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# IN DEPTH

**Official Newsletter of the Submariners Association**

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**Patron: Admiral the Lord Boyce GCB OBE DL**

**Issue 016**

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## COMMITTEE

### Chairman & Editor:

Dave Barlow  
84 Holbeck Park Avenue  
Barrow-in-Furness  
Cumbria. LA13 0SB  
Tel: 01229 831196  
[Davebarlow84@tiscali.co.uk](mailto:Davebarlow84@tiscali.co.uk)

### Vice Chairman:

Ted Hogben  
62 Kitchener Road  
Strood, Rochester  
Kent ME2 3AP  
Tel: 01634 715635  
[Mayted@blueyonder.co.uk](mailto:Mayted@blueyonder.co.uk)

### Secretary:

Jim McMaster  
1 Dormanside Gate  
Pollok  
Glasgow  
G53 5YY  
Tel: 0141 882 4946  
[jimmcmaster@tiscali.co.uk](mailto:jimmcmaster@tiscali.co.uk)

### Treasurer:

Rick Elrick  
1 Winthorpe Grove  
Doddington Park  
Lincoln. LN6 3PL  
Tel: 01522 692372  
[Rick.Elrick@tesco.net](mailto:Rick.Elrick@tesco.net)

### Membership Secretary:

Tex Golding  
Pinza,  
114 Rowner Lane  
Gosport  
Hants PO13 0ES  
Tel: 01329 313144  
[Tex\\_golding@ntlworld.com](mailto:Tex_golding@ntlworld.com)

## PRESIDENT

Admiral Sir James Perowne  
K.B.E.



### 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*

Hi again everybody. Just in the middle of our busy period with the reunion behind us and the Embankment Parade still in front of us, although I suspect that by the time many of you receive this it will be past.

Another recent highlight is that our Patron, Lord Boyce, married Mrs (now Lady) Fleur Rutherford. Don't know if it is anything to do with his background, but they were wed on Trafalgar Day. I have sent the best wishes of the Association and wish them good health and happiness for the future.

We were fortunate in that Lord Boyce was able to attend the Reunion dinner even though he didn't land in the country until 1640 that day. Now there's dedication for you. It was also a great pleasure that Lady Boyce could join us on the

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Sunday for the Reunion Sunday Service.

Whilst reading Joel Blamey's obituary one particular stanza jumped out at me. All Coxn's read and inwardly digest. I quote;

*"As an illustration of the remarkable craft skills of the breed, Rudyard Kipling once wrote that a naval engine room artificer (ERA), given time and a drum of oil, could teach a stolen bicycle to do typewriting. Artificers are the backbone of naval electrical and mechanical engineering expertise."*

Need I say more?

### **Reunion 06**

The first thing I must say before going into the weekend report is give a huge thank you to our sponsors who gave so that we might enjoy. Thanks go, in no particular order to BAE Systems (Submarines), DML, SERCO Defence Ltd, THALES, Thomas Homewood Flooring and TABAP.

Although the numbers were slightly down on last year, no doubt because of the perceived expense, everybody who did turn up seemed to enjoy themselves. I have had many members expressing their congratulations on a good weekend so I guess the only losers were those who didn't manage for whatever reason. On top of that, I haven't received any real adverse criticism, the odd little moan from a few on the cost of the beer but as far as I could tell it was favourable with similar establishments in the area. That apart, the package we put on had to be good value. We catered for a tot for everyone but twice that many were scuppered. Who had mine by the way?

Our Reunion Memorial service on Saturday forenoon and the Sunday Service was taken by our retiring Association Chaplain, Archdeacon Raymond Roberts CB MA. Ray has been a real tremendous Chaplain for us and those that know him or who have sat in his company will be well aware of the surfeit of dits that he spins. He has certainly seen life. I am sure I speak for everybody that Ray will be surely missed. He is not lost to the Association altogether though, as he still has strong links to the Welsh Branch. Thank you for all you have done for us Ray.

My saddest duty of the reunion weekend is to read the roll call of those who have passed to the 'spare crew' since the last reunion and this year was particularly hard as I had to report the death of one member who died on the Friday morning just before the schedule time for leaving for the reunion. It is a very poignant few minutes as I read out the 80 names and that numbers seems to about the same each year.

It was also a great pleasure for me to invite Vladimir Romanov to our reunion dinner. Vladimir may be more better known to you as the owner of Hearts football club in Edinburgh. What you might not know is that he served in K19, of the Widow Maker fame, although he was not on the boat during that fateful incident. He is, however, a very keen submarine veteran and I know that he really enjoyed his time with us. He has assured me that he hopes to join us for Submarine Association events in the future. I would like to say

thank you to the welcome you all gave him.

We also welcomed the new RASM Rear Admiral David Cooke MBE who in his speech threw away his notes and had us all spellbound with his dits. You could hear a pin drop while he was speaking.

Of course, our own President Sir James Perowne gave his usual humorous speech which went down very well with all present.

As last year, we secured the services of the Faslane photography department and what a credit they were to their trade. The two photographers spent all Friday evening, most of Saturday and Sunday morning snapping anybody who was awake, and a couple who weren't. If you wanted a photo of your group, they were only too pleased to oblige. I requested that they only did limited editing and the result is a DVD (too big for a CD) consisting of 210 photos. If you are not on there somewhere then it was your choice.

Another first was a PowerPoint presentation on how Astute is being built in Barrow. Having got my mate a little under the weather on the Friday evening, it didn't take a lot to persuade him to do the presentation. Thanks therefore go to Dave Smith of the Barrow branch; it was appreciated by us all and led to a lot of really good and in depth questions. I intend to arrange something similar at the next reunion.

All in all it was a good weekend.

### **Reunion Photo DVD**

The photographs which were taken during the Reunion

weekend, including the group photograph, are now available on DVD at a cost of £4.00 including post and packing. There are over 200 photos on the DVD so if you were there so is your photo.



Anyone who wishes to purchase the DVD should contact Dave Barlow details are on the front page.

Finally a message from the treasurer about the Reunion

As always, after 'the Lord Mayor's Show', comes the dust cart.

This year's Reunion at Canary Wharf was by all accounts a good one with much fewer problems occurring during the weekend.

The food was very good and there appeared to be plenty of it, though the manager told me that he had used up considerably more cooked joints than they had anticipated on Friday night and commented on the healthy appetites. The price of beer, however, was far greater than we would have wished but that did not stop the revellers from downing plenty. One item though; I had catered for just over 200 tots of rum on Friday night but the total was nearly 400 so there must have been plenty of 'queens'!

Inevitably, the subject of refunds has come up with quite a few members looking to be reimbursed when they were

unable to attend. I regret that anyone who cancelled after the 1st September did not and will not obtain a refund.

Our original reservation was for 400 people (based on the last two reunions in Liverpool) with the package deal being costed on that number. When it was evident that we were not going to make these numbers the hotel management agreed to release us from that contracted deal and keep the price fixed, provided we could keep the attendance above 300 with no refunds after the final payment date.

Whilst it is unfortunate for those persons that are out of pocket this is current commercial practice when booking for group functions when hotels and other organisations have made arrangements and provided the service requested.

### **2007 Diaries**

Next year's diaries are now available for ordering through me for their respective branches.

Alternatively, for those attending the Embankment Parade in November, I will also have them on sale over on President.

I would prefer authorisation by email for those nominated to collect on behalf of branches in the event of non attendance by Chairmen / Secretaries.

I will accept branch cheques for payment at £2 per diary.

### **50th Anniversary Badges**

For those who couldn't make it to the Reunion but would like an anniversary badge there are some for sale @ £1-50 each, plus £1-00 for postage so Branch orders make economic sense. If any are left after this

advert I will offer them at the embankment parade on 5th November.

Contact me on 01634 715635 or mayted@blueyonder.co.uk Ted Hogben.

### **Car Stickers**

Many of you have requested Car Stickers, which unfortunately had run out. We managed to source another printer and have managed to get a load more produced. They look quite good just above or below your tax disc. Rick Elrick has these so if you want some give him a bell. They cost the princely sum of £1 each.

### **Vladimir Romanov**

Royal Navy veterans could be ready to put Cold War differences aside and back an ambitious bid to award the Nobel Peace Prize to legendary Soviet submarine heroes.

Millionaire football tycoon Vladimir Romanov has urged retired servicemen to put their weight behind the campaign to recognise the survivors of the K-19 disaster.

The crew's bravery in stemming a nuclear leak on the stricken sub in 1961 prevented an atomic explosion off the coast of the United States, with their incredible story later made famous in a Hollywood blockbuster, K-19 The Widow Maker.

Now moves are under way to give the 48 remaining crew members the Nobel prize after the intervention of Romanov, the Russian owner of SPL-side Hearts and the former USSR President Mikhail Gorbachev.

Mr Romanov, who later served on the sub as a conscript, and invited some of the men to this year's Scottish Cup Final as

his guests, has urged members of the Submariner's Association to back the bid during a 50<sup>th</sup> anniversary dinner in London last week.

Writing in a new weekly column for the Planet Hearts newspaper, he said "If they are awarded the Nobel Prize it would be an honour for all submariners regardless of nation".

Mr Romanov was invited to the Submariners' Association anniversary as the representative of the Russian Submariners Union becoming the first former Soviet sailor to attend the gathering in London. He described the invitation as a "dream come true" and said he took with him greetings from the former Soviet Navy Chief commanding officer admiral Vladimir Chernavin.

Romanov who owns Lithuania's Ukio Bankas, bought K-19 in the summer. He is in the process of having

it restored and turned into a museum on a river in Moscow. Details of the near disaster involving the K-19 only emerged in 1990 under Gorbachev's policy of glasnost and earlier this year he became the first to propose the survivors for the Nobel Peace Prize.

Eight of the 139 man crew died within a week of the incident on July 4, 1961, 14 died within two years of each other, 20 others suffered long term illnesses and cancers, and only 48 of the crew are still alive.

Mr Romanov said "They are some of the greatest heroes of the Cold War. Some of their comrades died in this act of sacrifice but like any submariner they did their duty.

"Hollywood has highlighted what they did but it can never convey the full scale of the danger, or the bravery. To say they saved humanity from a

nuclear disaster is no exaggeration.

### **Don't Pay for Discounts**

The MoD has launched a new discount website for all the Defence Community including Veterans that is completely free to join.

There are over 300 benefits on line at the moment with many more to follow. You can also obtain a discount directory from the MoD (information on line)

If you have been tempted to buy a discount card or to enter a paid for discount scheme it would be well worth looking on the MoD site first, which is absolutely free. Not only that, but the discounts are exclusive for the Defence Community.

[www.forcesdiscounts.mod.co.uk](http://www.forcesdiscounts.mod.co.uk).

*That's all for now*

## **A CITY REMEMBERS**

The people of Belfast turned out on Saturday (19<sup>th</sup> August) to honour the only person from Ulster to be awarded the Victoria Cross during World War II.

James Magennis, from west Belfast, won the medal while serving in the Far East where he took part in the midget submarine attack on the Japanese warship, Takao, in 1945.

Many people, some of them former submariners, turned out at Belfast City Hall to pay tribute to him at a commemorative ceremony during which wreaths were laid at a stone and bronze memorial.

Mr Magennis's son, Paul, led the proceedings by laying the first wreath, whilst Lord Major Pat McCarthy laid another on behalf of the citizens of Belfast.

Mr Magennis was awarded the Victoria Cross in 1945, but a memorial was not erected until 1999.

A display of memorial artefacts relating to JJ Magennis was also on show inside the City Hall during the day and members of the Submariners Association, and Mr Magennis's biographer, George Fleming, were on hand to answer questions from the many interested members of the public who turned up.

The previous day, Belfast City Council and the Northern Ireland branch of the Submariners Association co-hosted a dinner to honour and recall Mr Magennis's

heroic actions, which was attended by former and serving submariners from all over the British Isles.

The Takao, crippled in an earlier torpedo attack was guarding the entrance to Singapore harbour, and stood in the way of the Allied bid to reclaim the city.

During the daring mission to sink it, Mr Magennis had to go down in a sub to clean the hull of the ship so the limpet mines would attach and then manually release one of the mines, which would not detach from their craft, the X23.

The mines and high explosives detonated as planned and Takao settled upright on the bottom of the harbour.

This was the first time a naval diver has successfully exited and re-entered a mini-sub not just once, but three times, and Magennis was subsequently awarded the Victoria Cross for his role in the attack.

Lieutenant Ian Frazer, who commanded the vessel, also won the VC for his part and the other two members of the crew received lesser awards.

This was not the first dangerous attack in which Magennis had taken part, as he already had a mention in Dispatches for his part in the attack on the German Battleship Tirpitz earlier in the war.

When asked why he did the things that he had done, his modest reply was that he was only doing the job he had trained for.

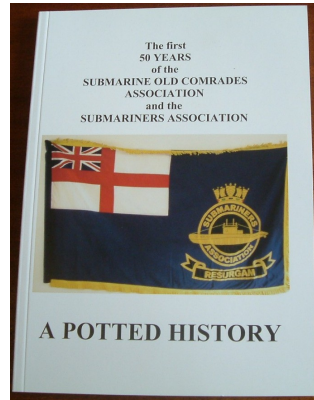
## The Submariners Association

### A Potted History

The Submariners Association has reached its fiftieth year as a single entity and to mark the milestone a book has been produced. In the preface Admiral the Lord Boyce (the Association's Patron) aptly refers to the collection of entries as a 'rich compendium'; and in fact the book has been sub-titled 'A Potted History'.

Much of the background information has been written by Barrie Downer (Secretary of the Barrow-in-Furness Branch and a keen historian) and there are extracts from old minutes and newspaper articles, from the days when newspapers had Naval Correspondents and when a submariners get-together was an event worthy of report! There is a complete list of Flag Officers and Rear Admirals of Submarines from 1901 to the present day and personal reminiscences of historical events, such as the Presentation of the Queen's Colour to Submarine Command in 1959 and 1989 and the Submarine Service centenary celebrations at Faslane in 2001.

The main section of the book, however, is taken up by the individual Branch histories. Every Branch Secretary (of which there are currently 62) was asked to consult his members and to submit what he could about his Branch's formation. The response was encouraging; some wrote several pages, some wrote a few lines, but all reflect something that is unique to every Branch. The fact that the Histories have been written by different people makes for interesting reading in itself. All are factual, with some more light-hearted - personalities shine through. Interspersed



between the histories you will find a dit (for which submariners are well known), a joke, or perhaps a poem, or a cartoon - they're all there!

Towards the end of the book there are biographies of some of the key players whose persistence and determination over fifty years ago helped to bring all the members of the Submarine Old Comrades Association - as it was then called - together, for example Harold Rose and Bill Sadlier; and there are biographies of modern day personnel.

#### **A 'rich compendium' indeed.**

The book runs to 104 pages, has an 8-page picture colour section as well as a light sprinkling of black and white pictures throughout the text, and is printed on good quality paper using the most environmentally friendly printing method. It is being sold at a price merely to cover cost and is priced at £5 each, plus postage and packing - not much more than the cost of a monthly magazine. Copies can be obtained from Joan Fraser, 13a Bradmore Road, Oxford OX2 6QP (T: (01865) 279562; Email:

joan.fraser@new.ox.ac.uk). By buying a copy you will be showing your support for the Association and gaining an insight to a very unique organisation.

The book should be of interest not only to submariners but to all who are interested in service associations and how they started and developed - and how they keep going! This little book is a good read; funny in some parts, sad in others, and I dare say it will bring back memories to many.

There is some misconception about who is eligible to join the Submariners Association. It is not only for those who are no longer serving in the Royal Navy, nor is it only for officers - no - the Submariners Association is open to *all* qualified submariners, irrespective of status or rank or rate who has served in a submarine under British command. Will you, as a submariner, consider joining? There is no obligation for you to attend meetings but by joining, you will be keeping in touch with a large body of men who share your unique experiences, and at the same time showing your support for the Association as a whole. Please think about it. Enquiries can be addressed to the Secretary, Jim McMaster, 1 Dormanside Gate, Pollock, Glasgow G53 5YY, T: 0141 882 4946; Email: jimcmaster@tiscali.co.uk. More information and an application can be downloaded from the website,

Please help to ensure that the Submariners Association continues to thrive in its second half century

*I would like to add my personal thanks and gratitude for all the hard work that Barrie Downer and Joan Fraser did in putting together this potted history. No mean feat in the timescale they were set. Like the proverbial big girls blouse I kept changing my mind on format, content and all manner of things, but they still managed to come up trumps. Thank you both – Dave Barlow.*

**LETTERS AND EMAILS TO THE EDITOR**

Dear Submariner Colleagues,

On behalf of the Northern Ireland Branch, I wish to convey our gratitude for your unstinting support on the occasion of the J.J. Magennis V.C. Dinner and wreath laying ceremony at the City Hall Belfast. Judging by press, TV and communications we have received, the whole event appears to have been a tremendous success.

We in Northern Ireland pride ourselves in striving to make our guests welcome and to making their visit a time to remember. I hope we achieved our aim. Hotels our Submariner friends stayed in have been full of praise for the manner in which our Members and wives conducted themselves.

I personally wish to extend my sincere thanks to Admiral Wilcox, Admiral Lambert, Admiral Sir James Perowne, Captain Lister and Captain Ramm, for gracing us with their presence on such an important occasion.

My thanks also to the many colleagues who assisted in the organisation of the weekend, namely John Houlding and Terry Spurling of the Barrow Branch, with whom we have such a great bond; thanks also to Andy Morgan, Parade Marshall, and Ian Tyson for organising the parade and subsequent laying of wreaths.

We hope you have enjoyed your stay in Northern Ireland, and the Saturday night "shin-dig".

I commend you all Shipmates, and look forward to our next meeting, in the not too distant future.

A special thanks to Lady Nicola Perowne for accompanying me on the dance floor. It was a struggle for me, but it was indeed an honour. "Had to earn some brownie points".

Colleagues from the Branch thank you one and all for the making of a memorable occasion, for the Branch and the people of Belfast and Northern Ireland as a whole.

God bless you all and good health.

Yours aye, Davy George. Sec NI Branch

A letter of thanks from the Magennis family

Dear Dave

The Magennis Memorial Dinner was hosted on 18 August 2006 by Belfast City Hall and the Belfast Branch of SOCA.

From the moment that a mini bus driven by John Erskine picked the family group up at the airport we all had a wonderful weekend.

This weekend was so wonderful because of the efforts by so many people, those at City Hall and the SA Members.

The people who write letters, attend meetings, take on responsibilities, prepare food, provide transportation, make phone calls and the hundreds of things that need doing to make an event on this scale go smoothly.

Paul Magennis, Jean Magennis, Mary Magennis and Eileen Maginnes now thank all the people who got involved and made this weekend so special for all of us.

It was also the guests who attended the weekend that enriched the event with great speeches by the City's Lord Major Pat McCarthy and Admiral Sir James Perowne also the good wishes and kind remarks made to us, the Magennis Family, by many attending the dinner and over the weekend.

Best Regards Paul Magennis

Dave,

Last Saturday 14<sup>th</sup> October, Ramsgate RNA twinned with the Zeeland Branch Royal Dutch Naval Association. The East Kent Branch was invited to attend this event to meet with the Dutch submariners among their ranks. The Dutch had also requested to meet our founder member Jim Thomsett who had served on the Dutch built KIX. This gave our branch the opportunity to present one of our newly commissioned commemorative plates to the guests from Holland. In return the East Kent Branch was presented with a model of one of their boats.

Yours aye

Barry Harris Secretary East Kent Branch

Dear Chairman

On behalf of the Committee and Members of the London Branch, please convey our sincere appreciations to those Members of the National Management Committee whose hard work ensured that our 50<sup>th</sup> Anniversary Re-union weekend 2006 was enjoyed so much by all who attended.

Mr Bob (Ralph) Nunn has asked me express his personal appreciation to you for his 'top table' evening. He was most proud to have been able to make the 'Submarine Service Toast'.

I personally heard nothing but praise for the event and certainly heard most appreciative thanks expressed for the hotel staff's attention to detail and for their concern and help shown towards those less able. Sadly, there are more and more each year.

Indeed – some Members were suggesting a return visit – or at least for further re-unions to be held in hotels. Having called Ted Hogben to express the thanks of the London Branch – I mentioned these comments. He said that he heard similar suggestions.

With this in mind – no doubt there will be much deliberation within the NMC regarding future re-union venues. May I respectfully add one 'option' that the NMC may wish to consider during these preliminary debates. Perhaps alternating future re-unions – one year in a Naval Base the other in a hotel may be a possible solution. If only for the immediate future until a formal 'proposal' can once again be put forward at a National Conference.

In conclusion – I have been asked to express further appreciations for the wonderful 'Pocket History' booklet of our Submariners Association. Everyone is most impressed and I am sure you will agree that, who ever had the initiative and the drive to produce it deserves full and proper congratulations.

Perhaps forwarding a copy of our 'Pocket History' to every mess deck on our Submarines and to appropriate shore based Submariners, may be a sound investment towards promoting our Association and the causes which we serve.

Once more – on behalf of the London Branch, A well deserved thank you.

Yours Aye

Ian Tyson - Chairman London Branch

Dave

As most of you will know the Submarine Heritage Centre in Barrow failed to raise the necessary money to bring HMS Olympus back from Canada. A local businessman has purchased HMS Onyx from Liverpool when the maritime centre closed down.

The Submarine Heritage Centre is now up and running and HMS Onyx is currently undergoing an assessment and refurbishment phase prior to being opened to the public.

At this time the web site at <http://www.submarineheritage.com/> is being updated and a "Friends of HMS Onyx" page is being created.

If there are any ex-crew of HMS Onyx who wish to join and be updated about progress please register with me, Ron Hiseman in the short time.

If you have photo's or memories that you would be willing to place on the site again contact me.

The web site should be updated and running in the next few weeks.

Regards Ron Hiseman

Dear Mr Barlow

I am just starting work on a book to be published by Conway Maritime Press, on the subject of World War 2 through the eyes of submariners, and, through your newsletter, I would like to invite members of the association who served through the war years to contribute their memories. If they know of memoirs written or recorded by comrades who are no longer alive, I would be no less pleased to be informed about those. Obviously I will be looking in printed sources and in the manuscript and sound archives of institutions such as the Imperial War Museum, but if there are

**Name:** Bob Bragg

**Email Address:** [bob.bragg1@ntlworld.com](mailto:bob.bragg1@ntlworld.com)

**Location:** Ipswich

**Comments:** Freddy Fox Can you get in touch with me as soon as possible I've lost your E-mail address Also any one else off S\M Ocelot between 1964 --- 1967 interested in a get together next March eight of us went down Chatham last weekend next year Helensburgh Plenty of dits going round after 40yrs all had a great time

**Name:** Andy Abbott

**Email Address:** [theabbotts@trovers.wanadoo.co.uk](mailto:theabbotts@trovers.wanadoo.co.uk)

**Location:** None

**Comments:** Currently researching my family tree and would really appreciate any information regarding my Granddad who was a Submariner. His name was Jim Preece and he was a CERA serving between 1941 and

members who would like this opportunity to tell their stories I would be delighted to hear from them.

I want to amass stories from every theatre and every year. Dramatic, tragic, amusing, and unusual: all will be welcome. The book isn't limited to the Royal Navy: I hope to include all combatant nations, so if anyone has links with fellow veteran submariners in other countries, I'd be grateful if they could spread the word. I will be contacting their associations etc, and have my own contacts among foreign naval historians, but the more the merrier.

I cannot promise that everyone who submits their recollections will find their work included, but I can promise that every account will be read / listened to avidly, sympathetically, and acknowledged. And, if you or any of your members wants to know more at this stage, do please get in touch by phone, email or letter.

[As women writing maritime, let alone naval history are a trifle rare, I'll explain my background. I was for some years Information Officer at Lloyd's Register of Shipping, running the section which dealt with enquiries about modern and historical merchant ships for both the general public and in the international shipping community. After a career break I started almost full time research into the loss of the East Indiaman, Winterton, in 1792, and that was published in 2003 by Conway as "Marked for Misfortune". Conway then asked me to write "Trafalgar Square, An Illustrated History of London's Landmark Through Time" which appeared last year as part of the Trafalgar 2005 celebrations, and I have just finished "Come Hell and High Water" a hefty 400-page exploration of 17 maritime dramas (naval and merchant) from various countries spanning the past 250 years and ending with last year's rescue of the AS-28 Russian mini-sub by the UKSRS. I look upon the chance to write this book as something of a privilege.]

Any help the Association can give me will be gratefully received.

Yours sincerely

Jean Hood (Mrs, but Jean is fine by me)  
8 Dunham Close Sandbach Cheshire CW11 4EL  
01270 759890 email: [trafalgarhistory@aol.com](mailto:trafalgarhistory@aol.com)

1959 - I have a copy of his naval record card. He served on, amongst others, Graph, Stygian and Artemis finishing up at HMS Dolphin. Recognise this is a long shot due to the time since he served. Best wishes Andy.

**Name:** Paul Richmond

**Email Address:** [ocelotdbf@yahoo.co.uk](mailto:ocelotdbf@yahoo.co.uk)

**Location:** Darlington

**Comments:** Hi to anyone who knows me, served in Porpoise 81-82 and then Ocelot 82-91 that was the last I saw of diesel boats but great memories, then went nuclear serving on Reso 1993, Splendid 95-97 paid off Renown and finished my time on HMS Vanguard 1998-2001, last year in mob spent at Faslane maritime operations centre, recognised a couple of names in guest book who were on ocelot would just like to wish all submariners past and present all the best D.B.F.

great site keep up the good work Paul "George"  
Richmond

**Name:** Charles Mueller

**Email Address:** [cmueller5@cox.net](mailto:cmueller5@cox.net)

**Location:** Bradford, RI USA

**Comments:** Good job guys. Your Web site is outstanding. I too am a submarine veteran and life member of U.S Submarine Veterans, Inc (USSVI) and am currently the Base Commander for the Rhode Island Base. Charles Mueller RMCMS(ss), Ret

**Name:** William Mcneil

**Email Address:** [billsubs@btinternet.com](mailto:billsubs@btinternet.com)

**Location:** Lancashire

**Comments:** Just to say I thought the weekend in London went well, sorry more could not make it for one reason or another. I think we managed to have our fare amount to drink and the dits were flowing, so all in all a memorable one. regards to all Mac (McNeil)

**Name:** Peter Sampson

**Email Address:** [peter.sampson\\_1@btopenworld.com](mailto:peter.sampson_1@btopenworld.com)

**Location:** Plymouth

**Comments:** Read all the previous entries and began to feel elderly. Served Thule 1951-52 Artemis 54-56 Turpin 61-64 R G Chatham 64-66 Dolphin S/M School 66-68 FOSM Staff 69-71. My only claim to fame is having done the Submarine qualifying course four times; 1948, 1950, 1954 and 1960. Any old shipmates out there??

**Name:** Dave Owen

**Email Address:** [Daowen5@aol.com](mailto:Daowen5@aol.com)

**Location:** Yorkshire

**Comments:** hi all submariners, served on Onslaught 81 to 83, Osiris 83 to 85, Opossum 86 Ocelot 87, and Unicorn [2400 class]91 to 93, any remember then email me back, would be great to catch up.

**Name:** Pete Hutton

**Email Address:** [petehut56@btinternet.com](mailto:petehut56@btinternet.com)

**Location:** Maidstone Kent

**Comments:** good to read other peoples dits, i served on Osirus, Ocelot, Cachalot, Oracle as l/Stwd. anyone remember me get in touch

**Name:** Sarah Driscoll

**Email Address:** [sarahjanedriscoll@yahoo.co.uk](mailto:sarahjanedriscoll@yahoo.co.uk)

**Location:** Lymouth

**Comments:** I am trying find out about my dad's death which happened in Sept 1969 at Malta. I have been told it was due to a swimming accident whilst he serving on the HMS Opossum. He was an LRO and he was called Colin Robert Woods (slinger) and he was 26 when he died. As i was only 1 yr old when he died i am trying to find anyone who served with him during that time and share any information on his death. I would also like to hear from anyone who knew him as he was also on HMS Alliance 1964, HMS Dolphin at Portsmouth 1963 and Reserve Group D 1966. I would love to hear from anyone who can help me Thank you Sarah

**Name:** Mark Robinson

**Email Address:** [mark@caribbean-pools.co.uk](mailto:mark@caribbean-pools.co.uk)

**Location:** Essex

**Comments:** My dads name is Phillip Robinson, he served on many boats. Anchorite, Alliance, Explorer + many more he would love to get in touch with any old mates. We lived in Singapore from 1963-1966. I was born in Malta 1957 whilst dad was posted there.

**Name:** Valerie

**Email Address:** [valerie6969@hotmail.co.uk](mailto:valerie6969@hotmail.co.uk)

**Location:** None

**Comments:** Hi. I'm looking for my fathers friends, or anyone who served with him, his name was Jimmy Spencer, from Sunderland. He joined the RN in 1946, served on the Rapid for 2years. then the Alaunia till 1950 when he joined the subs. He was a keen boxer, won the Portsmouth Command 1951. His sub the HMS Aurochs, was on a courtesy visit, to County Cork, were he fell from a very narrow gangplank, and drowned. My Mother remarried, so there is not much I know about my fathers life in the RN, only the ships he served on, through his RN records. My father was a stoker mechanic, I would love to hear from any of my fathers friends. My father was only 23 when he died, I was his only child . Please get in touch. Valerie.

**Name:** John (Charlie) Cowie

**Email Address:** [jake@doodlebugger.fsnet.co.uk](mailto:jake@doodlebugger.fsnet.co.uk)

**Location:** Stirling, Scotland

**Comments:** Joined Renown in 75, also served on Revenge and Repulse, Left (time done) in 96 as a CPO (Ops) S SM. Have been working for a Seismic research company the last 10 years, currently offshore Manilla. Just to say hello to anyone who knows me, fire me an Email if you wish.

**Name:** Brian Defurey (Billy )

**Email Address:** [bd40@blueyonder.co.uk](mailto:bd40@blueyonder.co.uk)

**Location:** Bradford West Yorkshire

**Comments:** served on the Ocelot and Onslaught in the 60,s anybody remember me get in touch I was a Sonar Operator and ship's diver

**Name:** Brian Lofty-Hanney

**Email Address:** [brianhanney@shaw.ca](mailto:brianhanney@shaw.ca)

**Location:** Calgary

**Comments:** Re: my previous posting, my email address has now changed to [brianhanney@shaw.ca](mailto:brianhanney@shaw.ca). Sorry for any inconvenience to those you have tried to contact me and had no luck - please forward your emails to my new address.

**Date:** 18/09/2006

**Guest:** 15 (Reference ID: 1222783)

**Name:** John Perratt

**Email Address:** [johnand@julieperratt.wanadoo.co.uk](mailto:johnand@julieperratt.wanadoo.co.uk)

**Location:** Uffculme, Devon

**Homepage:** None

**Referred By:** Search Engine

**Comments:** I've been tracing my family tree and came across the obituary for Maurice Perratt. My father who would have been Maurice's' cousin died when I was 4 years old back in 1960. I often heard about the Portsmouth side of the family but until now, never really did any research

**Name:** Brian Defurey (Billy)

**Email Address:** [bd40@blueyonder.co.uk](mailto:bd40@blueyonder.co.uk)

**Location:** Bradford West Yorkshire

**Comments:** Anyone remember me? Get in touch if so let's have a chat

**Name:** Dave Rich ( tich )

**Email Address:** [daverich@blueyonder.co.uk](mailto:daverich@blueyonder.co.uk)

**Location:** Bristol

**Comments:** Came across your website and I'm most impressed. I served in boats from 1960-66 I had a very brief draft to Amphion, after which I joined Andrew at Singapore, brought the Tactician home to be scrapped and then joined the Aeneas. I finally finished my time on Anchorite. Any one out there who remembers me please make contact.

**Name:** Tony (BAMBER) Gascoyne

**Email Address:** [tonygascoyne@msn.com](mailto:tonygascoyne@msn.com)

**Location:** Coatbridge Scotland

**Comments:** Hi all I served in Subs from 1972 to 76 then 1985 to 1994 on Ocelot in the 70 then broke service to change branches to UC serving on Renown Stbd Revenge Port and Repulse port then back to Renown stbd. made redundant in 1994, look forward to hearing from any one who remembers me.

**Name:** Ken. Proctor

**Email Address:** [kensafe@tiscali.co.uk](mailto:kensafe@tiscali.co.uk)

**Location:** Leeds

**Comments:** It was a sad day on learning of the sudden death of Dave Tull. Dave was the Chief Stoker on Dreadnought 1st commission. I plus other ex submariners attended the funeral on Friday 1st Sept. and spoke to ex Dreadnought crew members. Dreadnought - North Pole will be having a re-union in May 2007 for details contact myself by email (or just for a chat), Regards, Ken.

**Name:** Brian Lofty HANNEY

**Email Address:** [brianha@calgary-convention.com](mailto:brianha@calgary-convention.com)

**Location:** Calgary Alberta Canada

**Comments:** Served SMs Ambush Alaric Astute 1960-65 Anyone know the whereabouts of Bill Bailey AB T boats Malta 1960, May own guesthouse in West country. Ambush stokers, Eric Bill, Yorkie Pearson, Norman Tremlett and Jock Creedon, also any ex RN S/ms in Calgary Alberta area.

**Name:** Alan Gallop

**Email Address:** [alan@alangallop.co.uk](mailto:alan@alangallop.co.uk)

**Location:** Ashford, Middlesex

**Comments:** Dear Members of the Submarine Association and visitors to this site, I am writing a book about the mysterious disappearance of HMS Affray which sailed from her base at HMS Dolphin on 16 April 1951 and never returned. The largest naval sea-air search ever mounted - before or since - went into action and the country held its breath while the search took place. They had only a few days to find her and on the fourth day the search was called off. She was eventually found two months later in nearly 300ft of water 67 miles away from where she was expected to be found. She is still there today with her 75 brave souls still on board. If anyone has any personal recollections of the HMS Affray disappearance and would like to share their memories with me, I will be pleased to hear from

them. The book, called 'Subsmash' will appear in all good bookshops on 7 June 2007 and will be published by Sutton Publishing. Members can contact me at 'Melody House,' 22 Ashford Crescent, Ashford, Middlesex TW15 3ED. Tel: 01784 246821 and email: [alan@alangallop.co.uk](mailto:alan@alangallop.co.uk). Thanks and all good wishes to your all. Alan Gallop

**Name:** Trevor Kinrade

**Email Address:** [sama82.anglia@virgin.net](mailto:sama82.anglia@virgin.net)

**Location:** Norfolk

**Comments:** Friday 8th & Saturday 9th of September 2006 SAMA Anglia is holding a fundraising weekend at the Eels Foot Public House in Ormesby St. Michael, Great Yarmouth, Norfolk. The Pub is situated on Ormesby Broad so those that wish to fish can do so, also a field is available for Caravan and Camping for those that wish to stop on site. Live music and a raffle will be held on the Saturday night. The Pub serves food and arrangements for breakfasts can be made for those that wish to partake, families are very welcome, though due to being situated on a broad small children are not advisable unless supervised. For further details and directions please contact Trevor Kinrade on 01493 730229 or Email [sama82.anglia@virgin.net](mailto:sama82.anglia@virgin.net)

**Name:** Peter Powell

**Email Address:** [powell17j@aol.com](mailto:powell17j@aol.com)

**Location:** Great Yarmouth

**Comments:** Looking for crew members of HMS Narwhal and Otter Ice trip commissions Feb 1964. Trying to organise reunion May 2007 anyone interested please get in touch. Visit website [narwhalrumrats.com](http://narwhalrumrats.com).

**Name:** BOB BRAGG

**Email Address:** [bob.bragg1@ntlworld.com](mailto: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 someone who is and knows you will pass this message on to you Just wanted to thank you for the phone call today 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

**A message for ex Churchill members.**

Dear Sir,

Please could you pass this message on to other members and Associations:

HMS Churchill 5th Re-Union

Venue: Paramount- Angel Hotel Cardiff Date: 29th

Sept 2007. This will be a dinner/dance with raffle. All

Interested parties please contact:

WO2 MEA AM Broadbelt

Team Leader MVAT(Scotland)

HMNB Clyde G84 9BQ

Home 01436 679513

[andybroadbelt@hotmail.com](mailto:andybroadbelt@hotmail.com)

WE WILL ALWAYS REMEMBER THEM

When Britain Seeks to carve it's name on History's  
Bloodstained roll.

It can point with pride to it's submarines "Dear God"  
you took your toll.

It was said they were damned un-English, a weapon  
to be abhorred,

But in a world where you fight for your freedom  
that's a view you just can't afford

So in trying to balance life's budget when we sit  
down and add up the cost

High up on the list is the price we paid eighty two  
boats that we lost.

The first on the roll was the "Oxley" then  
"Seahorse", "Undine", and "Starfish",  
"Thistle", "Tarpon" and "Sterlet" then "Unity" and  
"Seal" was God's wish.

One after the other went "Odin" then "Grampus",  
"Orpheus" and "Shark".

The "Salmon", the "Phoenix" and then came the  
"Thames", no wonder the future looked dark.

The "Narwhal", the "Oswald" and "Spearfish" and  
little "H49" too,

The "Rainbow", "Triad", and "Swordfish" our  
country was paying it's due.

"Regulus", "Triton", "Snapper" and "Usk",  
"Undaunted", "Umpire" as well

"Union", "Cachalot", "P33" all sailing their own  
road to hell.

We lost "P32" and the "Tetrarch" the "Perseus" and  
"P31",

The "Triumph", the "Tempest" and "P38" and sadly  
the list just goes on.

There was "P39" and "P36", "Pandora" and  
"Upholder" too

"Urge", "Olympus" and "P514", "Thorn" and  
"Talisman" long overdue,

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

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

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

An old man stands alone,  
His eyes blurred by tears,

"Unique", "Unbeaten" and "Utmost" then the turn of  
"P222"

"Traveller", "P48" and "P311" Lord is this what you  
want us to do

Then came "Vandal", "Tigris", "Thunderbolt",  
"Turbulent", "Regent" as well

With "P615", "Splendid", "Sahib" all bowing to fates  
awesome knell.

The "Untamed", the "Parthian" and "Saracen" then X  
Crafts "9", "8" and "5".

Followed by "6" then "7" then "10" Yes Lord they'd  
done their last dive,

"Usurper" the "Trooper" the next was "Simoon",  
"X22" also was lost,

And the Ex-German "Graph" then made her last dive  
we earned freedom at a terrible cost.

"Stonehenge", "Syrtis" and "Sickle" Please God! just  
how many more,

The "Stratagem" went to her resting place on that far  
distant hostile shore.

And so near the end of the roll our White Ensign  
proud but Half Mast.

Right up to the end our submarines paid for  
"Porpoise" was the last.

Each year we gather at Blockhouse and ask that their  
Memories be blessed,

For we stand proud and tall as Old Comrades' with  
those Dolphins pinned on our chest.

So we who survived now pray to our God "Let our  
boys grow up to be men,

If we paid the price unflinchingly Dear Lord, don't  
ask them to pay it again".

As his memory goes back  
To those terrible years.

Around him white crosses  
Standing row upon row,  
He's among fallen comrades  
From a long time ago.

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

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

**MAGENNIS MEMORIAL DINNER****BELFAST - 18<sup>th</sup> AUGUST 2006****Speech by Admiral Sir James Perowne KBE**

My Lord Mayor, Councillors, President and Chairman of the Northern Ireland Branch, Ladies, Gentlemen and fellow Submariners.

Lord Mayor you do us all a great honour by inviting us to be here tonight at this wonderful civic dinner to commemorate one of Northern Ireland's greatest and bravest sons. It has been a glittering occasion. You honour not only the memory of James Magennis but also the whole submarine service. We all thank you whole heartedly for tonight. I would also like to thank the Officers and members of the Northern Ireland branch of the Submariners' Association for making the arrangements for us all to be here and for the parade and service tomorrow.

I want to briefly return to the reason we are here tonight, and for those not familiar with the history quickly run through his war experiences. For those like George Fleming who know it well I make no apology as it is well worth hearing again.

James Magennis was born here in Belfast of poor catholic parents in the very difficult times of the 20's and 30's at the height of the depression. He had a tough upbringing that probably tempered him to be hard like steel and honed his courage for, make no bones about it, he was an immensely brave man; this showed on a number of occasions in his life, he definitely was not a one off "flash in the pan."



He joined the Royal Navy in 1935 and on joining up spelt his name wrongly on the service certificate; this spelling error has continued and is the spelling used on his VC. He went under a variety of first names as well, James, Jim and in the Navy as for all Irishmen, Mick. I will use Mick. He went to the Boys training establishment at HMS GANGES, which also was tough but fair training regime that taught discipline, self reliance and courage. He joined his first ship in 1936 and at the start of the war in 1939, Mick was drafted to the destroyer HMS KANDAHAR where he had a very eventful two years.

In May 1940, KANDAHAR sailed from Greenock in company with HMS KELLY whose Captain was the Earl of Mountbatten. KELLY was struck by a torpedo, holing her on the starboard side. She was badly damaged and listing badly. At dawn, KANDAHAR went alongside to take of the dead and wounded.

Mick later wrote, "Fear is a word people never mention to me, as though they don't think I could ever be afraid. But fear came to me when the smoke of battle had died down; when all that lingered was a dawn mist that hung like a funeral crepe. It was the sight of the dead and dying that struck real fear in me for the first time in my life. It made me sick. It paralysed me. I remember the remedy my old gunners mate gave me for everything. Fight it!"

This story reminds me of the one of Nelson as an 8 year old boy getting lost when bird nesting. The family were very worried that he may have been abducted by travellers but after an extensive search found him seated by a stream. His Grandmother asked him why fear and hunger had not driven him home. The boy replied, "I never saw fear. What is it?" Mick Magennis, unlike Nelson, knew fear but had the courage to fight it.

In 1941, at the battle of Crete, KANDAHAR was in the thick of it rescuing survivors and Mick was in the whaler pulling the survivors from the water. As he returned in the boat to his ship he recalls, "I was the last in the boat and had to make a jump for the scrambling net as KANDAHAR gathered speed away immediately. It nearly tore my arms out. For a moment I thought I had been left behind." Here we see another facet of Mick where he puts the fate of others before

himself and ensures their safety.

In December 1941 KANDAHAR was struck by a mine while entering a minefield to rescue survivors from two other ships which had also been struck. The captain ordered abandon ship and Mick found himself in the drink. He just made it to safety and thanked GANGES where the swimming test they were put through saved so many lives.

Despite all he had been through in the first two years of the war, after survivors leave, Mick was "Volunteered" for service in Submarines. There is a myth that the submarine service was an all volunteer force. This was not so and is even now not so. What is true is that once drafted to submarines very few opt to leave after their first compulsory five years. In my time I have known only a handful go and almost all of them were for medical conditions.

As George Fleming in his excellent book about Magennis writes, "The chances of going to meet your maker while serving in submarines during the early years of the War was one to one. During the first 16 months of the war, up to December 1940, the Royal Navy lost 26 submarines or half the original 50+ boats they had in commission. The crew situation became desperate, which is why men like Magennis and others were pressed into joining. 1300 officers and ratings, over half the best trained crews were dead."

After initial training and time in the training submarine, Mick, in true form, volunteered for service in midget submarines called X-craft. He trained as the diver which was the toughest and most dangerous of courses. He was sent to the Far East and joined XE-3 under the command of Lt Ian Fraser who himself was under an American, Admiral Fife. XE-3 was tasked to enter the Singapore Strait and attack the Japanese Cruiser TAKAO. As they left Admiral Fife's parting words were, "You're the little guys with a lot of guts. Good luck!" How right he was about the guts.

TAKAO was anchored well up the narrow strait and they were in a race against the falling tide as at low water the cruiser sat on the bottom. They transited up the strait undetected and with the tide very low found that the cruiser had her bow and stern on the mud. They forced the X-Craft under the gap in the middle and bottomed with the keel of TAKAO about 1 foot above them. Mick's job was to exit the craft and lay the limpet mines on the keel. The gap between the keel and his hatch was so tight he had to take off his diving set, squeeze out and, once out, put it back on again. All this while the tide was still falling and the gap was getting smaller. Mick was the first and only frogman to leave a boat under an enemy ship, and to attach limpet mines. In fact he was the only frogman to operate from an X-craft in harbour against enemy shipping. Finally and after great difficulty the task was

complete and Mick re-entered the hatch by, once again, taking off his diving set and squeezing back in through what was now an even narrower gap.

Lt Fraser, the captain had great difficulty extracting the X-craft from under the cruiser. He finally managed it by blowing main ballast and momentarily coming to the surface. The large side charges were now released and with them, the two limpet mine holders should also have gone. One got stuck and for them to escape, it had to be released. Lt Fraser considered putting on the diving set and going out himself but Mick wouldn't hear of it and after a quick pause to, as he put it, "Get his wind back", he once again exited the X-craft. He released the carrier and then had to swim for his life to regain the X-craft which was floating away without him. When he was recovered, he was barely conscious. XE-3 escaped down the strait, met up with the mother submarine and returned to Brunei. The attack was 100% successful. Both Ian Fraser and Mick Magennis were awarded the VC. I think it is the most amazing story of bravery. Not just for a few seconds but over a prolonged period and going out of the X-craft a second time was above and beyond any call of duty. Magennis is certainly a man worthy of the honour that we do him tonight.

Thank you very much

**'X' CRAFT SUBMARINES****Conclusion**

*A Memoir by James Henry Weatherburn (ex Vickers Ltd)*

This first boat was probably X5 and, as X6 was nearing completion, my Boss asked me to accompany one of his Fitters (Bill Moscrop) to Scotland to carry out a modification to the clutch on the submarine recently dispatched. We caught the 5.30am train out of Barrow and travelled to Wemyss Bay where a ferry plies to Rothesay. It was six thirty and pitch black when we arrived at Rothesay where a naval truck was waiting for us. They drove us to Port Bannatyne and immediately transferred to a waiting Liberty Boat. They ploughed through the dark for about two hours to what was, I later discovered, Loch Striven. A series of wooden huts were built here and a jetty, alongside which was our X5.

Bill got stuck in right way on the job and I think we finished about six o'clock in the morning and, boy, did the bacon and egg go down well which they provided but the Huts and Bunks were a bit rough and the boys were being pushed hard in their training.

When dawn broke, I could then see the set up here was a large mansion set back from the Loch which was where the Officers were accommodated but otherwise it was the end of nowhere. There were the two man torpedo riders tied up at the jetty but pretty quick the riders were on them and off up the Loch and diving. We had walked part way up the hillside to watch our X5 move out and dive and then we were taken back to Port Bannatyne. I think I slept on the Boat and later on the Train. This had a profound effect on myself because here you see the real frontline of the war, these young men, none much older than I, risking their lives in a very positive way, and we knew from conversation that several lads had already died, what brave lads. I,

myself, had seen in Barrow ships coming in damaged - bows blown off, we produced every type of weapon and we had a blitz but the real coal face was not experienced.

It was not long after returning that I was told to accompany another Fitter (Bill Kelly) to Rothesay to carry out Mods on X5, X6 and X7 which had left Barrow to join the Navy. This time the journey from Barrow was the same. We were escorted into HMS 'VARBEL' at Port Bannatyne which had been the Hydro Hotel but taken over by the Navy, was now a ship. We gathered that the three subs were tied up by a steam barge alongside the Jetty. As we entered HMS VARBEL Bill Kelly was spoken to by a couple of ERA's. We were marched up the steps and into a large room full of Officers and Captain Ingram sat in the middle. He welcomed us and said that everything was ready and laid on to start work right away.

I didn't know what Bill was thinking, I was only the helper, but he said we wouldn't start right away but would start in the morning. He told the Captain we had travelled for 14 hrs and because there were three boats we should get some sleep and then work right through. I think the Captain was livid and told an Officer to get on with one boat himself. It didn't make sense what Bill said but we then went down the pub where quite a few of the crews were having a night ashore. It seems they had whispered to Bill not to work or they would be kept on standby. To be honest they had been stuck up at Loch Striven for weeks on end and wanted a break. They talked about their families and their futures and I was more moved when, later on, the TIRPITZ raid was announced and you realised they must have known they would not get back home.

We started work early next morning and worked right through till dawn the next day and had to do all three boats. I remember lying on the deck of the Steam Barge as dawn broke and the deck was lovely and warm. It took us so long because of the access lying full length on your tummy with pipes and brackets in your back. We could only take it in turns on one boat at a time.

The six boats were completed by January 1943 so were all completed in about 5 months. I read, after the war, an article which said that they were required mainly for a raid on TIRPITZ and they had two windows - March and September. However they were not ready and fully trained by March so missed that earlier time.

I returned to larger submarine building for a little while and then, which must have been around June/July 1943, my same foreman (Ted Fleming) had to take a team (maybe six or eight men) to Port Bannatyne for modifications to all six boats X5 to X10. When we arrived all six boats were nose to tail on a Floating Dock and their Depot Ship HMS BONAVENTURE was anchored nearby in Rothesay Bay. We carried out many mods which I cannot remember now but I think it was extra buoyancy forward. We were there two or three weeks and had digs ashore with some old ladies, poor dears, who tried to feed us but rations were difficult in war time. However we used to feed at lunchtime and tea time on BONAVENTURE. Boy, what a treat, we had white bread, baked on board, which we hadn't seen since 1940 and lashings of real butter, bacon, eggs, sausage and home cooked puddings etc. There was no rationing there and quite right too, these were the real heroes of the War.

NEW BOOK CELEBRATES CENTENARY OF THE U-BOAT

Perhaps no vessel has defined the identity of a country's naval fleet in quite the way that the U-boat shaped the character of Germany's.

Feared and admired in equal measure, the craft is this year celebrating its centenary and the story of its first 100 years is now comprehensively told in *The U-Boat Century, German Submarine Warfare, 1906-2006* by Jak Mallman Showell and published by Chatham Publishing.

The author is the son of a U-boat diesel mechanic who vanished with his U-boat before his son was born. His quest to discover what happened to his father prompted his lifelong interest in the study of U-boats and the Second World War.

This journey back through the history of U-boats begins on a sweltering hot day in the Baltic, on August 4 1906, when the first German submarine, U1, was lowered into the water at the Germania Shipyard in Kiel. It took time for Germany's Imperial Navy to accept such a radical boat into its conventional fleet, not least because of the early accidents involving volatile petrol engines, but once in service it was to prove itself to be one of the most potent weapons of the two world wars.

By the outbreak of World War I U1 was out of date, but the rapid advances in diesel technology brought about a tremendous expansion of the fleet and U-boats soon made their indelible mark on naval warfare with such incidents as the sinking of the *Lusitania* in 1915, it was their destructive power that brought about the introduction of the convoy system,

During World War II U-boats came close to cutting off Britain's supply lines, sinking vast tonnages in the Western Approaches and further afield, but the battle of the Atlantic was to be won by the Allies, assisted by SONAR, the successful cracking of the Enigma U-boat codes, and major developments in aerial anti-submarine warfare.

The U-boat century ends with the story of the Federal Navy's modern submarine fleet which helped NATO confront the menace of the Soviet Union and which today patrols European waters with the most modern and sophisticated vessels.

This extraordinary story of technical achievement is not just about machines. The U-boat bases, U-boat builders and, most poignant of all, the brave men, often mavericks, who crewed the ships, are an integral part of the story. The crews were subject to severe and continual privations such as a lack of fresh food and air, and hygiene and health problems caused by the rise and fall of air pressure and chemical changes in the air. Danger from the sea and from the enemy was ever present.

This world is conveyed not just with words but with unique photographs, many taken by the crews who fought in these craft; it is a remarkable story both of achievement and defeat and reminds us of the terrible price paid by ordinary men in two world wars.

*The U-Boat Century, German Submarine Warfare, 1906-2006* by Jak Mallman Showell, published by Chatham Publishing, price £19.99

For more details or a review copy of the book, please contact:

Julian Mannering, Editorial Director, Chatham Publishing, Tel: 020 8458 6314; email [julian@chathampublishing.com](mailto:julian@chathampublishing.com) Issued on behalf of Chatham Publishing by Alison Henderson, email: [hendo@badger-towers.fsnet.co.uk](mailto:hendo@badger-towers.fsnet.co.uk).

**Notes to Editors:**

About the author:

Jak P Mallman Showell was born in 1944. He is the son of a U-boat diesel mechanic who vanished with his U-boat before his son was born. His father's disappearance fired his curiosity and led him to study both U-boats and the Second World War.

This resulted in him writing more than 50 titles on these particular subjects. The first book, the classic *U-boats under the Swastika* has become one of Germany's longest selling naval books. The second, *The German Navy in World War Two*, was named one of the Outstanding Books of the Year by the United States Naval Institute in 1979.

His books are based on primary source material. Having worked as an educational science adviser and teacher, he is now a full-time author, photographer and naval historian. He works closely with the German U-boat Museum and is a member of the German Submariners' Association. He was awarded its Silver Lapel Pin in recognition of his services to International Understanding.

Jak's other work has included magazine articles, radio broadcasts and acting as consultant to film companies.

He moved to England in 1954 and now lives near Folkestone, Kent.

## THE JOLLY ROGER by Peter SMITH

The first reference to the Jolly Roger is back in the Middle Ages when it was known by the French term “joli rouge” (pretty red). Pretty Red is certainly a misnomer, as the red flag has been used in war for centuries. One of the first groups to use the flag was the Poor Soldiers of Christ and the Temple of Solomon or as better known the Knights Templar. The red flag continued to be used and caused terror and confusion among those who were opposing the force attacking as it represented “No Quarter Given – None Asked”, in other words, they were fighting to the death.

With the forced break up of the Knights Templar by the then reigning pontiff in Rome, several of the Knight’s ships under the red flag attacked ships in the Mediterranean which flew their national flags showing their alliance to Rome and Italy, hence the beginning of organised piracy.

However, it was not until several centuries later that the joli rouge had moved from the Mediterranean to the oceans to terrorize mariners. It was during the Elizabethan period that privateers of the ilk of Sir Francis DRAKE and Walter RALEIGH were commissioned by the British Government as sanctioned commerce raiders who began attacking French and Spanish merchant ships.

The idea of flying flags that denoted white skeletons or bones on a black background began to appear, this was to put terror into the crews of the ships being attacked, it was not until the privateer was sure that

he had achieved his prize, that the red flag would be raised, representing “no quarter given”.

In 1674, King Charles II, by royal proclamation decreed that the British Admiralty enact the law that all British merchant ships fly the red flag with a red cross on a white background (the Cross of Saint George) in the left corner; this was to become the fore runner of today’s Merchant Ensign, also known as the “Red Duster”.

It was not until the end of the 17th century, that the Jolly Roger that we know of today evolved from dancing bones, cutlasses and skeletons. The first privateer to use the skull and crossed bones was Frenchman Emanuel WYNNE who hoisted it in the Caribbean with an hourglass below to show that time was running out. Exactly when or who bastardised the name of “Joli Rouge” to “Jolly Roger” is not known, however it appears to have been around this period.

Over the centuries, the various government sanctioned privateers who had a price on their head, evolved into greedy pirates and the black and white flag took on the sinister image of that of the joli rouge. This image was also encouraged by children’s illustrated books of the late 19<sup>th</sup> century.

The use of the Jolly Roger declined and was all but forgotten, except in children’s books, but it wasn’t until Britain decided to acquire submarines in the early 20th century that it was to raise its head again. With various disparaging debates on the use

of submarines in war, both by the members of government and in the press, that the former First Sea Lord, Sir Arthur Knyvet WILSON VC GCB OM GCVO RN Rtd who at the time of debate was the Controller of the Navy declared, “Underwater weapons, they call ‘em. I call them underhanded, unfair, and damned un- English. They’ll never be any use in war and I will tell you why: I’m going to get the First Sea Lord to announce that we intend to treat all submarines as pirate vessels in wartime and we’ll hang all crews.” This, to young submarine officer Max Kennedy HORTON was virtually a red rag to a bull. By World War One, HORTON had been promoted to Lieutenant Commander and was the commanding officer in *HMS E9*, one of the first ocean going submarines, and sailed from Harwich to patrol southwest of Heligoland at the start of war.

Within the first two months of war, HORTON was the first to produce results by sinking the German light cruiser *Hela* and the destroyer *S.116* several miles from the German coast. On returning to Harwich, HORTON, remembering the comments of the of the now retired admiral, had his crew make a Jolly Roger of skull and cross bones and flew it as he entered harbour, this was to represent a successful patrol. Being the first submarine to sink an enemy ship earned HORTON the Distinguished Service Order and recommendation for early promotion. Hence, this early victory was the start of the Royal Navy submarines flying

the Jolly Roger after a successful patrol. HORTON's idea of flying the Jolly Roger did not fully catch on amongst fellow submarine commanders in World War One, but that was to change 21 years later.

By the start of World War Two, HORTON had been promoted to a Vice Admiral and awarded Knight Commander of the Bath (KCB), his earlier war experiences were an inspiration to the new generation of submariners, especially after Sir Max became Flag Officer Submarines. All during World War Two, returning submarines which had a successful patrol, their COs were proud to display their Jolly Roger.

It was during this war that symbols began to appear alongside the skull and cross bones representing what the submarine had achieved. A red bar denoted a warship torpedoed, a white bar a merchant ship torpedoed, a black bar with a white -U- represent a U-boat sunk by torpedo. Another symbol was crossed gun barrels and stars, every star around the barrels represented gun action. These are only an example of what may appear on the Jolly Roger, all up, the Royal Navy Submarine Museum have recognised at least 20 various war time symbols that have

appeared on the many different flags during the war.

During 1956, *HMS Thorough* was in Singapore and had just completed a refit, she was ordered to carry out a gun action bombardment against native Communist guerrilla camps in Malaysia. On the completion of the bombardment the crew were given permission to fly the Jolly Roger on return to Singapore, which was hastily made out of a potato sack with crossed gun barrels and a star. Later, on returning to England a new flag had been made showing the crossed gun barrels and a map of the world symbolising the fact *Thorough* was the first British submarine to circumnavigate the world.

British submarines since the 1980s have had a chance to fly the Jolly Roger when returning to port, *HMS Conqueror* after her attack in the Falkland Islands on the Argentine *ARA General Belgrano* her flag had a red stripe denoting she had torpedoed and sank a warship.

In May 1991, Oberon class submarines *HMS Opossum* and *Otus* returned to Gosport from Desert Storm, both flying Jolly Rogers, both were showing daggers representing they had successfully landed Special Air Service (SAS) and Special Boat Service (SBS) reconnaissance operations.

In May 1999, *HMS/m Splendid* had participated in the Kosovo Conflict in the former Yugoslavia, her return to Faslane in Scotland, showed her Jolly Roger with two crossed tomahawks representing that she became the first British submarine to fire cruise missiles in anger.

After the 9/11 attacks in 2001, *HMS/m Trafalgar* returned on 1 March 2002 to show her Jolly Roger with two crossed tomahawks, this was to show that she had fired cruise missiles against Al-Qaeda and Taliban forces. Her sister *HMS Superb* also returned from the same conflict, her Jolly Roger proclaimed a dagger, for force protection, a bee for her nickname (the Super B) and two lighting strikes representing communication flashes.

The latest submarine to fly the Jolly Roger was on 16 April 2003 when *HMS Turbulent*, being the first Royal Navy vessel to return to England from the war against Iraq, her flag showed crossed tomahawks after launching thirty cruise missiles.

***HMS Utmost* was depth-charged and sunk by Italian torpedo boat *Groppo* west of Sicily on 25. 11. 1942**

Thanks to Peter Smith, Hon Sec.SAA for this article

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I got a call the other day from a good friend. He had not long joined Astute Ships Company here in Barrow and as is the norm was allocated a rented house in the area. He said, "Dave where in the shipyard can I get a piece of Perspex, round and thick enough to support reasonably heavy items", and he proceeded to give me the exact sizes, thickness in millimetres and the diameter in inches. Must have worked in B&Q in a past life. A bit non-plussed I enquired what exactly was it for. He had managed to fall through his glass topped coffee table (he blamed his better half though) and was attempting a cheap repair. Although I couldn't help him I understand he did get it repaired in due fashion. I would love to be a fly on the wall when his landlord discovers his pride and joy isn't quite as he left it. No names no pack drill.

## FAREWELL SOVEREIGN

HMS Sovereign ends 33 years of loyal service – and sails with some style

A decommissioning ceremony on Monday 11 September marked the successful completion of service of HMS Sovereign, the Fleet's oldest operational nuclear powered submarine.

Friends and family of the crew, FOSNNI, Rear Admiral Philip Wilcocks, and Commodore Stait, amongst others, attended the service to commemorate the occasion and to thank the men who have served in the Swiftsure class submarine since her launch on 17 February 1973.

Guest of honour was the Mayor of Derby, Councillor John Ahern, who has a strong relationship with the boat which officially affiliated to

the city with the ship's company receiving the 'Freedom of the City' in 2002. Commander Steve Drysdale Captain of Sovereign said "This is both a proud and sad day for Sovereign and her crew. The boat has served the Navy well during her three commissions, tirelessly conducting operations around the world. And, of course, it is a sad day for the crew who, after living together for so long, will go their separate ways."

"I must also thank the teams on the base that have given us exceptional support to keep Sovereign at operational readiness and keeping the crew fed and watered when alongside."

Although the submarine is one of the RN's oldest, she,

actually celebrated a 'first' during her recent deployment to the Middle East where she transited the Suez Canal for the first time in her thirty-three years.

The four month deployment also saw the boat take part in a joint exercise with the Indian Navy and a task group from aircraft carrier HMS Illustrious to further develop training and international co-operation, although there was some time to enjoy port visits to Bahrain, Dubai and Fujairah.

Sovereign left Faslane for the last time on Tuesday 12 September with her 45 metre decommissioning pennant blowing in the breeze. She was waved off by First Sea Lord Admiral Sir Jonathan Band KCB.

## RECOGNISE YOURSELF?

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

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

The doctor says, "You know, 3 Viagra pills 3 nights in a row is pretty dangerous for any man. I will give them to you on the condition that you return to my office on Monday so that I can check you out."

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

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

The doctor says, "What happened?"

The man answered, "Nobody showed up!"

The Chief Tiff and the Chief Stoker were in the mess bar enjoying a beer when they decided to get in on the weekly charity raffle. They bought five tickets each at a pound a time.

The following week, when the raffle was drawn, each had won a prize.

The Chief Tiff won 1st prize, a year's supply of gourmet spaghetti sauce and extra-long spaghetti. The Chief Stoker won 6th prize, a toilet brush.

About a week or so had passed when the men met back in the mess bar for a couple of beers. The Chief Stoker asked the Chief Tiff how he liked his prize, to which the Chief Tiff replied, "Great, I love spaghetti!

How about you, how's that toilet brush?"

"Not so good," replied the Chief Stoker, "I reckon I'm gonna go back to paper."

**Well I did promise the Coxn's a break.**

## OBITUARIES

## LIEUTENANT JOEL BLAMEY DSC DSM

*Engineer whose skill and leadership were much prized by the submarine captains under whom he served.*

“Joe” Blamey was the Royal Navy’s oldest surviving wartime submariner. He was awarded the Distinguished Service Medal as a senior engine room rated for his service in the minelaying submarine *Porpoise* and the Distinguished Service Cross, having been commissioned, as warrant engineer officer of the *Strongbow* in the Far East. His 28 years in submarines is thought to be a record.

As an illustration of the remarkable craft skills of the breed, Rudyard Kipling once wrote that a naval engine room artificer (ERA), given time and a drum of oil, could teach a stolen bicycle to do typewriting. Artificers are the backbone of naval electrical and mechanical engineering expertise.

Blamey’s engineering apprenticeship started in 1920 and was followed by postings as an ERA 5<sup>th</sup> class to the battleships *Royal Oak* and *Valiant*.

He was inveigled into submarines in 1925, joining the Devonport-based *L52*. Among various tasks were trials in 1927 of the new Mk 8 torpedo – still in service in 1982 when three of them were fired by the nuclear submarine *Conqueror* to sink the Argentine cruiser *General Belgrano* at the outset of the Falklands conflict.

Blamey married his wife Clare, a concert pianist, in 1928. It was a marriage that was to last for more than 60 years.

Posted to L-class submarines in Malta, he was joined by his wife and baby daughter for one

of the happiest periods of his career. After a tour at home he was in 1934 drafted to the China station, and appointed to the submarine *Oswald*, based in Hong Kong. He expected to be away for two and a half years but the Abyssinian crisis brought him back to Malta and a brief family reunion before return to China.

Blamey’s autobiography, *A Submariner’s Story* (2002), describes the acute discomfort of the tropics, the hazards and engineering challenges of submarine operations, the characters and attributes of many young officers who were to become famous wartime heroes and gives graphic accounts of what it was like to be heavily depth-charged. Unconsciously peeping between the lines is a self-portrait of an uncompromising engineer, sober of habit and brave in danger.

Promoted to chief ERA in 1937, Blamey was posted to the submarine *Seahorse* at Devonport. During an exercise she was accidentally rammed by the destroyer *Foxhound* and badly damaged. Skilful handling averted an uncontrolled dive to crushing depth.

At the outbreak of war Blamey was appointed chief ERA to the obsolescent *H31* but this appointment was cancelled and he was sent as chief ERA of the large minelaying submarine *Porpoise*. Because of her size and slow diving characteristics, *Porpoise* was highly vulnerable in Mediterranean waters, but survived to make several runs

to beleaguered Malta with aviation fuel, food and other vital stores. She claimed the sinking of a U-boat but this was disallowed. Besides minelaying, *Porpoise* was also employed as an escort for Atlantic convoys and made several attacks on Rommel’s supply lines to North Africa, sinking several ships.

After an attack on a heavily defended convoy, *Porpoise* was in her turn assailed for two hours by more than 80 depth charges and severely damaged. Expecting a final desperate gun action with a destroyer upon surfacing she was surprised to find an empty sea. But her cracked batteries were leaking electrolyte so badly that she could not dive, and had a nerve-racking passage on the surface to Port Said, a sitting duck for an air attack.

*Porpoise* returned to Portsmouth at Christmas 1942. Subsequently at an investiture Blamey had his DSM pinned on him by the King himself a navy man and much impressed at the three-and-a-half years Blamey had spent in a single submarine.

Blamey was next appointed to the *Shalimar*. She was still under construction and he assisted with intelligence assessment of the captured U-boat *U570*, which had been renamed *Graph* and commissioned into the Royal Navy.

In early 1944 Blamey was appointed to the *Strongbow*, newly build and destined for the Far East. Here he rejected items machinery that had been inefficiently installed. This

caused some delay in getting to sea but his captain, Lieutenant (afterwards Vice-Admiral Sir Anthony) Troup, who "could hardly be described as a patient man" was to be grateful for Blamey's judgements.

*Strongbow* arrived at Trincomalee in August 1944, sinking a Japanese freighter with her first torpedo and several junks and lighters by gunfire. Other destructive war patrols followed until in January 1945 *Strongbow* was detected in shallow water by four Japanese anti-submarine vessels.

Depth charges inflicted serious damage: the electric lighting repeatedly failed while leaks in stern glands, hatches hydraulic,

oil and compressed air joints had to be fixed by Blamey and his people. With forward hydroplanes knocked out of alignment and steering gear damaged, *Strongbow* hit the bottom. Heat and lack of oxygen were seriously affecting the crew when she eventually surfaced under cover of darkness and after many emergency repairs limped, vibrating badly and without benefit of periscopes, back to base. Her crew owed their lives to Blamey's professionalism.

On his return voyage Blamey learnt that "poor old *Porpoise*" had failed to return from patrol, the last British Submarine to be sunk in the

war. He was awarded the DSC in August 1945 for his bravery and distinguished service.

After the war he continued in the submarine service in teaching and management posts, and a short tour as engineer officer of the submarine *Sidon*.

In retirement from the Navy as Lieutenant, he worked for the Inland Revenue at Newton Abbot, Devon. He also trained a local choir for many years with his wife at the organ.

She died in 1991. He is survived by their daughter.

Lieutenant Joel Blamey  
DSC, DSM Submarine  
Engineer

Born 09 October 1904, died on 10 September 2006, aged 101.

## Lieutenant-Commander Joe Evans

Lieutenant-Commander Joe Evans, who has died aged 85, rose from boy seaman to chief salvage officer of the United Kingdom, and in 1943 took the surrender of an Italian fleet.

In that year, he was navigator of the submarine *Unrivalled* off Bari. His captain heard about the Italian armistice on the BBC; he surfaced, flying a White Ensign, and sent Evans to negotiate with the Italian authorities. Coming ashore in a commandeered fishing boat, Evans asked to be taken to the senior Italian naval officer, and was guided through back alleys to avoid crossfire between the Germans and the Italians.

In the midst of this chaos, Admiral Tomasso Panunzio was dumbfounded to be confronted by a fresh-faced representative of the former enemy demanding the surrender of all Italian ships in the port. During the day-long

negotiations, Evans gave his word (on behalf of King George VI) that the crews of the ships would be repatriated.

That night he sailed as commodore of a convoy with no more to guide him than his common sense and a signalman; neither of them spoke Italian. Despite German air attacks, three days later they reached St Paul's Bay, Malta, where Evans refused to relinquish his command until assured that his promise to Panunzio would be honoured.

A printer's son, Joseph Evans was born at Bath on December 31 1920, and educated at the local Roman Catholic primary school. After studying art for two years at a technical college, he sold ice cream at Weston-super-Mare before joining the Royal Navy at Devonport as boy seaman, second class.

He recalled rising at 5.30am to breakfast on cocoa, and being

permanently hungry and exhausted until the order "Sling hammocks" was given at 9pm. During the Norway campaign of 1940 Evans was so "tensed up" in the shell room below the waterline of *Renown* during her fight with the battlecruisers *Scharnhorst* and *Gneisenau* that he never noticed the German shell which penetrated the ship without exploding.

Commissioned in 1942, Evans was "volunteered" to join the submarine service, and took passage from Algiers to Malta in *Seraph*, which landed an agent on a beach in the south of France. Serving briefly as torpedo officer in *Uproar*, commanded by the New Zealander Lieutenant-Commander Terry Herrick, he helped to cripple an Italian minesweeper by gunfire. On boarding her, he discovered no secret documents, only a ceremonial sword, which he kept.

Moving to the Far East, Evans was first lieutenant of the submarine Spearhead when she towed the midget submarine XE4 into the Mekong Delta to cut Japanese undersea telegraph cables.

After the war he was first lieutenant of the frigate St Bride's Bay on the Palestine patrol. But, following a personality clash with his commanding officer, he was sent to command the trawler Steepholme on wreck dispersal operations off the east coast of England. Here Evans found

his niche, and his next sea command was of the coal-burning salvage ship Barrage.

Joining the Admiralty's Marine Services division, he quickly rose to chief salvage officer. After retiring with an OBE in 1981, he was for two years a salvage adviser to the Mary Rose project, helping to find a special barge in Germany to lift the wreck from the seabed.

While admiring the enthusiasm of the many amateurs involved, he was critical of their reliance on unnecessary

technology and of the decision to transfer the wreck underwater by a cradle instead of lifting it straight out; he was overruled by Margaret Rule, the project's archaeological consultant.

Joe Evans, who died on May 31, organised pilgrimages to Fatima and to Knock, and built boats for his family to race. He married, in 1945, his childhood sweetheart, Joan Higgs, who survives him with two sons and two daughters.

## David Perkins

*J. David Perkins- 69, of Riverport passed away suddenly in Riverport, N.S. on Sunday, August 13, 2006*

Born in Oshawa, Ontario, he was the son of the late John and Eva Perkins.

In 1954 at the age of seventeen-and-a-half he joined the Royal Canadian Navy as an Ordinary Seaman in the old Torpedo Detector branch. While serving in the destroyer HMCS Haida he went for a day trip aboard the British submarine HMS Alderney off Bermuda and got hooked on submarines.

He then went to England where he served aboard HM Submarines Solent, Scythian and Alliance. While serving in England he met and married his wife, Patsy in 1958.

Then in the spring of 1961, they journeyed to Canada. He joined the Canadian O-class submarine HMCS Ojibwa in 1966 where he remained in the

first Canadian Submarine Squadron until retiring from the Navy in 1979. At that time, he was a Chief Petty Officer 2nd Class, Weapons Underwater Technician. While working as a Project Manager for Industrial Services in the Naval Dockyard at Halifax, he started researching Allied submarines in Halifax during World War Two. This led to five years of research that culminated in his first book, Canada's Submariners, 1914-1923. Then he self published two of his own titles, The Canadian Wartime Submariners, and, Submarine Sailor.

In 2000 his second trade book, The Canadian Submarine Service in Review was published. After working for an engineering consultancy firm as an Engineering

Technician for over twelve years, Dave quit his office job in the summer of 2002 and he and his wife moved to Riverport and set up the Backman House Bed and Breakfast.

His free time was divided between answering naval history questions on the internet and constructing a model railway layout and rolling stock. He loved all aspects of nature, especially birds, and enjoyed many happy times watching them on his walks with his dog, Amber.

David is survived by his wife, Patsy, daughters, Nicky (Sue), Lesley, Gillian (Daryl), son, Malcolm (Helen), grandchildren, Brooke, Malcolm, Kayla and Heidi and his brother Peter (Trish).

## Deaths of Members Reported from 05/08/2006 to 19/10/2006

|   |          |              |                               |
|---|----------|--------------|-------------------------------|
| A.R. (Bert) Adshead.<br>Served in: Anchorite Tudor Sanguine Totem Rorqual.  | AB. UW3. | MANCHESTER   | Submarine service: 1956-1961. |
| A. (Alf) Barlow.<br>Served in: Tactician Thule.   | M.E.1    | BIRMINGHAM   | Submarine service: 1954-1961. |
| J.C.E. (Joel) Blamey. DSC DSM<br>Served in: H.29 L.52 L.16 L.21 Oswald Seahorse Porpoise Shalimar Strongbow Umbra Sanguine Sidon. | Lt.      | EXETER       | Submarine service: 1926-1954. |
| A.R.G. (Andrew) Campbell.<br>Served in: Upstart Scorcher X-Craft Scythian Trump Amphion Oberon Resolution Renown Oracle.          | Mech 1.  | PORTSMOUTH   | Submarine service: 1954-1976. |
| J.C.G. (John) Collett.<br>Served in: Oberon1 Porpoise1 Subtle Strongbow Scorcher Alcide.  | L/Sto.   | MIDDLESEX    | Submarine service: 1944-1947. |
| J. (Jeff) Dadson.<br>Served in: Tactician Tantivy Talent Artful.  | L/Sto.   | GOSPORT      | Submarine service: 1947-1953. |
| M.J. (Mike) Hall.<br>Served in: Valiant Churchill Grampus.  | LOEM.    | GOSPORT      | Submarine service: 1967-1977. |
| R.M. (Dick) Hodgson. DSM.*<br>Served in: Tuna Storm.  | E.R.A.   | PORTSMOUTH   | Submarine service: WW2.       |
| G. (Geoff) Mills. MBE.<br>Served in: Telemachus Aurochs.  | L/Sea.   | COLCHESTER   | Submarine service: 1955-1958. |
| A. (Bert) Onslow.<br>Served in: Clyde Tactician.  | A.B. ST  | MERSEYSIDE   | Submarine service: 1942-1946. |
| P.A. (Peter) Summers.<br>Served in: Stubborn.   | A.B.     | COLCHESTER   | Submarine service: 1944-1945. |
| D. (Dave) Tull.<br>Served in: Aeneas Teredo Dreadnought Superb.   | C.M.E.M. | BARROW-IN-F. | Submarine service: 1956-1977. |

## Members who have joined or rejoined the Submariners Association From 05/08/2006 to 19/10/2006.

|   |               |            |                               |
|---|---------------|------------|-------------------------------|
| J. (John) Bish.<br>Served In Truncheon Telemachus Aurochs Andrew.   | L/Sea.UW3.    | AUSTRALIA  | Submarine Service: 1954-1960. |
| J. (John) Bowhill.<br>Served in: Trump Taciturn Talent Alliance Olympus Otus Valiant.                         | Lt.           | NORFOLK    | Submarine Service: 1968-1978. |
| S.M. (Stephen) Brennan.<br>Served in: Churchill(71-74)(87-88) Superb(74-76) Trafalgar(80-86) Upholder(86-87). | LMEM(M)       | MANCHESTER | Submarine Service: 1971-1989. |
| J.M. (Jim) Brydson.<br>Served in: Conqueror Tireless Splendid.  | L/Ck.         | N.I.       | Submarine Service: 1987-1994. |
| G.S. (Stephen) Chang.<br>Served in: Artemis(69-70) Ocelot(70-71) Olympus(74-78).                              | CPO CE Mech1. | DORSET     | Submarine Service: 1968-1978. |
| M.J. (Malcolm) Davey.<br>Served in: Dreadnought(73-74) Churchill(75-78) Courageous(80-83)(88-90).             | CPO.WEA.      | EXETER     | Submarine Service: 1972-1990  |

|   |                  |              |                              |
|---|------------------|--------------|------------------------------|
| A.R. (Sammy) Davies.<br>Served in: Resolution(71-73).   | LMEM.            | DOLPHIN      | Submarine Service:1971-1973. |
| P.J. (Peter) Ellis.<br>Served in: Orpheus(79-80) Onyx(80-81) Otter(81-83) Otus(83-85) Opossum(92-93).                 | A/RS.            | NORTHANTS    | Submarine Service:1977-1994  |
| S. (Steve) Emms.<br>Served in: Resolution Revenge Renown Repulse Victorious Vigilant Vanguard.                        | PO. Stwd.        | BARROW-IN-F. | Submarine Service:1980-2000. |
| J.E. (John) Grisman.<br>Served in: Tiptoe(59) Talent(60) Sentinel(60-61) Seraph(61-62).                               | R.O.2.           | DERBYSHIRE   | Submarine Service:1958-1962. |
| M.G. (Jess) Hamley.<br>Served in: Andrew Aeneas Cachalot Olympus.   | MEMN(P)1.        | DOLPHIN      | Submarine Service:1968-1982. |
| A. (Andrew) Hutchinson.<br>Served in Sportsman.   | AB.Radar/Asdics. | N.I.         | Submarine Service:1943-1946. |
| W.E. (William) Jackson.<br>Served in: Finwhale Rorqual.   | LOEM.            | DOLPHIN      | Submarine Service:1966-1970. |
| P.F. (Paul) Myers.<br>Serving member.<br>Served in: Courageous(88) Sceptre(88-96) Victorious(98-01) Vengeance(03-06). | CPO.(W).         | W.SCOTLAND   | Submarine Service:1987-      |
| D.M. (David) Rich.<br>Served in: Aeneas(61) Tactician(61) Aeneas(62-65) Anchorite(65-66).                             | M(E)1.           | BRISTOL      | Submarine Service:1960-1966. |
| R.L. (Ronald) Rietveld.<br>Served in: Royal Dutch Navy Submarines: Zeehund(74-75) Dolfyn(75) Tonym(75-76).            | PO. Eng.         | W.SCOTLAND   | Submarine Service:1973-1976. |
| K.V.E. (Keith) Wanless.<br>Served in: Seneschal(57-59) Aurochs(60-62) Porpoise(63-68) Churchill(69-74).               | CPO.(OPS)        | W.SCOTLAND   | Submarine Service:1957-1992. |
| M.A. (Mark) Webster.<br>Served in: Revenge(77-78) Churchill(79-84)(86-87) Conqueror(90-91) Vigilant(94-96).           | PO.MA.           | GOSPORT      | Submarine Service:1976-1996. |
| G.H. (George) Woodward.<br>Served in: H33(43) Thule(43-44) Tabard(45).  | Sto. Mech.       | NORTH STAFFS | Submarine Service:1943-1946. |

A man walks into a bar and asks for a beer. After drinking it, he looks in his shirt pocket and asks for another beer. After drinking that one, he looks in his shirt pocket again and asks for another beer. This happens about another seven times before the bartender asks him, "Why do you keep looking in your pocket?" The man replies, "I have a picture of my wife in there. When she looks good enough, I'll go home."

A 'young' single man, called Colin moved into a new apartment on his own, and went to the lobby to put his name on his letterbox. While there, an attractive young lady came out of the apartment next to the letterboxes wearing a robe.

Colin smiled at the young woman, and she started a conversation with him. As they talked, her robe slipped open, and it was obvious that she had nothing else on.

The poor lad broke into a sweat trying to maintain eye contact.

After a few minutes, she placed her hand on his arm and said, "Let's go to my apartment, I hear someone coming."

He followed her into her apartment. She closed the door and leaned against it, allowing her robe to fall off completely. Now nude, she purred at him, "What would you say is my best feature?"

Flustered and embarrassed, he finally squeaked, "It's got to be your ears!"

Astounded, and a little hurt she asked, "My ears? Look at these breasts; they are full and 100% natural! I work out ever day! My butt is firm and solid! Look at my skin - no blemishes anywhere! How can you think that the best part of my body is my ears?"

Clearing his throat, he stammered, "Outside, when you said you heard someone coming? That was me."