commanding officer of *E9* to think that *E18* had been sunk. Whilst waiting at the rendezvous *E9* carried out an attack on the *Augsburg* which appeared off the entrance to the Gulf of Finland.

Both *E18* and *E19* were docked on arrival at Reval but neither was found to have suffered any severe damage. This speaks well for the strength of their construction.

I propose now to describe the conditions under which British flotilla was called upon to work. As will have been gathered it consisted of five submarines, these had no proper depot ships, only a limited number of spare ratings who had travelled out via Sweden with faked passports, a limited number of spare torpedoes, and practically no mechanical spare gear except what each boat carried.

During the summer of 1915 stores were sent out via Archangel, but due to the inefficient Russian transport methods these took months to arrive. A spare propeller was lost on one occasion and was subsequently found under a hedge by the side of the railway. Such things as clothing were non-existent. British sailors wore Russian overcoats and fur hats.

An Engineer Lieutenant had taken passage out in *E1*. He combined his ordinary duties with those of paymaster and rendered extremely valuable service by energizing Reval dockyard to carry out the necessary repairs and refits. The torpedo question was also a problem though by the end of 1916 a useful surplus had been acquired. *E1* and *E8*, the early boats of the class, had only a single bow tube. Steps to overcome this grave disadvantage were taken by fitting them with the Drzewiecki torpedo tubes, a Russian invention. Like many of their inventions it was ingenious but unpractical. Being carried outside the pressure hull the torpedo's buoyancy chamber filled with water if the submarine dived deep. In practice these torpedoes were found to be rather a danger as they frequently ran in circles. In addition they left a considerable track. However they were carried and used until the middle of 1917. Practice torpedo running presented difficulties on account of the limited number of spares available. It was to overcome these difficulties and to make torpedo running safe that Mr. Kent, Torpedo Gunner, evolved the first self-blowing head. He was sent out to join the flotilla in the summer of 1916. The British flotilla was based on a Russian auxiliary named the *Rhynda*. The accommodation being inadequate, largely in the shortage of bathing arrangements, the Russian C-in-C relinquished the old cruiser *Dvina* to act as depot ship. Certain alterations were carried out

and the ship rendered quite comfortable, the transfer to *Dvina* taking place in the autumn of 1915.

In the depot ship one mess deck was set apart for the use of the British submarine crews, the other side of the deck being used by the Russian ship's company. British and Russian officers messed together in the wardroom, the former being in the minority. The relations between the two were not of the best for a variety of reasons, principally due to the marked difference in national temperaments. On occasions relations became almost strained, as when a Sub Lieutenant in the battle cruiser *Rurik* wrote a service letter to his commanding officer enquiring whether it was the custom for British sailors to salute with their pipes in their mouth. Professional jealousy was really at the bottom of this apparent antagonism.

The British flotilla worked entirely under the orders of the Russian naval staff. To facilitate liaison and necessary communications, each submarine carried a Russian officer and Telegraphist. The former were chosen for their knowledge of English and in some cases commanding officers allowed them to keep watch. Relations between these Russian officers and the British were excellent. They and the Telegraphists were entitled to prize money and other awards and the latter were granted the much sought after privilege of messing with the British submarine crews. In 1916 a certain distinguished British Flag Officer appeared in Reval to present decorations to our Russian allies. Considerable consternation was caused amongst the Russian Naval officers in British submarines who were presented with Military Crosses instead of DSCs (one can only presume that the RNVR Flag

Lieutenant slipped into the wrong bag!).

Certain recognized submarine patrol areas existed, the actual ones occupied being dependent on the information in the hands of the Russian Staff. Throughout 1915 and up to the middle of 1916 their intelligence sources were excellent. This was largely due to the fact that they had obtained the German codes and ciphers from the cruiser *Magdeburg* that had grounded on Odensholm - Gulf of Finland early in 1914. As an example of this, on one occasion when *E1* returned after making an unsuccessful attack on a minelayer in the Southern Baltic, she was met by a staff officer who told her the number of torpedoes she had fired, the position in which the attack was made and the avoiding action taken by the enemy!

The Russians possessed about ten submarines, five of which were fit to take their place in the patrol areas. The boats were badly designed and unhandy, the officers also lacked experience. They were keen however and did their utmost to pull their weight. As an example of their inexperience, on one occasion *E18* was proceeding on patrol and when nearing the entrance to the Gulf of Finland she overhauled and passed the Russian submarine *Bars*. About half an hour later *E18* sighted three enemy warships end on approaching her. She dived to attack but was mortified to see the German ships turn 16 points and disappear. On surfacing *E18* found the Russian submarine still on the surface and displaying no inclination to dive. A report by the captain of *E18* brought swift retribution on the Russian commanding officer.

The autumn of 1915 marks the period of greatest activity of the British flotilla. It was during these last few months of the year that operations against the iron ore trade

were carried out. Between 5 October and 6 December the flotilla destroyed two warships, *Print Adalbert* and *Undine* and thirteen merchant ships. The Russian submarine flotilla operating in the Alland Sea accounted for three merchant ships bringing the total tonnage destroyed up to 33,000. Several unsuccessful attacks were made, notably that by *E18* off Libau on the battleship *Braunschweig*.

The result of the attack on ships in the iron ore trade created a temporary panic amongst the enemy and the Swedes. The increase in numbers of the British submarines had enabled the campaign to be carried into the western Baltic. The losses incurred by the enemy and rumours of all kinds produced great uneasiness. Shipping firms kept their vessels in port and the ferries between Sweden and Germany stopped running. Anti-submarine patrols were instituted on the trade routes and certain hitherto unused aerodromes were commissioned, in addition submarines were towed by trawlers. Sweden protected her ships by escorting them by men-of-war.

The submarine offensive disorganized the German dispositions in the Eastern Baltic as the employment of certain units for ASW [anti-submarine) duties meant that the established patrols could not be maintained. At the end of October repeated requests from the Higher Command resulted in two light cruisers and two destroyer flotillas being detached from the High Sea Fleet. This had the effect of contributing to the premature breaking off of operations in the Skagerrak, as the fleet was incapable of undertaking sweeps whilst these destroyers were absent. The enemy's intention to carry out offensive operations in the Gulf of Finland and to carry out an

energetic mine laying campaign against the submarines was abandoned owing to his shortage of destroyers.

Losses by mines: *off Pillau two steamers sunk, one TBD damaged / south of Gotland two cruisers damaged / off Windau one cruiser, two TBDs, one patrol boat, one Tanker sunk.*

On one operation against merchant shipping *E19* captured and sent into Reval the Swedish ship *Nike* carrying a cargo of iron ore. By the British Order in Council of 11 March 1915 this ship would have been condemned by the British Prize Court. Sweden protested forcibly against her seizure and the Russian government, in view of its recent military disasters in Galicia, requested the British government to avoid causing offence to Sweden. Russia was in real fear of Sweden entering the war on the side of Germany, and was also concerned as to her imports by the Swedish railways.

As the *Nike* had been taken into a Russian port the British Government requested the Russian Government to deal with the case. They released the ship, since iron ore was not on the Russian list of contraband. There seems no doubt however that their action was dictated by fear of the consequences with Sweden if the ship was condemned. It is interesting to note that Germany was disturbed at the volume of the timber trade carried on between Sweden and the UK, but again no vigorous attempts were made to prevent it because of the fear of offending Swedish sensitivities.

No further results were obtained in 1915 by the British flotilla and the last patrol was carried out in December - January under very adverse conditions of ice by *E18*. His Majesty the Emperor inspected the flotilla in the autumn of 1915.

During the winter of 1915-1916 the Russians re-armed with heavier guns, seven or eight of their cruisers and a flotilla of destroyers. More submarines (nine) became available, amongst which were five small H-boats sent in parts through Vladivostock. The whole Russian Navy in the Baltic was greatly strengthened a new division of battleships having joined the fleet.

The 1916 campaign opened early in April. Patrols were maintained off Libau and Steinort in expectation of an offensive against Riga Gulf. British and Russian submarines also carried on war against merchant shipping. This met with no success. After the incident of the *Nike* considerable care not to offend Swedish susceptibilities had to be taken as a result of representations from our Foreign Office. Swedish ships now carried most of the iron ore trade. The entire Swedish coast from Lulea to Oland had the three-mile limit buoyed and ships navigated inside them. Neutral ships passed direct across the Hano Bight, but German ships followed the shore. In some cases enemy shipping crossed the Kalmar Sound under strong escort. Strict orders were received that Swedish and Danish territorial limits were not to be violated, rendering the interference with this trade practically impossible.

The year 1916 was completely devoid of results so far as the British submarines were concerned. The reasons for this can be summarized as follows:

1. *Frequent mechanical breakdowns. El, E9 & El 9 all broke shafts.*

2. *Development of battery defects and complete lack of spares.*

Other reasons also existed which are best described by quoting from the private letters from Commander Cromie commanding the flotilla to the Commodore (S) at the Admiralty. These letters were printed for private circulation. Commander Cromie wrote as follows, the letter is dated October 1st.

'I think you have forgotten that I am placed under the Russian C-in-C who has changed four times so far this year. I am by no means a free agent, even though professional jealousy has died down: it is difficult for you at home to imagine what a part the latter played out here in 1915-16. I come under the Admiral (S) though I have always stuck to my right of direct access to the C-in-C, so we go when and where we are sent.

In 1915 we had such an extraordinarily successful year that the Russian submarine and other officers became as jealous as women over our success and popularity, and like women, spread every sort of scandal about us. When Admiral von Essen died we were placed under the Corn 'S' by Kanin who did not like us, and our opportunities were reduced. In 1916 we kept idle for months at a time. We were kept waiting for the great landing in Riga Gulf which never came off. I confess 1916 was a wasted year, but not from want of

asking until I became rude on the matter.'

The principal events in 1916 were the loss of *E18* and the arrival of reinforcements of four C-class submarines.

E18 was lost in May when on patrol off Mernel. She was credited with having sunk a destroyer before herself being lost. How she was lost has not yet been established. In this connection I received, as recently as 1930, two questionnaires from the German Admiral Von Mantey, Director of the German Marine Archives. He had failed to prove conclusively how *E18* was destroyed and from his list of facts and questions it appears that between 24 May-30 June 1916, five submarines were at sea, three British, one Russian and one German. Of these, three were lost, one being *E18*.

The four C-class submarines were towed to Archangel where they were placed on barges and floated down the rivers and canals to Petrograd. They left Chatham in August, the first two arriving at Reval ready for service in October 1917. Certain delays in preparing them occurred due to the inefficient way their batteries were packed for transit.

For a certain part of the summer of 1917 the flotilla had moved across to Finland thereby saving the long passage down the Gulf. An advanced base had also been established in the Gulf of Riga at Rogekul from which the C-boats were now ordered to work.

Copyright: Cdr J. J. Tall RN

Admiral Sir Sandy Woodward

Falklands Task Force Commander 70, Chichester

It's a dangerous place, the water. It's not just the blue on the map of the world. It can asphyxiate you. It can poison you. Moreover, it can freeze you. It can kill you in three different ways - and frequently does.

In the Navy you learnt the business from the bottom up. I joined when I was 13½. They gave us simple examples. The first and simplest was when I went to the training cruiser as a cadet in January 1950. The first morning we were woken up at about 6.30am - still dark - and we were asked to scrub the decks. We had to do it bare feet. There was ice, salt water. After half an hour's scrubbing, you'd lost all sensation in your feet. What you'd learnt was, don't ever give an order to a sailor to scrub decks in bare feet. Or don't ever give an order that you're not prepared to carry out yourself.

Training in submarines changes your character. Submarines are always in enemy-controlled waters, therefore you should treat anything you see, hear or smell as an enemy. There are no friends. You're on your own.

Excessive confinement in a small area does make people go a bit odd. The Americans did trials before they produced their Polaris submarines. They wanted to know how long you could coop up a crew in a submarine without damage to their mental health. They found it was about 60 days.

As commanding officer of a nuclear submarine, I discovered that my nickname was 'Spock', after the character in Star Trek. I was quite pleased because Spock does everything by logic. Much

better than having a nickname like 'wanker', don't you think?

Did any of my crews like me? I shouldn't think so. Not a worry. They may have - that would be profit. They would respect me as a professional who was likely to bring them home, having done what was required.

If you know how to rest, you can do without sleep for long periods. Once, when we were in the Barents Sea looking at the Russians, I didn't have more than 22 minutes of unbroken sleep at a stretch for nine weeks.

Battle is all about managing a crisis. Often imposed by the opposition, sometimes imposed by yourself, by accident, or mistake.

Mrs Thatcher gets misjudged. You didn't have to like her, but you certainly respected her. Did I like her? No.

We didn't know what was going to happen in the Falklands. But we had to be prepared to fight for the place. I went round the various ships' companies of the destroyers and frigates, to say what it was about and why we were going. And I thought, what the hell do I say? Queen and country? No, it wasn't appropriate. These islands are really important? No, they weren't. Freedom? Hang on a minute. Eventually I said, don't worry about the reasons. You've taken the Queen's Shilling. Now you're going to have to bloody earn it. And your best way of getting back alive is to do your absolute utmost. So go and do it.

The Navy tends to conduct its business at arm's length. It fires torpedoes, which blow up a ship

and you don't see any of the people. Its easier to kill someone without knowing who they are or seeing their face.

Does having sent men to die trouble me? Yes and no. Not so much that I'm in a nervous decline over it but I'm very conscious that it happened. It was brought home to me the day a young man came up to me in 1984 and said, 'You killed my brother'. His brother was killed in the Falklands. I can't remember what I said - I think I hurried away. There wasn't much I could say, not knowing his name, how it happened, whether I was directly or indirectly responsible. It was a weird time.

I went up to the Ministry of Defence as Head of Operations in 1985. My job was to co-ordinate the business of taking the country from peace to war. We were on 48 hours notice to go to World War III, at all times. It was rather comforting, really. We were quite well organised.

I used to lecture to commercial organisations on how to manage. I'd say, the Principles of War your best guide. They are written by a chap called Sun Tzu in China in 500BC. There are about 10, the primary one being 'Maintenance of the aim' in any enterprise, you must have an aim, and you must bear that in mind in all you do.

Now that I'm 70, I go upstairs and I'm not sure why. Maintenance of the aim - not achieved going upstairs.

USS VIRGINIA

Groton -- When the USS Virginia goes to sea in 2004; it will represent perhaps the most radical change in submarine design since the Navy's first underwater fighting vessel in 1900.

The ship's wheel has been replaced with a joystick. Sailors walking through the ship will operate valves and knobs from a touch screen from the control room instead of manually. In addition, when the captain orders a specific depth and heading, computer controls will get the ship there automatically.

Previous submarine classes represented incremental changes from their predecessors, so most crewmen could walk in and understand most of the ship right from the start. However, the Virginia will be so radically different it will take months for sailors to make the transition.

So, even though the Virginia won't go to sea for another 18 months, crewmen have logged more than 200 hours at "cyber-sea," familiarizing themselves with the pioneering technology thanks to a new simulator at the Naval Submarine School.

The experience is so detailed that trainees can hear the whine of electrical motors and the hum of ventilation ducts. The entire room rocks and rolls if trainees pilot it near the surface in a simulated storm.

"In the very beginning, you're a little overwhelmed," said Machinist Mate Chief Scott McIntire. "Then it's almost like a big toy, and you want to play with it. But after a couple of sessions, you get down to business."

The submarine is so different that instead of a helmsman who controls the right-to-left movement of the ship at one wheel, and a planesman who controls the up and down movement at another, a pilot and co-pilot can both send the ship in any direction using a joystick.

Both control stations will have access to four screens that can call up a vast amount of information. One screen emits data on the ship's speed, depth, pitch and heading. Another displays the level of water in the ballast tanks. A third provides details on whether the ship is rigged for a dive, and on and on.

"It's a real paradigm shift," said Senior Chief Machinist Mate Joseph Blackwell. "This is the wave of the future."

The informational screens available to the pilot and co-pilot represent a major advantage - the two men, usually senior petty officers or chiefs, will be able to tell what is going on throughout the entire ship with one touch on the screen. However, they also can be seen as a disadvantage, at least to some degree.

"The first few times we came into the trainer, it was very overwhelming - the amount of information on the screens," said Lt. Scott Hughes. "It gets a little easier after you've worked at it for a while."

But the Virginia's captain, Cmdr. David J. Kern, said it's just a question of learning which of the screens are most important at which time.

"It's like the first time you sit down behind the wheel of a car," Kern said. "If you've never driven

before, it's overwhelming trying to figure everything out. Then you learn how to do it and you wonder why you ever had a problem."

McIntire joined the Navy in 1986, serving first on a Polaris-missile submarine that has since been decommissioned. After his time in the Virginia simulator, he's not longing for the old days, he said.

"Do you still ride a horse to work?" McIntire asked. "That's the kind of difference we're talking about. There's no comparison between the two."

EB builds simulator

Electric Boat designed the Virginia and in cooperation with Newport News (Va.) Shipbuilding will build the expected 30 ships in the class. EB developed its own simulator even before the Virginia was taking shape, to begin testing some of its design concepts. Crew members took turns in the simulated control room and were asked for their impressions about how to improve it.

The original display screens, for instance, had some harsh colours that were intended to put across information quickly and clearly, but the newest versions use light greens and blues and other soft colours, to take the strain off eyes that will be staring at them for hours each day.

"Those kind of changes came after a lot of discussions about human factors," said Pat O'Neill, manager of the Virginia ship control trainer program at EB.

Once the simulated control centre was completed, the company started to work on how to install it at the Sub School.

In the past, simulators have been mounted on huge hydraulic rams that bounce the unit around to simulate being at sea. For the Virginia trainer, the decision was made to use an all-electric system, which is smoother and has a quicker response time to helm commands.

The finished trainer was the size of a small cottage and weighed about 30,000 pounds. One whole wall of the building had to come down to get it inside.

"Our requirement was to put in the largest trainer that we could fit in the room," O'Neill said. "We had an inch-and-a-half of clearance on each side, and two-and-a-half inches on the top."

The result is that the school has a control centre that has the exact same touch screens as will go to sea on the Virginia, and when the sailors enter an order to turn, dive or surface the ship, the whole room tilts to give you a sense that you are on board a real submarine that is carrying out those orders.

And in the back of the room, Chief Electronics Technician John Maus hovers over the instructors

Tiff: "OK Bob, let's press the control and escape keys at the same time.

That brings up a task list in the middle of the screen. Now type the letter 'P' to bring up the Program Manager."

Coxn: "I don't have a 'P'."

Tiff: "On your keyboard, Bob."

Coxn: "What do you mean?"

Tiff: "'P' on your keyboard, Bob."

Coxn: "I'm not going to do that!"

Tiff: Go to My Computer on your desktop.

Coxn: Yes, I have a computer on my desk.

terminal, where he can increase wind speed or wave action, disable the reactor, jam the diving planes, or throw dozens of other problems at the crew to test their knowledge of the new systems.

"One thing this system has is the processing speed," Maus said. "The Seawolf trainer can handle three or four casualties at a time. This one, there's no limit."

New periscope

The simulator is giving the crew of the Virginia its first taste of what it will be like to take 21st century technology to sea. Kern, the captain, said for the first time the graphic display will show the depth to the bottom from the bow, the stern, and several locations on the submarine, which is critical.

He noted that on a submarine that is longer than a football field, even a few degrees difference in angle could translate to 25 or 30 feet difference in depth.

"If you're in very shallow water, that 25 feet is going to be very important," Kern said.

But it is only the beginning, Kern said. For instance, the finished

COMPUTERS AND COXN'S

Tiff: No. There is an ICON on your desktop called 'My Computer', double click on it and it will open.

Coxn: I don't see Your Computer.

Tiff: No, it is called My Computer, not literally mine, it's just the name of it.

Coxn: Ok. Just a sec. (5 mins later) - Hm.. Now what is the desktop again?

Tiff: It's where the background is. You know. It has all the little small pictures of stuff that you click on on it.

Tiff: What error message are you getting?

submarine will be the first built with a photonics mast, a fiberoptic cable and camera that will take the place of the traditional periscope that operated on the same principles developed early in the last century.

The new periscope will allow a captain to pop up the camera, shoot off a couple of hundred images covering 360 degrees around the boat, and then pull the scope down quickly. Then, instead of sneaking a peak before enemy radar picks up the periscope, the images can be studied at leisure with the attack centre team.

The tighter ship controls and increased stealth of the Virginia are going to be particularly important as the Navy focuses more on near-shore areas, and assigns submarines an increasing share of mapping enemy minefields or inserting commandoes.

"The 688s that make up most of the fleet right now are doing the job," Blackwell said. "This ship is going to give us the tools to go and do it better."

Coxn: I'm not getting an error; it just won't connect.

Tiff: Nothing comes up when you try to connect?

Coxn: Nope, nothing happens at all. It doesn't say anything.

Tiff: and nothing appears on the screen what so ever?

Coxn: Nope.

Tiff: - Well. What happens to lead you to believe that it isn't working?

Coxn: It says Error 691, User Name or Password.

Tiff: That's what we in the business call an ERROR MESSAGE!

OBITUARIES

Captain Peter Samborne

Commander of Britain's first nuclear-powered submarine.

Captain Peter Samborne, who has died aged 78, commanded Britain's first nuclear-powered submarine Dreadnought in the early 1960's.

Even Admiral Hyman Rickover of the US Navy - who was never slow to criticise the Royal Navy's progress in the rudest fashion - was impressed by the technical and intellectual competence of Samborne when he was selected to train in American nuclear-powered submarines.

Samborne first attended No.1 Nuclear Course at the Royal Naval College, Greenwich, then spent nine months in the USS Skipjack, learning about the PWR power plant that was being installed in Dreadnought. Exceptionally for a seaman officer in the RN, Samborne qualified as engineer officer of the watch and was later regarded as one of the best nuclear engineers of his generation.

The Navy recognised the significance of a new generation of submarines not just by giving the first boat the name of a revolutionary ship (the 1905 battleship Dreadnought), but also by asking the Queen to launch her on Trafalgar Day, 1961. All previous submarines had been taken on sea trials by the shipbuilder, but only Samborne and his crew were qualified to take the new Dreadnought to sea. Since Vickers had responsibility for the trials, they overcame this contractual problem by paying Samborne £1 for his services; he started a new tradition by hanging

the framed pound note in the wardroom.

There were many firsts during Samborne's command. In 1962 he got the surfaced Dreadnought 'on the step', that is, rising through the water, like a planing speedboat and in 1964 she crossed the Atlantic under water at an average speed of 24 knots. That year, after more than three years in Dreadnought, he was appointed OBE.

Barnaby Frederick Palmer Samborne, known as Peter, was born on September 3rd 1924 at Timbury House, Somerset, and went to St. Christopher's School, Bath, before joining Dartmouth aged 13 and a half. His first ship was the Town class light cruiser Liverpool. In 1942, while escorting the desperately needed Convoy WS19 to Malta, Liverpool was hit in the engine room and disabled by a torpedo dropped during an Italian attack.

The destroyer Antelope could tow her only at slow speed, but she helped save the convoy because the Italian air force concentrated their subsequent attacks upon the crippled cruiser, leaving the convoy to escape eastwards in the darkness. During the attack, Midshipman Samborne controlled Liverpool's 4-inch anti-aircraft guns from the transmitting station; and the ship shot down at least seven aircraft. Samborne was mentioned in dispatches for his bravery and resolution in keeping the high-angle guns firing accurately while under continuous attack and as the ship listed heavily.

Later he served briefly in the battleship Malaya in Force H in the Mediterranean, and in the Hunt class destroyer Lamerton during the North African campaign and the landings on Sicily. Samborne joined the "trade" as the submarine service is sometimes known, in January 1944 and served as Navigating Officer and then First Lieutenant of Tuna.

His next submarine was the Amphion, the first of a new class designed for service in the British Pacific Fleet. He joined her while she was building at Barrow, gaining experience, which would later stand him in good stead. Samborne was then appointed to Reserve Submarine Group, Portsmouth, the submarine school at Gosport, and as officer commanding Rothesay Attack Teacher; but for two decades he served almost continually at sea.

He passed the submarine commanding officers' qualifying course, the 'Perisher', and commanded the submarines Sturdy, Tabard and Trenchant until promoted Commander. After the war, the Navy had pioneered the use of submarines for intelligence gathering; each operation required the Prime Minister's personal approval, and in 1955 Samborne was entrusted to take Tabard to the Barents Sea.

After Dreadnought he was given a series of staff appointments ashore, including Deputy Chief of Staff of the Nato command on Malta from 1967 to 1970. However, Samborne was unhappy in staff posts ashore.

He retired as a Captain, while many of the officers who had served under him in Dreadnought were to become Admirals. These included Sir John Fieldhouse, who succeeded him in Dreadnought's command and later was C-in-C Fleet, during the Falklands War.

After retiring from the Navy, Samborne marketed periscopes for the instrument makers Barr and Stroud.

Samborne, who died on September 28, married Margaret Brewsler in 1945. She died in 1988, and he is

survived by their second son, who commanded the nuclear-powered submarine Swiftsure in 1987-1989, and by their daughter, their elder son died in 2000.

Lieutenant Commander Geoffrey James Gellie

Born September 22, 1915, north-eastern Victoria.

Died September 30, 2002, Central Park Aged Care Centre, Melbourne.

Lieutenant Commander Geoff Gellie RANVR passed away in his sleep early Monday morning, September 30. He was 87 years young.

Geoff was one of the few remaining wartime Australian submarine commanders and was the first ever Royal Australian Navy officer to command a Royal Navy submarine.

Following a distinguished career as a submariner during World War II and a business career in the UK and South Africa, Geoff returned to Melbourne in 1969 with his wife Pat and three children, where among other business interests he was an adviser to the Anglo American Corporation and De Beers Consolidated Mines until his retirement in 1984.

Geoff was born at Euroa, Victoria on September 22, 1915, the son of James and Alice Gellie. A proud fourth-generation Australian, he grew up on sheep properties near Euroa and Bendigo, a descendent of William Gellie and Sarah

Stevenson of Co. Antrim, Northern Ireland.

In 1937 Geoff volunteered for the Royal Australian Naval Reserve and trained as a weekend sailor. He was commissioned in July 1939 and appointed to an anti-submarine course. On completion he served overseas in the Royal Navy in Corvettes in the North Atlantic. Then in 1941 he volunteered and was accepted for submarine duty.

He was appointed to HM Submarine THORN and served in her for three patrols in the Mediterranean. In December 1941 he joined TRUANT as navigating officer, sailing for the Far East. Following the fall of Java, TRUANT operated from Ceylon, against Japanese shipping mainly in the Malacca Straights off Malaya.

On his return to the UK he served as First Lieutenant in TRIBUNE and OTIS. He completed a command course "PERISHER" in April 1944 and then commanded two submarines used for training with Destroyers and Corvettes -

H33 and VARANGIAN. He was appointed Spare Commanding Officer for the 8 Submarine Flotilla operating in the Pacific.

Throughout his life Geoff made many long-lasting friendships including Sir Hugh (Rufus) Mackenzie KCB DSO + Bar DSC, the man responsible for creating the Trident Nuclear Submarine (SSBN) deterrent for Great Britain, the story of which was the subject of his book *The Sword of Damocles*. Another lifelong friend was Commander Bill Leslie King DSO + Bar DSC, one of the first people to sail solo around the world and who wrote of his experiences in his book *Capsize*.

During his time in the Royal Navy Geoff married Patricia Holman at St. Paul's, Knightsbridge, London. Patricia was from Camborne, Cornwall, home to her family's engineering company, Holman Brothers, for whom Geoff worked after the War was over.

Deaths of Members Reported from 12/08/02 to 21/11/02

M.L.P.(Mike) Badham. Lt.Cdr. Age 76. Dolphin Branch. Submarine Service: 1946-1960. Submarines served in: Alderney Thorough Tactician Alaric Untiring (CO) Israeli Rahav (CO)

G. (Graham) Bailey. L/Sea UC2. Age 67. London Branch. Submarines served in Alaric Alcide Tiptoe Talent.

George Harry (Biff) Barker on Wednesday 9 October 2002 aged 88 years born 3 March 1914. He served in the HM Submarines L23, Sealion, Trusty and Supreme from January 1942 to October 1947 as an ERA.

He was a member of the Submariners' Association Brierley Hill Branch and was President of the Stourbridge Branch.

R. (Ron) Bowen. L/Sto. Age 73. Gatwick Branch. Submarines served in Acheron Anchorite Andrew Totem.

R.A.(Rex)Carey. A.B. ST. Age 83. Wales No.1 Branch. Submarine served in United.

C.L. (Geordie) Crossman .DSM BEM. CPO Coxn. Age 81. Sunderland Branch. Submarine service: 1940-1967. Submarines served in Otus Osiris Sleuth Sturdy Saga Talent Taciturn Shalimar Tabard Tudor.

C. (Charlie) Fletcher. A.B. Age 83. Morecambe Bay Branch. WW2 Submariner. Submarines served in:Otway H43 H44 P39 Turbulent.

S. C. (Stan) Green. L/Sea. Age 79. Cheltenham Branch. Submarine service:1942-1946. Submarines served in Tribune Unruly Tally-ho Viking.

J.R. (Doc) Henry. PO.M.(E) Age 65. Gosport Branch. Submarine service: 1957-1977 Submarines served in Aeneas Alliance(2) Grampus Toledo Anchorite Amphion Talent Astute Onslaught

C.D. James. A.B. Age 82. London Branch. Submarines served in Thrasher Truant Trusty Unison.

L.R. (Roy) Moulard ERA.3 Age 80 Merseyside Branch. Submarine Service: 1940-1946 Submarines served in: Ambush Tabard Tantalus Supreme L26 P511.

T. (Danny) Mulgrew Sto.PO. Age 90. South Yorks. Branch. Sealion Tradewind Seascout.

J.T. (Jim) Neville. A.B.TD3 Age 76.Royal Berkshire Branch. Submarine service: 1947-1950. Submarines served in Alcide Alaric Sanguine Trespasser Tally-Ho.

G.C.R. (George) Philpott. EM.1 Age 71.Morecambe Bay Branch. Submarines served in Andrew Auriga Tactician Seadevil.

A. (Tony)Ross CPO Elec Age55. South Yorks. Branch. Submarine Service: 1968-1988. Warspite Sovereign Spartan Superb.

D.R. (Derek)Shaw. BEM. CPO(OPS)(S) Age 54. Lincoln Branch. Submarine service: 1968-1988. Submarines served in Renown Sealion Grampus Otus Onslaught Oberon.

B.W.G.(Brian)Smith Age 72 P.O.M.E. ESSEX Branch. Submarine Service: 1948-1960 Submarines served in Tally-Ho Tabard Trespasser Sanguine Teredo Talent.

L. (Larry) Stannard. Sig. T.O. Age 79. S.E.Kent Branch. Submarine service:1941-1946. Submarines served in Surcouf Parthian Unsparing Torbay Volatile Trespasser.

W.C.(Mike)Toft. Sto.PO. Age 87. New Zealand Branch. Submarine service:1937-1943. Submarines served in Salmon Porpoise Proteus.

T. Tweedy. L/Sea. (MID) Age 81.London Branch Submarines served in:H32 Votary Trespasser.

L. (Les) Wear. Sto.1. Age 92. Royal Berkshire Branch. Submarine service 1932-1945. Submarines served in:H50 Sturgeon Sea Horse Severn Starfish.

E (Massa) Webb. L/Sto. Age73.Cheltenham Branch. Submarine service:1949-1954. Submarines served in Aeneas Artful Tally-Ho Astute Trump Sentinel Token

Members who have joined the Submariners Association

From 12th August to 21st November 2002.

I.D. (Barty) Bartleman LMEM(M)
ESSEX Submarine Service: 06/79-
12/94 - Onyx Walrus Onslaught
Repulse(S)

M.R. (Mike) Bennett CPO. CEM.
MIDDLESEX Submarine Service:
1968-1979 - Andrew(68) Odin(68)
Resolution(69-73) Finwhale (73-
74) Narwhal (74-76) Cachalot(76-
77)

G.J.L.(Graeme) Blair Lt.
SCOTTISH Submarine Service:
1998-???? - Vanguard(98-02)

P.M. (Peter) Blythe LWEM(O)
HULL Submarine Service:1980-
1987 - Repulse Revenge.

G.J. (George) Chapman CPO
MEM(M) W.SCOTLAND
Submarine Service:1984-2002 -

Renown Revenge Repulse
Vanguard

P.J. (Peter) Clements PO RP1
PLYMOUTH. Submarine
Service:1961-1979 - Rorqual
Auriga Alderney Sovereign

D.L. (Dave) Davies PO LTO
WELSH Ex Canadian Branch -
Alaric Sentinel Thule Sleuth
Auriga Ambush

D.K. (Dickey) Davis CPO
MEA(EL) DORSET Submarine
Service:1980-1998 - Courageous
Trafalgar Triumph Tireless Talent

D.G. (David) Donnelly L.S.(S)
SCOTTISH Submarine
Service:1982-1996 - Opossum(83)
Sealion (83-84) Oberon (84-86)
Onyx (88-90) Opossum (90-93)

G. (Geoff) Dykes FCPO.R.S.
GOSPORT Submarine Service
1959-1968 - Turpin Grampus
Auriga(2)

G. (Graham) Edwards
LMEM(M) DOLPHIN
Submarine Service:1974-1985 -
Repulse(P) Valiant

T. (Tim) Forbes Lt. DOLPHIN
Submarine Service:1969-1990 -
Repulse Revenge Resolution
Renown.

S. (Stu) Fraser CPO MEM(M)
W.SCOTLAND Submarine
Service:1978-? - Resolution
Repulse Victorious Vigilant.

A.W. (Jock) Gillies ERA 3
W.SCOTLAND Submarine
Service: 1940-1943- Trident
Trooper.

A.J. (Scouse) Haizelden CPO WEA
W.SCOTLAND Submarine
Service: 1975-? - Conqueror
Revenge Repulse Renown
Resolution Vanguard

K. (Kevin)Harding W.E.A.
S.E.KENT . Submarine
Service:1980-2000 - Resolution
Torbay.

N.G. (Yorkie) Hayhurst
SCOTTISH (No other Details)
2002 -

T.R. (Charlie) Henshaw L/Wtr.
BARROW Submarine Service:
1967-1986 - Renown Superb
Trafalgar.

A.F. (Trapper) Herbert PO MA
NORFOLK Submarine Service:
1980-1985 - Churchill Renown
Conqueror.

M.J. (Ken) Horne R.O.2
DOLPHIN Submarine Service:
1969-1974 - Olympus Aeneas.

A.W.D.(H) Hornibrook L/Sea.
GOSPORT Submarine Service:
1984-1994 - Onslaught Otter
Opossum

R.A.(Robbie) Lang. LRO.
GATWICK. Submarine Service:
1969-1977 - Oracle Conqueror
Churchill.

E.A. (Tony) Maddock R.S.
AUSTRALIA - Rorqual (9/58-
7/59) Finwhale (4/60-9/61) Totem
(1/63-7/63) Tabard (9/63-10/64)

J. (John) Mallaband LMEM(M)
STOURBRIDGE Submarine
Service: 1988-2002 - Onyx
Opossum Oracle Opportune
Onslaught.

J.A.L. (Alastair) McEwan A.B.
HULL Submarine service: 1943-
1946 - Thrasher Trenchant

T. (Terry) Moir L.R.O. N.I.
Submarine Service: 1977-1980 -
Repulse Revenge.

F. (Frank) Ogden Lt. RNVR
DOLPHIN Submarine Service:
1943-1946 - X24 XE3

R. (Wally) Parsons R.S.
DOLPHIN Submarine Service:
1964-1973 – Grampus (10/64-
03/65) Anchorite (06/65-04/68)
Walrus (05/69-10/72).

B. (Brian) Quigg CPO.MEM
PLYMOUTH Submarine
Service: 1975-???? –Warspite (75-
83) Churchill (84-87) Sceptre (94-
96).

A. (Alan) Reynolds MBE WO
W.SCOTLAND Submarine
Service: 1974-2000 - Renown
Revenge Resolution.

J. (Jack) Rickard Lt. DOLPHIN
Submarine Service: 2002-? -
Triumph

M. (Mike) Riordan CC WEA
W.SCOTLAND Submarine
Service: 1965-1992 - Alcide
Opossum Repulse Renown.

A.M. (Sandy) Sanders A.B.(S)
ESSEX - Churchill Warspite
Splendid

S. (Steve) Sellars LMEM(M)
PLYMOUTH Submarine Service:

1980-1994 - Warspite Courageous
Victorious (Build Only)

L.F. (Les) Stickland BEM E.R.A.
ESSEX Submarine Service: 08/47-
05/53 – Osiris (42) Truculent
Alderney

A.J. (Boots) Stoneham LMEM(M)
LEICESTERSHIRE Submarine
Service:1976-1985 - Otus Walrus.

A.W. (Alan) Thomas. LM(E).
AUSTRALIA BRANCH
Submarine Service 1969-1975 -
Renown(P) (69-74) Repulse(P)
(One Patrol 74) Superb (74-75)

D.A. (David) Tipple L/Sea (S)
W.SCOTLAND Submarine
Service: 1971-1994 - Repulse
Revenge Courageous Sceptre.

M.P. (Mick) Vanner A.B.
ESSEX Submarine Service: 02/64-
02/66 - Totem Truncheon.

F. (Frank) Waters D.S.M. PO.
TEESSIDE Submarine Service:
1940-1945 - Sturgeon Una Ursula
Taku.

G.K. (Charlie) Watts LMEM (M)
GOSPORT Submarine Service:
1981-1992 -Revenge Repulse
Opossum Sealion Oracle

A.D.H. (Andrew) Westwood-Bate.
CCPO(EL) CAMBRIDGE
Submarine Service:1972-1985
Onyx (74-75) Courageous (78-79)
Warspite (79-83)

J.R. (John) Wood RO 2. CENT
LANCS BRANCH Submarine
Service: 1962-1964 - Aurochs
Olympus.

I.P. (Ian) Wright L.S.(S)
DOLPHIN Submarine Service:
1980-1990 - Porpoise Onslaught.