
IN DEPTH

Official Newsletter of the Submariners Association

Patron: Admiral the Lord Boyce GCB OBE DL

Issue 015

www.submarinersassociation.co.uk

AUG 2006

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The Submariner

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

Sir Winston Churchill 1943

EDITORIAL

Fellow Submariners

Hello again you old scroats and other terms of endearment. Not long now until the Annual Reunion which is the main celebration of the first 50 years of our formation, first as the Submarine Old Comrades Association and now, of course, the Submariners Association. Note it is the Submariners not Submarine as we are an association of people not hardware. Yes, we all talk about the boats we served in, but I suspect more about the buddies we had and the camaraderie that was there in all crews. I still see many references to the Submarine Association and I have to say it does get on my goat a bit. Please try and remember we are the Submariners Association, only two letters that make all the difference.

I have been asked on a number

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of occasions if we have lapel badges etc. The Submarine Museum is our outlet for Submariners Association regalia and I can confirm that they do sell them. For the SA they have cloth blazer badges, cloth beret badges, metal lapel badges, tie pins etc.

For a full list go to their website which we can be navigated to by using a link from our own site.

Barrie Downer (NMC) and Joan Fraser (Minute Secretary) are doing a tremendous job researching our history towards the end result of publishing a History of the Association. Thanks to all those branches that have provided their branch histories. All are different but all readable. Shame on those who haven't bothered to contribute. It will be sad in the years to come when branch members realise that their branch is missing from the book.

Note that all full members will receive a free copy if they attend the reunion.

Additional copies will be on sale and orders can be made via Ms Joan Fraser. She can be contacted at 13a Bradmore Road, Oxford OX2 6QP.

Tel 01865 513304

joan.fraser@new.oxford.ac.uk.

REUNION 06

Although the closing date is well past Rick Elrick is willing to take further applications subject to there still being accommodation available. If you want to go at this late hour there might still just be time, but be quick. Both Rick and I are on our holidays for most of September.

Arrangements are now in hand and going well. I intend to produce a programme much in the same vein as last year listing all the attendees plus other useful information.

We have previously mentioned that car parking at the hotel is expensive and at a premium so if at all possible public transport is the preferred option.

This is a guide to arriving at the Hotel International Canary Wharf from various London termini.

From Euston / Kings Cross:

Take the Northern Line to Bank via Angel and Old Street, change and get DLR (Docklands Light Railway) to Lewisham alighting at South Quay. Descend to ground level, turn right and walk 200 yards and you should be at the front door of the hotel.

From Victoria: District or Circle lines to Tower Hill, ascend to ground level follow the signs to Tower Gateway DLR and join the Lewisham train, alighting at South Quay and then as above.

From Waterloo: Jubilee line to Canary Wharf (eastbound train), there is a short walk to Canary Wharf DLR or possible subway connection CW DLR and it is two stops to South Quay on the Lewisham train; again down to ground level turn right and walk to the hotel.

From Paddington: The long way is to ride the Circle line to Tower Hill, walk to Tower Gateway and then DLR train to Lewisham, alighting at South Quay. Possibly the shorter route but with two changes, is the southbound Bakerloo line to the Embankment, join

IN DEPTH

District/Circle to Tower Hill then walk around the corner and across the road to Tower Gateway and get the Lewisham train, alighting at South Quay as above.

The shuttle bus from London City Airport

has Canary Wharf on its route making it simple to find the hotel. As the DLR train leaves Herons Quay looking out of the train right incline and the hotel will be in view across the water.

The hotel is situated in Marsh Wall and London Transport buses run past the hotel, taxis are sporadic but reception should be able call up a cab if required. The bad news for you guys is that there is high class shopping to be had in the Canary Wharf area so load up your credit cards lads. Beer in the hotel is £2-90 a pint but that is the cheapest available in the immediate vicinity; if you find better value anywhere else please don't keep it to yourselves.

REUNION 07

As promised the NMC have been actively looking for and assessing potential venues for future reunions. We have listened to you and I must say there is a large diversity of opinion of where you want to go and whether our wives and friends should join us for the whole or part of the weekend.

Our new secretary was in conversation with a high ranking officer in Faslane who had mentioned to him about the arrangements for next year. After some discussion, he was able to offer us the base next year with a guaranteed number of cabin beds. After a vigorous debate in committee we decided to return to

Faslane. It must be pointed out though that the accommodation will be for FULL members only and that the Saturday again will be for full members and bonafide male carers for any disabled members. Wives and guests will have to obtain accommodation ashore in Helensburgh and surrounding district but they will be more than welcome to join us on the Friday evening and the Sunday. It will be much like the traditional Dolphin Reunions of yesteryear.

EMBANKMENT PARADE 2006.

Ordering of wreaths and crosses.

Ted Hogben is responsible for the administration details on all orders of wreaths and crosses

for the 2006 Embankment Remembrance ceremony.

Costs are as follows:

- Wreaths - £18.00
- Crosses - £1.00
- Crosses with SA Badge - £3.00

Please ensure that you identify your branch with your order.

Please make all cheques payable to - RBL Poppy Appeal and forwarded to Ted:

Please post date all cheques for wreaths and crosses either September or October.

Ted Hogben,
62, Kitchener Road,
Strood, Kent, ME2 3AP
Tel: 01634 715635

Email:

mayted@blueyonder.co.uk
Any queries please contact Ted

2007 CALENDARS

I have now received the 2007 Calendars and they are of a similar size and quality of the

2006 calendars. Each calendar depicts a different submarine along with a brief dit. I intend selling them for the same price as last year even though the wholesale price has gone up slightly. They will be £5 each + P&P, £4 for 10 or more, £3.50 for 20 or more and £3.00 for 30 or more. The bulk sale discounts are aimed at branches to allow them to make a bob or two themselves. Order now for delivery at the reunion or even the Embankment Parade and save on postage. Note the Post Office are bringing a new postage rate based on size as well as weight but at the moment I am not sure what effect that is going to have.

That's all for Now
Dave

The Chief Tiffy's Lament

Did you here about the Chief Tiffy
The man without a mate,
He'd fallen out with everyone,
But the Coxn was his favourite hate.
Eventually the day came around,
And he stood at Heavens portal,
St Peter was there in his best Number Ones,
To greet this special mortal.
The Tiffy looked at Peter and said,
"I'll not come just yet,
I want to make sure there's no Coxn's in here",
Said Peter, "You're on a safe bet."
So he picked up his hammock,
And, believing St Peter went in.
The inmates of heaven they trembled,
But Peter just gave a big grin.
The tiff went around and searched up and down
With a fearsome look on his face.
At last he seemed at peace with himself,
There wasn't a Swain in the place.
So life slipped by in the 'boat' in the sky,
The chief Tiffy in charge on the wheel.
He was heard to remark, "What a bloody great lark,

this is just how a Coxn must feel."
The rest of the crew were quite chokker,
Cursed the day Chief Tiffies were invented,
But the power had gone to the old Tiffs head,
"I'm in charge now and I'm quite contented."
But then there came that dreadful day,
Proper poorly the Chief Tiff did feel,
For he'd spotted the badge of Crossed Tin Fish.
A bloody great Crown and a Wheel.
He went stomping off to St Peter,
And in true naval style made complaint,
That he'd spotted an infidel Coxn,
Said Peter, "I'll bet that you aint."
"Come with me", said the Tiffy,
Shaking his fist said, "just what the bloody hells that?"
For there stood a vision, a Coxswain no less,
With Gold badges and tiddly hat.
"Hold on", said St Peter, "Just calm yourself down,
and I'll do my best to explain,
That's really GOD that you're looking at,
He just likes to pretend he's a Swain!!"

**SUBMARINERS ASSOCIATION
NATIONAL DRAW 2006 WINNERS**

Prize No.	Ticket No.	Area Ticket	Name/contact	Prize
1	15976	Sussex	Palmer	£750
2	24590	Dolphin	Craig	£500
3	18930	Derby	B Bowyer	£250
4	15850	Sunderland	B Tully	£250 Holiday Voucher
5	25352	Dolphin	W Merrick	Apple IPOD
6	09030	Cheltenham	J Hewlett	£100
7	24078	Dolphin	DR Charlton	Case Wine
8	03189	W o Scotland	M Gibb	Bot Rum
9	24171	Dolphin	I Anderson	Bot Port
10	12971	Middlesex	PG Strait	Bot Scotch
11	17199	N Ireland	Tate	Bot Scotch
12	06761	Barrow	G Powell	Bot Bushmills
13	24080	Dolphin	DR Charlton	Bot Wine
14	01334	Brierley Hill	P Hammond	B&Q Vouchers
15	27920	Gosport	R Bucknole	M&S Vouchers
16	10073	East Kent	G Humphrey	Chocolates
17	16373	Vectis	A Downer	Golf Brolly
18	02173	W o Scotland	A Shaw	Bot Brandy
19	20082	Dolphin	B Fergusson	Heritage Print
20	27749	Gosport	L Hall	'Barrel' Beer
21	24125	Dolphin	C Woolsey	Fieldhouse Biography

EVEN MORE SUB MEMORIES VOL iii

The Gatwick Branch has asked me to point out some corrections to their book 'Even More Submarine Memories Vol III.

Supplement:

The editors regret that the under mentioned names are missing from the list of Submariners lost in World War II on pages 88 – 113 and this should be amended for their inclusion together with other corrections set out below.

Band, B.H	Lt RN	Olympus	DSC
Walker, D.B.	A.B.	Trooper	
Watson, J.A.	CPO	Trooper	DSM* MIDx2
Wraith, J. S.	Lt	Trooper	DSO DSC (CO)
Whartley, E.	A.B.	Trooper	
Whittle, W.B.	A.B.	Trooper	MID

Corrections (as underlined)

Ruston, B. T.	L/SEA	Trooper	<u>DSM</u>
Hind, G. <u>W.</u>	AB	Trooper	

LETTERS AND EMAILS TO THE EDITOR

Dear Dave,

I rarely get incensed at anything I read in the letters page as for the most part it is either supportive or interesting but your letter from Dickie Douse stands alone.

The first thing I would be tempted to do would be to check the postmark and make sure that it is 2006 and not 1906 with it the attitudes contained secondly I am rather disappointed that such an obvious misogynist has not gone on to use other phrases such as "barefoot in the winter and pregnant in the summer"

He makes the assertion that Les may need his wife to back up his tall stories. It would seem to me to be more likely that he fears his wife's presence to shoot down his tall stories.

Les has already made a good case for the debts we all owe our wives for the job they did, whilst we were at sea, so I will not labour the point on that one.

The point I will labour is that there is a small but significant group of us with chronic illnesses who rely on our wives more and more as time goes on, to the extent that I for example, could not even consider attending a reunion or anything else for that matter without my wife in attendance.

I have stopped being embarrassed talking about my situation so I wonder if Dickie, in a supreme effort to exclude wives, would like to volunteer to help me get dressed in the morning, help me with my medication, help clean me up if I urinate or defecate accidentally, push me around all day in my wheelchair, take me to bed at night and help me bath or shower, and any other needs I may have during a 24-hour period. It is only since the introduction of the policy that allows our wives to attend the reunions that enables me and probably others to attend ourselves.

So, my plea to Dickie and others like him, is please please think it through carefully before condemning a well-intentioned policy.

Sincerely, John Herron, (Gosport Branch)

Dear Sirs

The old MOD and Forces Discount Brochure has been replaced with the Defence Discount Directory. The benefits are for your members to use. Could we please, on behalf of the MOD have a link from your site to www.forcesdiscounts-mod.co.uk

Annette Bridgeford

01604 495495

Dear Dave

Ex Submariner John (Buster) Keating of the Western Australia Branch I believe spent a lot of his time and energy researching the story which you so ably printed in 'In Depth' magazine, an excellent journal I might add.

As you are well aware the K13 is well commemorated by both the Scottish and West of Scotland branches amongst others.

Members of the Australian Branch (and I agree) think it would be fitting if you could give Buster some acknowledgement in 'In Depth' for all his hard work in tracing the history of K13 Commemoration in NSW Oz. I understand that Pat Cullum as Starboard watch of the Australian SA is proposing that they make the date of the disaster the annual reunion date of the starboard watch in NSW.

Hope you manage to fit something in the way of thanks and appreciation to Buster Keating.

Yours Aye Jack McNish (Scottish Branch).

Jack I don't think I could do any better than you have above. Buster; from us all over here in UK thank you for all that you do to further the Submariners Association and its ideal in OZ. A true submariner.- Ed

Dear Dave

J.P. Ryans early History of the Association as printed in our diary described the post WWI events as they happened circa 1932 ending up with the big occasion at the 'Surrey Tavern' at the inspiration of Rev. Bulstrode (Bish).

Having been recently demobbed in 1946 my oppo and I, both ex Subtle-ites, went to the Surry Tavern on that occasion and it was quite a memorable event. The Tavern, just near the Oval cricket ground, was an enormous place and the submariners filled it. There werer sheets of paper stuck to the walls representing towns around the country on which we were requested to add to a list of names so that we could find a 'townies'. It was just one big reunion and there was quite a bit of back-slapping and yarning going on.

London was still suffering the effects of the war and pubs were only allowed to sell so much beer in a week. Need I say that we got through three months rations on that day.

Regards

Arthur Brady Sec Essex Branch

Dear Sir,

My father was a former Submariner based at HMS Dolphin, he left the navy around 1985. Unfortunately, he passed away last week and I am having trouble tracing any of his friends from the Navy to inform them of this sad news.

I wondered if your organisation or any other organisation was able to contact ex submariners.

My father, Thomas Bruce Jervis (21-09-1944 - 16-07-2006), served on HMS Otis, Oberon and Renown? amongst many others. The people I am trying to trace include, George Waraner, Brian Ford and Topsy Turner (Otis)

Kind Regards

Simon Jervis

please reply directly to the email address provided - simon.jervis@homecall.co.uk

Sir

I am researching the history of the Perisher course within the Royal Navy. I would like to produce a record of all the candidates, teachers, boats used and how the course has changed over the years. Would you please include a request for information in any newsletters or journals in either paper or electronic format. I can be contacted at this hotmail address or by post at: 13 Beltring Road, Tunbridge Wells, Kent, TN4 9UA.

Thank you for your help

C Morgan-Jones

Email address - c_morgan_jones@hotmail.com

Dear Dave

I am off next week to do another stupid thing after trying to kill myself last year in Morocco. As you can see from the wording/link below I am trying to climb three mountains in 24 hours for the Sightsavers charity along with some friends from the local Rotary Club which at my age is both dangerous and basically stupid. But hey its for a good cause and one I feel passionately about. If its possible is there any chance you could either plug it on the webs or just email the words to the usual suspects ie the Secs of the Submariners Assoc branches. The attraction is that they can leave a message and I really do not mind if it slags me off as long as a couple of quid is pledged!

Florrie

Hello - Tony 'Florrie' Ford of the Scottish Branch on behalf of The Bravehearts Team has built an online fundraising page and I thought you might like to see it.

It's very easy to sponsor - you just click the button and give your credit or debit card details - and you can leave a message too.

To view the page, go to <http://www.justgiving.com/rotarybravehearts>

If you are a UK taxpayer, Just giving will automatically reclaim 28% Gift Aid on your behalf, so your donation is worth even more.

Hope you like it!

Tony 'Florrie' Ford and the Bravehearts Team

Extracts from the Website GuestBook

Name: Bob Bragg

Email Address: bob.bragg1@ntlworld.com

Location: Ipswich

Comments: To Karl Campbell Perth in Australia Don't know if you are on the internet or not if you are give me a call if not perhaps some-one who is and knows you will pass this message on to you Just wanted to thank you for the phone call to-day out of the blue after forty years, i'll mention you when we have our get together in October especially to Barry Gotto as he was an R.O as well and was on Ocelot three years 1964 1967.

Anyway, hope you get this message somehow or other once again thanks for the call Bob Bragg

Name: Ian Hale ex POLTO

Email Address: ianruth.hale76@tiscali.co.uk

Location: Wells

Comments: Hello, have just found the site. I was on Artful (West Indies run) and Renown Starboard First Commission. Would appreciate if anyone remembers me to get in touch please. I was the person who had the accident in Cape Canaveral in July 1969. I can

remember a few from Renown Stbd; Jan Bonus, George Noel, Ken Heaton, Nobby Hall, Smudge Smith (POrel) and Maggie Rutherford (departed deep on eternal patrol) but the memory is now fading!!!! Not enough pusser's!!! All the best to all. Ian Hale

Name: Bruce Evans

Email Address: bruceevans3@googlemail.com

Location: Black Mountain, Carmarthenshire, West Wales

Comments: Have just come across the site. It is good. Is there anyone out there who served on the Amphion between 1961-1963. That's when she left the UK did a small refit in Simonstown South Africa. That's when I joined her. I was flown out from the UK as she had lost a crew member. Had some good run ashore in Cape Town. Good memories.

Name: Dave Griffiths

Email Address: rgriffiths3@bigpond.com.au

Location: Australia

Comments: boats 1954 - 1977 9yrs as a sett instr (2 periods) joined RAN in 77 left in 1994 total 44 yrs service just getting it right! and they discharged me!

Name: Bagsie Baker

Email Address: BAGSIE999@btinternet.com

Location: Isle of Sheppey

Comments: It's that time of the year again where I have to apologise for the Chairman of the Isle of Sheppey RNA, getting it wrong. The Queenborough and District Naval Ensign Association has NOT disbanded and will again be organising this years Wildfire III Parade in honour of the RNPS on the 10th of September 2006. Please contact Denise Dickson on dd@sheppey001.fsnet.co.uk for details. We hope to have even more than the 40 standards that attended last year and as usual, there will be free refreshments provided after. Looking forward to meeting old friends again.

Name: Colin R Bartlett x Alliance, Odin

Email Address: col.bartlett@defence.gov.au

Location: Sydney Australia

Comments: Recently advised of your website - excellent. My background was Alliance 71-73, Odin in Australia 73-76. I note that Ben Gunn and Tony Lea are members, both ex Odin senior rates mess, greetings to both. And to Dougie Boocock with whom I spent many an evening in the Royal Arms, and several other watering holes! Regards Col Bartlett ex MEAP and proud of it!

Name: Bob Bragg

Email Address: bob.bragg1@ntlworld.com

Location: Ipswich Suffolk

Comments: Does any one know the whereabouts of Ron Lucas. He was on the Ocelot first commission 1964-1967 he was an A/B and came from Chester area. Also anyone else from this commish interested in a get together in October this year down Chatham Eight of us so far for a weekend contact by E-mail or phone Bob Bragg 01473 404336 or Billy Dufurey 01274 778088 both ex A/Bs

Name: Bob Seymour

Email Address: bobnpenny@hotmail.com

Location: Cleethorpes N.E.Lincs.

Comments: As a ex-submariner, 1964 to 69 I found your site very rewarding, interesting and so proud that all the traditions that I held so dear are still observed, by the way I was 'Scratcher' on both the 'Thermopylae and the 'Alcide' completing my time as UC1 on the 'Ocelot'

Name: Ted Heath

Email Address: ericheath4@msn.com

Location: South Shields

Comments: Hi, I served on Osiris, Cachalot and Narwhal it would be nice to hear from anyone interested

Name: D Benjamin

Email Address: megdanben@aol.com

Referred By: A Link from another Site

Comments: I served on Ambush until she was paid off circa 1969 is the Jacko from Gosport the same channel islander from the forward sailors mess my nickname was Benny

Name: Lorraine Lloyd

Email Address: lainielloyd@hotmail.com

Location: Edinburgh

Comments: I'm just wondering if anyone can remember Dave Lloyd (gobby) he served in the Navy he was a deep sea diver he was in Gibraltar for a number couple of years (HMS ZULU) if anyone has any stories about him please fell free to get in contact. Thanks Lorraine Lloyd (daughter)

Name: Tom Anderson

Email Address: tom@tomanderson.freemove.co.uk

Location: Lerwick, Shetland islands

Comments: I was just browsing the yahoo engine, looking for pictures of my old boat so I can have a painting done by one of our local artists when I came across this site. I served on all the SSBN's at one time or another (although REVENGE was only for a short training patrol). As far as I know there are only two ex-submariners up here, including myself, and one lad serving on the VANGUARD. We don't have a Submariners Association here either so it can get a bit depressing listening to ex skimmers, crabfats and pongo's giving me their life histories! Anyway, good to see there's a site we can log on to. Keep up the good work!

Name: Alan Morrison

Email Address: keyedge@tiscali.co.uk

Location: Dunfermline (Dumfs)

Comments: Was on Otus, Walrus, Osiris, Talent and Triumph between 1978 and 1995 Looking for a beer with "Ollie Burton" or "Davie Duncombe". Go back to Pompey every now and then so can meet up if still there!

Name: Paul Swaby

Email Address: paul.swaby936@mod.uk

Location: CTF 345

Comments: Being a current member of the S/M service who has completed 22 years and has another 12 to go have decided to show a interest in the submarine association and have now found the nearest branch to where I live in Dover. Certainly an interesting site and its great to look at current members and scan for old shipmates.

Name: Yorkie Lake

Email Address: edward.lake@btinternet.com

Location: Plymouth

Comments: Hi John Sharrocks Ex Coxn/T.I. this is your old UW2 Yorkie Lake from way back on the

Aeneas. Trust your keeping well mate, If you receive this wee message drop me a email and I will inform the Bellringer that I have been swapping dits with you. Drop an email John it would be good to hear from you. All the best Yorkie.

Name: Glenn Steen

Email Address: nsteen@telusplanet.net

Location: Edmonton Alberta

Comments: Amphion 1957, Ambush 1958 1959 Thule 1959-1961 Acheron 1961-1963

Name: Peter (ginge) Corbett

Email Address: peter.corbett@ntlworld.com

Location: derry

Comments: served in thermopylea 66-67. Resolution (Stbd) 67-69. Repulse (Stbd) 69-71. Trying again to find any one that knows me Dougal Thompson my R P buddy on Reso maybe

Name: Anthony Charlesworth

Email Address:

anthony.l.charlesworth@btinternet.com

Location: London & West Africa

Comments: My first boat was the SEALION 1970 (in the days of loosing the tot). Spent some time in the 2nd Submarine Squadron before joining the ODIN on a memorable trip to Australia, which lasted a year. Back to Dolphin where I worked in the attack teacher with "Monty Banks", finally leaving the service in 1975. Spent the last 30 years between UK & West Africa in the oil sector (Diving), can't get away from it. Like to hear from anyone who may have served with me.

Name: Ian Laponder

Email Address: ian.laponder@btinternet.com

Location: Kent

Comments: Ex-submariner Royal Navy 1987 - 1993 HM Submarines Conqueror & Vanguard

Name: Roy Williams

Email Address: patroywill@paradise.net.nz

Location: New Zealand

Comments: Two great Submarine books for Ex 4th S/m members.. (1)..Australia Seapower "Submarines" Photofile No.7. Published by Topmill Pty Ltd 102 Victoria Road ,Marrickville,NSW, 2204 Australia Priced \$19.95 Aust. A great read with plenty of photographs. (2) "Fremantle's Secret Fleets," by Lynne Cairns, Published by West Australian Maritime Museum ,Cliff St ,Fremantle West Australia . All about Subs based in Fremantle during WW2, (interesting , 31 British Subs were based in Fremantle at various times during the latter part of the war). Lots of Photographs, and great reading. Had a GANGES reunion there last September.

Name: Roy Buckley

Email Address: Roysthobe@aol.com

Location: Scarborough Nth Yorks

Comments: Served in Boats 1958 to 1978 last ten years as a Cox'n. Was in Tally Ho, Alcide, Truncheon, Taciturn, Trump, Olympus, Onyx, Onslaught, Cachalot, Repulse(Stbd) and Revenge(Stbd). Any one out know me

Name: Andrew Dunn

Email Address: dunna1@iprimus.com.au

Location: Melbourne, Australia

Comments: Can anyone help me contact Andy Painting - (CPO WEA) Warspite, 87-88? If so, please email, Many thanks

Name: Andy Pender

Email Address: ghostboat@hotmail.co.uk

Location: Gosport

Comments: to Scouse Brough if you see this give me a buzz trying to contact you no joy. I am also trying to trace John Grindle he was a leading writer on the Olympus with me in the 80/90s so we can go for a few beers and chat about old times.

Name: Bob Bragg

Email Address: bob.bragg1@ntlworld.com

Location: Ipswich

Comments: Can anyone help me find Ted Hitchings was on the Ocelot In 1966 to 1967 came from High Wycombe. Having a get together with some of the first commish 64to67 in October like to get in contact he was a forendsman anyone find him on electoral register from that area would be much obliged

Name: Mike Caswell

Email Address: mike@moonrakers.com

Location: Palmyra New York

Comments: Hi! I'm hoping there are some folks who knew my dad, Jim Caswell. He served as an ERA on the Forth 1940 -43, then on HMS Sibyl as a CPO. Did a stint in Malta too. Also served on HMS Trump. We lost him 5 years ago, but if anyone can remember him, I'd love to chat with them.

Name: Joan Connew / Stewart

Email Address: jenny_wren@shaw.ca

Location: Vancouver, Canada

Comments: Hello, my name is Bruce Stewart, born June 8, 1954 and christened on the deck of HMS Sentinel in Malta. Dad Bill (Jock) was cook on board, Mom Joan, whose access I am presently using is alive and well at 82 here in Vancouver. She would love to hook up with "Sam" from the Sentinel or others from that time and place. Also she served on HMS Daedalus before marrying my Dad. Just thought I would say Hello after signing this on for Mom.

SEAWORTHY AND SEMI - SEAGOING.

A tribute to the wartime WRNS who served in the Holy Loch

Written circa 1944

This is the story of The Women - today - as Claire Boothe never imagined them - yesterday. An all star, all women cast, it's true: but there the resemblance ceases. These women are playing their parts in a world drama, but they remain limelight dodgers. And the scene is no demi-paradise of beauty parlours but the hills and lochs of Western Scotland. Here, in pitching little boats, cutting through the mists and gales, on the big depot ship. swarming up and down plunging rope ladders, balanced, cat-like, to walk along the perilous jutting booms, picked Wrens undergo their boats-crew training. Or work as visual signallers, or service the torpedoes and depth charges aboard the motor torpedo boats and corvettes in the clanging uproar and grime of the Naval bases. One and all disprove the old wives' - or rather old fashioned husbands' - tale that women's place is the home, that women can't get on together.

It is only recently that Wrens have taken over such specialised sea-going work. Since the last war their Motto has been *Never at Sea*: it should be revised. Today they are actively engaged in many different aspects of seamanship. Perhaps the most spectacular of all is the boats crew training which is done on board the depot

ship. This huge hulk lies at anchor in the loch: several seemingly sardine sized submarines have sidled alongside for repairs or refuelling. The depot ship has impressive machine shops, foundries, and blast furnaces all stowed away within: there is a constant sound of riveters at work; a far away, fretful clanging, which never ceases. The submarine must be off within twenty-four hours, and the engineers are working at top speed.

Meantime, away aft, on the quarter deck, beneath the great camouflaged guns, a group of Wren ratings are being coached by a benign white haired petty officer lovingly referred to as 'Pops'. He has been responsible for training the many Wren boats-crews who have been sent to the naval ports and bases lying all round the coast. Before they can man the motor launches and cutters they must be proficient in such subjects as the elementary theory of navigation, signalling in Morse and semaphore and chart reading, boxing the compass, helm orders, and the rule of the road at sea. They must learn to handle various types of craft, and to act as coxswain. They must keep their boats 'ship-shape and Bristol fashion', in the traditional style; polishing, scrubbing and swabbing to satisfy the most eagle-eyed Captain. They must also

learn a certain amount of engineering, or mechanics. Hanging over the rails of the ship, I watched the gymnastic *tour de force* known as manning the boat over the boom. At the word of command they must go over the side, down the iron boom ladder, and out, along the quarter boom, to where the rope ladder dangles over their boat, thirty feet below. The descent must be made in the correct Navy fashion, one foot each side of the rope, to break the wind. There must be no shuffling and groping; no hesitation. The sailors do it in thirty seconds, pelting down like monkeys. The Wren must learn to do likewise - thirty seconds to the tick. The first agonised tryout is a sort of 'over the top' moment, dreaded by the novices, but sympathetically handled by 'Pops', who babies them along with humour and praise. When they begin, it takes them a minute and a half; soon reduced to a minute, the final thirty seconds being pared off during the last weeks.

They must also be able to climb a single rope against some day when no ladders are handy; they do that, too, with the same concentration and determination they put into their chart reading classes, or at all the complications of rope knotwork, which they learn by tying, untying, reefing and twisting with traditional cunning. Then there is their

practice on the signal bridge, where they learn naval code by means of miniature flag signals, before essaying the thrilling actualities of visual signalling at the signal mast itself, bright with all its significant bunting. These boats-crew Wrens sleep ashore, in Wren Quarters, some round the harbours, others in one of the first of the old iron clads, now converted into an accommodation ship and quarters. They come out to the depot ship in the motor boats each day, and have their own mess aboard. At first, their training was watched with scepticism by officers and ratings alike. But time has proved their worth. Now as each successive batch of trainees leaves, a jealous, almost parental pride is visible in the attitude of the ship's company towards "our girls" as they are always called.

AN equal pride is felt in the girls who are manning the signal station half-way up a loch I shall not name. Their work, which is vitally important, I must not

describe. These girls are in sole charge on the station. Their little shipshape nissen hut quarters, as snug and trim as any cabins, were built for them as a rush order by men of a combined-ops. battalion in training up in the hills nearby. Their Wren officer comes by boat to inspect them three times a week. Otherwise, they have one petty officer Wren in charge, who is also cook and housekeeper. Stores are delivered once a week, from the nearest village, and from the naval stores. Sea-going rations mean comforting extras, such as brown sugar and oddly, an occasional white loaf, pearly, purely white, exotic and rare as an orchid these days, but the staple loaf for all submarine crews, since any other flour is not practicable for keeping. Their time is divided into watches, by day and night. Always some are standing by, ready for the Morse flashes which suddenly spark out from the mists and shadows of those northern waters. Morse, semaphore, Naval and International codes, hoisting

cones on the signal mast, and working with the 10-inch projector; these are all part of their job. And in their off watch hours there is the radio; the three dogs and the kitten; their make and mend evening; sporadic gardening, though flowers and vegetables do not flourish on this harsh shingles beach; and reading - they are avid for any books they can get.

But behind all the apparently serene routine existence there are inevitable dramas and tragedies of war-time. I watched a Wren signalling a big ship heading for open waters, the sea. It melted into the mists and was gone, as she flashed a last Admiralty order. That ship was joining a battle squadron and her husband was aboard...but she did not give it one last glance. She went on methodically, receiving and transmitting. Dot, dot, dot, dot dash went the monotonous code. No time for emotion, this is action; every Wren is at her action station.

These are the Women - today

FORT BLOCKHOUSE - SPARE CREW

Do you remember Barrack Patrol? When the Duty Watch fell in at the Colonnade for Fire Party, and then you were picked for other duties.

If you were selected for 'Barrack Patrol', the duty marine would issue you with a revolver, a tin hat and a baton. Your orders were that they were yours and that they were not to be

given to anyone until you returned them to the duty marine in the Colonnade when you completed your Duty.

Around midnight a stoker, on this duty, was navigating around petrol pier when the Officer of the Watch with the marine came up and asked the stoker for his revolver, which the stoker duly did. The officer then

said, "I have just shot you". The stoker replied, "Well don't stand there like a silly ****, get a doctor or I'll bleed to death." That joking remark cost the stoker seven days in the strong box.

I know, I was that stoker!

Bill Burke.

Scottish Branch

**REDEDICATION OF HMS PEMBROKE DRILL HALL MEMORIAL
AND MEMORIAL PARADE
CHATHAM – 10th SEPTEMBER 2006**

During the night of 3rd September 1917, the drill shed in RN Barracks, Chatham received a direct hit from German aerial bombs. 135 ratings of the many accommodated in the building were killed. A memorial plaque was installed in the drill shed to record the sad loss.

During the handover of the barracks to the University of Greenwich in 1984, the memorial plaque went missing and Chatham RNA has sought to have it replaced. The drill shed has undergone a multi-million pound refurbishment in a most impressive conversion to become the Drill Hall Library for the University of Greenwich and the University of Kent. The University Authorities have agreed to fund a replacement memorial that

will be unveiled on 10th September 2006 at 11.00.

A parade in support of the unveiling will take place on the former parade ground of HMS Pembroke to which all RNA and RMA personnel and Standards to provide colour to the occasion are invited. The parade will be led by the Band of HM Royal Marines (Plymouth) and an Honour Guard from HMS President. Also invited are ex-serving Chatham depot personnel of the Royal Navy, RNR, RNVR, WRNS and Royal Marines together with members of ship associations of ships and submarines connected with the Chatham Dockyard who would wish to renew their memories of Chatham Barracks. For those who would not wish to join the parade, excellent viewing facilities from the terrace

above the parade ground will be available.

Since 1984 a major refurbishment of the barracks has taken place during its conversion to become the University of Greenwich at Medway. The refurbishment process has been confined chiefly to the internal parts of the barracks buildings. Having been cleaned, re-roofed and generally repaired, the old buildings remain unchanged externally and provide a most impressive example of Chatham Royal Naval Barracks as opened in 1906/7

For further information please contact;
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Following a run ashore with a few oppos, a Coxn (I'll call him John) brought them back to show off his new digs (could be in Walney). After the grand tour, his oppos were rather perplexed by the large gong taking pride of place in the lounge.
"What's that big brass gong for?" one of the oppos asked. "Why, that's my Speaking Clock" John replied.
"How does it work?"
"I'll show you", John said, giving the gong an ear-shattering blow with an unpadded hammer.
Suddenly, a voice from the other side of the wall screamed, "For, **** sake, you *****, it's twenty to two in the ****ing morning!!"
"See, it works OK"

Yesterday I read an article about the dangers of drinking too much, it scared the s**t out of me. So today, I decided I'm never reading again.

A group of Coxn's in a cafe in Llangollen asked the waitress. "Can you settle an argument for us and pronounce where we are, VERY VERY slowly?" The waitress leaned over and said..... "Burrrr gurrrr king".

'X' CRAFT SUBMARINES**Part 1***A Memoir by James Henry Weatherburn (ex Vickers Ltd)*

Having been asked to produce an account of my experiences associated with 'X' Craft production, ordered from Vickers Barrow for the Royal Navy, during the Second World War, I will record what I remember but it was some years ago and I have worked on as great many submarines since.

My first glimpse of a Midget Submarine was about August 1942 when my then Foreman in the Submarine Dock sent me to have my photograph taken to form a special Pass to enter a secure area set in the North Shop (formerly the Gun Shop and now the Nuclear outfitting area) to work on a Special Project. I had no idea what the Project was and doubted whether anyone else in working in my area did either.

I had just entered my Final Apprenticeship Year (5th) when I arrived in this area to work for the same Foreman I had been working for in the Sub Dock and was pleased he had included me in his new team. To my surprise I was given to work on my own as a journeyman and was taken to what I recognised as a unit of a small submarine because I was to fit a Rudder and a Hydroplane to this Unit with its Operating Rod Assembly to the three glands to inside the Unit. Other Units arrived in the workshop and then could be seen the elements of a mini-submarine by then known as X' Craft. Each complete submarine consisted of three Units - a Bow Unit, Control Room Unit and Tail End Unit each with a Joint Ring Flange at its open ends with probably 40 bolts to join the Units together. This design was good for build as outfit could be completed as far as possible with accessible open ends.

The Bow Unit had a Forward Trim Tank and other small tanks under a Battery of, I think, about 112 batteries which, when installed reached up to above halfway and then a wooden platform above it sufficient for a man to carry out battery maintenance and also use it for sleeping in service.

The next Unit was mainly the Control Unit which had a Wet and Dry compartment at its forward end, enclosed by two Bulkheads each with a circular Bulkhead Door the forward one for entrance to the Battery Tank and the aft one for entry or exit to the Control Room. This W & D compartment also had a Hatch above it and was to enable a diver to exit and re-enter the Submarine for the purpose of cutting Submarine Nets and also laying charges under an enemy ship as well as undercover coastal work. This Unit also had a periscope observation blip on the Hull, two very important Hull Castings on each side which operated the release of side explosive charges and a Pressure Hull Hatch aft. This was also a blessing for access when the Units were joined.

The Aft Unit contained a Rudder and Aft Hydroplane, Aft Trim Tank, fuel and water tanks, a Keith Blackman Motor coupled directly to the Propulsion Shaft, a Gardner Diesel Engine - similar to the London Bus Engines with a clutch between to disengage the Engine. All connecting systems to the Control Room Unit required to be exactly positioned so that the complete Spare Tail End Unit could replace any of the six Units.

The operating equipment was small and the valves were

neatly designed. The Trim Control was a bit like a car gear box where you had crossed slots. Pushing away the toggle discharged water out, pulling the toggle towards you fed water into the Tanks, go left in the slots - Aft Trim to For'd Trim and right in the slot - For'd Trim to Aft Trim. The Engine Control was right next to this and, I think, the Aft Hydroplane Control. You could not stand up in the Control Room so always had dipped head and shoulders.

Dawned the day when the three Units were joined together with a thick Dexine joint and numerous bolts and then what marvellous tiny submarines we had on display. However this brought its problems with production because if you had eight or ten people inside you could hardly move and men completed their tasks working on top of each other, all in very good spirits as I remember. Men sat at the Forward Hatch waiting to get in as men left the Aft Hatch.

Eventually we had the first complete boat lifted onto a railway wagon and covered with a tarpaulin. I noticed a name had been painted on the Bow - I think it was SHRIMP. Later one was called PLATYPUS and one with a Greek or Latin name beginning with X. It was also at this time that I saw two young Sub Lieutenants with the Boss looking around the outside of the Boat who I later recognised as Cameron and Place. Arriving for work next morning, no railway wagon, no submarine, it had disappeared over night. The train would have been escorted, I believe, to Faslane by Crew members and then on to Rothesay.

AUSTRALIAN SUBMARINE DOLPHINS

by Peter Smith

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

In June 1964 a submarine project team was formed at the Australian Navy Office in Canberra, consisting of Commander (later Captain) Alan H. McIntosh RAN, a non-submariner and Lieutenant Commander (later Commander) Henry Cook RAN (an ex Royal Navy submariner) to oversee the introduction of submarines in to the RAN.

Commander Cook believed that Australian submariners would be proud to wear a properly designed badge worn on the left shoulder. At some time between 1964 and 1965, he put forward a proposal that a submarine badge be devised along those lines. Commander

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

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

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

As one of the protagonists for the submarine badge Commander Cook, who had

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

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

"HOW DO YOU LIKE YOUR KAI, 'SIR'?"

(with fond memories of Buckwheat Harris)

When the boat surfaced at night, the officer's steward would take a mug of cocoa to the skipper on the bridge. The remarkable thing about this though, was that he never spilled a drop, it was always filled to the brim. The skipper and 'Jimmy' marvelled at this remarkable feat of stewarding, to such a degree, that the 'Jimmy' tried it himself, but alas, he spilled half, so the mystery remained unsolved.

Years after the war, the steward and the 'Jimmy' met at a Dolphin Reunion, and the 'Jimmy' asked him how he was able to achieve such a feat of balance on a submarine whilst rolling about on the surface.

"There's no secret to it Sir, I take a big mouthful before leaving the galley, and spit it back into the mug when I get to the bridge." Yes Well!!!

ROMANOV INVITES SOVIET SUB HEROES TO CUP FINAL

Crew of Soviet K19 nuclear submarine to watch Scottish Cup Final

These men helped prevent the most awful catastrophe that any of us could ever imagine - an explosion on a nuclear submarine. Some of their comrades died in this act of sacrifice but like any submariner they did their duty, not thinking of themselves" - Vladimir Romanov, Hearts Football Club majority-shareholder

HEARTS football club owner Vladimir Romanov has invited a group of Soviet submarine heroes to be his personal guests at tomorrow's Scottish Cup Final.

Mr Romanov, who served in the Soviet submarine fleet during the Cold War, said the men are survivors of the notorious K-19 nuclear submarine disaster.

Tomorrow, they will be given premium seats to the match against Gretna.

In 1961, a reactor on K-19, the Soviet Union's first nuclear-powered submarine, malfunctioned and threatened a nuclear explosion off the coast of the United States.

With communications to Moscow cut off, eight sailors undertook a mission to stop the radiation leak and fix the reactor, believing that an explosion might be perceived by the United States as a pre-emptive strike and trigger nuclear war.

Many in the crew suffered severe radiation poisoning. The story was made famous in the film K-19: The Widowmaker starring Harrison Ford and Liam Neeson.

Mr Romanov said: "These men helped prevent the most awful catastrophe that any of us could ever imagine - an explosion on a nuclear submarine.

"Some of their comrades died in this act of sacrifice but like any submariner they did their duty, not thinking of themselves.

"Hollywood has highlighted what they did but it can never convey the full scale of the danger, or the bravery

Military Intelligence

.....is a highly refined organisation of overwhelming generalities based on vague assumptions and debatable figures drawn from undisclosed activities pursued by persons of diverse motivation, doubtful reliability, and questionable mentality in the midst of unimaginable confusion

of the men."

Mr Romanov, a Russian millionaire who took over the club last October, served on the K-19 and slipped secretly into Scottish waters some five years after the

nuclear incident and after major repairs to the vessel.

He met veterans of the nuclear disaster while at a 100th anniversary of the Russian submarine service with President Vladimir Putin in the Kremlin earlier this year.

He said: "If I feel an affinity to these retired sailors, it is because some years after this horror, I served on this same K-19 submarine as a young conscript in the Soviet navy."

Mr Romanov said he has invited the men to further recognise their achievement and to help him "put football into perspective" during the Cup Final.

During their stay, the K-19 veterans will meet counterparts from the Royal Navy who served during the Cold War.

With their mission remaining a Soviet state secret for many years, the K-19 veterans are only now receiving the recognition they deserve, Mr Romanov said.

Earlier this year, Mikhail Gorbachev proposed in a letter to the Norwegian Nobel Committee that the crew should be nominated for a Nobel Peace Prize.

Mr Romanov said: "I hope many Scots, no matter which team you support, will join me in welcoming these heroes."

E14 (HMS EXPLORER)

E 14 (To become H.M.S. Explorer) was built at the Admiralty Development Establishment, Barrow (ADEB) which was a secluded area of Vickers shipyard in Barrow-in-Furness. A sister ship, H/M/S Excalibur, was to follow.

It was an experimental project based on a German development using hydrogen peroxide (HTP) as the propulsion medium. The propulsion unit comprised a pump which delivered three fluids, HTP, oil fuel and water simultaneously to a measuring device where the rate of flow of the HTP controlled the quantity of the other two fluids. The HTP was pumped into a catalyst chamber where it decomposed with an exothermic reaction producing H₂O and O at a very high temperature (over 1,000° F) which converted the H₂O into superheated steam. This steam together with the oxygen was then delivered to a combustion chamber where the fuel oil was injected to mix with the oxygen and the mixture ignited. This would have resulted in an unacceptably high temperature and so water was injected to act as a coolant thus producing more superheated steam all of which was then fed to a turbine capable of developing 10,000 H.P. The exhaust steam from the turbine was passed to a condenser where the product of combustion, C.O₂, was separated and pumped

overboard, the condensate being returned for recycling. The fuel used was sulphur-free so there were no other unpleasant products.

HTP (High Test Peroxide) has the chemical formula H₂O₂ and is an extremely unstable compound decomposing at the slightest touch. For this reason all the components of the propulsion unit were made from stainless steel which had a strong influence on the total weight of the boat. The condenser in particular was a very large structure. The HTP used in Explorer was of 85% strength. It was potentially a very dangerous material and needed to be handled with extreme caution at all times.

On one occasion I was talking with a young draughtsman who mentioned that he was preparing to take his H.N.C. and that as an exercise he had used data from E14 to calculate factors like tons per inch immersion and other associated matters in Naval Architecture. He was puzzled by the fact that from what he had found, the displacement of the hull amounted to less than the weight of the boat. In other words, negative buoyancy. I found this to be rather amusing at first but he was quite serious. He went over his figures with me pointing out all he could find and I had to think that he was possibly right but couldn't bring myself to accept it. All I could think for him to do was take it up with his Section Leader which I

suggested he should do. He was reluctant to do this because he was afraid of the scorn he felt would be heaped upon him should he be wrong, but he eventually did make the approach. I don't recall whether or not I told the E.O. but I think I must have done unless he was away at the time.

I never gave the matter any more thought until some time later Vickers received a directive from the designers in the Admiralty offices in Bath, to say that an extension was to be made to the length of the hull. If my memory serves me correctly, an extra 16ft. 1½ins. was added. So it would seem that the young draughtsman was right after all. I believe that there was also a strong feeling that there should be more space made available for accommodation and so the additional length was doubly welcome.

The addition was made by cutting the hull through the centre, pulling the two halves apart and inserting the required length which was then welded into place. During this operation, it was discovered that the plate at the position where the cut had been made was laminated and as a result the entire hull was subjected to photographic examination. I recall that some more sections were found to be of laminated plate and these were cut out and replaced. I wasn't unhappy when some time later I had a draft chit returning me to Dolphin.

THE COURAGEOUS EXHIBIT

A very tarnished and rusty looking “Jewel in the Crown”

Written by MW Pitkeathly / Pitt.k / PK / Pitt (former naval person)

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Since my last “dit” much good work has taken place with the Courageous internally. I will give a quick progress report. Work completed by the Dockyard consisted of mounting the Attack Periscope using a “Crosshead” that had been located in the Naval Stores system up at Faslane and the dreadful white plinth was finally removed. The C/Room deck has had new lino laid and the whole area looks very good with all original equipment in place (apart from the Search Periscope). The Courageous “volunteer workers” have continued to beaver away internally and we have converted the old S/R’s Bunk Space into a new Display Area having ripped out all the bunks and most of the lockers, completed a great deal of painting and erected over 300 sq ft of displays boards, generally smartened the compartment up and having the whole deck carpeted. We are turning the J/R’s Mess into another display area of engineering and such like, which should be a very much easier project to achieve in theory. We have moved some of the displays from the S/M Exhibit Building and relocated them into these two areas. Many of the public and ex Courageous crew members have been very impressed

with the continuing efforts internally forward.

Ongoing problems continue however. In summer on a nice hot day internally she is extremely hot and stuffy and in winter it is like being in a freezer which is not very comfortable for the general public to say the least! After four years the RN has still not managed to get a cleaning contract raised, this is compounded by the fact that an internal 240 volt ring main that was installed by CPO Darby Allen (from HMS Tireless and in his own time) and completed last June, has still not been powered up yet by the MOD! This makes the simplest job that requires shore power a pain in the neck rigging shore cables all over the place.

Externally, the elements have continued to take their toll and she is a continuing disgrace to the Royal Navy. The MOD have not preserved the hull since she went into 3 Dock well over four years ago now and it is in a very poor state of presentation with many unsightly rust streaks all over the hull and fin, this is most definitely not a good advert for the Royal Navy and the Submarine Service. Of course the longer they put this preservation task off the worse the problem gets. There appears to be a certain

amount of discussion within the responsible departments of who actually pays for what work to be completed and hence absolutely nothing happens. In fact last year they even went to the trouble of lowering a brand new “cherry picker” into the dock bottom prior to painting, they then hoisted it out again a month later but they forgot to apply any paint. What a complete waste of time and effort on someone’s part and a complete lack of joined up management.

Unfortunately, we had very bad news at the beginning of this year. The MOD “**bean counters**” have been doing the nasty as usual and the business case for the dreaded caisson failed. There was talk of putting a stronger business case in but that was given short shift. So the COURAGEOUS is to be shut to the public on 11th September in preparation for re-floating and returned to 3 Basin on the 5th of October this year. It should be pointed out that within the constraints of the Devonport Dockyard, 3 Basin was ideal for the general public, allowing them to see the complete hull, plenty of parking spaces, room for displaying the weapons etc and a Submarine Exhibit Building (which never

actually reached its full potential unfortunately.) However, Captain Base Safety, Captain John Coulthard is very confident that she will be reopened for public tours within 3 Basin. She will probably be positioned opposite the other defunct SSN's Valiant, Warspite and Conqueror, but on the west outboard wall. This will cause many problems for those with the task of making it ready for the public within the confines of 3 Basin. A number of thoughts spring to mind such as: It is in the middle of the "working dockyard" and very close to the DML License Site and

within their real estate, security, watertight integrity; Health and Safety are all of major concern. A tardiss may possibly have to be fitted over the access hatches, which may not make it very easy for "Mr and Mrs Average" of the general public. Very limited parking is available on this jetty. Much else will need to be sorted out and with a very tight budget. So there we have it, a rather uncertain future with a great many unknown problems to be overcome. This is not helped by the fact that the management running the visitors is being reorganized and the Dockyard Heritage

Area being downsized. Should the MOD fail with preserving the Courageous as a "floating exhibit" and she is returned to be laid up, it will be extremely hard for them ever to justify going down this road again and they will have squandered a golden opportunity of preserving an icon of the "Cold War" period and demystifying the workings of a nuclear submarine. I continue to watch the unfolding saga of the *very tarnished and rusty looking "Jewel in the Crown"* with a great deal of interest and will keep you informed of progress.

LAST TWO CHARIOTS FOUND

'Tiny' and 'Slasher' the last two human torpedoes used by the British Royal Navy Commandos in combat, may have been found in the Southern Andaman Sea east of Phuket, some 60 years after they were abandoned and sank.

Chris Parton, a marine salvage expert, told The Independent that he and his former business partner Adam Douglas, tracked down the Second World War-era miniature vessels to the seabed near Dok Mai island, a haunt of leopard sharks and moray eels.

After Boxing Day tsunami pounded the reefs in 2004 the rare snake attack weapons

came to rest at a depth of nearly 40 metres. A strong current makes recovery difficult, but Mr Parton 58, said they could be retrieved within three months if government permits come through.

A surprise attack using human torpedoes was launched from the British Submarine HMS Trenchant on 28 October 1944, just after midnight. War records recount how four British commando's sitting back-to-back astride the two top secret MK II Terry Chariot torpedoes, were sent to sabotage two Italian cargo ships anchored off Japanese-occupied Phuket. The frogmen were meant to plant

explosive charges on the ships hulls, set the timers, and ride their battery powered torpedoes, minus the warheads, back to the command submarine.

One team was detained an extra 20 minutes because they could not dive beneath the bigger ship, and had to sneak into its engine room to plant their time-bomb. The cargo ships *Volpi* and *Sumatra* blew up just after the commandos made it back to the submarine.

But when a monitor picked up the sound of propellers, the four frogmen, William S Smith, Albert Brown, Anthony Eldridge and Sid Woolcott, were

ordered to jettison before the chariots could be stowed. A Japanese warship was reported lurking nearby, so the *Trenchant* dived and sped back to base at Trincomalee. The pair of Terry Chariots sank in the jade green waters off Thailand.

Mr Parton reckons it was 'an intelligence fiasco' and that the likely source of the propellers heard on the submarine's sonar was the returning Chariots.

Three of the retired commandos later came back to Phuket to revisit the site where they had earned Distinguished Service Medals.

Mr Brown described the operation in graphic detail to a member of the Submariners' Association, Dave Barlow, before his death.

I took the charge with me and lashed it to one of the deck fittings and took the pin out of the time-setting clock. I had about 45 minutes on the clock when the lashing parted and my hand was cut. I had to grab the charge again and struggle with it across the deck. The fuse clock was ticking away and I knew my time was running out as I negotiate a series of

steps down into an engine room and placed the charge where it could not move.

Then I had to take a chance and put another four hours on the clock, that's when my life was in my hands. But I was too preoccupied with several personal discomforts, my suit was full of water and one of my hands were bleeding badly a further fall had torn open my head piece and gashed the top of my skull. I could feel my hair sticky with blood. However, as I made my way up to the engine room ladder and across the deck to where I thought Smith would be waiting, I was able to reflect on the big bang I had left just below me.

By the time I rejoined Smith, I had been onboard for some 20 minutes - long minutes they had been too. I let

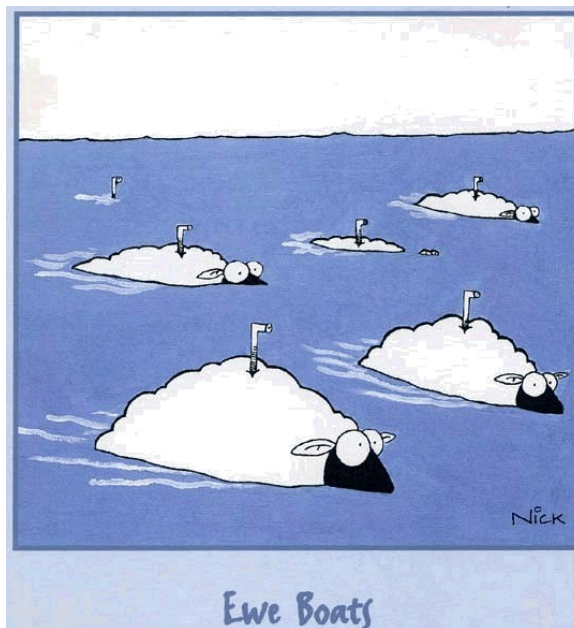
Smith feel the split pin that meant the charge had been set, we shook hands and were away.

It was Mr Parton's business partner Adam Douglas, whose father had piloted a miniature submarine during the war, who recognised the silhouettes of these rare weapons on the seabed. Only six were ever made. As historic curios, the rusty Chariots have generated considerable international excitement. Thai maritime law is explicit, however, any antique found in Thai waters belongs to the nation.

Complicating the case is confusion over whether these MK II Chariots are vessels or spent weapons. Thai officials are waiting for advice from the British Admiralty.

There may be more war souvenirs on the seabed around Dok Mai. Each of the four frogmen was issued 20 gold sovereigns, silk maps of Siam and Malaya, a telescope and heliograph watch and compass, a revolver, a commando dagger, plus a cyanide capsule.

Mr Parton said he would hate to see the memorabilia auctioned on ebay.



ASTUTE MOVE GIVES NAVY'S SUBMARINERS CUTTING EDGE

The biggest nuclear-powered attack submarine built for the Royal Navy is at last taking shape in a shipyard after years of delay and cost overruns.

The Astute-class submarine, which should already be in service, will not be available for operations until 2009.

But the latest details to emerge of this new-generation submarine show that she will dwarf the Navy's existing fleet of "hunter-killer" boats.

The finished hull of the 7,800-tonne HMS Astute, the first in the class of three ordered so far at a cost of £3.5 billion, is more than 318ft (97m) long, nearly 37ft wide and more than 52ft height.

The ageing Swiftsure-class nuclear-powered attack submarines, by comparison, are about 280ft long and 32ft wide and have a displacement of only 4,200 tonnes.

The construction of the Astute-class submarine is in line with the Navy's new policy of building significantly bigger platforms for future operations: the two planned aircraft carriers will be 60,000 tonnes, three times the size of the existing Invincible-class carriers; the new Type 45 destroyer is 8,000 tonnes, compared with the 3,880 tonne Type

42 destroyers that it is replacing.

The Navy is hoping to have eight Astute class submarines, which will replace all the Swiftsure boats and some of the Trafalgar-class boats. Under present plans, the remaining Swiftsure boats will go over the next few years, and the seven newer Trafalgar-class submarines will be taken out of service in a phased programme starting in 2008 and finishing in 2022 with the decommissioning of HMS Triumph.

The exception is that the Astute-class submarine will remain in service for 25 years, performing a variety of roles that will fit into the Government's strategy of expeditionary warfare.

The concept of submarines hunting the oceans for enemy boats vanished with the ending of the Cold War. Now the primary role of the underwater machines is supporting land operations.

The Astute-class boats will be equipped with Tomahawk land-attack cruise missiles and a dry dock for delivering special forces on secret missions. Their other significant role, like all attack submarines, will be to protect Britain's nuclear missile deterrent carried by the four Vanguard-class submarines.

Pictures of HMS Astute under construction were released by the MoD and BAE Systems, which has the contract to build the three submarines at Barrow in Furness in Cumbria.

Nearly £1 billion has been added to the cost of the programme because of initial management and design problems. The MoD was forced to re-negotiate the original contract. The new in-service date for Astute, which has moved from 2006 to 2008, was quietly slipped into 2009 this year.

The next two boats, also under construction at Barrow are HMS Ambush and HMS Artful. All the Astute-class vessels are being equipped with a nuclear pressurised water reactor that will last, without needing to be refuelled, for their full service life.

They will also be the first submarines to go on patrol without the traditional periscope, which is being replaced by thermal imaging cameras and high definition television sensors attached to masts. The submarines will still have to come up to the equivalent of "periscope depth" for the cameras to have a quick 360-degree look around.

AMERICAN PRISONERS IN A PENANG CONVENT



USS Grenadier 55210

Scene of one of the darker episodes of the Pacific War

PENANG IS HOME TO LIGHT STREET CONVENT SCHOOL. One of the most beautiful and historic collections of buildings in George Town. It is the oldest girls' school in Malaysia and occupies a site on George Town's north shore that dates back to Penang's earliest days as a British Settlement. A heritage trail through the school identifies one of the buildings as Government House, the former residence of Francis Light built about 1790. Nearby is "Francis Light's Well" reputedly dug by Light soon after his arrival in Penang in 1786. Most intriguing on the school's heritage trail, however, are the classrooms where American prisoners of war from the submarine USS *Grenadier* were held and tortured for several months in 1943.

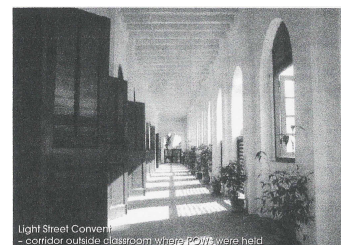
Since the Japanese attack on Pearl Harbour the USS *Grenadier* SS 210 had conducted five patrols in enemy waters of the western Pacific. The submarine's sixth patrol began from Fremantle in Australia in March 1943. Entering the Straits of Malacca the USS *Grenadier*, under the command of Lieutenant Commander John A. Fitzgerald, proceeded along

the west coast of the Malay Peninsula and the Kra Isthmus, and on 6th April she sank a small freighter off Phuket. In the same area during the night of 20th April *Grenadier* sighted two merchant ships, but was spotted herself by a Japanese aircraft early in the morning of 21st April. Despite crash-diving to evade attack, the submarine was seriously damaged by two bombs that knocked out the vessel's power and lights and started a fire.

After thirteen hours on the ocean floor, *Grenadier* surfaced after dark to assess the damage. The submarine's propulsion system was beyond repair, however, and at dawn on 22nd April *Grenadier* was attacked by a Japanese aircraft as two Japanese ships approached. Although escape was impossible, the submarine opened fire with her anti-aircraft gun and damaged the attacking aircraft while the crew destroyed confidential documents. Then, after scuttling their vessel, they abandoned ship. Eight officers and 68 sailors were picked up by a Japanese ship and taken to Penang, arriving in the early morning of 23rd April.

Lieutenant Commander

Fitzgerald and his 75 officers and men were confined in Light Street Convent School, which had been taken over by the Japanese navy following the occupation of Penang in December 1941. The officers were held in single rooms on the first floor of 'C' Wing while the seamen were divided into two groups and held in two classrooms on the ground floor. They were denied food during the first few days of their captivity. Interrogation under torture began almost immediately, with all being subjected to varying degrees of brutality in order to extract information on American fleet movements and the operations of U.S. submarines. Fitzgerald received particularly harsh



Light Street Convent School - corridor outside classroom where POWs were held

treatment, including the notorious water torture, before he and two other officers were taken away on 29th April and flown to Japan where they remained

until the war's end.

A fourth officer was taken from Penang about 3rd May and flown to Surabaya where he was tortured and interrogated before being sent to Japan in June. The remaining *Grenadier* POWs were transferred by sea about 8th August from Penang to Singapore, where they were imprisoned for 51 days before all but one who was hospitalised were transferred to Japan. All the *Grenadier* prisoners survived the war except four who died in captivity. The youngest of the captives Albert J, Rupp, who was sixteen years old when taken prisoner, described their experience in his 1985 book entitled "Threshold to Hell."

The idyllic setting of Light Street Convent School belies the dreadful events that took place there in mid-1943, 'C' Wing, The classroom block where the American sailors were confined, forms one side of

a quadrangle named the 'English Garden'. The elegant former Government House is at one end of the 'English Garden' and a wall facing the sea is at the other end. The 'English Garden' is lined with flowering frangipani trees and is dominated by a magnificent breadfruit tree. It is an oasis of beauty and solitude, but a plaque on the wall of 'C' Wing records that "One by one (the men) were taken across the garden for questioning and torture, in the small room near the kitchen."

The enforced sojourn of the 76 American prisoners of war in Light Street Convent School has been memorialized in one of the classrooms where they were held captive. There are displays of mementos sent to the school by the former prisoners, including photographs, newspaper articles, and a model of the submarine. Perhaps the

most moving reminder of this extraordinary episode in the school's history is encased behind glass on a wall panel. It is a list of names, each one scratched on the wall with their belt buckles by the men who were imprisoned in that classroom. In the years after the war several of the former American POWs made donations to the school, while some returned to the scene of their internment, creating a bond with successive generations of Convent schoolgirls and their teachers. As age has taken its toll among the *Grenadier* prisoners of war and the personal contact has waned over time, the school's link with these men and their grim ordeal endures in Light Street Convent School's heritage trail and in this classroom that was once their prison cell.

SIDON MEMORIAL FIRST ANNIVERSARY

A small group gathered beside the Sidon Memorial at Portland Heights at 1100 on Friday 16th June.

Lt/Cdr Christopher Earl represented the Royal Canadian Navy, Andrew Needham the relatives of those who died 51 years ago, and Ted Maby, the survivors. Also present was the Mayor of Portland, Tim Woodcock, himself an ex-Royal Navy man (and Ted's son in law), as well as members of the Dorset Branch of the Submariners Association.

The weather was in complete contrast to last year when the Memorial Stone was unveiled. We then had strong winds and thick fog with drizzle, whilst this year it was as beautiful a day as one could hope for, with brilliant sunshine and clear visibility. Portland again showed its many faces as far as the weather conditions are concerned.

In contrast to last year, when about 400 took part, this year's event was deliberately very low key. After Lt/Cdr Earl laid the

wreath, there was a one minute silence.

This quiet, but dignified, ceremony was followed in the evening by a very well attended informal gathering at the Royal Dorset Yacht Club to celebrate the 50th anniversary of the Dorset Branch of the SMA. Monthly meetings are held there at 2030 on the third Thursday of the month and all ex-submariners will be assured of a warm welcome.

OBITUARIES

Rear Admiral Sir David Scott

Rear-admiral Sir David Scott, who has died aged 84, helped to launch the "Man Who Never Was" intelligence operation and later supervised a £1 billion programme to improve Britain's nuclear deterrent.

In 1973, when Scott was appointed Deputy Controller, Polaris, responsible for the submarine-launched nuclear deterrent, Britain had decided to update the effectiveness of the Polaris warhead by building the Chevaline; this was to blow apart in space to become two live warheads, four decoys and numerous balloons, thereby presenting the Russians with 96 simultaneous targets.

Scott skilfully steered the project through the secrecy, political infighting, spiralling costs and, particularly, the safety fears until 1980, when Margaret Thatcher, in order to embarrass her Labour predecessor James Callaghan, revealed that the costs had risen to £1 billion.

Two years later the Commons Public Accounts Committee denounced the expenditure of so much money in secret, but Scott emerged with an enhanced reputation.

William David Stewart Scott was born in April 5 1921 and educated at Tonbridge before going into the Navy in 1938. He was at sea in the battleship Revenge when war broke out, and took part in 'Operation Medium' the bombardment of Cherbourg in 1940 which aimed to disrupt German invasion plans.

Joining 'the trade' in 1942, Scott was briefly second-in-command of H 33 before becoming first lieutenant of Seraph.

In October 1942 it landed the American General Mark Clark on the North African Coast for talks with the Vichy French, and brought him and his party back to Gibraltar, earning praise from Lieutenant-Colonel Bradley Gaylord, USAAF, who declared 'They boys in the submarine service convey a spirit which explains why they would sooner be in submarines than anywhere else'.

Later the same month Seraph was involved in the surreptitious rescue of General Henri Giraud from the beach west of Toulon.

Since the general refused to be saved by the Royal Navy after the British bombardment of the French fleet at Mersel-Kebir, Scott and the crew talked in American accents they had learned from watching films, while the boat flew the Stars and Stripes.

A US Navy captain was placed nominally in command, with a commission drawn up on a nude photograph torn from a magazine.

Off the Spanish Coast in 1943, Seraph also launched a corpse disguised as a drowned Royal Marines officer, carrying secret papers which misled the Germans about where the Allies would land in Southern Europe.

While Scott conned Seraph on the bridge, his captain, Bill

Jewell, conducted a burial at sea. The event became the subject of five books and a film.

Afterwards Scott commanded the former U-1405, commissioned in the Royal Navy as Meteorite and conducted experiments in the use of high test peroxide as a fuel, these were discontinued after spontaneous explosions.

In 1946 Scott was second-in-command of the destroyer Volage when another destroyer, Saumarez, struck a mine laid in the Corfu Channel by Albanians who denied it was in international waters.

As Volage closed to help, she herself was struck by a mine, which killed eight crew and caused panic on board. But thanks largely to Scott's calmness and superb seamanship, she was able to tow Saumarez to safety; Scott was commended for his courage and coolness.

As flag lieutenant to the C-in-C, Far East Fleet, he helped the frigate Amethyst to escape from under Communist guns on the Yangtze river by devising a special code, based on the ship's muster list, so that Amethyst could indicate she was making her break.

In 1953 Scott accomplished the first submerged transatlantic crossing by a diesel submarine using a snorkel, a feat which tested the crew's skill in maintaining depth just below the surface.

Nine years later he became a student at the US naval war college, at Newport, then

commanded a submarine squadron and the depot ship Adamant.

After the first of several appointments in the Ministry of Defence, Scott commanded the missile destroyer Fife on a circumnavigation of the world,

then became head of the British naval mission in Washington, where he extended his American network to include politicians and Pentagon officials. On his retirement in 1980 he became director of Civil and

Marine, an aggregates and engineering company.

David Scott was appointed CB in 1974 and KBE in 1977.

He married in 1952, Penny Whitlock, who survives him with their son and two daughters.

Lieutenant Frank Ogden

Lieutenant Frank Ogden, who has died aged 84, was the diver of the midget submarine X-24, and responsible for laying the charges which destroyed a supply ship alongside a floating dock at Bergen, Norway, in April 1944.

After the successful Operation Source the year before, in which the German battleship Tirpitz was subjected to a similar attack, the Admiralty determined to use midget submarines again. Ogden found himself sharing with Lt Max Shean, RANVR, Lt Joe Brooks, RN, and Engineer Room Artificer Vernon "Ginger" Coles, in a craft in which they could neither stand upright nor stretch out.

Casting off a tow from the submarine Sceptre, X-24 steered 30 miles up a fjord, with Shean conning the craft while lying on the casing as enemy searchlights swept over him. It steered through a minefield and was creeping underwater across the harbour when Ogden heard what sounded like someone tapping with a finger on the hull, and realised that they had been detected by the asdic of a German patrol boat.

As Shean manoeuvred violently, changing depth and speed in the hope of

persuading the Germans that they had encountered a shoal of fish, Ogden held a stopwatch to time X-24's approach, calling out the minutes in a whisper. His greatest concern, he recalled afterwards, was that he would show his fear.

With three minutes to go, Ogden passed round a tin of orange juice to slake the crew's thirst; then the boat abruptly crashed into a shingle bank 40 ft down.

As Shean slowly backed the craft off, Ogden reset his stopwatch to time the approach again, and through a scuttle watched the ship's shadow above him.

Ogden's job was to release two two-ton charges of TNT under the 7,500-ton German supply ship Bärenfels; they were timed to explode in six hours. At 9.11 am X-24 turned to make it escape out to sea, and by midday the fetid air in the midget submarine had given all of the crew blinding headaches; they were violently sick on surfacing before their rendezvous with Sceptre. The explosion of their mines broke the supply ship's back.

Shean was awarded the DSO, Brooks the DSC and Coles the DSM, while Ogden was mentioned in dispatches.

Later, in the Far East, Ogden was appointed MBE for his service as a member of the passage crew for the midget submarine attack on the Japanese heavy cruiser Takao, when both Lieutenant Ian Fraser and Leading Seaman James Magennis won the VC.

Frank Ogden was born on December 27 1921, the son of a lay preacher; he was educated at Sheffield Grammar School and joined the Navy in 1939.

After the war, he became a clerk with Southern Electricity Board while studying for his accountancy examinations. On qualifying he worked at Cheltenham fruit and vegetable market and later for the south-west farmers' co-operative at Dorchester. Times were not easy for him and, in 1960, he sold the story of the Bergen raid to the Sunday Pictorial for £100.

Ogden played badminton, and enjoyed cricket, classical music and photography. His unique collection of wartime photographs of X-craft operations will be donated to the RN Submarine Museum, Gosport.

Frank Ogden died on May 23. He married, in 1948, Heather Robson, who predeceased him; he is survived by their son.

DEATHS OF MEMBERS REPORTED
from 15/04/2006 to 04/08/2006

E. (Eric) Cooksley. P34 Tantalus Trusty Trespasser.	L/Sig.	ROYAL BERKS.	S/M Service:1941-1948.
G. (Geoff) Devey. Rover Clyde Shalimar.	A.B. ST	WEST RIDING	S/M Service:1943-1946.
W.H. (Bill) Drew. Sleuth Taurus Alliance Totem Aurochs Opossum.	Lt.Cdr.	DOLPHIN	S/M Service:1954-1988.
A. (Happy) Eckersall. Osiris1 L26 Seal Sirdar Trenchant Tradewind.	CPO Sto.	PORTSMOUTH	S/M Service:1939-1953.
F. (Lofty) Fellows. Shakespeare.	A.B. ST	BIRMINGHAM	S/M Service:1942-1946.
G.S. (Geoffrey) Glenister. Turpin Tireless Porpoise Aurochs Otter.	PO LTO.	ROYAL BERKS.	S/M Service:1959-1968.
R.H.F. (Ray) Hill. H50 Untiring Unswerving Supreme Tabard Thule Alliance Tantivy Talent Statesman Sturdy.	Tel.	AUSTRALIA	S/M Service:1943-1951.
L.S. (Len) Horan. P54(42-43) Unshaken(43-45) Vitality(45).	L/Sto.	NEW ZEALAND	S/M Service:1941-1945.
F.O. (Frank) Leech. L26 Olympus Snapper Starfish Clyde(2) Torbay.	Sto. PO.	PLYMOUTH	S/M Service:1935-1944.
J.J. (Jack) Nicholson. Seraph Sturdy Scorcher Amphion.	Sto.Mech.	MORECAMBE BAY	S/M Service:1948-1953.
F. (Frank) Ogden. X24 XE3.	Lt. RNVR.	DOLPHIN	S/M Service:1943-1946.
P. (John) Parcel Clyde H32 Otus1 Oberon1.	Sto.	EAST KENT	S/M Service:1943-1947.
H.W. (Bill) Polkinghorne. Triumph Thames Obron Unison P43 Otway.	L/Tel.	SOUTHAMPTON	S/M Service:1939-1945.
E.T. (Tom) Rees. Safari, Unison, Unbroken, Unsparing, Sirdar, Trespasser.	E.R.A.	ESSEX	S/M Service:1941-1952.
A.D. (Alfie) Roake. Templar Statesman Tactician Thule Acheron Alderney Sleuth (CO) Turpin(CO).	Lt.Cdr.	DOLPHIN	S/M Service:1948-1970.
A.G. (Bert) Smith. DSM Trident Tribune Tiptoe.	L/Sto.	NORFOLK	S/M Service:1940-1946.
G.R. (George) Stokes. Sportsman Spearhead Tantalus.	E.R.A.	TAUNTON	S/M Service:1946-1948.
J. (Jim) Wade. H32 H33 L23 P34 Tabard Trenchant Aurochs Thule Selene.	PO Tel.	NOTTINGHAM	S/M Service:1941-1953.
H. (Harry) Wetton. Springer Thule Astute.	Sto.1	BARROW	S/M Service:1947-1959.

M.I. (Max) Winterburn. Seascout Scorcher Aeneas Totem Alliance.	AB. TD3.	GOSPORT	S/M Service:1945-1950.
J. (Joe) Witfield. Porpoise Tiptoe Tudor Orpheus.	M.E.1	LINCOLN	S/M Service:1957-1963.

Members who have joined or rejoined the Submariners Association
From 15/04/2006 to 04/08/2006.

J.F. (John) Addison. Serving member. Tireless Trafalgar.	L WEA.	PLYMOUTH	Submarine Service: 2005-
S. (Stuart) Brown. Grampus Otus Oberon Porpoise Oracle Odin Sealion.	LOEM.	BEDS & HERTS	S/M Service: 1973-1988.
M.J. (Michael) Bugg. Aurochs(63-64) Oracle(64-66) Auriga(67-69) Odin(69-74) Oracle(77-78) Spartan (78-81) Dreadnought(81-82).	CPO.(S).	DERBYSHIRE	S/M Service: 1963-1984.
S.E. (Stan) Butler. Alderney. Sealion Otter Revenge.	PO.REL.	GOSPORT	S/M Service: 1963-1977.
S.B. (Steve) Davies. Churchill(85-87) Revenge(P)(87-92).	CPO MEA (EL).	W.SCOTLAND	S/M Service: 1984-1992.
S.H. (Steve) Davies. Truncheon(54) Explorer(56) Anchorite(57) Telemachus(57) Cachalot(61).	AB.LTO.	W.SCOTLAND	S/M Service: 1954-1961.
B. (Billy) Defurey. Ocelot Onslaught.	AB.UC3.	WEST RIDING	S/M Service: 1964-1968.
H.W. (Huw) Gethin-Jones. Tally-Ho (2) Anchorite XE8 Thorough RG"P" Solent(CO)	Lt.Cdr.	AUSTRALIA	S/M Service: 1945-1955.
J.H. (John) Gould. Token(57) Talent(58-60) Taciturn(60-62).	L/Sea.RP3.	BASINGSTOKE	S/M Service: 1956-1962.
W. (Bill) Harvey. Orpheus.	LME.	W.SCOTLAND	S/M Service: 1966-1968.
D. (David) Howes. Aurochs (62-64) Token(64-67).	M(E)1.	WELSH	S/M Service: 1962-1967.
I. (Ian) Johnstone. Still awaiting details of S/M Served in.	RS.	W.SCOTLAND	S/M Service: 1976-1998.
I. (Ian) Leach. member. Walrus(82-84) Olympus(85-86) Ocelot(86-89) Onslaught(88) Sceptre(89-91) Tireless(88) Superb(93-00) Turbulent(02) Spartan(00-01)(02-06).	CPO Coxn.	W.SCOTLAND	S/M Service: 1982-Serving
M. (Michael) Lewis. member. Resolution(87-91) Victorious(92-95) Renown(95-96) Vanguard(97-02) Superb(02-04).	PO.CA.	W.SCOTLAND	S/M Service: 1987-Serving
L. (Lawrence) McCarthy-Johnson. Seascout Affray Taciturn Turpin Ursula Themopylae.	EM1.	DOLPHIN	S/M Service: 1949-1956.
D.R. (Dai) Morgan. Truncheon(66-68) Warspite(68-70) Valiant(71-72) Churchill(72-74) Courageous(74-77) Orpheus(77-79) Spartan(81-83) Renown(85-88).	Cdr(X).	WELSH	S/M Service: 1966-1998.

N.E. (Neil) Morse. member. Andrew(67-68) Auriga(69-71) Rorqual(72-73) Narwhal(73-75).	L/Sea UC2.	SUSSEX	S/M Service: 1981-Serving
J.F. (Jim) Nesbitt. member. Churchill(82-89) Trafalgar(90-91) Torbay(91-94).	WO1.(MEA).	W.SCOTLAND	S/M Service: 1981-Serving
B.P.J. (Paddy) O'Callaghan. member. Turbulent(03-04).	PO.WEA.	N.I.	S/M Service: 2003-Serving
R. (Bob) Ostler. Onslaught(69-70) Andrew(70-72) Churchill(73-76) Warspite(76-78) Dreadnought(78 -80).	CPO.Coxn.	SUNDERLAND	S/M Service: 1968-1980.
G.H. (Gordon) Parker. Repulse.	FCPO.OEA.	VECTIS	S/M Service: N.K.
G. (Garry) Parkes. member. Conqueror(86-90) Victorious(S)(92-96) Vanguard(P)(97-00) Vengeance(00-03).	WO1.(Coxn).	W.SCOTLAND	S/M Service: 1986-Serving
K. (Keith) Picton. member. Resolution(P)(88-91) Splendid(95-96) Vanguard(P)(Gold)(97-01) Talent(05-**).	PO.(C).	BEDS & HERTS	S/M Service: 1988-Serving
A.E. (Adrian) Saunders. Orpheus Olympus Churchill Renown.	Lt.Cdr.	DORSET	S/M Service: 1967-1988.
K.J. (Kenneth) Tate. Alaric Andrew Otus Onyx.	CPO.Mech1.	DOLPHIN	S/M Service: 1964-1973.
A. (Tony) Tubbritt. Olympus Otus Onslaught Osiris Finwhale Grampus Oracle.	L/Sea.	GOSPORT	S/M Service:1974-1994
M.A. (Mark) Tyson. Revenge Valiant Churchill.	WO.(MEA).	W.SCOTLAND	S/M Service: 1997-2003.
P.J. (Patrick) Walker. CBE Porpoise Rorqual Churchill(75-78) Oracle(78-79) Otter(80) Septre(84-85)(XO) Trafalgar(87-89)(CO) Resolution(P)(92-93)(CO).	Captain.	W.SCOTLAND	S/M Service: 1971-1904.
J. (John) Walton. member. Cachalot Orpheus Porpoise Olympus Tireless Victorious(P) Vanguard(P).	WO1 Coxn.	W.SCOTLAND	S/M Service: 1976-Serving
G.J.E. (Jeff) Westwood. Scotsman(60-61) Narwhal(61) Oracle(62-66) Taciturn(66) Tabard(67-68).	CERA.	AUSTRALIA	S/M Service: 1960-1968.
P.M. (Peter) Williams. Revenge Renown Odin Ocelot Courageous Onyx Otter Opportune Olympus.	CRS.	DOLPHIN	S/M Service: 1974-1991.

Too True

The Lord and Sailor we
adore in time of
danger.

---Not Before---

Danger Past, All things
Righted

God Forgotten. Sailor
Slighted