
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

A lot has gone on since the last issue so sit down and take it all in.

At the turn of the year Trevor Gale had to reluctantly offer his resignation as National Secretary and I had equally reluctantly to accept it. Trevor is a good friend and I am sorry to lose him. Having gone through the due process your NMC have subsequently appointed Jim McMaster as National Secretary and he has now taken up post as from the conclusion of the Annual Conference. Most of you will know Jim from your visits to Faslane and I ask that you give him the same support as his predecessor. I will let Jim introduce himself.

Those who attended the Conference will have met our new Minute Sec Ms Joan Fraser. Joan has brought some professionalism and much needed speed into the manner in which the NMC and Conference minutes are promulgated. She is also assisting with editorial work on the

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Association History. Thanks for all you are doing for us Joan.

SECS INTRODUCTION

I am privileged to have been appointed as the Association National Secretary at the recent National Conference. Many of you may already know me, especially if you have visited Faslane and my Branch, West of Scotland, where I am honoured to be the Chairman/Secretary.

The appointment as National Secretary is indeed a great honour for me and I take the responsibilities very seriously. The only assurance I can give you is that I will do my very best to carry on the excellent work of all my predecessors, a major challenge for we have been served very well by our Secretaries.

All my details are on the Association Letter Head so please feel free to contact me by whatever means suits you for any reason at all. I may not always be able to give you an immediate answer but I will know a man who can!!!

I look forward with enthusiasm to the challenge ahead of me but with your support and participation, I know we can satisfy all our needs.

It is my honour to serve you as the Secretary and I thank the NMC collectively for their confidence in my ability to do so.

Let's all *"keep on keeping on"* and ensure that our Association moves forward from strength to strength.

Jim McMaster – Nat Sec

PARADE MARSHALL NOTES

Dear Secretary. Sorry for the delay in getting this out to you all as you know the raffle will be held in the John Fieldhouse Building in Gosport this year to which no doubt Colin Way has already sent out invites. If you're coming then I hope to see you there!

If your branch would like to contribute a prize towards the

raffle then please let me know as soon as possible so that I can get it on the Web site. Don't feel that you are obligated but the more the merrier.

As you know this year is the Association's 50th, it is also the year that we select a new Nat Standard Bearer, so if your branch has anyone that wishes to enter then could you let me know by the 31st July so that I can organise the competition.

At the same time I am looking for volunteers to form a platoon for the Cenotaph to mark our 50th Anniversary so if there is anyone who would be interested in doing so can they please let me know at the earliest opportunity so that I can organise the necessary security passes to get on to Horse Guards.

Andrew Morgan N.P.M.

CONFERENCE 2006

To say I was disappointed at the turnout of delegates is an understatement. The conference is the vehicle whereby you, the branches, can dictate the policy by which the Association is to operate under, so that the NMC can use that policy to carry out the day to day running of the Association.

I can remember conferences where we would debate 10 or more motions some of which were really contentious resulting in some quite lively debate. Latterly the motions have reduced to a trickle. This could mean that you are satisfied with the policy by which the Association operates and by the way the NMC is managing these policies on your behalf or it could also mean that there is a serious dose of apathy or more likely a mixture of both.

It may be that a branch elects not to attend because there were no contentious issues, but that shouldn't prevent the branch secretary the courtesy of sending an apology. What was quite noticeable was that all three Scottish Branches, Northern Ireland, Barrow, Sunderland were

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represented yet branches almost within a couple of hours or less of London didn't attend. It cannot be cost because travel expenses are reimbursed, so what is it that has caused less than 50% of the branches to attend and half of those who didn't attend not to send an apology. If there is something wrong with the way the Conference is organised then put in a motion to get it changed. Grumbling at your branches does not help resolve any issues you have, but debating and making changes through the proper channels does.

Sorry, but had to get that off my chest. But what actually went on at the Conference? I won't go into too much detail as by now you will have received the minutes which have been excellently written by our new Minute Secretary Ms Joan Fraser.

Our President, Admiral Sir James Perowne gave his usual excellent speech which was well received by all.

As Jim McMaster was the only volunteer for the NMC, and as he was subsequently appointed as National Secretary, the NMC felt fully justified in asking the two unsuccessful secretarial candidates if they would like to be considered for the vacant NMC positions. Both intimated they would, but Rod Senior very kindly said he would not force a vote so Barrie Downer was duly co-opted onto the NMC.

Barrie is already proving his worth in taking a lead role in producing the Association History Booklet with editorial assistance from Joan Fraser.

One of the items on the agenda is to vote a branch to give the Toast to the Submarine Service at the Reunion dinner. This is normally done in alphabetical rota but as the first couple of branches were either not represented or declined, it was decided that for this 50th anniversary year London should be given the opportunity which they did.

REUNION 2006

The venue for our annual reunion has already been announced as the International Hotel Canary Wharf London over the weekend of 6, 7, 8 October 2006. As previously stated, it is intended to make this a special occasion to mark 50 years of our Association in its present form.

Having now had two attempts at organising a function of this nature away from a Naval Base (through no fault of the Association) the NMC have reviewed the overall success and failings of these two weekends. Allowing for the fact that we cannot hope to please everyone all the time; it is felt that for the present we can only continue in this format. However, there appears to be two main complaints; one being the opening up of the weekend to wives, friends, etc. and that of cost. The former having been voted for at the 2005 Conference we cannot change at present. The problem with cost is, of course, that we are dealing with commercial organisations and we have to pay what the market dictates.

During the last two reunions, to keep the cost down for attendees, the hotel basic charge was made and all extras in the form of 'tot time', wine on the table, port, corkage etc. was funded from the National funds.

Having considered all this it has been decided that a full package deal should be tried for this year and this has resulted in the cost for the two day stay amounting to £140 per person.

With the view in mind, that it is hoped to mark this reunion as a special one being the 50th anniversary of the Association, the NMC agreed to approach defence industries involved in submarine projects for sponsorship. As a result, we have obtained a good response which will enable the NMC to offer a subsidy to members of the Association. It is estimated that the additional costs normally

incurred with the reunion will be greatly reduced, if not eliminated completely. This will depend on numbers actually attending. Wives and guests will be required to pay the full £140.

The discount is to be **£15 per Full Member**.

Details of places of interest and how to get there etc will be available nearer the time as usual.

There are a few major changes involved with the agreement reached with the hotel which will necessitate quick decisions by Branches to get their bookings in.

Secretaries are requested to get the message across quickly to their branches and get their deposits in on time.

Cost for weekend (Fri / Sat)
Full Members £125 per person.
Wives, Guests £140 per person

There is a supplement of £35 for a single room for the weekend (this price is still being challenged) members are advised to share a twin room with their mate from their own or other Branches. You will be kept advised.

Cost for one night only (Sat) plus dinner

£120.00 per person single room.
£ 92.50 per person double room
(the package deal is only available on the two night Fri/ Sat stay)
Cost for dinner only £45.00 with a £15 subsidy for Full Members not on the weekend package.

Additional nights
Accommodation
Thurs £95.00 - B&B, per person.
Sun - £65.00 - B&M, per person.
Catering - Carvery - £15.50 pp.

Bookings for Thursday and Sunday evenings can be made via the Treasurer by must be paid direct with the hotel on departure.

A deposit of 25% of the cost to be paid by 1st July to the Treasurer. Hotel bookings will not be made until receipt of deposit. No cash No booking!

The balance is to be paid by **1st September** to the Treasurer.

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All deposits will be acknowledged.

Attendance tickets will be dispatched on receipt of balance of payment.

Cancellations can be accepted up to **1st October**, thereafter deposit lost.

It is **VERY** important that all cancellations are communicated as soon as known to the **Treasurer** to ensure obtaining any refund. Do **not** deal with the hotel direct.

Car parking can be reserved but is expensive. £15 per night.

London underground maps will be available from the Treasurer on request.

When we have a better idea of numbers we will also be able to declare other subsidies for the full member, and perhaps the odd gizzit or two.

COMMUNICATION

I am sure that most of you Secretaries are very diligent in ensuring that your members are kept fully up to speed and to those, don't bother reading any further. I do know that there are quite a few of you who are not getting the communications we send out to you members. I had one guy grumbling to me that he did not know what was going on and asked what I was going to do about it. The issues he had were all covered in previous 'In Depth's', yet this member did not even know this publication existed.

Another branch did not know that they were insured for their Standard, public liability etc, their delegate conference expenses were paid, they received 33% of National Draw ticket sales etc.

I rest my case.

NATIONAL DRAW

By now you will all have received a batch of National Draw tickets, based on the size of branch and or your past sales record. Due to the feedback from last years price the cost per ticket

has been reduced to 50p. Please try and sell as many as you can as by doing that you help the Association plus the branch retains 33% of all ticket sales. A nice little earner for no outlay.

ASSOCIATION HISTORY

It is the intention that in this, our 150th Anniversary year we produce a booklet detailing the history of the Submarine Old Comrades Association and Submariners Association. We are already well into the research and that is coming along very well. A couple of days spent at the archives of the Submarine Museum turned up lots of information of the early years before there was a National organisation, but just a number of branches. I made an appeal back in January for branches to send in their own branch history and quite a lot of responded to that appeal.

That has given us a lot to go on and has created more questions we need to research and try and answer. It is proving quite fascinating. I hope those of you who have yet to send in your contribution is simply because you are still researching your history and putting it together rather than having forgotten. As we want to be able to distribute a free copy to every Full Member attending the reunion we have to make a deadline of the end of June to allow the editorial process to be completed and then to be published. If you have anecdotes worthy of inclusion, not just your branch but Nationally as well send them in. The more individual contributions there are the better the final product will be. The price will be aimed at just recovering the production and distribution costs so will be well within the means of you all.

ALMONER

Tex Golding, our Membership Secretary often receives requests of a Welfare nature. He does his very best to accede the request but is finding it ever more difficult and in any case it is not in his remit as Membership Secretary. At our last NMC meeting Colin (Bear) Way volunteered to be the National Almoner or welfare representative. Colin will therefore be your first port of call on any welfare matters, after you have used your own branch welfare rep of course.

All branch secretaries have the contact details of the NMC so please use him to contact Bear.

That's all for Now

Dave

All at Sea

A depressed young woman was so desperate to get out of Portsmouth that she decided to end her life by throwing herself into the Solent. When she went down to the docks, a handsome young sailor noticed her tears and took pity on her.

"Look, you've got a lot to live for," he said, "I'm off to America in the morning, and if you like, I can stow you away on my ship. I'll take good care of you and bring you food every day."

Moving closer to her he slipped his arm around her shoulder and added, "I'll keep you happy and you'll keep me happy." The girl nodded. After all, what did she have to lose?

That night, the sailor brought her aboard and hid her in a lifeboat. From then on, every night he brought her three sandwiches and a piece of fruit then they made passionate love until dawn.

Three weeks later during a routine search, The Captain discovered her. "What are you doing here?" The Captain asked. "I have an arrangement with one of the sailors," she explained. "He is taking me to America, and he is feeding me."

"What are you doing for him?" asked The Captain. "He's screwing me" said girl. "He certainly is," replied The Captain.

"THIS IS THE GOSPORT FERRY."

Artificers and Coxswains

A man is cycling along the road and realises he is lost. He sees another man on the pavement and stops. "Excuse me, can you help me please? I promised my friend I would meet him half an hour ago, but I don't know where I am."

The man on the pavement "yes certainly. You are on a bicycle heading north east approximately three feet from me. You are between 40 and 42 degrees north latitude and between 58 and 60 degrees west longitude."

"You must be a Tiffy?" say the cyclist.

"I am", replied the man, "how did you know?"

"Well", says the cyclist, "whilst everything you have told me is technically correct, I have no idea what to make of your information and the fact is I am still lost."

The man replies, "You must be a Coxn?"

"I certainly am", replies the cyclist, "but how did you know?"

"Well" says the man, "it's obvious. You don't know where you are, or where you're going. You have made a promise, which you have no idea how to keep, and you expect me to solve your problems. The fact is, you are in exactly the same position you were in before we met, except now, somehow it's all my fault..."

Coxn's - It's only a joke you know!!

John Hendren asked if I could put in a joke where the Tiff was the fall guy instead of the Coxn. I did my best but couldn't find any so sorry John, I couldn't resist it!
- Ed

PRESIDENTS SPEECH TO CONFERENCE 2006

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

Here we are again at the SA AGM, at the end of another very busy and successful year for the Association. It seems a long time ago, but after the Rolls Royce AGM last year at Derby in the City Council chamber being here at the UJC does seem a bit of a come down.

Well, what has happened in the intervening year? We had the tree planting and stone unveiling ceremony at the National Memorial Arboretum straight after the AGM, made more poignant by the daughters of Pandora also being there for the planting of a tree close to ours to commemorate that submarine which was lost in the War. For those who have not been to the N M A I do recommend it as there are so many very wonderful memorials remembering so many great and brave men who have fought for their country.

In the same theme we had in June a very moving commemoration and stone unveiling on the windy and cold heights of Portland to remember the 50th anniversary of the explosion onboard Sidon that killed eight. The CO at the time of the explosion was there as were many members of the ships' company and widows and daughters of those who lost their lives. It astounded me to learn that this was the first commemoration or memorial service to Sidon as it was deemed too politically sensitive to hold one at the time. One of the widows hugged me round the neck as I was leaving and said, "We never thought anyone would remember. Thank you." I have to say we were both in tears by then. I must say a big thank

you to the Dorset branch that put it all together and somehow got sponsorship to pay for it all: A fantastic job very well done.

That leads me on to the activities to commemorate the 60th anniversary of the end of the War coupled with the 200th anniversary of Trafalgar. Many members took part in activities all over the country but the main ones were the Fleet review, the Drumhead ceremony, and the Festival of the Sea in Portsmouth Dockyard. There were garden parties at the Palace, the parade on the 10 July, and our normal Embankment service and the memorial Garden at Westminster Abbey as well as the cenotaph service. I was so impressed by all of you who took part in these ceremonies and carried it off with such pride. It seemed to me we were always given a special mention by the BBC commentators.

Listing all those events brings me on to the great debt of gratitude we owe to Ian Tyson as Parade Marshal. Over the last five years he has been tireless in putting us forward onto the national stage and leading us on parade. His energy has never flagged, his attention to detail remains as sharp as ever, and he has been very instrumental in ensuring that whatever commemoration we are taking part in, is done correctly and with style our forebears would recognise. Ian, from all of us thank you for all that you have done and will continue to do in remembrance weeks to come.

While on the topic of thanking people who have done so much for the Association, I would like on your behalf to thank all the members of the NMC who do so much selflessly to ensure the smooth running of all the functions especially the reunions at a difficult time with

no naval establishments available for our use. Sadly leaving the NMC this AGM is Trevor Gale, the Hon Secretary. Trevor has done great work and has been excellent at keeping all the branches informed of what is going on. Trevor, I would like to thank you for all you have done and I am sure all the NMC and delegates here would like to join me. Well done and many thanks.

Well what else has happened this year; there was the national draw held by the NI branch in Bangor on the hottest day of the year in the hottest room in the world but did it dampen our spirits – no way. We all had one of the most enjoyable parties with more dancing and making merry than I have had in a long while despite not winning a single thing in the draw! Thank you to all involved in the NI branch and some of us look forward to returning there in August for the Magennis Dinner.

I attended another excellent dinner with the Exeter branch in November which I much enjoyed being hosted by the Commander SM of the first squadron I joined as a young Sub Lt at SM7 in Singapore. He really is charming man now, not at all what I remember!!

The Chairman went across to Cork to attend a very moving ceremony to commemorate the loss of the A5 in 1905. The Southern Irish were found to be just as hospitable as their Northern neighbours.

He attended, as always, the annual memorial to those lost in Vandal and Untamed in the Clyde hosted by the Scottish Branch, the highlight being a ceremony at the Vandal Cairn at Lochranza which I had the pleasure of unveiling back in 1997 when I was FOSM.

Later in the year he attended the Portsmouth Branch dinner on the occasion of their 75th anniversary; a very poignant occasion on HMS Warrior.

Attending the Annual Memorial to those lost in K13 in January demonstrated once again the way we reflect on our forbearers. This function has grown into one of the major memorials of the SA year thanks to the West of Scotland branch.

There are many other memorial services held by various branches all round the country which unfortunately neither of us were able to attend e.g. K4, K17 in Anstruther and Turbulent in Chatham.

This last year has also been a big one for the submarine museum with the commissioning of the John Fieldhouse Building in September by the Princess Royal. The JFB is virtually complete with a steady stream of private and corporate functions in place throughout the year. This year's National Draw is to take place there on 1st July and in the evening the Dolphin Branch will hold their annual social. Letters to branch secretaries have been sent and for those attending it will be a great time to visit the museum and buy all on offer in the gift shop! If you have not seen the JFB do go – it is a fabulous gallery viewed from the sea or from inside.

HMS Alliance is still the main attraction for visitors but is in need of a major refit and upgrade. A prestigious maritime engineering consultancy will be looking at her to put together the bid to the Lottery heritage Fund to assist with the considerable cost. New regulations have meant better access and education facilities which have been looked at by the Curator. The whole project will take three years. About the same as a nuclear submarine refit!

The area of remembrance is nearly ready for the installation of the name displays after which a bit of cosmetic tidying up is needed. The exact date of opening is not yet finalised but it will be very soon. An official opening will take place later in the year. The SA donated £5K to this very worthwhile project the initial idea was the brainchild of the SA being raised as a successful motion at a conference.

For interest, the museum has this year donated £4000 to the submarine memorial fund held by the RNBT. The SA directly donated about £1300.

The friends of the Museum have donated £11000 for work on "Cataloguing the Archives and the Library of the Museum," known as CALM. This is a computerised system for recording, updating, and locating all the artefacts to aid research in the future. I do commend becoming a friend of the museum, it cost very little, (a minimum payment of £15pa but many pay a little more) it does enormous good and there is an annual AGM followed by a PU on the first Friday in July each year which is well worth going to.

Some of you may have heard of plans to increase the co-operation between all RN museums to reduce costs but not to co-locate them. This is going ahead directed by the Chairman of all the museums, I our case now Admiral Roger Lane-Nott after Sir Roy Newman stood down last summer after six very productive years at the helm that transformed the museum from Honest Jeff's scrap yard to a nationally renowned heritage centre. The visitor numbers are rising all the time and are projected to be over 70,000 next year.

My final plea to you all is please support the reunion and try to ensure that as many a possible attend this our 50th anniversary year. We have

managed to secure over £5000 in sponsorship and have consequently been able to reduce the price of attending for members. The NMC will be looking at other ways to use this money to make the event especially memorable as the anniversary year, but as always are open to suggestions. It is your reunion and we want to make it one to remember.

I hope you are all well aware that there is a booklet to commemorate our 50th anniversary being produced to give the history of the Association in which it is intended to include individual branch histories. Please get your contributions in to the Chairman as soon as you can please if you want your branch included in the booklet. Also again on your behalf I would like to thank Joan Fraser who in her own time and unpaid has spent a number of days in the museum researching the history of SOCA/SA for this souvenir booklet. Joan many thanks from us all for all you do for the SA

And now, for one of my jokes.

The Vicar went to see his church organist, a spinster in her 70s. While she was making tea, he noticed that on top of the organ there was a bowl of water with a condom floating in it. He wondered how he would broach the subject. Eventually, his curiosity got the better of him, and he asked, "What is that?" 'Oh,' said the organist, "I was walking in the park not so long ago and I found this little packet. It said place on the organ and keep wet, to avoid the risk of infection - I haven't had flu all winter!"

I hope we have a good and constructive conference.

Thank you Mr Chairman.

NATIONAL COUNCIL CONFERENCE

The Minutes of the Conference have already been forwarded to Branch Secretaries, but this brief summary is included to give some of the salient points - Ed

Minutes

The Minutes of the last conference were proposed and accepted as a true record without any changes. The only comment on them was by the Chairman who mentioned that after the decision to have the Reunion Dinner 'Submariners Only' it was becoming more difficult to find suitable accommodation and venues.

Secretary's Report

The Secretary then thanked the Derby Branch for all the work they had done for last year's Conference and Arboretum day and the Northern Ireland Branch for their work with the Draw. In his opinion, the Liverpool Reunion went well. He discussed the Embankment Day in November and asked Delegates to consider if they really wanted a hot buffet as it was hardly used. The hot buffet was in place of the Memorial Dinner which had now been stopped. As far as he was aware those WWII veterans who had attended had enjoyed their day at the Palace etc. but none had thanked the Association for the work done in making this possible. He also made a plea to those present to remember the Dress Code for official functions.

He informed the Conference that he was standing down because of his increasing workload as ASTUTE approaches 'launch' date. The Chairman thanked the Secretary for all his hard work and support during their time in office together.

Treasurer's Report

The meeting was then subjected to a line by line, blow by blow account of the Income and Expenditure. Here is a man who earns his Honorarium. To summarise there is approximately £11,000 available. The detailed accounts are available and if any Branch wants them then they can have them electronically monthly!

Raffle Tickets would be 50p each and sold in books of 10 tickets. The SA had received donations from BAE Submarine Systems, other defence industries and private individuals towards the Reunion and Draw prizes. The Embankment service was expensive for the SA and so it needs support to keep it viable. He reminded us that the blanket Insurance was now in force to cover all sorts of things including our Branch Standards, memorabilia and even functions. Incidentally, any interest on our money goes to the Memorial Fund.

Motions and Recommendations

The Derby Branch Delegate, Terry Hall, explained his Proposal which was seconded by the Leicester Branch. After a short debate the motion was carried by 26-3

The Barrow Branch delegate Alan Hoskins stated the rationale behind his Proposal which John Erskine from Northern Ireland Branch seconded. Fred Atkinson from Manchester Branch informed the meeting that the RNA did already have a photo ID but it is not currently very successful - although things are improving with P&O looking into some concessions for holders. He believed that things would be transferable and supported our motion. The motion was carried by 25-4.

The Chairman said that he would be looking to the Barrow Branch to assist with the progress of the Proposal and Manchester Branch said they were willing to liaise with the RNA

The Recommendation to invite Tony Whetstone to be an Honorary Vice President was quickly turned into a Resolution, carried unanimously, and applauded by all.

The same happened to the Recommendation to confer Life Membership on Archdeacon Ray Roberts. The Chairman advised that the Rev Steven Brooks the Rector of Liverpool would be taking over as the Honorary Chaplain to the Association.

Propose the Toast at the Reunion

Both Basingstoke and Bath Branches selected by rota had declined to propose the Toast at the Reunion. It was eventually agreed that the London Branch would take on the role.

National Draw

Lincoln Branch were encouraged (and agreed to) host the Draw in 2007

Honorariums

Similarly, the business of Honorariums was quickly discussed and it was agreed that for this year they would be status quo. As they had not been increased since 2003 it was suggested by Barrow that inflation actually meant that they needed a 10% increase to remain the same. The Chairman suggested that Barrow Branch makes a proposal about the value of Honorariums at the next Conference. Northern Ireland Branch said that they would second such a motion

The Royal Navy Submarine Museum

Trustee update April 2006

The John Fieldhouse Building

It would be appropriate to say that the JFB is well underway since the design of the building is essentially that of a modern boat. Teething problems were inevitable with some of the interactive hands on features but remedial work was swift and effective. I am pleased to report that we are now receiving bookings to use the JFB for corporate, social and private functions, you are no doubt aware that we, The S.A. will hold our National Draw at the museum on Sat 1st July hosted by the Dolphin branch. Charges to the S.A. for the hire of JFB will be waived

H.M.S. Alliance

This unique piece of Submarine heritage continues to be the exhibit which attracts most people although I have little more to report since my last. The Director continues doggedly to seek funding for a major overhaul. He has a cordial relationship with the Heritage Lottery Fund and is hopeful of a positive response from them in the none to distant future.

At a recent invitation from the Estonian Ambassador, Her Excellency Kaja Tael, I attended the unveiling of a plaque given by that Country and installed in the Anglican Cathedral Portsmouth. The plaque is an exact replica of one in the Cathedral of Tallinn and came about after the following action.

Shortly after WW1, Units of the Royal Navy and Royal Air Force were deployed in an alliance with Estonia as White Russians during a period of

The Area Of Remembrance

The hard fought battle to bring this to a successful opening is coming to a close and despite niggling delays, Jeff Tall has had some more notable success in acquiring three more artifacts of considerable interest which will appear in the Area in time for the opening (details to be promulgated when known)

- a) The sculpted figure of 'The Submariner' which until now has been in Fort Blockhouse in the area of preservation is to be moved (all 2 ton of it) into the Area of Remembrance. This wonderful piece of sculpture was actually done in HMS Dolphin by the artist over a period of about 6 weeks during which he lived 'in'.
- b) A window from Changi Jail in Singapore (no longer) will have its place in the area too. The significance of this piece is that a few short days before VJ day, Submariners interred there were savagely beheaded. The window would have been something of enormous importance to them.
- c) A deck plate from HMS Repulse (battleship) subsequently became the

property of HMS Repulse (SSBN). This piece will be mounted in the area

We are now awaiting the completion of the name boards by the contractor and thereafter the mounting of them. These will, of course, be the focal point of the area.

The Director was proud to announce that the museum, having fulfilled all the criteria for entrance, has in fact been entered into the prestigious Gulbenkian Museum of the year award, short listing will be announced and thereafter we can only hope.

It is worth mentioning whilst I am on this subject that the museum has already been invited by the European Museum Forum to enter for the 2007 European Museum of the year award.

Other projects now completed include Restoration of the front entrance to the Museum site, a significant improvement to the car park access for buses and coaches and the completion of the simulated Control Room in the Weapons gallery.

Roy Dixon
NMC RNSM Trustee

HMS L55

war with the Red Russians (Bolsheviks). One of the vessels was HM Submarine L55 commanded by Lt Charles Chapman DSC RN. L55 was lost on 9th June 1919.

There is some vagueness about the loss; one school of thought is that she lost trim after firing a torpedo. Another is that the vessel she had engaged was the Russian destroyer Gavril who returned fire, holing L55's pressure hull sending her to the bottom with all hands. Unfortunately, the Bolsheviks

won the day but the alliance was enough to secure the sovereignty of the Baltic States until WW2, when the Russians took them over.

5 was raised by the Russians in 1928; the remains of the original crew were carefully returned to UK and are currently buried in Haslar Naval cemetery. The boat was refitted and returned into service under the Russian flag.

Roy Dixon
NMC. RNSM Trustee

LETTERS TO THE EDITOR
(Well, the printable ones anyway.)

Dear Dave

We, as the branch who submitted the successful proposal at conference of NOT raising the screen at the reunion dinner, feel that Les Catlin's letter in the December issue of "In Depth" needs to be challenged and requires an answer. All his pathetic "Under the thumb" arguments were aired at the 2005 conference and the proposal was still passed. As he would be aware if he had bothered to read the minutes, therefore his whining will not reverse the decision that will be adhered to for the next two reunions at least. The proposal of banning women at the reunion was not passed, some say unfortunately, so Les, it could have been a lot worse, you might have had to be trusted to go on a "Boys weekend" by yourself. Some wives would never think of imposing their presence on this very special weekend for Members of the association.

One would have thought it was a Saga weekend away, by the number of women who got in the photos on the official "Photo CD", not a weekend to be enjoyed by men who share a very special bond and who all mutually have experienced the knowledge that "adrenalin is brown in colour" at one time or another. As the report on the near disaster of the Australian Collins class submarine proves, the women who serve on those submarines know what I mean and would be welcome members side of the partition.

So Les if you want to hear the address, leave the wife to eat with the other females and other NON-members, she will not be alone and will be looked after. This will allow you to come and join the members, who are trusted too have a

good "Pissy assed" weekend alone, without being tied to the wives apron strings and hear the address and speeches. Or you could have come round and stood at the back, if you were that interested. There are 51 other weekends in the year you can take her away or maybe you need back up for your tall stories or something. Branch functions, with invitations to wives, are a way to let you loose for the reunion weekend. [Just a suggestion]

Les we all agree with your summation of it being a great reunion and of the part our wives played in allowing us to do our job, without having to worry about our families. But they have not experienced the special union, we, who served on submarines share and should not be expected to understand or contribute to it, perhaps Les you do not feel this. As for the comment of voting with our feet, I feel that many have already done this by not attending the reunions, just because wives go. As someone once said "you cannot please all of the people all of the time" or "one mans meat is another mans poison", whoops, is that chauvinistic, should have I said "persons meat", sorry Les.

Sincerely,
Dickie Douse
Lincoln Branch

Dear Dave,

As a serving submariner, I have been in e-mail correspondence with Tex Golding with regard Submarine Association interest in Navy Days 06. The event will be held on the August Bank Holiday in Devonport Naval Base and feature in the region of 17 British Warships, 2 Trafalgar Class SSN's, a

number foreign Warships and a couple of tall ships. The Navy Days event encourages the general public to come into the Naval base, board ships and submarines, watch dynamic displays on the river and generally get to know the Royal Navy and see how we operate.

I would be interested to know if there might be some space for either an advert (of some description) or editorial space within your quarterly newsletter to promote the event to your members. We are in the process of marketing the event to national and regional coach companies, who might be interested in bringing groups to the region over the period of the event.

If you have any questions then please do not hesitate to contact me on the number below. I look forward to hearing from you.

With regards

Sam Hearn
Lt RN
Marketing Manager
Navy Days 2006
01752 555456

Dear Dave

At the AGM of the East Kent Branch in January, a proposal was made to give life membership of the branch to our longest serving member.

On the 2nd April 1952 at the Stags Head Hotel, Deal in Kent, the inaugural meeting of the South East Kent Branch was held. The minutes of which, are still retained by the branch.

There were four members present, one of which was Jim Thomsett. In later years Jim was Secretary of the Branch, a post he held until January 2003. After this date, meetings moved from Deal to Margate and the name was changed to

the East Kent Branch. After almost 54 years, Jim is still a regular at the monthly meetings of the branch.

Jim served on the following boats:- H50, P36, Sea Nymph, K1X, Thule, Sturdy and Sea Devil.

A Certificate of Life Membership was presented to Jim by the Branch Chairman Geoff Humphrey.

Regards
Barry Harris
Secretary
East Kent Branch

Dear Sirs, please, could you extend the following appeal through members of your organization. Thank you in advance:

Fellow submariners,

The year of 2006 is the year of the 100th anniversary of the Russian Submarine service. It is a great event for us. You and we, submarine veterans experienced arduous and hard in submarine service during perilous years of the WWII and the Cold War, do not feel animosity to each other. We are submariners and we represent the submariners-brotherhood. We'd like to revive those allied relationship we had during WWII. We think it would be great to establish friendly relationship and close bonds between us and we'd like to invite members of your organisation to take part in the International Submariners- Convention and meeting in St.Petersburg in May 2006, which is organized by our Club. You can find the details of the meeting on our web-site:

www.submarinersclub.narod.ru
We-re looking forward to be in contact with you and hope for further relationships.

Very respectfully
Honorary President of the Club,

Admiral of the Fleet (ret.),
Hero of the Soviet Union
Georgiy M. Egorov

Vice President of the Club
Chairman of the Submariners
Veterans Joint Council
Rear Admiral
Lev Chernavin

Club's Council Chairman
Captain 1st rank (ret.)
Igor. K. Kurdin

UK Armed Forces Veteran
Lapel Badge

Enquiries made of the Veterans Agency have confirmed the eligibility and application rules re the above.

1. Eligibility

All Men and Women who served in HM Forces up to 31 December 1954 are entitled to wear a Veterans Lapel Badge. Widows who are in receipt of a War Widows Pension are also entitled to wear the badge, if the served in HM Armed Forces up to 31 December 1954.

Other groups are also entitled as follows: Cyprus Regiment
Merchant Navy Seaman
Polish Forces under UK
Command
Home Guard

(Regrettably the criteria does not include Veterans who served in Armed Forces of other countries and who served alongside HM Armed Forces. For example; Canadian Navy or Royal Australian Navy)

2. Application for Lapel Badge
Individuals can apply by either one of 5 methods; the following information must be supplied:

Name; Service Number; Type of Service (i.e. Royal Navy); Date of enlistment; Date of Discharge; Address; Post Code; Telephone Number.

Failure to supply any element of information could lead to delay in issue of your Veterans Badge.

By Royal Mail to: Veterans Agency, Thornton Cleveleys, Norcross, Blackpool, FY5 3WP

Fax: 01253 330561
Freephone: 0800 169 2277
From Overseas +44 1253 866043

Email:
help@veteransagency.gsi.gov.uk

Note: Others who have served The Government is expected to make further announcements in the first half of next year concerning the next batch of eligibility, pay attention to the national press and Association newsletters to see if you are included in the next round.

Dear Dave

For the information of all there will be a wreath laid at the Sidon Memorial at 1100 hours on Friday 16th June 2006.

It has been decided that this will be an informal affair open to anyone who wishes to attend, Standards will not repeat not be paraded. Nor, as it stands will there be any form of Church Service. Dress Lounge Suits/Blazers and of course it is accepted as always that the Ladies will know what to wear.

There will also be a Social event in the evening at the Royal Dorset Yacht Club starting at 1930, finger buffet starting at 2000. Live Entertainment from 2045 until 2300 Bar open until midnight. Cost £12.50 per head, tickets available shortly.

There may be another event during the afternoon, details at a later date if it comes off.

Regards
Brian Hodder – Dorset Branch

REQUESTS FOR ASSISTANCE and EXTRACTS FROM THE WEBSITE GUEST BOOK

HMS/m Sickle

The Epping Forest District Museum, based in Waltham Abbey, Essex, are having an exhibition in 2008 about a Second World War 'S' class submarine - HMS/m Sickle.

The Sickle was sponsored by the then Epping Urban District Council and was tragically lost with all hands in June 1944. The Museum would be interested to hear from any of the crew's relatives or submariners who may have served on her. We are looking for any documents, photographs or objects relating to the submarine which we can use within the display.

Contact: Andy Hall,
Exhibitions Officer
Epping Forest District
Museum, 39-41 Sun Street,
Waltham Abbey, Essex, EN9
1EL Tel:01992 716882
Email:
aahall@eppingforestdc.gov.uk

Date: 21/03/2006
Name: Helen Clifford/Fitchat
Email: keg-jock@mweb.co.za
Location: South Africa
Comments: I am still trying to make contact with Chris (Nozmo - Noz) King who served on the HMS RORQUAL in 1966-67 and then the HMS OLMYPUS around 1970. I believe he lived in Gosport. I am visiting UK and SCOTLAND in Sept. and would love to make contact.

Date: 20/03/2006
Name: Christine Robins
Email: cvr111@hotmail.com
Location: Cumbria
Comments: Hi there. My dad would probably kill me if knew I was doing this. If anyone remembers Colin Robins 'Rocking Robin' please could they contact me for any possible stories I can embarrass him with, or other ones too! He worked in Repulse, revenge, all trident, in Rosyth and Portsmouth and others too but I never listened as a kid (as you do) between '64 and '75 roughly I think! Great site guys. Thanks.

Date: 19/03/2006
Name: Frank Hassall
Email: lynjoyce@msn.com
Location: England
Comments: Looking for old buddies! Get in touch!! .

Date: 06/03/2006
Name: Michelle
Email: Ssouthgatex@aol.com
Location: Hadleigh Suffolk
Comments: Hello can anyone help. i am trying to locate Matthew edge and "Ernie" who both served on HMS Olympus in 1987.

Date: 22/02/2006
Name: Bill Smith
Email: inverclyde@netspace.net.au
Location: Tasmania-Australia
Comments: Ch.Elec from 53/74 on Seraph, Auriga,

Tabard(3) ,Scotsman, Token, Artful, Tiptoe, Seneschal, Excalibur, Repulse(P), Sovereign. Anyone who knows me, drop me a line. Also looking for Jock Findlay who was R.E. on Tabard with me and was last heard of on Oberon. Jock married a London girl and lived in Smoke.

Date: 15/02/2006
Name: bob bragg
Email: bob.bragg1@ntlworld.com

Location: Ipswich
Comments: Anyone know of a Richard [Dixie] Dixon was an A/B on S/M Ocelot based in Faslane 1966-67 been trying to find him for ages with no luck. Also Billy Dufery would like a chat good run ashore oppo originally came from Consett in Geordie land any info would be appreciated

Am endeavouring to contact Peter James Irwin who I believe was ex RN submariner and now believed to be living in God's country (Australia). Purpose of contact is to advise him of 50 yr reunion of graduation from Dartmouth in 2008.

If this could be advertised would appreciate.

Thanks

[Reg Hefferan](mailto:Reg.Hefferan) (ex Aurochs for a dogwatch)
Tel Sydney 02 9428 4363

HOW TO IMPRESS A WOMAN:

- ◆ Compliment her
- ◆ Cuddle her
- ◆ Kiss her
- ◆ Caress her
- ◆ Lover her
- ◆ Stroke her
- ◆ Tease her
- ◆ Comfort her
- ◆ Hug her
- ◆ Hold her
- ◆ Wine & dine her
- ◆ Buy nice things for her
- ◆ Listen to her
- ◆ Stand by her
- ◆ Support her
- ◆ Respect her
- ◆ Go to the ends of the world for her.

HOW TO IMPRESS A SUBMARINER:

- ◆ Show up naked,
- ◆ Bring Beer!!

SOLMA NEWSLETTER 2006

REAR ADMIRAL SUBMARINES REPORT

The last 12 months or so have once again been an extremely busy period for the Submarine Service with Submarines being deployed all over the world from the Far East and Indian Ocean to the South Atlantic and Mediterranean. I would like to give you an insight into what the Submarine Service has been up to starting with yet another major Submarine Service has been up to starting with yet another major submarine rescue and the major exercise that enabled us to maintain our capability in this important area.

At the start of 2005 we said goodbye to HMCS Chicoutimi as it made its overdue passage to Canadian waters. This time she was lifted on the back of a heavy lift vessel and she is now being repaired in the yards in Halifax. Her rescue had demonstrated that our procedures were very sound and our people had once again shown considerable fortitude and determination. The CO of HMS Montrose, Commander, Andy Webb Royal Navy was awarded the MBE as a mark of his ship's efforts. Having conducted one submarine rescue we could not imagine that our people would again be called upon less than a year later with the rescue of the PRIZ 28 Submersible off Kamchatka. The alarm was raised in Petropavlovsk early on 05 August 2005, and with the experience of the KURSK still fresh in the corporate memory, liaison between my team and NA Moscow commenced without delay. By the evening of 05 August 2005 our Scorpio ROV had been loaded in a C17 along with its operating team and commenced the long journey to the Pacific. The team and the ROV arrived some 40 hours later at the datum having

travelled some 5400 nautical miles and within a further 8 hours the results were there for the world to see with all crew safe and unharmed.

It must be emphasised that this rescue was made considerably easier because of the demanding exercise programme for the UK submarine rescue system of which one core exercise in particular is worthy of note: Sorbet Royal. Every three years NATO conducts this huge submarine escape and rescue exercise either in the Mediterranean or the Baltic in 2005 it was the Med. Four different submarines, Dutch, Italian, Spanish and Turkish, were placed on the bottom and then visited over two weeks of intense activity by rescue systems from UK, Italy and USA. This involved conducting escape of personnel from the bottom culminating in the simulated sinking of a submarine with 75 survivors. The UK and Italian rescue systems raised them all to the surface in 29 hours and then treated each survivor in the decompression suites. This is an absolute first no exercise so wide in scope and so demanding of the rescue systems has been carried out before.

Returning to the mainstay of our business operations. On the SSN front, a busy time has been had which saw all 4 remaining Swiftsure class at sea as well as Trafalgar, Turbulent, Torbay and Trenchant conducting training and operations in the Atlantic and home waters. Trafalgar also completed a deployment to Eastern USA for the improved Tomahawk missile firings. SSNS have exercised with US, French, Dutch and other Allied forces. Port visits include Port Canaveral,

Halifax, Bermuda, Curacao, Singapore, Brest, Toulon, Gibraltar, Naples, Bergen, Rotterdam, Lisbon and Rio as well as new locations at Aqaba (Jordan), Aksaz (Turkey), La Reunion (French Indian Ocean Territory), Fujairah and Dubai (UAE), and Goa (India). With three major deployments complete our SSNs have been busy. Trafalgar had been to West Atlantic, Sceptre to the Middle East and Far East and Spartan to Southern waters, before rounding Cape of Good Hope and operating in the Indian Ocean. On the strategic submarine front, having completed her lengthy refit and refuel, Vanguard has deployed to Kings Bay, Georgia and Port Canaveral and has conducted her firing of a test missile to prove her systems.

Vanguard is planned to return to the cycle in 2006. Victorious is refitting in Devonport and Vengeance and Vigilant have been working very hard to maintain the Continuous At Sea Deterrent. On the personnel side, the comprehensive regeneration of HMS Neptune fleet accommodation has continued apace in Faslane and HMS Drake Armada project in Devonport with the single living accommodation blocks very much appearing quickly as part of the Faslane and Devonport skylines.

The 'Perisher' courses continue at their customary fast pace with HMS Trafalgar hosting last year and Turbulent will be hosting this year. The Submarine Command Course as ever, evolves to meet the challenging world in which we operate. USN students continue to attend our course and likewise we have continued the cross-pollination. We have maintained a strong liaison with the Dutch Perisher

and the first UK course of each year is combined with them.

This year we have also celebrated 200 years since The Battle of Trafalgar. It has been used as the centre piece of reminding everyone in the UK the importance of the sea; there are many in this country who still fail to appreciate that our

wealth and good fortune is still dependant upon that which goes on at sea. I was particularly pleased to see Trafalgar, Turbulent and Trenchant in the centre of the fleet review gaining much praise and comment.

In sum the year the navy celebrates 200 years since our

famous victory your submarine service is playing a central role ensuring the stability and prosperity of this island, flying the White Ensign around the globe and conducting its business without fuss to tremendous effect.

Rear Admiral Paul Lambert
Rear Admiral Submarines

2005 STELLA AWARDS!

Time once again to review the winners of the Annual "Stella Awards" The Stella Awards are named after 81 year-old Stella Liebeck who spilled hot coffee on herself and successfully sued McDonald's (in NM). That case inspired the Stella Awards for the most frivolous, ridiculous, successful lawsuits in the United States.

Here are this year's winners:

5th. Place (tie): Kathleen Robertson of Austin, Texas, was awarded \$80,000 by a jury of her peers after breaking her ankle tripping over a toddler who was running inside a furniture store. The owners of the store were understandably surprised at the verdict, considering the misbehaving little toddler was Ms. Robertson's son.

5th. Place (tie): 19-year-old Carl Truman of Los Angeles won \$74,000 and medical expenses when his neighbour ran over his hand with a Honda Accord. Mr. Truman apparently didn't notice there was someone at the wheel of the car when he was trying to steal his neighbour's hubcaps.

5th. Place (tie): Terrence Dickson of Bristol, Pennsylvania, was leaving a house he had just finished robbing by way of the garage. He was not able to get the garage door to go up since the automatic door opener was malfunctioning. He couldn't re-enter the house because the door connecting the house and garage locked when he pulled it shut. The family was on vacation, and Mr. Dickson found himself locked in the garage for eight days. He subsisted on a case of Pepsi he found, and a large bag of dry dog food. He sued the homeowner's insurance claiming the situation caused him undue mental anguish. The jury agreed to the tune of \$500,000. In my opinion this is so outrageous that it should have been 2nd Place!

4th. Place: Jerry Williams of Little Rock, Arkansas, was awarded \$14,500. and medical expenses after being bitten on the buttocks by his next door neighbour's beagle. The beagle was on a chain in its owner's fenced yard. The award was less than

sought because the jury felt the dog might have been just a little provoked at the time, by Mr. Williams who had climbed over the fence into the yard and was shooting it repeatedly with a pellet gun.

3rd. Place: A Philadelphia restaurant was ordered to pay Amber Carson of Lancaster, Pennsylvania, \$113,500 after she slipped on a soft drink and broke her coccyx (tailbone). The beverage was on the floor because Ms. Carson had thrown it at her boyfriend 30 seconds earlier during an argument.

2nd. Place: Kara Walto of Claymont, Delaware, successfully sued the owner of a night club in a neighbouring city when she fell from the bathroom window to the floor and knocked out her two front teeth. This occurred while Ms. Walton was trying to sneak through the window in the ladies room to avoid paying the \$3.50 cover charge. She was awarded \$12,000 and dental expenses.

1st. Place: This year's runaway winner was Mrs. Merv Grazinski of Oklahoma City, Oklahoma. Mrs. Grazinski purchased a brand new 32-foot Winnebago motor home. On her first trip home, (from an OU football game), having driven onto the freeway, she set the cruise control at 70 mph and calmly left the drivers seat to go into the back & make herself a sandwich. Not surprisingly, the RV left the freeway, crashed and overturned. Mrs. Grazinski sued Winnebago for not advising her in the owner's manual that she couldn't actually do this. The jury awarded her \$1,750,000 plus a new motor home. The company actually changed their manuals on the basis of this suit, just in case there were any other complete morons around.

SIMPLY UNBELIEVABLE!

Why doesn't the Royal Navy have Front Admirals?

ASTUTE UPDATE

The MOD has released a new image of the attack submarine Astute - the Royal Navy's new submarine which is being built in Barrow-in-Furness.

With her hull now complete, HMS Astute is the first of three Astute Class submarines being built for the Royal Navy by BAE SYSTEMS Submarines to replace the Swiftsure and Trafalgar Classes on the Clyde and Devonport respectively. Astute is due to arrive at its base port on the Clyde in 2008.

As the stealthiest submarine ever built for the Royal Navy, the Astute Class will have six weapons tubes and can carry much more firepower than earlier classes. They will be the largest and most powerful nuclear attack submarines, equipped with the world's most advanced sonar system, Spearfish torpedoes and Tomahawk cruise missiles capable of delivering pin-point strikes at 2,000km range.

Minister for defence procurement Lord Drayson said: "Now her hull is complete HMS Astute – the first of the new class – looks truly remarkable. She will be the Royal Navy's biggest and most powerful attack submarine with improved firepower, communications and intelligence gathering equipment - all added to the fact that her advanced new power core means she will never have to be refuelled throughout her 25-year operational life, a remarkable feat of engineering."

The Navy Board announced earlier this month that all the



Astute Class boats will join the Vanguard Class at HM Naval Base Clyde, near Helensburgh, which will eventually become the sole UK operating base for Royal Navy submarines following the decommissioning of the Swiftsure Class in 2011 and the last Trafalgar boat around 2022.

This decision by the Navy Board confirms investment in the Clyde area to operate the new generation of Nuclear Submarines. This investment consists of a new £145 million floating jetty, new Astute Class training facilities and a £130 million upgrade to HM Naval Base Clyde's single living accommodation for service personnel.

Whilst support arrangements have yet to be fully developed, Astute will require highly skilled personnel, both military and civilian, to maintain these impressive submarines for at least the next 25 years.

"The Astute Class is designed for a wide range of roles to meet today's need for

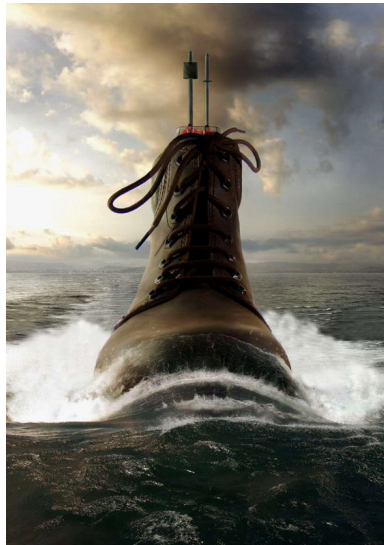
flexibility. Work has already begun on the next two boats in the class – HMS Ambush and HMS Artful – they will become a cornerstone of UK defence capability and the benefits they will bring to our Royal Navy cannot be overstated."

Astute is one of the first nuclear submarines to be designed entirely in a three dimensional computer aided environment and breaks away from the principle that submarine performance should be optimised by designing the smallest boat possible with little regard to cost.

Lord Drayson added "It's well-known that there were some early problems with this programme, but thanks to a lot of hard work and a close working relationship between BAE Systems and the MoD, this hugely complex project now is on-track to meet the revised In-Service date, and I am looking forward to the launch of HMS Astute next year."

WHO NEEDS ASTUTE ANYWAY?

(looks like the German's got there first)



Das Boo

TRAFALGAR CLASS SUBMARINE - HMS TORBAY

HMS Torbay has a new blue livery as she seeks to become even more stealthy patrolling the ocean depths worldwide protecting the UK's interests. The Trafalgar Class submarine has undergone a transformation from her normal black hue, the colour of the rest of the Royal Navy's submarine fleet, to a steely blue in a bid to become less visible to possible hunters. The colour change will be monitored by the Royal Navy to see if it has the desired effect and makes the submarine more difficult to see from the surface and from the air. Various colours have been tried in the past as possible replacements for black and, if the trials are successful, this new blue could be adopted for current and future submarines. The idea is that blue will soften the sharp outline of black submarines and make them harder to detect.

The whole idea of a submarine is that she is as difficult as possible to detect to possible enemy hunters; this applies visually and in all other ways

including sound and magnetic signature. Therefore, seeking a way of making HMS Torbay hard to see fits in with the ability of her to evade detection by underwater radar or sonar, operated by hunter ships, aircraft and other submarines. The harder HMS Torbay is to detect in all ways makes her more valuable in undertaking covert surveillance tasks for the Royal Navy, for which she is well equipped.

HMS Torbay - History

HMS Torbay was launched on Friday 8th March 1987 by Lady Ann Herbert. Distinguished guests at the ceremony included Rear Admiral Sir Anthony Miers, an ex-Torbay captain whose exploits earned him one of only nine Victoria Crosses awarded to Submariners of all ranks during the Second World War. HMS Torbay is optimised for patrolling alone in the depth of the North Atlantic, and is capable of continuous high-speeds for long periods, allowing her to deploy to anywhere in the world undetected. Powerful Spearfish

torpedoes and Sub-Harpoon long-range anti-ship missiles make Torbay a deadly asset to the Royal Navy.

Torbay has recently completed a refit and is fitted with the most advanced sonar technology in existence, after being given 'First of Class' status in order to trial the equipment destined for the Astute Class Submarine. A major feature of the update is the new Sonar 2076 suite, which replaces most of the older, individual sonar sets with a fully integrated system, providing a significant enhancement in all-round sonar performance. To reduce counter-detection and to enhance the submarines' overall combat system effectiveness a number of modifications to the platform are also being implemented, including the introduction of a new Heat Management System and Equipment and a number of other acoustic signature reduction measures.

THE SEARCH GOES ON (For pre-WWI Royal Navy Submarine Pioneers)

Your help is requested to find the names of lost and forgotten Royal Navy Submariners from the early days of the Submarine Service.

Myself (David S Campbell) in Canada, Barrie Downer (Barrow in Furness), John Eade (Perth, Western Australia) and other friends and colleagues have been trying for some years now to find the names of the original 1901 to 1914 Royal Navy Submariners (Officers and Ratings). They volunteered, did their duty, died and now, many of them have been forgotten.

So far we have been told that most of the relevant crew lists were destroyed in the WW2 German bombing raids and that other records have been otherwise lost or mislaid. We were also told that tracing them through their personal records in the *National Archives (PRO)* at Kew would be like trying to find a needle in a large haystack. Our Research so far has narrowed the search to finding a needle in a smaller haystack but not quite yet in bale of hay.

We intend to honour and publish the names of all of the pioneer pre-WWI RN Submariners that we can identify and, hopefully create a Web Site that will be a virtual memorial to them. Any information found will be passed to the Royal Submarine Museum at Gosport and have it linked to other related Submarine Sites.

The names of 345 of the pre-WWI Submarine Officers are known to us and these are fairly easy to track down using Navy Lists and other records but, so far we have only confirmed the names of 690 of the pre December 1914

Submarine Ratings. Submariner Ratings served at least 5 years in Submarines Service before compulsorily returning to General Service for at least two years before they could volunteer for a second five year tour in Submarines. At the outbreak of WW1 there were some 168 Officers and 1250 Ratings serving in Submarines. We think we are still looking for over 1000 names.

The Service Records of the pre-WWI Royal Navy Submariners are included among the more than 500,000 non-Officer rating who joined the Royal Navy as regular servicemen between 1853 and 1923 included in Royal Navy 'Service Records On Line' at www.nationalarchives.gov.uk/documentsonline/royal-navy-service.asp. So far, these records have been used to confirm the Names, Official Numbers and dates and places of birth of the 690 identified Submarine Ratings.

We hope that members of the Submariners Association may be able to help in our search. Did you have family members who served in the Royal Navy pre- WWI or in WWI and who served in Submarines? –Or do you know of Old Comrades who served in Submarines in the early days? - do you know their names, rates, Official Numbers and Submarines in which they served? If you do we would be grateful for any information available. It would be useful to know whether they also served in WWI because it is pretty certain that of the additional 1350 submariners so far identified by us and known to have served in WWI many will also have served pre-WWI.

If you have any information, identifying clues on records

will be Submarines of the Holland, A, B, C, D, E, F, G, H, J, K L, S, W, and V Classes and Submarine Depot and Support Ships such as HMS Hazard, HMS Latona, HMS Thames, HMS Forth, HMS Onyx, HMS Dolphin, HMS Arrogant, HMS Bonaventure, HMS Vulcan, HMS Maidstone, HMS Adamant, HMS Pactolus, HMS Cormorant, HMS Egmont and HMS Rosario.

Barrie Downer (the Secretary of the Barrow in Furness Branch of the Submariners Association and NMC member) is maintaining the List of those Submariners that have been identified so far and any information that you have should be passed to him. Copies of any Records will be helpful as will copies of Crew Photographs etc – please do not send original records or photos as we wouldn't want them to get lost in the post. With your help it may be just a matter of time and effort to find the rest of the names in such records and in those on the National Archives web site.

Diesel Submariners 1914 - 1990

Also, if you have information on Submariners who served post WWI, during WWII and even post WWII that information will also be helpful to John Eade who is collating a Data Base from the Records of Diesel Submariners – both officers and Ratings . These records can also be passed to Barrie Downer who can pass them on to John in Australia.

Thank you for considering this request.

David S. Campbell

SCRAPPING OF SUB MEANS SPECIAL BOAT SERVICE FACES ADDED DANGER

Special Boat Service chiefs said yesterday that operations would become even more dangerous when a submarine designed for secret missions was withdrawn from service.

The vessel, fitted with a dry dock hangar from which mini-submers are launched underwater, will be decommissioned next month.

SBS troops are angry that they will have to wait for three years before a new class of submarine replaces it. For the past year, the SBS – the Royal Navy equivalent of the SAS and drawn mainly from the Royal Marines – has been able to use the swimmer delivery vehicles (SDV) for secret operations around the world.

Now it will have to rely on less covert methods to insert teams on missions against terrorists linked to Al-Qa-eda until the new Astute Class of submarines that incorporates a dry dock enters service in 2009. Frogmen will have to launch their mini-submers from surface vessels or rely on the US navy in emergencies “The SBS are very keen to retain this capability and it is regrettable that we are losing it”, a source linked to the unit said.

The mini-submers can carry six divers and are capable of travelling dozens of miles underwater.

They are ideal for coastal reconnaissance, snatching suspects close the coastline and recovering oil rigs or tankers that have been hijacked by terrorists.

The dry dock was adapted from an American design called the Alamanda project. It cost millions to attach it to the back of the submarine Spartan but there are no plans to fit it to another boat. Spartan, one of four remaining swiftsure class nuclear attack submarines, has returned to Faslane base, near Glasgow, after operations in the Indian Ocean, the Gulf and the South Atlantic to be decommissioned after 36 years of service.

Because the mini-submers can not be used from submarines without dry docks, the SBS frogmen will have to revert either to swimming ashore or under collapsible kayaks and fast rigid raider boats pulled through submarine hatches. The SDVs will be launched only from surface vessels.

“There is much less chance of being detected if you do not

have to surface”, a Royal Navy source said. “The men can also store much larger equipment on the deck instead of having to squeeze it through a hatchway in the submarine’s hull”.

Richard Scott the naval consultant for Jane’s Defence Weekly said “The Navy looked at fitting the dry dock to another boat but, given the amount of upkeep, it could not justify the cost”.

The MoD stuck to its policy of not commenting on special forces capabilities or operations but a Whitehall source said there were “other ways of achieving SBS aims without dry docks”.

He added “Yes, we are going to have to do things differently but part of the risk in deciding to go ahead with this programme was that it would come to an end with the decommissioning of Spartan.

“If we thought it was going to destroy a capability, then we would have found the money to keep Spartan on until Astute came in.

“To say it is not safe to do without it is not right, but is can make life more difficult”.



BLAIR FACES LEGAL TEST ON TRIDENT FROM WIFE'S LEGAL FIRM

By Paul Hutcheson, Scottish Political Editor

REPLACING Trident would fall foul of the UK's international obligations on disarmament, according to colleagues working for Cherie Blair's law firm.

The judgment, delivered by legal practice Matrix Chambers, says renewing Britain's nuclear deterrent would be a "material breach" of the Non-Proliferation Treaty (NPT).

It also claims that use of the submarine system would be against international law.

The ruling was commissioned by anti-nuclear group Peacerrights, which asked the London-based firm to advise on the legality of the controversial missile system.

Government ministers are currently considering whether Trident, which consists of four nuclear-powered submarines, should be extended beyond its shelf-life. The system comes up for replacement in around 2020 and would cost £20 billion to replace.

Defence minister John Reid has indicated a decision will be made in this parliament but has refused to say whether MPs will get a vote on the issue.

The debate on whether Britain needs a new nuclear deterrent has now been reignited by Matrix Chambers, which argues that replacing the

system is incompatible with UK treaty obligations.

Professor Christine Chinkin and Rabinder Singh QC, a colleague of the Prime Minister's wife, have noted in a legal opinion that part of the NPT obliges the Prime Minister to negotiate disarmament. The treaty reads: "Each of the parties to the Treaty undertakes to pursue negotiations in good faith on effective measures relating to cessation of the nuclear arms race at an early date and to nuclear disarmament and on a treaty on general and complete disarmament under strict and effective control."

In this context, the two lawyers say replacing Trident is a breach of one of the treaty's articles: "It is difficult to see how unilateral (or bilateral) action that pre-empts any possibility of an outcome of disarmament can be defined as pursuing negotiations in good faith and to bring them to a conclusion and is, in our view, thereby in violation of the NPT, article VI obligation."

They also argue that renewing the ageing system would result in Britain being in "material breach" of the treaty: "The non-nuclear weapon states required commitments from the nuclear weapon states as part of their willingness to accept non-nuclear status under

the NPT and failure to comply with article VI thus, in our view, constitutes material breach."

It is not the first time Matrix Chambers has embarrassed Blair. The firm, which specialises in human rights and was co-founded by Cherie Blair, said in 2004 that there were legal grounds to impeach the Labour leader over the Iraq war.

Chris Ballance MSP, the Green speaker on peace, said the judgement should not be ignored: "The legal opinion, from two well-respected experts, could not be clearer. Trident is illegal, threatening to use it is illegal and seeking to replace it with a new system would be illegal."

SNP leader Alex Salmond welcomed the legal opinion on replacing Trident. "It will be embarrassing for the Prime Minister to be put in a position of conflict with a legal opinion provided by Cherie Blair's chambers," he said.

A Ministry of Defence spokesman defended Trident's legality. "We are satisfied that possession and maintenance of a minimum deterrence is in compliance with international law," he said.

05 February 2006

The Last Word!

1. Two blondes walk into a building. You'd think at least one of them would have seen it.
2. Phone answering machine message - "...If you want to buy marijuana, press the hash key..."
3. A guy walks into the psychiatrist wearing only Clingfilm for shorts. The shrink says, "Well, I can clearly see you're nuts."
4. I went to buy some camouflage trousers the other day but I couldn't find any.

5. I went to the butchers the other day and I bet him 50 quid that he couldn't reach the meat off the top shelf. He said, "No, the steaks are too high."
6. My friend drowned in a bowl of muesli. A strong currant pulled him in.
7. A man came round in hospital after a serious accident. He shouted, "Doctor, doctor, I can't feel my legs!" The doctor replied, "I know you can't, I've cut your arms off".

8. I went to a seafood disco last week...and pulled a muscle.
9. Two Eskimos sitting in a kayak were chilly. They lit a fire in the craft, it sank, proving once and for all that you can't have your kayak and heat it.
10. Our ice cream man was found lying on the floor of his van covered with hundreds and thousands. Police say that he topped himself.
11. Man goes to the doctor, with a strawberry growing out of his head. Doc says "I'll give you some cream to put on it."
12. 'Doc I can't stop singing The Green, Green Grass of Home' "That sounds like Tom Jones syndrome. 'Is it common?' "It's not Unusual.
13. A man takes his Rottweiler to the vet. "My dog is cross-eyed, is there anything you can do for him?" "Well," said the vet, "let's have a look at him" So he picks the dog up and examines his eyes, then he checks his teeth. Finally, he says, "I'm going to have to put him down." "What? Because he's cross-eyed?" "No, because he's really heavy"
14. Guy goes into the doctor's. "Doc, I've got a cricket ball stuck up my backside." "How's that?" "Don't you start."
15. Two elephants walk off a cliff...boom, boom!

16. What do you call a fish with no eyes? A fsh.
17. So I was getting into my car, and this bloke says to me "Can you give me a lift?" I said "Sure, you look great, the world's your oyster, go for it."
18. Apparently, 1 in 5 people in the world are Chinese. There are 5 people in my family, so it must be one of them. It's either my mum or my Dad, or my older Brother Colin, or my younger Brother Ho-Cha-Chu? But I think its Colin.
19. Two fat blokes in a pub, one says to the other "Your round." The other one says "So are you, you fat bast**d!"
20. Police arrested two kids yesterday, one was drinking battery acid, and the other was eating fireworks. They charged one and let the other one off.
21. "You know, somebody actually complimented me on my driving today. They left a little note on the windscreen. It said, 'Parking Fine.' So that was nice."
22. A man walked into the doctors, he said, "I've hurt my arm in several places" The doctor said, "Well don't go there anymore"

Obituary For Common Sense

"The Sad Passing of Common Sense"

Today we mourn the passing of a beloved old friend, Common Sense, who has been with us for many years.

No one knows for sure how old he was since his birth records were long ago lost in bureaucratic red tape.

He will be remembered as having cultivated such valuable lessons as knowing when to come in out of the rain, why the early bird gets the worm, life isn't always fair, and maybe it was my fault.

Common Sense lived by simple, sound financial policies (don't spend more than you earn) and reliable parenting strategies (adults, not children, are in charge).

His health began to deteriorate rapidly when well intentioned but overbearing regulations were set in place.

Reports of a six-year-old boy charged with sexual

harassment t for kissing a classmate; teens suspended from school for using mouthwash after lunch; and a teacher fired for reprimanding an unruly student, only worsened his condition.

Common Sense lost ground when parents attacked teachers for doing the job they themselves failed to do in disciplining their unruly children

It declined even further when schools were required to get parental consent to administer Paracetamol, sun lotion or a sticky plaster to a student; but, could not inform the parents when a student became pregnant and wanted to have an abortion.

Common Sense lost the will to live as the Ten Commandments became contraband; churches became businesses; and criminals

received better treatment than their victims.

Common Sense took a beating when you couldn't defend yourself from a burglar in your own home and the burglar can sue you for assault.

Common Sense finally gave up the will to live, after a woman failed to realise that a steaming cup of coffee was hot.

She spilled a little in her lap, and was promptly awarded a huge settlement.

Common Sense was preceded in death by his parents, Truth and Trust; his wife, Discretion; his daughter, Responsibility; and his son, Reason. He is survived by three stepbrothers; I Know My Rights, Someone Else is to Blame, and I'm A Victim.

Not many attended his funeral because so few realised he was gone.

OBITUARIES

Captain James Boyd

Captain Jim Boyd, one of the Royal Navy's most experienced commanding officers, has died only weeks after retiring from the service.

He was 54 years old and collapsed while hill walking with friends in the Cairngorms. His final posting was as a Captain of the Faslane Flotilla, the officer responsible for the operational capability of all of the ships and submarines baseported at HM naval Base Clyde, including the UK's strategic nuclear deterrent.

He also served with distinction as the UK's Defence Attaché in Tokyo.

He enjoyed a brilliant career in the submarine service, being one of the first commanders of the Trident missile carrying V-boats, the Vanguard Class, as the first captain of the Starboard crew of HMS Vanguard. (One V-boat is at sea at all times and therefore requires two crews, Port and Starboard).

Captain Boyd, originally from Callander in Perthshire, moved with his parents to Wemyss Bay and he was educated at Greenock Academy. Later, he established his family home at Skelmorlie, where his mother Jean Boyd still lives, so he was truly a man of the Clyde. He joined the Royal Navy straight from school in 1969 and began his training at Britannia Royal Navy College in Dartmouth. His early appointments lived up to the old adage that you join the navy to see the world – while still a young man he saw service in Greenland, Iceland, with HM Ships Tenby and Whitby and Brinton.

In 1973, aged 22, he opted to join the submarine service. His first boat was HMS Odin, based in Australia at the time, and he spent three years there, first as Torpedo Officer and then as a Navigating Officer.

He returned to the UK in 1975 and after completing the Submarine Navigating Officer's Course, he spent a further year as Navigating Officer on board HMS Otter, Odin and Otter both being Oberon Class diesel electric powered submarines.

Lieutenant Boyd then moved into the nuclear submarine programme, joining the Polaris missile carrying boat HMS Repulse in 1978.

She was at the end of a refit period and following work up and sea trials, Jim completed four deterrent patrols in a three year tour of duty when the phrase "Cold War" still had a very real meaning to submariners sailing from the Clyde.

He returned to conventional submarines in 1981 and joined HMS Porpoise as First Lieutenant and second in command. Within a year he had completed the Commanding Officers' Qualifying course, Perisher and was made captain of HMS Opossum.

At the end of that tour of duty he joined the staff of Captain Sea Training, the office responsible for the training and assessing of all crews in every class of submarine.

Further promotion followed and he became Executive Officer of the nuclear powered HMS Churchill assuming command of her in 1988.

Then, promoted to Commander, he spent two years at HMS Dolphin as the Portsmouth based commander of the First Submarine Squadron.

Moving on again, Commander Boyd spent six months at the Joint Services College, Royal Navy College, Greenwich before moving to Barrow in Furness to take command of the Starboard crew of HMS

Vanguard, the first of the UK's Trident Submarines.

During three and a half eventful years of command, he conducted the submarine's initial sea trials, crew training and first Starboard crew operational patrol.

On leaving Vanguard he worked for the Director Naval Manning and was promoted to Captain in 1996, returning to the west coast of Scotland as Captain Submarine Sea and Shore Training.

His career took a diplomatic turn only two years later when he began training to become an attaché moving to Tokyo with his wife Jenny in 1999. They stayed there for four very happy and fulfilling years before he again returned to Scotland as Captain of the Faslane Flotilla.

Jenny sadly died in 2005, but Jim survived by two daughters Kirsty and Kerry – and Kerry has two children Hamish and Kirsty.

The Flag Officer for Scotland, Northern England and Northern Ireland, Rear Admiral Nick Harris was a close personal friend. He said "Jim was well known, much respected and liked by all.

He had a most illustrious career in the submarine service and was a very successful Defence Attache in Tokyo, a job he and Jenny very much enjoyed. He was a good friend and very popular officer".

Captain Peter Merriman, the man whose job it is to bring the new Astute Class of submarines to Faslane, said "Jim saw through the smooth introduction of the Trident Boats – he would have loved to see the arrival of the Astute Class. He was a gentleman with common sense in abundance. He was great to work for and will be sorely missed".

Lieutenant Commander Dicky Kendall

Submariner who placed a mine beneath the German battleship in which he was subsequently held prisoner

Lieutenant Commander Dicky Kendall, who has died aged 82, placed a two-ton mine under the German Battleship Tirpitz in the Kaa Fjord of northern Norway.

On the evening of September 20, 1942, after being towed 1,200 miles from Scotland, in an attack submarine, Kendall boarded the miniature sub X-6. While his Captain Lt Don Cameron, navigated through a minefield on the surface, Kendall had to trim the craft to counterbalance a leak in the one of the two-ton explosive charges fixed to its sides.

As the diver in the four-man crew, Kendall's job was to don a heavy diving suit and enter a flooded compartment. He then had to open the hatch to climb on to the casing to manoeuvre a heavy pneumatic cutter and its hose; his task was to cut through the heavy wire nets protecting the battleship. At 0200 hours, the nets opened for a coaster, and Cameron followed through in the boat's wake. When the periscope fogged up, Kendall had to hold it in position with his foot on the brake, his back to the chart table while Cameron eyed the target.

Suddenly, X-6 struck a shoal and was forced to surface by Tirpitz's port bow; all Kendall could see was the ship's grey paint. As X-6 scraped down the battleship's side, Kendall released the starboard mine under Tirpitz's B turret.

After opening the buoyancy tanks to scuttle their craft, Cameron, Kendall and the two other crew members clambered on to the casing, to be hauled aboard a German picket boat, where all four saluted as X-6 sank.

Kendall was locked in a small compartment on board Tirpitz but refused to speak to his captors, despite threats of summary execution. Then, at 0812, there were two violent explosions, and she heaved upwards several feet, throwing him and his guard to the deck. As the ship listed heavily, Kendall knew that the attack had inflicted serious damage.

Cameron was awarded the VC, Lt John Lorimer and Kendall received the DSO; and Engine Room Artificer Edmund Goddard the Conspicuous Gallantry Medal.

The Germans billeted Kendall and Lorimer in a prison camp outside Bremen with the survivors of Operation Principal, the human torpedo attack in the Mediterranean, and for several months all the most highly decorated officers in the RNVR shared the same hut. Afterwards Kendall rarely talked about Operation Source (the Tirpitz attack) or his captivity, except to boast of bribing a guard for a bottle of champagne to celebrate his 21st birthday. He was released after 18 months and left the Navy in 1946.

The son of a master draper Richard Haddon Kendall was born at Palmers Green on March 02 1923 and educated at Epsom College. Young Dicky was southern counties junior cross country champion in wartime England and while reading for a BSC in Forestry at Aberdeen he captained the Scottish Universities team at the World Student Games in 1947.

After school Kendall worked briefly as a broker at Lloyds but in 1942 he spent 6 months as a seaman in the destroyer

Puckeridge and four months at HMS King Alfred before passing out as a midshipman RNVR on Christmas Eve.

He wanted to drive fast motorboats in coastal forces, but was sent to HMS Dolphin to become a diver and in early 1943 he was training as a charioteer (human torpedo) when he was persuaded to volunteer for X-Craft.

Kendall worked for the Forestry Commission in the New Forset until emigrating to Canada in 1957. He gained experience of Canadian forestry in British Columbia, Ontario and the Northwest Territories, then joined the National Parks Service. Steadily rising in seniority he became superintendent of Mackenzie Forest in the North West Territories based at Fort Smith, he was responsible for more than 500,000 square miles of forest.

On retiring in 1986 Kendall settled at Wolfville on the Bay of Fundy, which he used as a base for his voluntary service with the Canadian Executive Service Overseas conservation projects in Costa Rica and Ecuador and with the Aboriginal Services in the Maritime provinces.

He enjoyed travelling, playing golf and curling as well as tending his impressive gardens. A modest man, with dry wit, he would change the subject when his wartime service was mentioned.

Dicky Kendall married in 1961, Maureen Snyder, she survives him with three sons and a daughter.

Sub Lt Rod Dove

Sub-Lieutenant Rod Dove, who has died aged 84, won the DSO during a daring attack on Italian shipping by riding a human torpedo into Palermo harbour.

As the submarine Trooper surfaced in heavy weather off Palermo on January 2/3 1943, Dove and his crewman, Leading Seaman Jimmy Freel, climbed on to the casing wearing their cumbersome diving suits.

Dove recalled that it was the blackest night, with the Force 5 wind off the coast whipping up to make Trooper bounce like a yo-yo on a short string.

Each man worked with one hand, holding on to the submarine with the other, as they unscrewed the wire fastenings to push Chariot XVI out of its container and on to the deck, which was continually swept by waves.

As Trooper lay semi-submerged to allow Dove and Freel to clamber aboard their craft, a breaker suddenly picked up the chariot, lifting it over the casing and dumping it on the other side of the boat.

Both men managed to stay astride; but their limpet mines and magnets for attaching the warhead were washed away, though they did not discover this until much later.

Of the five chariots involved in Operation Principal, Dove and Freel's was the first to find its way under the defensive net and into the harbour. Although the net's lower folds, lying on the seabed, had demagnetised their compass, they reached their target, the 8,500-ton Italian troopship Viminale.

Working underwater, Dove improvised a rope sling to hang the 1,000-lb warhead to the sternpost of the liner and set the timer. Without a compass, he realised that they could not make a rendezvous outside the harbour, and they decided to scuttle their chariot and swim ashore.

He and Freel, who were wearing naval battledress under their Sladen diving suits, were making their way out of Palermo when they had the satisfaction of hearing their charges blow up, badly damaging Viminale.

Shortly afterwards, however, they were arrested by the carabinieri and handed over to the Italian navy who, for several weeks, threatened to shoot them as saboteurs.

While in solitary confinement at Forte Boccea in Rome, they located other charioteers captured at Palermo by singing mock opera - "Is there anyone here from the Navy?" to the tune of She'll be coming round the mountain when she comes.

When Dove tired of re-reading the same ancient magazines, he sketched the Dulwich College crest on the wall of his cell.

Later they were sent to a disused 14th-century monastery at Padula, Calabria, where various escape plans were either detected by their guards or vetoed by the senior British officer.

After the Italian capitulation in 1943, the charioteers were sent by the Germans to a Marlag outside Bremen, and there Dove learned that he had been awarded the DSO. As the war ended and the prisoners were force-marched eastwards before the advancing Russian army, Dove was strafed by the RAF.

On repatriation in May 1945 he found that his special pay for diving and chariot duties had been stopped from the time of his capture; and no appeal could get it restored.

Dove's parents, who had been told that he was missing, found out only eight months after his

capture that he was alive when the story of his doings broke in the Daily Sketch.

Freel, who was awarded the Conspicuous Gallantry Medal for his part in Operation Principal, used the chaos in Italy during late 1943 to escape, and fought for several months with the partisans until he could join the advancing British Army.

Operation Principal was something of a Pyrrhic victory: Viminale had been damaged and a new Italian cruiser sunk. But the submarines Traveller and P311, with three chariots and their crews, were lost; six charioteers were captured and two others died. Only one chariot, along with its crew, was recovered.

Rodney George Dove was born on September 1 1921 in south London, where his father - a survivor of the fighting at Arras and an Army lightweight champion boxer - owned several butcher's shops. Young Rod, who gained a scholarship to Dulwich, joined the Navy in 1940 as a seaman.

He was trained to be coxswain of a landing craft but, after an accident in which he lost the middle two fingers of his left hand, he was sent to HMS King Alfred at Hove, where he came top of class in navigation and torpedoes and was commissioned as a sub-lieutenant, RNVR.

Dove volunteered for hazardous duties, without knowing what this entailed, and found himself training for service in human torpedoes or chariots, weapons which Churchill had ordered to be copied from captured Italian models following the successful attack on British battleships at Alexandria.

After experiments and realistic training (in which a colleague drowned) under the rigorous leadership of Commander "Tiny" Fell in Scotland, Dove deployed with Naval Party 450 to the Mediterranean for Operation Principal, a massed attack by human torpedoes against Axis shipping in Italian ports.

After his return to England Dove was sent by the Admiralty to be assistant harbourmaster in Batavia (now

Jakarta). He liked the East Indies and, after being demobbed in Singapore, worked for the general traders Maclaine Watson.

When he retired on health grounds in the 1950s, he emigrated to Vancouver, where he joined Air Canada and worked his way from ticket agent to senior ground staff manager.

A lifelong bibliophile, Dove settled on the shores of Hay

Bay, Lake Ontario, where he had to build a wing on to his house to accommodate his library. When he became blind he turned to collecting talking books and had the newspapers read to him every day.

Rod Dove died on October 30. He married, in 1949, Helenna Wehmann. They divorced in the 1970s, and in 1984 he married Ann Gifford. Both wives survive him with two sons and two daughters of the first marriage.

Deaths of Members Reported from 02/12/2005 to 14/04/2006

C. (Charlie) Amor. P555 Umbra N.S. Zeehond Varne.	L/Tel.	PETERBOROUGH	S/M Service:1943-1946.
A.E. (Alan) Ashmore. Resolution(P) Valiant Swiftsure.	CPO.MA.	SHEFFIELD	S/M Service:1972-1982.
J. (Joe) Baff. Trespasser Alliance Subtle.	P.O.M.E.	AUSTRALIA	S/M Service:1950-1953.
E.H.H. (Eric) Barker. Acheron Sleuth Sturdy Truncheon Totem Sentinel Rorqual Oberon.	WO.	MORECAMBE BAY	S/M Service: N.K.
W. (Bill) Bellamy. H32 Ultor Vagabond.	A.B. ST	NORTH EAST	S/M Service:1942 - 1946.
J.A. (Jim) Boyd. Odin(73-5) Otter(75-6) Repulse(S)(78-81) Porpoise(81-2) Opossum(CO)(82-83) Churchill(86-9)(CO88-9) Vanguard(92-5)	Captain.	DOLPHIN & W.SCOTLAND	S/M Service:1973 - 2005.
G. (Geof) Breeding. Tireless Springer Turpin Alliance Aeneas Scorcher Tiptoe Seneschal.	L/Sto.	GATWICK	S/M Service:1951-1959.
G. (Gordon) Briggs. Sanguine Saga Telemachus Tactician Alderney.	Sto.Mech.	HULL	S/M Service:1947-1953.
W. (Willy) Brown. Subtle(52) Scythian(53) Sanguine(53-54) Token(54) Alderney(54-55).	L/Stwd.	SCOTTISH	S/M Service:1952-1955.
D. (Don) Burnes. Anchorite Tapir Artful.	A.B. UC3	GOSPORT	S/M Service:1953-1956.
A. (Arthur) Clamp. Alaric(62-63) Narwhal(63-68).	L/Sea.	SCOTTISH	S/M Service:1962-1968
R.W. (Bob) Garson. CBE H28 P552 Seawolf H33 Spark Uther Seraph Saga RG"M" Thule Astute.	CDRE.	DOLPHIN	S/M Service:1942-1973.
G. (George) Grove. H50(41) Sealion(42) Vox(42-45).	L/Sig.	SCOTTISH	S/M Service:1941-1946.
R.F. (Roy) Harding. Sleuth.	Tel.	LONDON	S/M Service:1944-1945,
H. (Harry) Hassell. Aurochs Seascout Amphion Sleuth.	Sto.1	SOUTHAMPTON	S/M Service:1952-1956.
P.R. (Peter) Hay. Telemachus Scythian Totem Sanguine Thorough Acheron Aurochs.	Lt.Cdr.	DOLPHIN	S/M Service:1944-1959.
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.
H. (Harold) Ingram. Sirdar Stygian.	E.R.A.	CHELTENHAM	S/M Service:1943-1946.

R.G. (Taff) Lane. Tribune Trooper Tally-Ho Untiring	E.R.A. Aeneas.	MERSEYSIDE	S/M Service:1942-1946.
A. (Arthur) Meakin. Trident Sportsman Spiteful.	A.B. HSD	NORTH STAFFS	S/M Service:1941-1946.
J.C. (Jock) Moncur. Cachalot1.	E.R.A.	ESSEX	S/M Service:1938-1948.
T.G. (Tom) Patterson. Seneschal Truncheon.	Sto.1	MERSEYSIDE	S/M Service:1946-1948.
M. (Melville) Percival. Trident Tigris Seawolf Unruffled Alcide Ambush.	L.S.M.	WELSH	S/M Service:1941-1950
R.Adml Sir.David Scott. KCB CB P511 P49 H33 Seraph Sea Nymph Umbra Vulpine Satyr Andrew Thermopylae.		POOLE & DIS.	S/M Service:1942-1980.
J.A. (Jim) Sheldon. P511 Saracen.	A.B. (MID)	SUSSEX	S/M Service:1941-1945.
H.E. (Bert) Simpson. H32 Proteus Trident Taku Varne.	E.R.A.	WELSH	S/M Service:1943-1945.
R.G. (Ron) Stock. Varne Sceptre Alliance Seadevil Alcide Acheron.	Sto.Mech	LONDON	S/M Service:1945-1949.
M. (Mike) Sturgiss. Alderney Taciturn Sleuth Sea Devil Alaric Artful Trump Tabard Revenge(S Churchill).	C.R.S.	TEESSIDE	S/M Service:1954-????
M. (Maurice) Thurlow. Unison(P43) Supreme(P252).	L/Sea LR2	SCOTTISH	S/M Service:1942-1945.
S. (Sid) Tout. Seanympth Sentinel.	A.B.	CHELTENHAM	S/M Service:1942-1946.
L.H. (Les) Turner. Severn Tetrarch Truant.	A.B. ST.	PORTSMOUTH	S/M Service:1939-1942.
C. (Charles) Warples. Trident Trespasser.	L/Sea. GL2	BEDS & HERTS	S/M Service:1940-1950.
D.J. (Douglas) Williams H44 Statesman.	A.B.ST	WELSH	S/M Service:WW2
(Jim) Young. Tigris P611 P612 P614 P615 P554 Subtle.	PO LTO	BRISTOL	S/M Service:1940-1946.

Members who have joined or rejoined the Submariners Association
From 02/12/2005 to 14/04/2006.

J. (James) Axford. Scorcher(56) Thermopylae(56-58) Anchorite(58-60) Orpheus(60) Token(62-64) Cachalot(65) Artful(66).	CPO.	MANCHESTER	S/M Service:1956-1966.
D.F. (David) Aylmer. Sturdy(55-56) Telemachus(57-58) Seraph(58-59) Ambush(60-61) Token(62-63) Tabard(64) Porpoise(67).	Lt.Cdr.	AUSTRALIA	S/M Service:1953-1969.
C.R. (Chris) Bacon. Anchorite Trump Talent Subtle Thorough Scotsman Auriga Thermopylae.	Lt.Cdr.	AUSTRALIA	S/M Service:1951-1966.
F. (Frank) Ballantyne. Resolution(P & S).	Ck.	BLACKPOOL	S/M Service:1972-1974.
J. (John) Beare. Telemachus Spiteful.	S.Lt. RNVR.	DOLPHIN	S/M Service:1946-1948.
B.F. (Ben) Bosustow. Talent.	Lt.	NEW ZEALAND.	S/M Service:1991-1994.
W.J. (Bilbo) Boyd. Revenge.	LMEM(M).	N.I.	S/M Service:1976-1980.
J. (Scouse) Boyle. Trump(64-65) Artemis(65-71).	LMEM.	AUSTRALIA	S/M Service:1964-1971.
J. (Bill) Buddle. Otus Resolution Repulse.	AB UC2.	GOSPORT	S/M Service:1967-1974
R.D. (Robert) Cliff.	LME.	DERBYSHIRE	S/M Service:1959-1967.

Trespasser(60-61) Alderney(62-63) Otus(63-64) Odin(64-65) Thermopylae(65).

P. (Peter) Cobb. Soverereign	CC.MEA.	PLYMOUTH	S/M Service:1975-1991.
W.P. (Billy) Daniels. Excalibur Narwhal Cachalot Olympus.	L/Sea.UW3.(CPOPTI)	BARROW-IN-F.	S/M Service:1959-1963.
D. (David) Diffey. Ocelot(83-84) Valiant(84-86) Osiris(89-91) Opossum(91-93) Splendid(98-00) Sceptre(03-06).	CPO.Coxn.	W.SCOTLAND	S/M Service:1982 - ****
V. (Vincent) Dobbin. Onslaught(CEM) Oberon(LCEM-POCEL) Opossum(C.Mech) Olympus(CPO-CCWEA) Torbay(DWOO) Ursula(WOO) Vengeance(WEO).	CEM - Lt.Cdr.	DORSET	S/M Service:N.K.
W.C. (Bill) Dobson. Amphion Anchorite Ambush Oberon Opportune Sealion.	CPO.MEM.	GOSPORT	S/M Service:1960-1980.
N.D. (Norman) Dodd. Narwhal Warspite Alliance.	L/Sea. (S)	DOLPHIN	S/M Service:1962-1969.
D. (Derrick) Douglas. Aeneas Token Astute Auriga.	LME.	HULL	S/M Service:1983-1986.
R. (Bob) Eager. Courageous Valiant.	L/Sea. (S)	DOLPHIN	S/M Service:1978-1987.
D.M. (David) Evans. Grampus.	R.Mech.1	GOSPORT	S/M Service:1965-1967.
R.M. (Bob) Fleming. Acheron(69-70) Ocelot(71-72) Otter(72-73) Repulse(79-80).	PO.Ck.	EAST KENT	S/M Service:1968-1981.
D. (Daniel) Foote. Revenge(69-71) Odin(72-75) Sovereign(77-79) Sceptre(80-83).	WO RS.	PLYMOUTH	S/M Service:1969-1991.
J. (Jack) Froude. Sealion Tantivy P614 Trusty.	AB.	ROYAL BERKS.	S/M Service:1943-1947.
D.G. (Dennis) Fudge. Surf Terrapin Amphion.	Ck.	DOLPHIN	S/M Service:1941-1946.
E. (Edward) Gibson. Orpheus(Pt3)(64) (Ambush Oberon While S/Crew)(65) Andrew(66-67) Osiris(68).	M.E.1.	SUNDERLAND	S/M Service:1964-1969.
B.T. (Bryan) Goldsmith. Resolution Finwhale Otus Opportune.	CPO WEM(R)	LONDON	S/M Service:1972-1992.
D. (Derick) Gray. Revenge Repulse Resolution Sceptre Sovereign.	CPO (S)	PLYMOUTH	S/M Service:1973-1974.
T.S. (Spike) Greave. Opportune Sealion Oracle.	Ck.	DERBYSHIRE	S/M Service:1977-1994.
W.F. (Bill) Harris. Talent Taku Tactician(Lent).	AB. SDR.	DOLPHIN	S/M Service:1945-1947.
S.D. (Jack) Hawkins. Resolution Trenchant Vengeance.	PO Stwd.	PLYMOUTH	S/M Service:1991-****.
K. (Kenneth) Heward. Sealion(67) Otter(67-69).	OEM1.	HULL	S/M Service:1966-1969.
R.H.F. (Ray) Hill. H50 Untiring Unswerving Supreme Tabard Thule Alliance Tantivy Talent Statesman Sturdy.	Tel.	AUSTRALIA	S/M Service:1943-1951.
G.C.D. (Taff) Howells. Tireless Trafalgar Trenchant.	LMEM(L).	PLYMOUTH	S/M Service:1996-****.
P. (Phil) Huggett. Repulse(67-70) Resolution(74-78).	CEA - Lt.	N.I.	S/M Service:1966-1978.
W.H. (Bill) Jackson. Tactician Tereido Truculent.	LSM.	DOLPHIN	S/M Service:1945-1947.
M.A. (Mike) Kemp. Otus Orpheus.	LRO.	SHROPSHIRE	S/M Service:1975-1980.
W.R. (Wayne) Leathem. Repulse(82-84) Renown(84-87) Revenge(88-91) Vanguard(91-95) Veengeance(96-01) Vigilant(04-**).	CPO.(W).	W.SCOTLAND	S/M Service:1982-****.
N.W. (Norman) Lee.	AB. UW2.	AUSTRALIA	S/M Service:1961-1966.

Trump Taciturn Auriga Artemis.			
E.W. (Ted) Maby.	LME.	DORSET	S/M Service:1953-1957.
Tradewind Scorcher(53-54) Sidon(54-55) Scythian(55-57).			
R.C.H. (Dick) Mason.	OBE. Lt.Cdr.	AUSTRALIA	S/M Service:1943-1957.
Verangian(43-44) Statesman(44-45) Tradewind(46) Truculent(47-48) Turpin(51) Sirdar(51) Seraph(CO)(52) Thorough(CO)(55-57).			
G.L. (Muff) Mayfield.	CPO MEA(P).	BRISTOL	S/M Service:1955-1975.
Aeneas(55-57) Andrew(57-59) Telemachus(59) Alliance(60-61) Odin(66-74).			
M.J. (Paddy) McCormick	WO2.	BARROW-IN-F.	S/M Service:1973-2005.
Narwhal Churchill Upholder.			
C.L. (Charlie) Nicol.	CC.WEA.	W.SCOTLAND	S/M Service:1980-2000.
Repulse Vanguard Vengeance.			
G. (George) Nowak.	CC.WEA.	DORSET	S/M Service:1977 1996.
Olympus Otter Odin.			
P.D. (Pat) Pattle.	AB.SD/Radar.(MID)	BRIERLEY HILL	S/M Service:1943-1946.
Sturdy Sentinel.			
D.P. (Percy) Persaud.	LOM.	SOUTH KENT	S/M Service:1988-****.
Repulse(S) Talent Triumph Trafalgar Spartan Tireless Victorious(P).			
R.G. (Robert) Phillips.	CPO.MT.	PORTSMOUTH	S/M Service:1963-1970.
Dreadnought(64-66) Resolution(66-68) Revenge(68-70).			
S.C. (Steven) Ramm.	Capt.	W.SCOTLAND	S/M Service:1976-****
Sovereign(76-77) Sceptre(77-79) Onslaught(79-80) Repulse(P)(82-84) Ocelot(84-8 6) Oracle(86) Talent(85-90) Turbulent(91-92).			
P.S. (Phil) Shortland.	MEM.1	NORTHANTS	S/M Service:1970-1975.
Walrus Finwhale Renown(S).			
D.D.H. (Daniel) Simmonds.	Lt.	DERBYSHIRE	S/M Service:2003-****.
Torbay(03-04) Trenchant(04-95).			
G.P. (George) Skipper.	Sto.Mech.	N.I.	S/M Service:1950-1953.
Thule Upstart			
T. (Tim) Spence.	PO.WEA.(REA).	N.I.	S/M Service:2004-****
George) Spuhler.	WEM(O)1	DOLPHIN	S/M Service:1987-1982.
Repulse(Pt3) Renown.			
K.R. (Kenneth) Stanbury.	BEM. W.O.	GOSPORT	S/M Service:1966-1977.
Tiptoe Rorqual Dreadnought Valiant Warspite.			
A.H. (Alan) Trafford.	LRO.	DOLPHIN	S/M Service:1958-1963.
Truncheon Totem Sea Devil Finwhale.			
B. (Brian) Voice.	Sto.Mech1.	NEW ZEALAND	S/M Service:1952-1954.
Alliance XE9.			
S.J. (Whisky) Walker.	CPO Stwd.	GOSPORT	S/M Service:1977-1997.
Renown Sovereign Superb Swiftsure Vanguard(S)			
F.I. (Ian) Warner.	CEM1.	BLACKPOOL	S/M Service:1966-1970.
Resolution Revenge.			
F. (Fred) Watts.	MEM(M)	GOSPORT	S/M Service:1979-1995
Sealion Otter Otus.			
R. (Chalky) White.	ME1.	ROYAL BERKS.	S/M Service:1951-1958.
Upstart Scorcher Alliance Spiteful.			
E.E. (Eric) Wilding.	A/PO.	BASINGSTOKE	S/M Service:1967-1973.
Renown(S+P)(67-73).			
J.C. (George) Wilkinson.	CPO.	MANCHESTER	S/M Service:1982-2005
Warspite Churchill Repulse Victorious Tireless.			
I.A. (Ian) Woolcott.	R.O.	DOLPHIN	S/M Service:1961-1966.
Seraph Acheron Andrew Auriga.			
W.P. (Bill) de Havilland.	A.B.	NORFOLK	S/M Service:1954-1956.
Alliance Trenchant Thermopylae.			

**** indicates a members who is still serving.