
IN DEPTH

Official Newsletter of the Submariners Association

Patron: Admiral the Lord Boyce GCB OBE DL

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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

Hello, it's me again. Another year gone, but we are still going strong.

We had a good conference in Derby but more on that later. I must congratulate the Derbyshire Branch for their organisation on our behalf. Well done, or should it be BZ all round. Quite some feeling sitting on the mayors' podium chairing the conference. Just a pity we couldn't do it every year.

The following day we unveiled the plinth at the National Memorial Arboretum, as agreed at last years conference, which is dedicated to all those submariners who lost their lives whilst serving in Her Majesty's submarines. The plinth was placed just a few feet from the evergreen Oak tree we had planted four years ago. When this tree matures the area will be really appealing. It is a pity that many of us will not live to see it in its full maturity. Relatives and survivors of 'Pandora' also joined us and laid a wreath on a plaque

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to commemorate that submarine. They were accompanied by the War Widows Association of the UK.

If you were not able to attend the unveiling, I would urge you to take time out to visit the Arboretum if you are ever in the Lichfield/ Burton area.



*Submariners Association Plinth
National Memorial Arboretum*

MUSEUM NEWS

The Chairman Vice Admiral Sir Roy Newman KCB JP DL was both pleased and proud to announce, at the most recent meeting of the Trustees, that Admiral the Lord Boyce GCB OBE DL has honoured us by becoming the President of The Submarine Museum.

This obviously has to come secondary to his primary position as Patron to the Submariners Association, but we are still very pleased for him.

MEMBERSHIP SECRETARY

Most of you will know that our very own Tex Golding is the National Membership Secretary. In that role he maintains a database of the members but also the details of the branch and it's secretary. It is imperative therefore that you let Tex know of any change to the details of a branch member, the branch or its secretary. There have been instances in the recent past where secretaries have changed for example their email address and not advised Tex. We have been sending emails totally unaware that they haven't been reaching their intended recipient. If you have a message that you want the rest of the branches to know quickly then send it to Tex and he

will do the rest. Please, help us to help you. Tex's contact details are on the first page.

CONFERENCE 2005

Once again the showing was poor with just 39 branches sending a delegate, which is a little under 2/3. It is really a pity that more branches couldn't find at least one member willing to give up a Saturday.

Although you will receive the formal minutes in the next few days if you haven't already received them I will summarise what transpired.

Some important decisions were made. The first is that every branch will now be insured and the premiums will be paid for out of the National Funds. When Rick has completed his negotiations with the Insurance Company he will send you all the detail of what is covered and what is not. Perhaps the most important is the 3rd party liability when you have a function at which the public are present. If you have a raffle external to just branch members then you need a licence. That is also covered but you do have to advise Rick Elrick first.

The issues about the Reunion dinner resulted in a very lively debate the upshot of it all being that by a good majority it was decided that the reunion dinner on the Saturday evening would remain stag. That means that your wife and non-association friends will have a separate dinner much the same as last year but with the partition staying down for the whole duration. Of course if you wish to dine with your wife and/ or friends then are free to do so. Please make that clear on your application.

The final issue relating to the reunion was deciding the venues. It was almost unanimous that this should remain with the NMC. Thank you for your support and confidence in this matter. We will of course take your suggestions on board and evaluate them.

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The venue for next year will be in London. The NMC have looked at the various venues but have decided that the UJC is the cheapest and most advantageous option. The NMC minutes of 8th April have the details

REUNION 2005

For those not already aware the reunion will once again take place at the Adelphi Hotel in Liverpool over the weekend Fri 30th Sept and Sat/Sun 1st 2nd Oct.

As result of the conference proposal, the Reunion dinner will be in two parts. A stag members only portion and on the other half of the dividing wall our wives, friends and non members. The wall will not be raised until completion of the toasts and speeches the dinner officially finished. Some members may have got the impression that the whole reunion weekend is stag only. This is not the case; it only refers to the reunion dinner on the Saturday evening.

The prices are:

Fri & Sat with Dinner	£110
Sat only with dinner	£ 55
Entry and Dinner only	£ 25
Additional night Thur or Sun	£30
Entry Only	£ 5.

The very latest date for bookings with cash is Sat 10th Sept but it makes sense to be earlier.

NATIONAL DRAW 2005

The National Draw has a new look about it on a couple of counts. Our treasurer, ever mindful of the printing costs, decided that by making the cost of each ticket £1 and by selling the same amount in pounds he could save a bit on printing costs and therefore have more profit without actually selling more tickets numerically. That means if everybody spent the same £1 as they would normally do instead of having 5 tickets they would have 1 but the odds would be the same because everybody would probably have bought comparatively the same. Anyway we will have to see how that goes. The first prize is a nice £1000

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cheque, not to be sneezed at and well worth a quid or so flutter. On top of that don't forget the branch receives 33% of the proceeds, sell £300 worth and that is a tidy £100 in you branch funds.

The second new look is we are going to hold the draw courtesy of the Northern Ireland Branch in Bangor NI. I have already booked my flight from Liverpool to Belfast and it is far cheaper than my normal fare Barrow to London for a NMC meeting, in fact half the price. Now those of you who know the Irish boys know that they are a very friendly bunch, make excellent hosts and can therefore guarantee a terrific weekend. Do come and join us. For more details either contact Trevor who has a detailed information pack or the NI branch direct.

PATRONS OF THE SEA

Who is Patron Saint of the sea? Under the title of '**Stella Maris**', The Virgin Mary is recognised in all the maritime world as 'the' Patron saint of the Apostleship of the Sea. She is often honoured also under other titles, especially by fisher folks. There are many other Saints who are widely recognised as Patron saints of maritime people. **St Peter** and **St Andrew**, both fishermen, **St Francis of Paola** patron saint of the Italian seafarers; **St Nicolas**, patron saint of boatmen; **St Brendan** known in Ireland and Great Britain, as the protector of seafarers and navigators; **St Almo**, known also as **St Erasmus**, patron saint seafarers of Spain and Portugal, and along with **St Michael** as the patron saint of all those in danger at sea.

*Thanks to Alan Jones – Chairman
Barrow branch.*

MUSEUM UPDATE

The Area of Remembrance

I am happy to report that after several years of debate, outline planning and location issues in

terms of 'getting it right'; this important project is now virtually ready to go to groundbreaking phase. I believe work will start during April/May once the scaffolding around the John Fieldhouse Building has been removed. The area will be dedicated to the 5663 Submariners who 'crossed the bar' whilst serving on a boat, their names will appear on an illuminated display.

HMS Alliance

This key feature reopened at the end of January after extensive work essentially on her electrical systems. The fire alarm system was updated to bring it into line with current legislation.

Further work is planned involving the Hull, Casing and her external appearance generally. It is not intended to 'spoil the ship for an ha'p'orth of tar and therefore this work will only be undertaken when adequate funds are available to do the job properly. The Director, Jeff Tall, is already on the case.

John Fieldhouse Building

Work is proceeding at a pace and is generally on track. Hand over by the principal contractor is scheduled for May 11th and after fitting out, installation of all the artefacts and exhibits, this magnificent facility will be open to the public on Aug 1st.

It is the intention to make this memorial to Admiral Lord John available for Corporate and private functions, with the availability of 'bolt on' options such as Alliance and The Weapons Gallery. Many bookings have already been made for this facility indicating a healthy interest even before it has been seen by anyone.

I must point out at this time that in addition to the above major projects, others are in the pipeline. Facilities for the disabled will be undertaken and a safe area for children will be provided. We will

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also have the Propeller and Anchor collages completed.

I believe that by August this year with all the projects up and running, we will have a Museum that Submariners of all generations will be proud of. I encourage you to promote the existence of the Submarine Museum especially this year during the Celebrations relating to the bi-centenary of Trafalgar and Sea Britain 2005. These functions and many more will be taking place in Portsmouth and Gosport throughout the summer and autumn months.

Finally, it was announced at the last meeting of the Board of Trustees that Admiral the Lord Boyce GCB OBE DL had honoured us by becoming the first President of the Royal Naval Submarine Museum.

Roy Dixon
Board of Trustees

COMMANDER-IN-CHIEF

I am delighted to announce the forthcoming publication of this 'story of the life' of John Fieldhouse. Expansively researched and wonderfully written by Captain Basil Watson RN, this long overdue book will be on sale from mid-June. If you would like to reserve a copy, then please complete the enclosed proforma on Page 25. This is a must read for all submariners, and anyone who has an interest in post WWII military history! All proceeds from the sale of the book will go to the Royal Navy Submarine Museum, for which it is extremely grateful to Basil Watson (Author), and The White Ensign Association (Sponsor).

That's all for now

Dave

No 'OLYMPUS' Homecoming!

Very reluctantly the SHC Trustees and Management team have had to conclude that we cannot raise the funds required to buy and repatriate OLYMPUS.

Consequently we have no option but advise the Canadian DND accordingly and wind up the Trust. We spent the middle of 2004 working with a consultant, paid for by West Lakes Renaissance (WLR), filling the gaps in the Business Plan.

The results of Market Research were very promising and confirmed our opinion that visitors are interested in submarines and would visit Barrow to go on one. The Business Plan was submitted to WLR and this resulted in an offer *in principle* for 50% of the capital required to set up the SHC, including the buying and repatriation of OLYMPUS.

There were a number of conditions and the most onerous was that we had to find the remaining 50%, £2,600,000 before any funding could be released. Not surprising really.

There are not that many sources of grants of this size, or any size for that matter. We approached the obvious ones, Lottery and EU-ERDF. We met the Heritage Lottery in the Manchester Office; after our application for a "planning" grant had been turned down.

The reception was polite, but frosty; there had recently been a number of announcements that attractions funded by Heritage Lottery had had to close due to insufficient visitor numbers. We were advised: -

- Heritage Lottery current strategy is to support existing attractions not the establishment of new ones.
- To contribute to OLYMPUS repatriation or renovation she needed to be listed on the *National Register of Historic Vessels*. To be listed the vessel has to be UK built – OK; built before 1955 – failed as OLYMPUS is 1961; in UK – failed as in Canada.
- Along with numerous other lesser issues which mostly could be overcome, but required quite a time consuming and financial investment to meet them.

So Heritage Lottery was a non-runner, as was the *Big Lottery*, who referred us back to Heritage. We approached the EU-ERDF Regeneration Support Team only to be advised all budget is committed to other projects. We have written to numerous Charities, Trusts and Foundations, resulting in a £5,000 grant from PRISM, part of the Museums and Libraries Agency, but no others. We have been advised from numerous sources that Industrial donations would be a useful top-up, but would not be expected to match £2.6 million. Also many had already committed to Trafalgar 200 for 2005.

Hence we find ourselves at a dead end.

As last-ditch effort Murray Easton, one of our Patrons, brokered a meeting with Barrow Borough Council.

The outcome of this was an agreement to investigate a lower risk staged approach: -

1. The purchase, repatriation, preservation and locating of OLYMPUS on land on the boundary of the Dock Museum, but not open to visitors.
2. Internal renovation and opening to visitors.
3. Construction of the interpretive building.

We concentrated our efforts on Stage 1, particularly to get costs to a minimum and try and see if these funds could be accessed.

We managed to get some local companies to offer heavily discounted services associated with OLYMPUS arrival and managed to get a budget down to less than £1 million. Unfortunately there has been no sign that even this much-reduced sum can be raised.

There are some pretty big sums involved that cannot be avoided, e.g. for tug, insurance, transporter to get from shiplift to site and site clearance.

So once again the same brick wall we cannot raise funds.

The Canadian DND have been very patient with us allowing 3 towing seasons to pass, it would be totally unprofessional of us to try for another delay, when we cannot see where the second 50% of funds will come from.

We have had no credible option but withdraw our offer to buy OLYMPUS and wind up the project.

We have some outstanding commitments to pay and as will be seen below we will be refunding the majority of the "Sponsored Tow" donations.

Over the 5 years we have been striving to bring our vision to reality, we have had help and support from all manner of people and organisations across the world and we wish to thank them all. We, as I am sure are you, are most disappointed but we have to be realistic.

Sponsored Transport of OLYMPUS, Halifax to Barrow

We have received over 240 donations and as previously stated this money has been kept separate from the little money we have generated for day-to-day activities associated with running the project.

There have been the administrative costs, postage, printing and stationary to cover.

We also had to have a preliminary survey of OLYMPUS carried out by the Salvage Association so we could prepare and cost the pre-tow work list. This, we hope the donors will agree, is a fair expense against this fund.

On this basis we expect to be able to reimburse approximately 70% of the original donation value to the individuals or organisations. This is one of the major tasks of the winding up.

KEEL OF ASTUTE CLASS SUBMARINE LAID AT BARROW

The First Sea Lord Admiral Sir Alan West has performed the traditional 'laying the keel' ceremony for HMS Artful - one of the biggest and most powerful attack submarines ever procured by the Royal Navy.

The ceremony marks the formal start of construction of HMS Artful - the third Astute class submarine under construction by BAE Systems at Barrow-in-Furness. She joins HMS Astute and HMS Ambush, currently being assembled at the Barrow shipyard. With improved communications, a greater capacity for joint operations and the ability to carry more weaponry, the Astute-class submarines will become a cornerstone of UK defence capability. Defence Procurement Minister Lord Bach said: "This ceremony marks another significant stage in this important project. The Astute class will be the most

advanced and powerful attack submarines the Royal Navy has ever operated and these boats will play a key part of our defences for decades to come. "The Royal Navy has a requirement for nuclear powered submarines well into the future and the Barrow-in-Furness yard remains the UK's centre of excellence for submarine building. Announcements on the procurement of further Astute class boats will be made at the appropriate time. "Submarines are extremely demanding engineering projects, and the Astute class is no exception." Around 5,500 people are employed on the project for the first three Astute class submarines, which has an expected cost to MoD of about £3.5Bn. The third of three Astute-class submarines ordered by the MoD, HMS Artful joins HMS Astute and HMS Ambush - already under construction. First of class HMS Astute is expected to

enter service in 2009. Astute-class submarines will displace 7,800 tonnes, dive to depths in excess of 300 metres and are 97 metres long. They will have six weapons tubes and massively increased firepower compared with earlier attack submarines. They can dive to depths in excess of 300 metres and will have a complement of 98 men. They are to be powered by a Pressurised Water Reactor 2, equipped with Core H, which will fuel the reactor for the submarine's full service life, ending the need for costly reactor refuellings. HMS Astute, HMS Ambush and HMS Artful are being procured by the Defence Procurement Agency Attack Submarines Integrated Project Team based at Abbey Wood, Bristol.

Astute class submarines will be based at Faslane on the Clyde and will undergo refits at Devonport.

TIFFY REUNION**(Coxn's, don't spit it's rude!)**

Hi,

I am attempting to contact any fellow Artificer Apprentices who joined Fisgard in May 1955 Series 24.

A 50th Anniversary reunion is planned for 9th May 2005 in the Portsmouth area.

Could you assist by placing a notice in your newsletter or the best position within your website. We are contacting all known Naval Associations websites and Trade branches.

You can call me on 01329 230757 if necessary

Cheers
Sam Smart

Dear Sir,

May I draw your attention to my new book "The History of the British "U" Class Submarine".

It has been published recently by Pen and Sword Books and full details are contained on their website at pen-and-sword.co.uk

The book covers the full history of the U's and V's including to boats loaned to allied navies and contain a full list of gallantry medal awards to crews of these boats.

Many thanks.

Derek Walters.

PRESIDENTS ADDRESS TO CONFERENCE 2005

Chairman, Vice Presidents, Members of the NMC, Branch Delegates

Here we are again at the SA AGM, same time of year but a different venue. I am sure all of you will want to thank Terry Hall and Bas Bowyer for all their hard work in arranging this event and the dinner tonight as well as planning the unveiling of the Submariners Memorial at the National Memorial Arboretum tomorrow. I have a feeling that more trees have been felled to pulp into paper for all Terry's instructions than have been planted at the Arboretum!

I would also like to thank the mayor of Derby, Councillor Ruth Skelton for allowing us to meet here in the Council house and for hosting the drinks before dinner tonight. Derby City Council have been great supporters of the submarine service and have, as most of you will know, given the freedom of the city to the submarine service and HMS Sovereign, their affiliated boat. We are really most grateful for all you have done for us.

For the last two years we have held the AGM at Birmingham Nautical Club, hosted by the Brum branch. I want to thank them publicly for all they have done over these years and to commiserate with them for the loss of Bob Healy who did so much for both the branch and for us on the national side. The Birmingham Branch has had more than its fair share of bad luck with the loss of Syd Beck the year before as well. To lose both your chairman and secretary in less than a

year does seem careless!! Our condolences, of course, go to the family and friends of them both.

This brings me neatly to our numbers which for the third year are falling. We are now just 2661 members, down from over 3000 at the Centenary. I know it is my annual bleat but we really do need to at least reverse the trend and try to creep up not down. I know it is difficult and I propose the NMC have a think tank session to discuss ways of promoting membership amongst the over 17000 submariners who are not members. Any input to this work would be very much appreciated.

Well how do I think Dave Barlow's second year went? I think his hand on the helm has been just right and he has guided us as an Association to transform and modernise but slowly and with consideration for the elder brethren. We will be discussing the first reunion to be held outside a Naval Establishment soon and I do not want to pre-empt that debate but I feel it was a great success, but more than that it took a lot of courage to make the decision to go to a hotel and to make such good arrangements to try to please all sectors of opinion. I have to tell you that at one time during the planning of the reunion, we had booked the whole hotel with no idea how many would attend; would it be the NMC on their todd or would we be turning people away. In the event it all worked out and the numbers were just right. So thank you in the branches for holding

steady and supporting the NMC in their decision.

It has been a busy year with a number of other special events from the national draw in Faslane, through a modified Embankment Parade with the reading of the names of the boats lost while laying the wreaths which I thought made the whole service more poignant and meaningful. We also cancelled the dinner the night before which I felt had lost its *raison d'être* and seemed to be purely for the NMC and we do not need any more dinners. I was told Lady Midge Fieldhouse would be furious with me for cancelling it, so when she appeared at the Embankment on the Sunday I was expecting a Midge bollocking. I needn't have worried, she came over and said it was marvellous news and saved her staying in London and she could just have the car bring her up for the day. The lunch after the parade was also a change and worked well and could be taken up by more members.

The Garden of Remembrance visit by the Queen and Prince Philip also went well and our plot was very full and well presented. None of us who were there could fail to forget as the Prince came striding round the corner saying in a loud voice, "Where are the submariners? I want to see them." He kindly had a word with two lads from the Canadian submarine *Chicoutimi* who were there and we planted a cross in memory of Lt Chris Saunders, who was so tragically killed in that incident.

I went to the 55th Service of Commemoration of Truculent at Chatham which was another very moving service. I have been to a number of branch dinners, Portsmouth, and Barrow spring to mind. This coming year I am planning to go to the Gosport branch ladies night, the national draw in Belfast, and the Exeter branch ladies night in the autumn. It keeps me busy but does nothing for my figure. I am ashamed to say that I failed to get to my own branch, Leicestershire and Rutland, Christmas dinner due to snow but I aim to do better next year, John!

There were many other events I could not attend and the Vice Presidents have been very good at standing in for me on a number of days and Dave Barlow has also been busy representing the Association at many events as well and has made Ireland and Cork his speciality! Thank you all for being such good supporters.

This coming year is also busy with Trafalgar 200, the Fleet review and IFOS in Pompey in late June. A memorial service to commemorate the loss of Sidon 50 years ago at Portland on 16 June, and the official opening of the Fieldhouse

building at the museum on 9 September. It will be open to the public from 1 August and I am certain it will herald a new era for our museum with we hope much increased visibility and greater numbers of visitors.

There is much to discuss today so I will not go on any more. Have a good and fruitful AGM and ensure we continue to preserve this great association of ours.

Thank you very much.

CHAIRMAN'S CONFERENCE REPORT 2005

Admiral Sir James Perowne, Honorary Vice Presidents, Members of the NMC, Delegates and Observers.

Another year has flown by and once again the Association has dipped its toe in the water of new innovations.

For the first time ever as far as I am aware the Annual Reunion was held outside a Naval Base. It was with a little trepidation that we selected a hotel in Liverpool but apart from a few hiccups it all went well, so much so that the NMC, having taken cognisance of the feedback from you the members, decided to return to the same venue for this year. We cannot of course please everyone all of the time and that is reflected in the proposals which we will debate in a little while.

Rick Elrick will give you some more detail on this year's reunion under item 11. Some of you have been asking for application forms but that was not possible due to the proposal today which affects the application. I understand that Rick has two versions with him so you will be able to go home with one today. I will leave the rest to Rick

I have been quite busy during the year on the official front with perhaps the highlight for me being a visit to Cork in Southern Ireland with my wife to attend the centennial memorial service to commemorate the lives of those lost when the submarine A5 exploded shortly after refuelling exactly 100 years ago. The Cork RNA run by an ex submariner did an exceptional job and can be proud of the excellently organised weekend.

Many of you have also been working hard for the Association and I must mention one in particular, Arthur Skilling of the Middlesex Branch who is standing down from office which he has held in various guises for 25 years. Well done Arthur. Of course Arthur is only one of the many who give up their time voluntarily whether at branch or national level to ensure that the Association can meet its objectives. Two of these are Tex Golding and Dave Hallas.

Tex is our membership secretary and maintains a database of all members. Please gents, if you have a membership query email or phone Tex and he will see you right. Similarly if you want

information passed to all branch secretaries quickly e.g. notification of a death and funeral arrangements of a member, advise Tex and he will do the rest.

Tex has added an interesting field in the database and that is identifying members who served in boats during WWII. There are nearly 450 of you who did which is about 16% of the membership. Of course there may be more because not everybody declares their Date of Birth or when they actually served.

Dave runs the national website. Please take time to visit it. It has lots of good items e.g. forthcoming events and links to other submarine related sites. If you want to advertise your branch functions simply email or phone Dave and he will sort you out.

Last year there was some concern that the museum were selling Dolphins to the General Public. We investigated that and I can categorically assure you that they do not sell them to the general public. They did point out though that there are a number of shops in the Portsmouth area that do sell them and we have no influence

over these shops. Where they get them from I do not know.

A couple of parish notices: The Sidon Memorial is taking place in Weymouth on June 16. Interested? Contact the Dorset Branch.

The National Draw is taking place in Bangor, Northern Ireland on July 2nd. The low cost airlines fly in to Belfast and I found the fares cheaper than the train from Barrow to London. The NI branch is always good hosts and you will be assured of a good time.

Tomorrow is when we are unveiling the Submariners Association Plinth and dedicating

the tree planted a few years ago at the National Memorial Arboretum at Alrewas which is just off A38 the Derby to Lichfield road. The parade will commence immediately after the short service at the chapel which takes place at 11.00. A bus will be running and I believe there are a few seats left. See Terry Hall of the Derbyshire branch for more detail. The plinth and tree is to commemorate the lives of all those submariners who have lost their lives in the Submarine Service. It is a two sided plinth with on one side all the submarines that have been lost with the date and the other depicts all 17 of our VCs.

Later in the year in July we will be represented at the WWII 60th Anniversary Celebrations in London. Those lucky enough to be selected have already been told and you should be receiving more detailed information in the near future. Our standards will be paraded and if your branch hasn't contacted Ian Tyson yet then you must do it soon. It may already be too late.

Gentlemen we have plenty to get through today and it is an early start for those attending the Derbyshire Branch dinner this evening so I will finish at this point.

Thank you.

FROM THE WEBSITE GUEST BOOK

A selection of entries from the Association Website Guest Book

Date: 06/04/2005

Name: Dicky Dawson

Email Address: apdawson1@shaw.ca

Location: Victoria, Canada

Comments: Hi this is Dicky Dawson, X sonar man diesel boats in Dolphin from 1973-1996, looking for Bob Litton from Gosport to contact me, you were my best man in 1977 when I married Alison and still with me, please contact me Bob Best wishes to all other shipmate who I served with Dicky Dawson (the quiet one)

Date: 05/04/2005

Name: Ken Kerr

Email Address: ken.kerr@bopenworld.com

Location: Sleaford

Comments: The site just keeps getting better. Hope to come across a familiar name or two some time. Boats 63-9 as a sometime sparker and had some brilliant sessions which landed me in a lot of bovver and got me filled in more times than Soft Mick. Wouldn't change a thing. cheers. KK

Date: 05/04/2005

Name: Sheena

Email Address: rdellmate@aol.com

Location: None

Comments: were you on HMS olympus 1979/81 when she visited Greenock, Faslane and Arran????? if you were and you met Sheena (a reservist WRN from Greenock) i would really love to hear from you!

Date: 05/04/2005

Name: Robin Stowers

Email Address: robileen@infogen.net.nz

Location: New Zealand

Comments: I am looking to see if any of my associates on H.M.S. Tabard which was stationed in Sydney Australia from 1961 to 1963 are still around? My name is L.E.M. CRN Stowers (known as "Wiggy") I have been living in New Zealand since 1965. Any help would be greatly appreciated. My age now is approaching 72. Usually known as Robin.

Date: 24/03/2005

Name: Frances Hall, nee Daley

Email Address: franceshallchelt@yahoo.co.uk

Location: Cheltenham Glos

Comments: Hello, I really enjoyed reading the guest book. My dad was in the Royal Navy for 24yrs and came out in 1974. He was on Agincourt, Rorqual, Bulwark, Walrus, to name some. He ended up in subs and was based at HMS Dolphin when he came out. His name was Brian Daley known as Dan. I would just love to hear from anyone who knew him. Sadly he died suddenly 2 yrs ago, and we all miss him very much, and especially his stories of his naval days. Thank you to anyone who remembers him and for getting in touch. Frances Hall

Date: 19/03/2005

Name: DAVID CHALK

Email Address: dachalk3@tesco.net

Location: SOMERSET

Comments: I am impressed by the site, but can anyone help? I seek to locate Lt. Cdr R.M. Stafford. as he was in 1954, Capt. of H. M.S. Telemachus.

Date: 02/03/2005

Name: Bryan Newman

Email Address: bryan.newman@orange.co.uk

Location: London

Comments: Would like to hear from any who knew me, serving on Swiftsure Class submarines (Swiftsure, Sovereign, Superb) from 1974 to 1995. I often think of the run-ashore's when serving on HMS/M Superb, broken down in Gibraltar in 1979. Those who there and remember know what I mean.

Date: 18/02/2005

Name: Ian Woolcott

Email Address: ianw@westherts.ac.uk

Location: Watford

Comments: On leaving the RN in 1966 I swore that I would never join anything again, not even a queue! Why then the temptation to join this association? Nostalgia, pure and simple. There is a tendency to remember the good times with a great deal of affection and conveniently forget the discomfort of life aboard Seraph during her time as a target boat chugging up and down Loch Fyne in the early sixties. I developed a phobia known as "head dread" the symptoms being chronic constipation brought about by fear of getting one's own back! The comparative luxury of the plumbing arrangements in Acheron were a joy to behold, plus my own bunk complete with curtain. The rest of my time was in 'A' boats, Andrew in Singapore and refitting Auriga back in Devonport. Anyone out there who would like to get in touch, please e-mail unless I still owe you money.

Date: 29/01/2005

Name: Derek Vincent

Email Address: dorothee@msn.com

Location: Florida. USA

Comments: Still looking for my old shipmate, (Dapper) Darby Allen, Ch Mech, (maybe in Wales), we joined the RN together in 1949 as Stokers, O/N's P/KX 89123?, we last served together on the "S/M Onslaught" in Singapore (S/M4) in 1969, he was CH/Mech, and I was CH/Stoker, if we never meet again, I would like to bid you a good farewell, and happy memories for the days gone by. All the best, keep it steady. Derek Vincent

Date: 18/01/2005

Name: Little Smudge Smith

Email Address: martin@c2networks.com

Location: Surrey

Comments: To Donny "Dits" Donovan. I see you haven't changed much. Still spinning the dits. I'd forgotten about the Akash. Is the G&D still there? Thought that had gone a long time again. Smudge.

Date: 28/11/2004

Name: Mike Ayles

Location: Bury Branch

Comments: Why are signings to this book being censored I put a note on last Sunday and it has not been included is it because it contained something that the management did not like because there was no foul language in it. What is this organisation coming to? Totally for those who think they are above the rest? Well stand by to be surprised remember what happened to the S.O.C.A. Do not forget you are not indispensable you are only elected for one year. Things need to change at the top. Put this into the guestbook if you dare. Regards aye. Mike Ayles

The Alphabet...for those who served in U & S boats and the T's & A's...with deck guns.

A for arthritis,
B for bad back,
C for chest pains. Perhaps cardiac?
 -
D for dental decay and decline,
E for eyesight...can't read the top line.

F for fissures and fluid retention,
G for gas (which I'd rather not mention),
H for high blood pressure (Its better if low),
I for incisions with scars you can show.

J for joints failing to flex,
L for libido...what happened to sex?
K for knees that crack when they're bent
 (With all this, life's not worth a cent).

N for neurosis, pinched nerves and stiff neck,
O for osteo and all bones that crack,
P for prescriptions, you'll need quite a few,
Q for queasiness. Fatal or flu?
R for reflux, one meal turns into two,

S for sleepless nights...counting your fears,
T for tinnitus...you hear bells in your ears,
U for urinary...it doesn't flow,
V for vertigo...that's dizzy you know,
W for worry...now what's going 'round?
X for X-ray...and what might be found.

Y for another year you've left behind.
Z for the zest that's still on your mind.

The Upside is...

You have survived all the symptoms your body's
 deployed,
 And kept dozens of doctors fully employed!

**I wish you peace, happiness and joy in your
 retirement years.**

Michael Edwards. Scottish Branch.

TRUCULENT MEMORIAL 2005

This year saw the fifty fifth anniversary of the sinking of HMS/M Truculent in the Thames Estuary, the Medway Branch had decided every fifth year we would make the service a big one. To that end the Mayor of Medway, Cllr. Mrs Sue Haydock, Sir James Perowne KBE and senior officers from the Army and RAF were invited and headed a congregation drawn from Association Branches from across the Southern Counties of England. It may be wondered why the RAF, well the crew of a Lancaster, carrying rescue equipment, crashed on take-off from Lossiemouth and all onboard were killed, the Corps of Royal Engineers have long had connections with the Submarine Service with their work on torpedo development for example so the Commanding Officer of the HQ Regiment was invited also. The congregation numbered 130 plus and included both Naval and Dockyard families and friends, the number of survivors of course diminishes and death

takes its toll and in this past year Les Stickland the Wrecker and Dennis Griffiths, Dockyard have both joined the permanent Spare Crew.

An excellent Service was given by the Branch padre, Rev. David Preston and Rev. Eric Freeman who gave the sermon, which reminded us all of our duty to ourselves and more importantly to other people. Eric is the Branch padre of the Southend Branch following retirement from the Army where among others he was a padre to the Paras, preceded by theological training and National Service as a RAF drill instructor a good advert for the Wee Frees! David Preston was a parish priest in Gillingham and now assists the Army at the Garrison Church, coincidentally the 12th January is his birthday and he was five when the tragedy occurred.

Following the service and wreath-laying we had prepared a buffet which was enjoyed by all, the centrepiece of which was a large fruit cake bearing the names of all who perished

on that fateful day plus a smaller cake bearing Sir Winston Churchill's famous quote in praise of the Trade. This was taken up to Pembroke House a local home for former Naval personnel and thoroughly enjoyed by all. These cakes were produced by David Scott, a former Chief Chef who made the cake for the wedding of the Prince of Wales and Lady Diana Spencer. Archie Watt organized the whole event on our behalf and made it a wonderful occasion for all present; it is members like him who allow us proper expression of our compassion at these times.

Next year we will be back to the annual service, all are welcome so if you are somewhere near St. George's Centre on 12th January pop in and join us, if you can warn us it will help as we can ensure you get a cup of tea, at least.

Ted Hogben
Chairman Medway Towns.

Lt Chris Saunders

The National Chairman Dave Barlow, along with the National Secretary Trevor Gale of the **Submariners Association** presented a cheque for £782.00 to Cdr Brian Carter of the Royal Canadian Navy Submarine Service, to be forwarded to the family of the late Lt Chris Saunders formerly of HMCS Chicoutimi. This will be placed in the trust fund set up

for the education of his two young sons. Chris Saunders lost his life in the fire in HMCS Chicoutimi in October 2004.

The presentation took place at 'The Harbour' in Barrow the regular meeting place of the local Barrow branch of the Submariners Association of which Dave and Trevor are members.

The Association is an organisation based around the men that served on submarines rather than the submarines themselves, although naturally there is always a lot of interest in submarines. One of our main objectives is to assist any submariner or dependent in an hour of need whether financial or otherwise. The Submariners Association held their annual reunion in

Liverpool the weekend after the tragic incident on the Canadian submarine HMCS Chicoutimi, the former RN submarine Upholder.

At the Reunion it was decided that the collection from the Sunday Service should be donated to the family of Lt

Chris Saunders, the crew member who tragically lost his life in Chicoutimi. The Submariners really dug deep as they always do when presented with a challenge such as this and the result was an excellent collection. This was added to a little later by a large donation

from the Hull branch and other individuals who were unable to attend the reunion.

The Chairman would like to place on record his gratitude of all the members who contributed and upheld the beliefs of the Association.

Home e-mail: matthias@mail.global.net.mt
School e-mail: eric@sPMC.edu.mt

'OPHRYS', 11,
Guze' Cardona Street,
Hal Qormi - QRM 08,
Malta G.C.

Dear Sir,

I understand this letter may come as a surprise to you, but I believe you may be able to help me in my work as an educator. If not, I hope you may be able to lead me on to someone who can.

Even though I am a science teacher by profession, I am doing my utmost to instil in my students the knowledge and respect for those who risked their lives fighting the Nazi-Fascist forces during World War II, so that even today we could live in peace.

I have more than a passing interest in local history, and it is my wish to pass on my love for the subject to my students. World War II history has always interested me, especially due to the fact that I had lost two great-uncles to the Axis Forces, in 1940 and in 1944 (both Merchant Navy men.)

I'm sure you realise that for most teenage students, WWII is only just another chapter in a long history book. But, with 2005 being the 60th. anniversary of the end of the war, and when mass celebrations will be held the coming September to commemorate this event, it is my wish to somehow contribute, albeit on a small scale, towards the dissipation of knowledge about the many men and women who risked life and limb fighting the Axis-machine or otherwise to guard our island or help bring vital convoys into our harbours.

As a result of this, my interest in these matters has enticed me to embark on a very ambitious school project as well.

I have set up a group of very keen history students and we are planning on holding an exhibition with photos and war memorabilia to help others get a glimpse of the part played by Malta, the Royal and the Merchant Navy, the Royal Air Force, and the Army between 1940 and 1945.

Hopefully, the centre of attraction of our exhibition will be a collection of photographs, recordings and autographed personal accounts of some of the men and women who were on active service during the war, particularly those based in Malta or on working on Malta-bound convoys.

In view of this, I would like to ask you if you could be so kind as to provide me with the contact details of any World War II Veterans from the R.N. Submarine Units, particularly those operating from Maltese Harbours or those having had anything to do with the Malta scene.

If you feel it would be easier and/or more prudent, you may freely give them my contact details so they may contact me themselves if they wish so.

My intention is to ask them for a photograph of themselves (in period uniform, preferably) together with a few lines about their involvement in the war effort, either in Malta or in England.

As WWII mementos are today extremely difficult to come by, your precious help in this regard in view of our project will surely serve to make the delivery of our message much more effective.

Thanking you beforehand for any help you may be able to give me in this regard, I beg to remain, Sir,

Yours faithfully,

Eric Bonanno B.Ed. (Hons.)

BOBBY AND SUGAR.

Who amongst us remembers 'Bobby and Sugar' from Floriana in Malta?

As famous in naval circles as Drake and Nelson: as camp as Julian Cleary and Lily Savage: As outrageous as Boy George and Danny La Rue: as queer as Elton John and Liberace.

Remembered by everyone, seen by many, but known to few. Bobby and Sugar were the very embodiment of 'Naval Sod's Opera'. They entertained the Royal Navy for years, and now, long after they have crossed the bar their names live on.

Always remembered as a pair; they were in fact as individual as chalk and cheese.

Bobby was born 29th December 1911 in Malta. He was christened Robert, Charles, Papagiorcopolos. His father was Greek and his mother Italian. His early musical talent was probably due to his mother being an opera singer. His father was a Maltese policeman.

Bobby is known to have been performing down the Gut in 1927 (aged 16)

In 1950 he was performing in the Arizona bar; together with Minco, Cookie and possibly Sugar. He was doing his Carmen Miranda and Marlene Dietrich routines; and also playing piano and singing.

Bouncers were not required where Bobby and Co performed. They could sort out any trouble: and most intelligent matelots knew that.

Bobby is remembered at the Lucky Wheel down the gut singing one of his favourite

songs "I want a banana, Oh! Bring me back a Banana sailor Boy"

He was also known in the Egyptian Queen and had many friends among the stars such as Gracie Fields.

He never tried to disguise the fact he was gay. He even joked about it; telling the story that during World War Two, he and Sugar were entertaining down the Gut, the bar was full of sailors, and he took a fancy to a particular one; arranging to take him home when the bar closed. Later in the evening he saw Sugar chatting up the same sailor and said Hands Off' I saw him first! (or words to that effect) One thing led to another and they came to blows. The year was 1942, during the siege of Malta and some 30,000 sailors were based there; and he and Sugar had to fight over one!

On another occasion in the Europa bar they took apart a group of sailors who were taking the Mickey.

The Gut was supposed to be out of bounds to Wrens; but I am told a story of the time that two stationed at Hal Far air field in 1953 visited a bar where Bobby was performing. The younger girl had no idea what was going on. The elder Wren called Bobby over and introduced him. He was dressed smart in a white shirt and grey flannels, and they talked small talk until he excused himself to get ready for his act.

Nothing had prepared the young one for when this apparition appeared from a doorway; all beads and long

black hair, false eyelashes; ten tons of mascara, high heels, red bra, see through black gauze skirt covering black briefs, and began to cavort around the floor to a tune from Rimsky Korsakoff. She was horrified as her mate clapped enthusiastically, and the matelots present wolf whistled. One sailor was heard to remark loudly that "he found Bobby better looking than some Wrens". "Especially after tot time". Bobby danced with the elder Wren, but the young one refused! She was being regaled with stories of Sparrow in the New Life bar who performed gynaecological experiments with beer bottles!

The serious side of Bobby was about music and his life as a pianist. He had said that he was the organist in one of the big London theatres: and he had been awarded the MBE for services to the troops. I bet he said that tongue in cheek!

One occasion when he was sat with a couple of matelot friends talking music, a drunken stoker insisted that Bobby dance with him. Eventually Bobby lost his cool; politely said excuse me to his company, and belted the stoker a beautiful right hand. The stoker sailed across the floor and hit the wall. The band stopped playing; everyone stopped talking, and gave Bobby a round of applause.

His expertise appeared unlimited. On another occasion with friends he knew could sing, he persistently asked one of them to do so. In exasperation, the matelot said "if you go on stage and play an excerpt from Andre Chenoir,

I'll sing a song." Apparently this was a very remote French opera which few had heard of; but Bobby hopped on the stage and played it much to the horror and admiration of the matelot. Horror because his bluff had been called and he now had to get up and sing, and admiration because Bobby knew it and played without music!

In the late 1960's the Gut and Floriana had died a death. The huge Mediterranean Fleet had disappeared. About this time Bobby emigrated to the Plymouth area of England and continued his long association with the Royal Navy.

Another correspondent had gone into a hotel in Plymouth, and the landlady said "come and meet my new pianist". It was Bobby. She said she had been showing him the sights and while driving across Dartmoor past the prison where an inmate had escaped. All cars were being searched, and a policeman putting his head into their car was heard to remark "Christ! Bobby, what are you doing here?"

Having moved to the Plymouth area, Bobby gave up his drag act. He found a new audience in the elderly of the area, and matelots from his past to appreciate his music.

A talent scout offered Bobby several weeks work at a lucrative salary at various hotels in the Channel Islands. Bobby said he could not take the offer and let his regulars down; at which the scout replied, he was wasting his talent in Plymouth pubs; which upset Bobby. He asked the scout if he thought the pub clientele were enjoying his

music, and the scout said yes: so, Bobby said "how can I be wasting my time if they enjoy my performance? Never lost for an answer and great at repartee he also had a deep sense of honour.

On one occasion Bobby was taken out for the day by married couple friends and returning late evening Bobby he said he needed a brandy; so they stopped at the White Hart at Tavistock. The time was 22-30 and the Landlord regretted he had called time. His wife persuaded him to make an exception so they got their drinks. A piano was in the bar and Bobby asked if he could play it. No way! Said the landlord, time has been called. Once again the kindly landlady came to the rescue: Okay, but just one tune the landlord said. Bobby asked his wife what he could play for her, and she requested some romantic Italian song. He played and sang in English and Italian and everyone in the bar took notice. The result was the piano was carried into the back room and many hotel guests came and joined in the impromptu party until they left at 0400. The following week they went back for a one night performance: but this time Bobby got paid for it!

Bobby was quite a dresser. Always stood out from the crowd in his choice of apparel. He dressed a bit over the top.

A friend ambling down Royal Parade in Plymouth one day noticed someone dressed like a piano: all black and white keys. The friend realised it was Bobby. Passers by were amazed, but the friend stopped to pass the time of day with him. He was dressed in

vertical black and white striped trousers, white sandals, a tight fitting long sleeved black silky polo necked shirt and fancy white framed sunglasses. The friend mentioned that his attire was drawing attention; and Bobby replied "the day people stop noticing is the day I start worrying." A few days later he thanked the friend for talking to him; saying that although people spoke to him in pubs and bars where he was entertaining; they shunned him in the street.

Bobby never learned to read sheet music; but gave enormous pleasure to lots of people over the years. When he passed away, he was greatly missed by the many friends he made during his stay in Plymouth -

He passed away in Derrisford Hospital Plymouth May 12th 1994 aged 82. Bobby from Malta was buried at Efford Cemetery Thursday 19th May 1994. Sadly, at the funeral conducted by a Catholic priest, only about twenty friends and old matelots turned up for the burial. A tragic final performance for one so talented.

Very few will know that although Bobby never hid his homosexuality, he had at one time been married. An owner of a bar on the Barbary Coast (Malta) confirmed that he had made a bad marriage to a dancer. He could do all those Latin American and Spanish dances. Somewhere out there is Bobby's son and a daughter.

To be continued

AUSTRALIAN SUBMARINE DOLPHINS

by Peter Smith

On 5 April 1958 the Royal Navy issued its first submarine branch badge which was to be worn on the left sleeve. The cloth badge was the first time that submariners had been visibly linked to their "trade", other than junior ratings by their cap tallies. Due to its ugly design it was soon known as a "sausage on a stick" and as wearing the badge was optional many submariners chose not to do so.

In June 1964 a submarine project team was formed at the Australian Navy Office in Canberra, consisting of Commander (later Captain) Alan H. McIntosh RAN, a non-submariner and Lieutenant Commander (later Commander) Henry Cook RAN an ex Royal Navy submariner. Commander Cook believed that Australian submariners would be proud to wear a properly designed badge worn on the left shoulder. At some time between 1964-1965, he put forward a proposal that a submarine badge be devised along those lines. Commander Cook recalls that the proposal

was not well received until it reached Rear Admiral V.A.T. Smith RAN (later Admiral Sir Victor Smith KBE) who convinced the Naval Board of the day that the proposal should proceed subject to a suitable design being developed.

The design was the work of Commander McIntosh, the submarine project officer in 1965. The dolphins on his submarine supporter's tie inspired it; the crown was drawn from the florin (the two shilling piece before decimal currency was introduced). Stokes, of Melbourne, who manufactured many service badges, produced the Badge. Mr. Stokes reported that it was by far the most handsome badge his firm had made.

The Naval Board accepted the design and production of the dolphins went ahead. On 25 July 1966 the RAN issued Navy Order number 411, which covered who was eligible to wear the submarine badge and how.

As one of the protagonists for the submarine badge,

Commander Cook who had been promoted to his current rank and appointed Director of Submarine Policy in February 1966 has been given the distinction of being the first submariner to wear the dolphins. The first qualified submariner to be awarded his dolphins was G.J. Currie, who was also the first Australian submariner to return to Australia in 1966 prior to the formation of the current Submarine Squadron and joined the RN Fourth Division as spare crew.

In 1968 the officers and crew of HMS TRUMP, the last British submarine in the Royal Navy's Fourth Division based at Sydney, were given Australian submarine dolphins to wear for a year. At the end of that year the sailors were asked to fill out a survey. Ninety nine per cent of the crew were in favour of wearing the badge and the design. It was not until 1972, having assessed the value of the Australian submarine badge, that the Royal Navy issued a variation on Captain McIntosh's design.

BAPTIZING A DRUNK

A stoker is stumbling through the woods totally drunk when he comes upon a preacher baptizing people in the river. He proceeds to walk into the water and subsequently bumps into the preacher. The preacher turns around and is almost overcome by the smell of alcohol, whereupon he asks the drunk, "Are you ready to find Jesus?" The drunk answers, "Yes, I am." So the preacher grabs him and dunks him in the water. He pulls him up and asks the drunk, "Brother, have you found Jesus?" The drunk replies "No, I haven't found Jesus." The preacher shocked at the answer, dunks him into the water again for a little longer this time.

He again pulls him out of the water and asks again, "Have you found Jesus, my brother?"

The drunk again answers, "No, I haven't found Jesus."

By this time the preacher is at his wits end and dunks the drunk in the water again, but this time holds him down for about 30 seconds and when he begins kicking his arms and legs he pulls him up.

The preacher again asks the drunk, "For the love of God, have you found Jesus?"

The drunk wipes his eyes and catches his breath and says to the preacher, "Are you sure this is where he fell in?"

A5 MEMORIAL WEEKEND - CORK

Barrow Style
by Dave Barlow

It started fairly innocuous. Dave and Fiona (Barlow) managed to arrive in Cork in Southern Ireland without too much problem on the Thursday evening.

However about 0530 Friday morning Glen Stevens and Bob Farracher got on the train at Barrow en route to Manchester Airport to pick up the morning flight to Cork. As they left the station they realised that something was definitely wrong with their navigation. They were going north! Bob being pretty switched on (the hip flask not being opened at that point) got out his mobile, contacted a colleague who lived adjacent to Askam station and demanded that he should be assisted in his journey to Cork. This guy took them in his car to Ulverston to meet up with Dudley (Davenport) just in time for the train to the Airport. Ask them for the big dit but they did eventually arrive in Cork in Southern Ireland in time for the dinner dance on Friday evening. And what a 'do'. There must have been about 400 sitting down to dinner and most of them skimmers or their wives. We had a ball baiting them. All the speeches were over before dinner was served, it still came hot, and the advantage was that we could go for a leak any time we wanted. Must keep this one in mind for our dinners.

I was actually stood at the bar while the young Irish barman was asking a Lt Cdr off the skimmer (HMS Richmond) what his rings meant and

suggested that he must be the boss. Getting a bit p****d off at not getting served I pointed out that the guy with three rings further along the bar was the boss, at which the Lt Cdr said in a rather squeaky voice, "yes, but I am the boss of my department". The WO off the skimmer standing behind me retorted, "Ay when I let him." I hope Steve's wife doesn't read this but he was 'trapped' at the dinner by an eighty year old lassie who wanted to take him home. I can say though that he declined albeit after swapping addresses.

So what was the whole weekend about?

This whole project started with an elderly lady in Cobh (previously Queenstown) who was interested in Local History. She came across the 6 graves, which were in a dilapidated condition. She then traced copies of articles - 16th, 17th and 18th February 1905, from the *Irish Times*.

One of them contained an early photograph of the A5. She then approached the Urban District Council and the Royal Naval Association.

A local artist produced an oil painting of the boat from this photograph. A number of very fine quality prints were taken of it, and these were sold, in order to start the fund raising to enable this whole weekend to go ahead.

As the Centenary was some months away, Mr. John Gregory, chairman of the Cork RNA, and a ex submariner himself contacted the British Embassy in Dublin, who arranged for the frigate HMS

Richmond to pay a courtesy call to Cork. The host ship was the Irish Naval vessel L. E. Eithne. This is when it started to snowball somewhat. The small commemoration became very much bigger!

The Dinner on Friday the 11th Feb in the Rochestown Park Hotel, was attended by some 400 people. The guests included the Aide de Camp of the Irish President, Mrs. Mary Macalleese, the British Ambassador, the Deputy Lord Mayor of Cork, Captains of the above vessels, and Family descendants of the deceased crew members, who could be traced, were also invited to attend. The Submariners Association was represented by their National Chairman Dave Barlow and a large number of representatives from branches in England and Northern Ireland.

A painting of the A5 was raffled and won by a visitor. He actually was on the HMS Amethyst during the Yangtze incident.

On the Saturday Dave Barlow was entertained on HMS Richmond whilst Dudley, Bob and Steve visited the flesh pots of Cork and checked out the quality of the Guinness in the area. Apparently it is up to standard. Saturday concluded with an excellent run ashore in the Garda Club where we were assured we would not be arrested for after hours drinking. I am told that Gerry Haigh of the Northern Ireland Branch was seen to switch the lights off as he left about 3 ish in the morning.

Sunday 13th Feb. began with an Ecumenical Memorial Service at the Anglican Church at Christchurch, Cobh. The church was packed to capacity, some 400 in the congregation. The chaplain of the Irish Naval Service read the Gospel and relatives of those lost in A5 read the lessons. One of the most impressive moments, was during the singing of the first hymn, the standards - 16 in all, were brought forward, 8 up each aisle, to the North and South transepts of the church led by the Submariners Association National Standard carried by Andy Morgan. The other Submariners Association standards were from Barrow, Bristol and Northern Ireland. The sermon was given by the Reverend Daniel Owen, Rector of the Parish of Cobh and Glanmire. The service ended with a well known local Tenor, singing solo, the lament "Oh Danny Boy". That bit did bring tears to a few eyes. The ceremony at the Old Clonmel graveyard, Cobh, (where the victims of the Lusitania are also interred,) was attended by even more dignitaries. The Mayor and Councillors of the Cobh Urban

District Council, Flag Officer, of the Irish Naval Service, CO and Officers of HMS Richmond and the Irish Naval Service also attended the service at the cemetery. A conservative estimate has put it at well over 400.

There were two guards of Honour, one from the Eithne, and the other from H.M.S. Richmond, and for synchronisation, the Orders were given in Irish. Some of our lads now know the Irish for "Attention", "Stand at Ease", "On and Off Caps", unless alcohol has since obliterated it.

There was a minutes silence at both the Church service and at the gravesides, with representatives from an Irish Army Band from the Southern Command playing the Last Post and Reveille. The wreaths were laid by the relatives, the British Ambassador, Mayor of Cobh, Submariners Association and representatives of the Royal Naval Association. The Last Post and Reveille were then sounded. Standards were in line, at the head of the graves, as well as two flagpoles, with the White Ensign and the Irish

Tricolour, with their attendant flag parties.

It should be mentioned that there was a very strong wind and the standard bearers are to be congratulated in the manner in which the standards were paraded in such conditions.

The Irish Naval Service provided the stone memorial base, and the Royal Naval Association, the brass plaque, with a commitment, that so long as there was a Royal Naval Association in Cork, their deceased comrades would not be forgotten.

On conclusion we were all invited back to the Irish naval vessel Eithne where a welcome cuppa was made available.

Postscript: Breaking news on the local radio station - Monday morning 14th Feb -

A naked, bearded man was seen bathing in the ornamental fountain on the Grand Parade in the centre of Cork city.There was no Garda action taken..... so we are unable to ascertain whether it was one of ours or not, or just a coincidence. Dudley, are you going to own up? God help him - it was 2 degrees C, that night.

A woman walked into the kitchen to find her husband stalking around with a fly swatter. "What are you doing?" She asked. "Hunting Flies" He responded. "Oh. Killed any?" She asked. "Yep, 3 males, 2 Females," he replied. Intrigued, she asked. "How can you tell?" He responded, "3 were on a beer can, 2 were on the phone."

When the husband finally died his wife put the usual death notice in the paper, but added that he died of gonorrhoea. No sooner were the papers delivered when a good friend of the family phoned and complained bitterly. "You know very well that he died of diarrhoea, not gonorrhoea." Replied the widow, "I nursed him night and day so of course I know he died of diarrhoea, but I thought it would be better for posterity to remember him as a great lover rather than the big shit he always was."

Eleven submariners were hanging onto a rope under a helicopter - 10 Coxn's and one Chief Tiff. The rope wasn't strong enough to carry them all, so they decided that one had to drop off, otherwise they all were going to die. They were unable to decide which person so the Chief Tiff made a very touching speech. He said that he would voluntarily let go of the rope, because as a tiff, he was used to giving up everything for the Coxn's, 1st Lieutenants and for seaman in general, without ever getting anything in return. As soon as he finished his speech, all the Coxn's applauded.

TRAFALGAR – NELSON’S HISTORIC SIGNAL

Ever since this famous signal was hoisted 200 years ago, it has been shrouded in confusion – even to this day.

Only 15 months before the Battle of Trafalgar the Naval signal book became compromised. *HMS Redbridge*, a frigate commanded by Lieutenant Lempiere, was captured by some French Frigates off Toulon. Confidential signal books were not supplied to Lieutenants but Lempiere had his own hand painted copy which he failed to throw overboard when captured. When one of Nelson’s Scouts looked into Toulon later, she was told by signal from *Redbridge* to anchor. Fortunately the Commanding Officer was quicker witted than Lempiere and hastened back to report the matter to his Admiral. Nelson informed the Admiralty that the code had been compromised and Their Lordships immediately directed all Commanders in Chief to alter their numeral flags in accordance with a painted copy enclosed. Distribution of new codes to the Fleet, in those days, was not very swift. Their Lordships also frowned heavily on all junior officers who made copies of secret documents. (They did in my day and I understand they still do).

Soon after, these amended signal codes were in use at the Battle of Trafalgar and it was from them that the message of exhortation which was to become the most famous signal in Royal Naval history, was made.

Lieutenant Pasco, signal officer to Lord Nelson in *HMS Victory*, described this occasion on the morning of Trafalgar, in a letter written soon after the battle.

“His lordship came to me on the poop, and after ordering certain signals to be made, about a quarter to noon he said Mr Pasco, I wish to say to the Fleet, ‘England confides that every man will do his duty’ and he added ‘You must be quick for I have one more to make which is for Close Action.’

I replied ‘If your Lordship will permit me to substitute ‘Expects’ for ‘Confides’ the signal will soon be completed because the word ‘Expects’ is in the vocabulary and ‘Confides’ must be spelt’. His Lordship replied in haste and with seeming satisfaction, ‘That will do, Pasco, Make it directly.’

The word ‘Duty’ was also missing from the vocabulary of the new code book and had to be spelt. And so, but for the change of one word, the signal was read by all ships present in a matter of minutes from the time Nelson originated it.

As the 33 flags which made up the famous message were hoisted, Admiral Collingwood, Nelson’s second in command, showed his distaste for any form of signal verbiage by exclaiming – ‘I wish Nelson would make no more signals, we all understand what we have to do’.

Later however, when he was shown the immortal words, he

repented with – ‘Great man, I forgive him’.

Pasco’s letter continued – No sooner had this signal been answered by a few ships in the van, ‘he ordered me to make the signal for close action and to keep it up. Accordingly I hoisted No.16 at the top gallant masthead, and there it remained until shot away’.

Nelson made 3 signals with the 60 or so others made by lookout vessels reporting enemy movements that day, it shows an interesting comparison with the number of signals made in the next major action of the Royal Navy. In a 4 hour period during the Battle of Jutland in 1916, 257 signals were made. And when Jack Broome, when compiling ‘Make a Signal’ enquired of a Mr Ellmers of Admiralty Records how many signals had been sent in the Royal Navy during World War Two, his reply was – ‘about 200 tons’. I suppose for the Gulf War, we would measure signal traffic in high data megabytes.

In 1805, some read Nelson’s famous signal differently. (Perhaps they had not yet received their copies of the new code books). Nelson’s great friend Captain the Hon. Henry Blackwood, who commanded *HMS Euryalus* at Trafalgar, in a letter written the day after the battle, quoted Nelson’s famous signal as ‘England expects every officer and man will do their utmost duty’. Even admiral Collingwood himself had a ring inscribed with the words ‘England expects everything: Men do your duty’.

Nelson’s signal has been hosted annually onboard *HMS Victory* on the anniversary of

the Battle of Trafalgar ever since she sailed into Portsmouth Harbour for the last time. At first it was hoisted by men who had fought in the ship and who knew the flags by heart. But after some years, someone who knew nothing of the *Redbridge* incident said the flags were wrong and changed them. So, for the next 23 years the sign was hoisted incorrectly. In 1908 the mistake was discovered and rectified but

there is still some doubt about one of the flags – and the shape, design and colours of some of the flags has changed. Some have disappeared completely and are no longer part of the International Code of Signals nor are they to be found in any Royal Navy flag locker, other than onboard *HMS Victory*.

But those of us who have served in the Royal Navy will all agree, that the significance and meaning of Nelson's

signal lives on. It is our proud heritage – and we trust we did our duty.

Ian Tyson
Ex-Sparker & 'A' Boat
Signalman
(Not present at Trafalgar)

With appreciations to
Make a Signal Jack Broome
The World Encyclopaedia of
Flags

ATTENTION, THRILLER FANS!

In the last days of World War II, Nazi Germany--desperate to forestall crushing Allied advances--unleashes its most impressive, most dangerous, and most potentially lethal weapon: the Type XXI U-boat. Faster, larger and, more powerful than anything under the sea, the Type XXI has a range of 16,000 miles, can travel silently and, fitted with escort-killer torpedoes, can take on any vessel on the sea.

This is the U-boat that Kapitän Guenter Kern has dreamed of sailing into the North Atlantic and now he has a chance to do so—but commanding not just one such marvel, but at the head of an entire flotilla. Grand Admiral Karl Doenitz of the Kriegsmarine has chosen Kern to lead an attack against the English city of Liverpool, the port of embarkation for American troops arriving to invade Nazi-occupied France.

But Kern's mission will not be easy. Captain George Hardy of *HMS Firedancer* stands in his way. Short-tempered, irascible, brilliant, and a veteran of the North Atlantic battles, Hardy leads his battered destroyer to track Kern and his wonder

weapons across the seas to an explosive conclusion.

VOYAGE OF THE GRAY WOLVES is a fast-paced story of action, adventure and military might as sworn enemies use every means try to kill each other in the stark reaches of the North Sea. Carefully researched, the novel captures the excitement of battle and the terror of serving aboard Nazi Germany's U-boats.

"A stunning page-turner that grabs the reader and never lets go!"

Joe Buff, author of *Crush Depth*, *Tidal Rip*, and *Straits of Power* (12/04)

"A slam-bang confrontation on the high seas. A great read!"

Chet Cunningham, author of *Hell Wouldn't Stop: The Battle of Wake Island in World War II*

"Steven Wilson takes us on a taut, suspenseful, engaging and frightening saltwater thriller to the secret, dangerous undersea horrors of WWII submarining, where his war machines are as deeply soulful -- and as realistically lethal -- as his combat-weary yet inspired

characters. No submarine fiction fan's bookcase is complete without Wilson's *Voyage of the Grey Wolves*. Bravo zulu and good hunting, Steven."

Michael DiMercurio, author of *Emergency Deep* and *Terminal Run*

"Wow! What great page-turning action and captivating characters. Wilson will keep you enthralled and on the edge of your seat."

David E. Meadows, author of the *Sixth Fleet* and *Joint Task Force* series

"A fine adventure novel in the tradition of Alistair McLean; once you pick it up you won't put it down."

Tom Wilson, author of *Termite Hill* and *Black Serpent*

Available at bookstores in December 2004 (ISBN 0-7860-1672-8; \$6.99). Look for Steven Wilson's next novel, *Between the Hunters and the Hunted*, coming from Kensington Publishing Corporation in 2005. Visit www.huntersandthehunted.com for additional information.

LAUNCH OF A8 RESTORATION APPEAL

Ford Park Cemetery Trust has launched a special fundraising appeal to restore the headstones of submariners, who perished when HM Submarine A8 sank off Plymouth.

It is hoped eight memorials will be reinstated in time for a dedication ceremony on 08 & 15 June 2005 as the centenary anniversaries of the disaster and the funerals.

Only 4 men survived when the A8 foundered off Plymouth on 08 June 1905. 11 of the 15 men who drowned were buried with Naval Honours at Ford Park, which was known at the time as Plymouth Cemetery. The funeral procession from the dockyard chapel to the cemetery took one and half hours, for what was regarded as the largest funeral in Plymouth for some 20 years.

Nine of the men were buried close to each other in the naval section (Church P), Thomas Cusick in the Roman Catholic section and Chief Stoker T.S. Reeves was, at his family's request, buried privately the following day in Section General H.

Now Ford Park Cemetery Trust, the charitable trust which owns and manages the 34-acre site, has launched an appeal to raise around £4,000 to reinstate 8 marble crosses with inscriptions. Any surplus funds will be used for

the repair and cleaning of the other A8 crew graves.

Chairman of the Ford Cemetery Trust, Dr Henry Will said, 'The Trust values very highly Ford Park's longstanding connections with the armed services. We are proud to care for a landscape with over 1,300 service graves. The maritime heritage and Royal Navy presence in Plymouth is important. The men on the A8 lost their lives in the pioneering days of the Royal Navy submarine service and we very much hope the headstones are restored as a fitting tribute to their memory and the sacrifice they made'.

Background Historical Info

The bell used on HM Submarine A8, which was launched at Barrow on 23 January 1905 and sank 5 months later, was raised on 12 June 1905 and presented to the City of Plymouth Fire Brigade in memory of Edgar William Ralph, of Trafalgar Hotel in the city, by his widow.

It was the pioneering days of the Submarine Service when the crew of A8 were lost. At the time the submarines were regarded as "instruments of collective suicide".

On 08 June 1905 the A8 left Devonport accompanied by a torpedo boat for exercises off Looe. Commander S.S. Hall, of the cruiser HMS Forth (the parent

ship of the submarine squadron) was on board the torpedo boat when he raised concern that the trim of the submarine did not look right. He was told it was probably due to the extra personnel and full load of petrol onboard. Satisfied with this explanation, Cdr Hall ordered the submarines to head out of Plymouth Sound in calm weather conditions. But the A8 seemed to be getting lower and lower until her stern reared out of the water and the submarine disappeared. Trapped on the seabed the 15 men fought to pump out the water but it is understood they were overcome with poisonous fumes before an explosion onboard at 12.30pm forced a salvage attempt to be abandoned.

There were 4 survivors. They were on the casing (or on top of the outside shell) of the submarine when the accident happened. The survivors were the Commanding Officer, Petty Officer William Walker (understood to be the first RN submarine coxswain), Sub Lieutenant Murdock and Leading Stoker George Watt. They probably would have drowned under the weight of their wet oilskins if it had not been for the trawler Chanticleer being nearby and rescuing them.

The A8 was salvaged on 12 June 1905 and eventually sold for breaking up at Dartmouth on 08 October 1920.

Dear Dave

I would like to say how much I enjoy and appreciate 'In Depth'; it keeps me in touch with the grass roots that I once served.

Recently our 3 children who are all in their 50's now, sent my wife and I a few CD's, one of which was a recording of Awapola and it reminded me, when I was in the 'Unbeaten' in the 10th submarine flotilla, Malta 1941- 42, when someone very kindly gave the flotilla a gramophone and 2 records, one was Awapola sung in Italian, the other 'My Man', which was lent to a submarine about to go on patrol and would have it for one trip. We would play these records over and over again before we surfaced at night.

I wonder what happened to this machine; some one I remember saying they thought it was 'Union', was she the last boat to be given it? Does anybody that was in Ursula, Upright, Utmost, Upholder or Urge, who have not gone on their last patrol, remember this record player and the records?

Yours Aye
Jack Casemore

OBITUARY

Commander Edward Stanley

Commander Edward Stanley, who has died aged 89, was a submarine ace awarded a DSO and DSC as a member of the "Fighting Tenth" squadron in the Mediterranean during the Second World War.

On his first war patrol in command of the submarine P37, Stanley sank several small ships, and had only four torpedoes left when he was cued by signals intelligence on to an important Italian convoy in the Tyrrhenian Sea.

At noon on October 19 1942, he found himself right ahead of the convoy when it altered course, placing him between four supply ships and seven destroyers, with aircraft above them. Stanley fired his remaining torpedoes at the troopship Beppe and the large destroyer Da Verazzano, then dived deep, though he classified only two of the depth charges that followed as "close".

On his next patrol a month later, he stalked the 10,000-ton troopship Viminale, but could not close the range before she entered harbour; he tried again in December when he reconnoitred Palermo for another attack using chariots; finally, on January 23, Stanley found her under tow.

He fired three torpedoes at 2,000 yards, hitting with two. Over the next two hours he counted 56 depth charges which shook P37 so badly that he had to return to Malta for repairs to the submarines' batteries, although it had spent only a week on patrol.

Three weeks later, Stanley sank the 855-ton cargo ship Carlo Margotti as she took refuge in a sheltered bay in the Adriatic. While following underwater he saw through the periscope the splash of small-arms fire from the shore. His crew in the control room were amused to see him instinctively ducking the fall of shot on the surface above them.

Carlo Margotti was sunk at her moorings.

After landing reconnaissance teams on the beaches of Sicily, who were all tragically lost, Stanley did not relish more special operations when he was ordered to take a team of commandos to blow up a railway tunnel in Calabria. The operation was interrupted by a heavily-guarded convoy passing down the coast: the commandos watched with pleasure while Stanley fired four torpedoes and sank two steamers, but then had to try to make their escape overland. While returning to Malta, he picked up a survivor from an American Baltimore bomber which had been shot down.

In June 1943 Stanley was rested after nine patrols, in which he had sunk 15,673 tons of shipping and had damaged or possibly sunk another 10,000 tons during special operations and gun actions. He was awarded the DSO.

Edward Talbot Stanley was born at Rochester on July 11 1915 when his father was captain of the destroyer Staunch in the Mediterranean. His father was later a victim of the Geddes axe, but young Stanley still joined Dartmouth in 1929.

His midshipman's time was spent in the battleship Malaya, and from 1933 to 1935 he served in the cruisers Hawkins and Emerald, based at Ceylon. The men worked "tropical routine" from 0530 to 1300 daily, leaving the afternoons and evenings free for golf, swimming, sailing, visiting the young plantation managers and going to dances.

This idyllic life was punctuated by occasional parades and police work in ports around the Indian Ocean. Stanley volunteered for submarine service in 1937, to spend two weeks in an old L-class submarine commanded by "Crap" Miers, VC, who, he noted, was "a

rather flamboyant type rare in submarines".

His first appointment "in the trade" was to the new mine-laying submarine Rorqual, which was at Colombo, en route to the Far East; When he revealed that he "did not eat curry", despite having spent several years on the station, his shocked captain made him try it. After the outbreak of war, Stanley felt ill at ease living a life of peace, plenty and blossoming romance, and he was disappointed to be made first lieutenant of the submarine Regent in refit at Hong Kong. When Regent was eventually sent to the eastern Mediterranean, he missed its first war patrol because of illness, but was able to marry his fiancée during his convalescence.

On September 30 1940, however, he narrowly escaped sinking when, south of Taranto, Regent broke surface in rough seas while attacking the Italian fleet. In the counter-attack the boat managed to level off only just above her safe diving depth, crushing some internal bulkheads. In his memoirs, Stanley candidly blamed himself for the loss of trim and poor state of training on board.

In April 1941 Stanley was on the casing of Regent supervising the flying of a white flag as it entered the Yugoslav port of Kotor, in an attempt to rescue the British ambassador Sir Ronald Campbell, when two German aircraft dive-bombed: some shrapnel lodged under his ribs, where it remained throughout his life. Stanley was awarded the DSC.

From Malta he flew home in a Sunderland flying boat, managing a brief reunion with his new wife onboard the troopship Monarch of Bermuda at Gibraltar before setting off for his submarine commanding officer's course.

Stanley's first command was the elderly training submarine H50,

which had once been commanded by his uncle and was used to exercise escort vessels in the technique of rapid boarding. He also spent one patrol on the blockade of Brest, before being sent to P37. On returning from the Mediterranean he spent a short time training officers at the stone frigate HMS Royal Arthur, before commanding for short periods the submarines Tireless, Wolfe, and Trusty.

He was then sent to the Pacific in command of Taciturn. At the end of the war, his squadron commander Captain Ben Bryant wanted to recommend him for a Bar to his DSC, but Stanley persuaded him to suggest five DSMs for his petty officers: he was mentioned in dispatches instead.

After some successful post-war staff appointments and a happy commission as second-in-

command of the cruiser Bermuda, Stanley was disappointed not to be promoted captain, and retired at his own request. He worked as a middle manager for Fison's, the fertiliser company, for 23 years.

Edward Stanley, who died on December 3, married Kay Trickett, the nurse he had courted in Hong Kong before the war. She died in 1991, and he is survived by a son and two daughters.

Deaths of Members Reported from 11/12/2004 to 02/04/2005

C.A.J.(Cyril) Amos.	A.B. UW2	BRISTOL	Submarine Service:1951-1954 Seadevil Auriga Sidon
W. (Bill) Bellamy.	A.B. ST	BLYTH & NORTH EAST	Submarine Service:1942-46 H32 Ultor Vagabond
G.N. (George) Benjamin.	E.R.A.	WELSH	Submarine Service:1943-1945 Sportsman H28
D. Charles-Williams.	L/Sea.	WELSH	Submarine Service:1948-1954 Trespasser Thule Affray Selene Alaric Telemachus
K.C. (Paul) Dawson.	Lt. RNVR	WELSH	X4 XT6 XT7 XT8 XT9 XT10 X24 XE5
H. (Harold) Foote.	R.E.	GOSPORT	Submarine Service:1950-1954 Trespasser Selene Tally-Ho Aeneas
E. (Eric) France	Ldg. Tel.	WEST RIDING	Submarine Service:1943-1946 L26 Otway Trident Searover U2326
R. (Taff) Gudge.	CPO WEA	NORTH STAFFS	Submarine Service:1968-1989 Resolution Revenge Repulse
M. Harvie	P.O.	SCOTLAND NE	Wilk (Polish)
R. (Bob) Healey.	Sto.Mech.	BIRMINGHAM	Submarine Service:1947-1948 Telemachus
D. (Doug) Hewitt.	Sto.1	NOTTINGHAM	Submarine Service:1942-1946 Severn
A. (Alf) Hooson.	M.E.1	WEST RIDING	Submarine Service:1953-1959 Alliance Sleuth Seadevil Sentinel Seneschal
L.W. (Les) Jones.	Sto.Mech.	MERSEYSIDE	Submarine Service:1954-1955 Alderney
R.F. (Ron) Keyzor. BEM	Ch/Elec (MID)	NORTH STAFFS	Submarine Service:1943-1959 Otway Totem Thorough Anchorite(2) Ambush Alderney Solent
F. (Fred) Long.	A.B. LTO	ROYAL BERKS.	Submarine Service:1941-1945 L.27 H.34 Sea-Rover
D.M. (David) Lowe.	L.M(E)	SHROPSHIRE	Submarine Service:1955-1960 Alliance Token
G.W. (George) Pratt	L/Sea.	PLYMOUTH	Submarine Service:1941-1946

E.R.K. (Ned) Scoles.	PO TGM	NORFOLK	L26 Trident Torbay Springer Submarine Service:1943-1948 Oberon1 H32 Sturdy Trespasser Scotsman RG"M"
I. (Irwin) Uscroft.	Sto. 1	HULL	Submarine Service:1941-1946 Tuna Scythian
D.S. (David) White.OBE .	Cdre.	PLYMOUTH	Serving Member Onyx Conqueror Valiant Warspite Onslaught Torbay S/M2

Members who have joined or rejoined the Submariners Association
From 11th December 2004 to 02/04/2005.

R.D. (Badger) Ager. Ambush(52-53)	L/Tel.	DORSET	S/M Service:1952-1953
W.T. (Bill) Allen. Tally-Ho Trenchant Talent Totem Springer Auriga.	A.B.UC3	PLYMOUTH	S/M Service: 1949-1954
M. (Matthew) Amor. Superb(01-**))	CPO. ??	W.SCOTLAND	S/M Service: 1998-Still serving.
A. (Bert) Appleby. Turpin Truculent Anchorite	PO. GL3	MEDWAY TOWNS	S/M Service:1957-1962
A.E. (Alan) Ashmore. Resolution(P) Valiant Swiftsure	CPO.MA.	SHEFFIELD	S/M Service:1972-1983
I.H. (Ian) Atkinson. Repulse(68-72)	PO.REL.	SUNDERLAND	S/M Service:1968-1973
P.S. (Paul) Bailey. Superb(99-00) Torbay(00-**))	LOM(S)	NORTH STAFFS	S/M Service: 1998-Still serving.
A.J. (Andy) Bain. Churchill Trenchant	WEM(R)1	DOLPHIN	S/M Service: 1983-1989
A. (Alan) Beasley. Sea Scout Truncheon Tactician Thorough Excalibur	L.M.E.	AUSTRALIA	S/M Service: 1953-1959
A.J. (Andrew) Bower. Talent(95-96) Spartan(97-99) Sovereign(99-01) Superb(02-**))	Lt Cdr.	SCOTTISH	S/M Service:1995-Still serving
L.P. (Louis) Bull. Vigilant(01-02) Victorious(02-03) Vigilant(03-04) Superb(05-**))	Lt.	DERBYSHIRE	S/M Service:2001-Still serving
D.H. (David) Burtenshaw. Andrew D/ 085818 02/71-03/75	LMEM	DOLPHIN	S/M Service: 1871-1975
J.D. (Donald) Byrne. Valiant(65-69) Churchill(69-72)	ME.1.	BARROW-IN-F.	S/M Service: 1964-1969
A. (Alwyn) Crampton. Truculent Telemachus Vulpine Tantivy	Sto. Mech.	WEST RIDING	S/M Service: 1946-1948
R.J.B. (Bob) Curtis.	CPO Coxn.	DOLPHIN	S/M Service: 1958-1979

Teredo Seadevil Tally-Ho Tapir Tabard Anchorite Tiptoe Walrus Alcide Opossum Narwhal Courageous

G. (George) Fagence. Scorcher Thorough Anchorite Alaric Selene	A.B. TD3	MIDDLESEX	S/M Service: 1947-1952
N. (Nicholas) Fitton. Conqueror	AB.(S).	MORECAMBE BAY	S/M Service:1979-1983
W.G. (Bill) Francis. Olympus(67) Valiant(68-72) Conqueror Courageous	CEA.	GOSPORT	S/M Service:1967-1978
T. (Tom) Garrod. Alaric Alliance Artemis Aeneas Finwhale Oberon Olympus Otter	CPO.	POOLE & DIS.	S/M Service: 1964-1975
R.H. (Robert) Hagen. Alaric(64-66) Valiant(65-69) Courageous(69-71)	PO.MEM.	BARROW-IN-F.	S/M Service: 1964-1971
J. (John) Hall. Olympus Onslaught Finwhale Walrus	L/Sea.UW2(A)	DOLPHIN	S/M Service:1967-1972
M. (Michael) Henson. Conqueror Onyx	MEM.	LONDON	S/M Service: 1969-1972
S.J. (Sydney) Hicks. Alliance(48-50) Subtle(51-52) Token(53) Trenchant(54-55) Tally-Ho(55)	A/PO.	DOLPHIN	S/M Service: 1947-1956
R. (Ronald) Hodges. Selene Solent Andrew	Lt. RNR.	BRISTOL	S/M Service: 1954-1955
A. (Andrew) Horsburgh. Sceptre(95) Spartan(95-96) Sovereign(97-99)(00-**))	PO.WEA.	W.SCOTLAND	S/M Service: 1994-Still serving
D.O.V. (Dave) Hubbard. MBE. Valiant(67-73) Churchill(76-77) Sealion(Trg as EO) Porpoise(78-80)	Lt.Cdr.(ME)	DOLPHIN	S/M Service: 1966-1993
G.S. (Gary) Hydes. Oracle(80-81) Courageous(84-88) Victorious(S)(96-98) Vanguard(P)(00-01)	CPO.WEA(CEW)	SHROPSHIRE	S/M Service: 1980-2003
B. (Brian) Jones. Olympus Ocelot Upholder Trenchant Talent Triumph	CPO.MEA(ML)	NORFOLK	S/M Service: 1983-2004
G.D. (David) Jones. Grampus(68-69) Tiptoe(69) Osiris(69-74)	LCEM.	BASINGSTOKE	S/M Service: 1967-1974
E. (Yorkie) Lake. Grampus(67-68) Astute(68-70) Aeneas(70-72) Otter(75-76)	PO.UW1.	PLYMOUTH	S/M Service: 1967-1977
K. (Kevin) MacAskill. Churchill(89-90) Valiant(90-93) Splendid(97-99) Superb(00-04)	PO.SA.	W.SCOTLAND	S/M Service: 1989-Still serving
R.A. (Scrubber) Manning. Talent Seneschal Teredo Alcide Ambush	Sto.Mech.	LEICESTERSHIRE	S/M Service: 1953-1957
S.N. (Steve) May. Resolution(82-85) Upholder(88-92)	PO.WEM(R)	BARROW-IN-F.	S/M Service: 1982-1998

A.R. (Tony) Miller. Alliance Thermopylae Otus Onslaught	CPO REL.	GOSPORT	S/M Service: 1962-1974
W.H. (Bill) Nash. Finwhale	RO.2.	EAST KENT	S/M Service: 1963-1964
G.E. (Nobby) Nobes. Artful Alderney Finwhale Trump Narwhal	CPO.MEA.	GOSPORT	S/M Service: 1958-1985
J.R. (John) Pharoah. Selene Solent Springer	LSM	ESSEX	S/M Service: 1952-1953
L. (Leigh) Pickard-Morrish. Talent(97-03) Victorious(04) Spartan(05-**)	LOM.(T)	W.SCOTLAND	S/M Service: 1986-Still serving
D. (Dave) Platts. Vanguard	CPO.WEA.	SHEFFIELD	S/M Service: N.K.
B.F. (Jan) Prince. Alaric Aeneas Andrew Walrus Selion Rorqual	L/Sea.	POOLE & DIS.	S/M Service: 1966-1975
T. (Terry) Readshaw. Warspite Sovereign Spartan Splendid	FCPO MEA.	BLACKPOOL	S/M Service: 1967-1986
R.L. (Jeffrey) Rubython. Cachalot Rorqual	Lt.(E).	AUSTRALIA	S/M Service: 1961-1970
T. (Tim) Strouts. Ocelot Otus Ojibwa Resolution(P) Warspite	Lt.	LONDON	S/M Service: 1969-1977
S. (Stephen) Taylor. Sovereign(3) Torbay Warspite(Lay up)	CPO MEA	PLYMOUTH	S/M Service: 1978-2001
B. (Brian) Turns. Conqueror(88-90) Vigilant(94-97)(99-03)	WO2.WEA.	SUNDERLAND	S/M Service: 1986-Still serving
P.J. (Pete) Ward. Cachalot Onslaught Warspite	LMEM	EAST KENT	S/M Service: 1969-1973
M.D. (Michael) Wells. Tabard	L/Stwd.	NORTHANTS	S/M Service: 1955-1960
R.F. (Roy) Wetherden. Springer(53) Alcide(53-54) Thule(54-55) Trespasser(56-58)	L/Sea.UC3.	BRISTOL	S/M Service: 1953-1958
A.M. (Alex) Wetton. Repulse Renown Sovereign	CPO.MEA(ML).	MORECAMBE BAY	S/M Service: 1987-Still serving
B.R.M. (Bruce) Wilson. Tireless(00-03) Turbulent(04) Torbay(04) Triumph (05-**)	OM1.(S)	EXETER	S/M Service: 1999-Still serving

COMMANDER IN CHIEF BY BASIL WATSON

This is the story of a quiet, kind, determined Yorkshire man who, in the Falklands War 1982, became the only Commander-in-Chief since World War II to have directed British forces to victory against a well-equipped enemy. But that was the only one success in a catalogue of impressive achievements straddling the Cold War.

John Fieldhouse went to sea in 1945, seeing active service in Indonesia in the troubled period of post-war decolonisation. He volunteered for submarines and, after an adventurous time in conventional boats, became one of the first officers to be selected for nuclear training. He was captain of HMS Dreadnought and later commanded the Royal Navy's new squadron of Polaris submarines. He saw distinguished service in surface ships and, as a young Rear Admiral, led a group of warships on a working voyage around the world.

He then commanded the Submarine Service before becoming Controller of the Navy – the member of the Admiralty Board responsible for ship, equipment and weapon system procurement. Thereafter, as Fleet Commander, he became tri-service Commander-in-Chief in the Falklands War. He held high office for 6 further years, both as First Sea Lord and a Chief of Defence Staff. As an Admiral of the Fleet, he became the most senior ever-submarine officer. A major illness caused his premature retirement from public service in 1988, just before the collapse of communism in Eastern Europe led to the end of the Cold War.

Although serious heart surgery left him weakened, he continued to contribute to public life in many ways; taking his seat in the House of Lords in 1990. He died in 1992, aged 64. This book is not just an account of highly distinguished naval career; it is an intensely moving story of a much loved and respected human being, of a happy family life, of a perfect blend of duty, loyalty and laughter. Prime Minister Margaret Thatcher wrote of his 'warm humanity and sureness of touch' and called him 'a great commander'. United States President Ronald Reagan wrote of his 'selfless dedication and contribution to world peace'.

This book not only provides a new perspective of the post-World War II Royal Navy, its Submarine Service and the Cold Falklands Wars; it also shows how a modest and frankly unexceptional young man grew to be one of the nations greatest military leaders of recent times.

This book is semi-hardback, is 250 pages long in font 11 print on 120 gsm paper, fully indexed, and contains over 80 photographs (many with the kind permission of The Lady Fieldhouse).

COMMANDER IN CHIEF – PRIORITY ORDER FORM

Priced at £9.99. P&P £2.50 (UK); £3.00 Europe; £5.00 Rest of the World

By post: Please complete this form and send it to The Director, Royal Navy Submarine Museum, Haslar Jetty Road, Gosport, PO12 2AS enclosing a payable cheque to the Submarine Giftshop Ltd for the appropriate amount.

By Fax: Fax this form to the Museum on 02392 511349

By Phone: Please phone on 02392 510354, ext 241 with credit/debit card details

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