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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 017

[www.submarinersassociation.co.uk](http://www.submarinersassociation.co.uk)

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## 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*

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## EDITORIAL

### *Fellow Submariners*

I have to say you have all been very patient. Not many gripes, perhaps you hadn't missed it but it is ages since the last newsletter went out, and I can only apologise for my tardiness. I haven't really got an excuse except that work is very hectic at the moment and when I get home all I want to do is sit in front of the telly, and then usually doze off. I have been putting together some dits etc and thinking to myself not far to go now when Barrie and Joan (no not Derby and Joan) came and offered to assist. Bottom line is that I retain the editorial bits and they will put together the rest of it. So, any typos you know who to blame. What it has meant is that this issue is a bit bigger than normal, so if it has taken a bit longer to download and uses more paper to print off, I apologise.

Is this newsletter getting to all your members? I still come across members complaining of lack of communication but who have never heard of 'In Depth' or Jim's '183' newssheet, which is a sad reflection on some of the branch secretaries. Please spread the

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## Inside This Issue

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- |       |                                    |
|-------|------------------------------------|
| 7     | Astute Roll Out and Launch         |
| 8     | The Wooden Flotilla                |
| 9-11  | Chinese and Indian Submarine Plans |
| 13-15 | Loss of Submarine A3 - Reports     |
| 20    | Annual Draw results                |
-

newsletter around. Use e-mail where you can - it costs nowt. Some branches I know distribute in hard copy and charge their members accordingly at their request and agreement. For smaller branches, pass around the hard copy you get. Bring it up at your next meeting and see what your members feel.

### HMS ASTUTE

It is over a decade since the last new submarine was launched, or 'rolled out' to be more precise. The first nuclear submarine of the new Astute Class was rolled out on Friday 8th June at Barrow. I work for BAE (some say only attend) on the Astute project, and a few months ago I approached the BAE PR team tasked with organising the launch and asked if any of the 98 members who had served on the first Astute (listed on the national data base) could attend. It was intimated that about half a dozen might get tickets. I sent a circular to all the branches that had members who had served on the first Astute, and received a response that about 30 would like to attend. Going on bended knee and grovelling like heck to the organising team, I was advised that all who applied could attend. As it turned out some subsequently had to cry off due to ill health or whatever but we still had over 20 ex-Astutes attend the launch. Many of these met up with the crew of the new Astute and attended their shindig, which by all accounts was a good 'do'.

I hope to be able to do the same for the next two submarines being built here in Barrow, namely Ambush and Artful. There is no need to apply now. If you are a member of the Association and your details are on the national database, you will be notified at the appropriate time.

### Membership

The NMC sometimes receives letters asking what we are doing about recruitment and the writer usually intimates that the fall in membership is due to the perceived lack of recruitment, particularly in the serving

submariner area, and is the direct fault of the NMC, and wants to know what we are doing about it. Firstly, we have a very proactive serving submariner representative on the NMC (WO1 Coxn John Hendren) who is doing all he can to ensure the serving submariners are aware of our existence, what we stand for and what we do. Many of the new members itemised at the back of this newsletter are members as a direct result of the sterling work John is doing.

I would like to draw your attention to the last few pages of this newsletter which gives the details of those who have passed on and a further list of those who have joined. Over this period (just over 6 months) we have had:

Deaths:	51
New members:	127
Lapsed:	110

You will note that the new members out-gun those who have passed on by 2½ to 1, or put another way, those passing on is less than half of those lapsing their membership.

My conclusion is that the problem is not so much in recruitment, although this can always be improved, but in retention. This is where, I believe, the branches must take some of the blame and do more to reverse this trend. What are you doing, or perhaps not doing, that is causing your members to leave? I ask the individual branch committees to sit down and have a good look at how they can improve meetings, social activities, or whatever, to make the Association more attractive to their members and reduce the high lapsed numbers.

### National Secretary

Please note that Jim moved house a wee while ago and his new address etc is on the front page. He would just love you to write, e-mail or phone him and get any gripes off your chest, put forward any suggestions you may have, or in fact anything at all to do with the Submariners Association. Don't just sit there, give Jim a call and make his day.

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### National Draw 2007

The Draw was recently held in Lincoln and hosted by the Lincoln Branch and was a really good 'do'. They put on a social in the RNA Club, which was well attended by both Association members and the local RNA. The winners list is later on in this newsletter. I thank all of you who bought tickets and to all the branches who pushed them and in doing so made 33% of the takings for their branch. It is a shame some branches do not do more because at the end of the day it is they who are missing out on a nice little earner for little or no outlay or real effort.

Thanks to a number of donations from outsiders and branches the Association netted a little over £5K, about the same as last year. It is this income that allows us to keep the subscriptions as they are and also allows us to subsidise events, such as the annual Reunion.

I ask those who didn't participate this year to seriously think about it next years and future years.

*Why is it that when someone tells you that there are over a billion stars in the universe, you believe them, but if they tell you there is wet paint somewhere, you have to touch it to make sure?*

### Reunion 2007

The take up this year has been terrific and we have now taken up nearly all the rooms in the hotel. However, many of you have elected for single occupancy, which has cut down on the overall numbers somewhat. Rick Elrick is currently contacting these to see if any will accept twin rooms so that we can accept a few more bookings. What it does mean though is that we are in for a bumper Reunion. Rick has opened a reserve list so if you still wish to attend and haven't got your name down yet, then contact Rick straight away.

### National Standard

The NMC is putting the final touches to a procedure for requesting the National Standard and/or the National Parade Marshal to attend a branch function and under what circumstances. These may include Standard dedications, memorial services or parades, or indeed the funeral of a branch member.

The basic process is that your initial contact would be via the National Parade Marshal, Andy Morgan, who will forward the request to the National Officers listed on the front page. It goes without saying that the more notice given the better chance you have of the Standard Bearer and/or Parade Marshal being available. Obviously with funerals speed is of the essence.

Although we assess all requests on a case by case merit, the broad guidelines are that the National would fund the travelling expenses and we would expect the host branch to find accommodation and other incidentals eg local travel, meals, etc. The thinking behind this is that a branch may elect to offer one of their own homes, which would keep costs down, particularly pertinent for a smaller branch.

### Mini Cruise

The NMC decided that we would arrange a mini cruise partly as it had the makings of a 'good run' and partly to assess its suitability as a Reunion function. Rick Rothwell volunteered to undertake this task with the outcome that about 40 of us embarked on a mini cruise from Hull to Rotterdam over the middle weekend of May. Basically we mustered on board on the Friday PM and after dropping our gear in our outer cabins made for one of the numerous bars dotted round the ship. Although the restaurant was cafeteria style the quality of the food was very good indeed and I didn't hear any complaints.

Sailing overnight we arrived in Rotterdam next day and then

coached to Amsterdam where we spent a pleasant few hours.

The return journey replicated the outward arriving back in Hull at breakfast time on the Sunday morning. After a leisurely breakfast we disembarked, made our farewells and immediately coerced Rick into organising another for next year.

I am not sure that it could replace the traditional annual Reunion but it was a great break and I would recommend it to all. The cost? It initially started off at £125 each, which included an outside cabin, all meals and the coach trip to Amsterdam. Rick being the negotiator he is, managed to get a refund on this and we all got a few quid back. (Still don't understand how he managed that one or indeed under what ruse.) One anecdote is that two of the Merseyside lads had just set off when their car caught fire in the middle of the Mersey tunnel. Obviously the driver had to cry off to tend to the incident, but the police took the other to the railway station to catch a train to Hull. Having ascertained that it would be very tight to make the sailing time, he elected to get a taxi, which as you can imagine wasn't cheap. We had a whip round (made easier with the refund mentioned earlier) such that the member concerned had enough left over for a few beers. All buddies in boats they say.

### Raise funds for the Submariners Association when you shop online

If you shop online there's now a simple, easy and free way for you to support the Submariners Association - best of all you can save money. 'Easyfundraising' is a shopping directory listing some of your favourite online stores. Over three hundred and fifty popular retailers are participating and these include Amazon, PLAY.com, Toys'R'Us, Woolworths, John Lewis, Comet, HMV, DELL, Next and Vodafone.

All you need to do is to use the links provided on the easyfundraising site when you shop online, and at no extra cost we'll

[www.submarinersassociation.co.uk](http://www.submarinersassociation.co.uk)

receive up to 15% of every purchase you make – it's that simple!

It doesn't cost a penny extra to shop and raise funds in this way, and you can even SAVE MONEY as many retailers give exclusive discounts and savings when you shop using the easyfundraising site.

If you shop online ANYWAY why not raise extra funds for us by using this completely FREE service? Visit:

*<http://easyfundraising.org.uk/submarinersassociation>*

This may also answer some of those letters that ask what are we - the NMC - doing to raise funds? You know who you are so come on and try it out. This is potentially a good earner but only if enough of us use it to its best advantage.

### Possible New Branch

I have been contacted by an ex submariner who lives down in the depths of Cornwall and is interested in starting up a branch down there. We had one some years ago but it folded due to lack of numbers. Anyway this is from Jan who is hoping to start one again. I really wish him well.

My name is Jan Trenoweth, ex 'O' boats 1975-1992 (Onyx, Orpheus, Opossum + countless spare crew stitch ups!). When Opossum was scrapped, I went nuclear (Turbulent) until redundancy in '95.

I left as LMEM waiting 5 years for POMEM. The urge to keep in touch with ex shipmates is becoming overwhelming! The problem is the nearest branch to me is Plymouth. Me being a good old Cornish boy! I want to start a branch for us real Janners! My next door neighbour is Jan Eva (L/Stwd 1974 - still serving on Triumph!). He is also up for helping out in getting Cornwall on the SA map! If it is a no go, well, please arrange for Plymouth to be dragged down to Falmouth!

Jan Trenoweth.

So, if you live down in Oggy land and want to join Jan in his venture let me know and I will put you in touch.

A Coxn (named after a cuddly animal) calls his Chief Tiff buddy (Baggie) and says, "Please come over here and help me, I have a killer jigsaw puzzle, and I can't figure out how to get started."

The Chief Tiff asks, "What is it supposed to be when it's finished?"

The Coxn says, "According to the picture on the box, it's a rooster."

The Chief Tiff decides to go over and help with the puzzle. The Coxn lets him in and shows him where he has the puzzle spread all over the table.

The Chief Tiff studies the pieces for a moment, then looks at the box, then turns to the Coxn and says, "First of all, no matter what we do, we're not going to be able to assemble these pieces into anything resembling a rooster."

He takes the Coxn's hand and says, "Secondly, I want you to relax. Let's have a nice cup of tea, and then..." he said with a deep sigh...

"Let's put all these corn flakes back in the box."

*Sorry – Couldn't resist it – DB*

### Vladimir Romanov

You will all remember Vladimir Romanov, the Russian Submariner veteran who was our guest at the annual Reunion last year.

Recently it was Vladimir's 60th birthday and Jim McMaster and I were invited across to Lithuania to join him for his party, which was a surprise for him but not as much as it was for us getting an invitation.

What do you buy for the birthday of a rather rich man. We settled for a bottle of 'Pussers' and a bottle of 'Woods', which went down very well (quite literally).

Be rest assured there was no Association funding requested or used.

There were many there who were obviously some very important guests and I would imagine influential colleagues. It was particularly pleasing therefore that on completion of the formal pleasantries and speeches he picked us and the Russian Submariners out for special attention and spent a long time chatting to us through a rather attractive interpreter whose English was so good, with no hint of an accent, that I was surprised when she said she came from Moscow. I am sure that the Association will meet and cross paths with Vladimir fairly frequently in the future.

Jim and I flew across to Lithuania via Amsterdam, met at the airport and taken to our hotel to settle in and then lunch. Later we went by taxi the hour's journey to Kaunas where Vladimir's businesses are centred. We had a most enjoyable evening and met up with a couple of Russian veterans from the K19 (Widow Maker). Unfortunately due to there being an official photographer we couldn't get one of us and Vladimir with our own cameras and we haven't received the official ones yet.

The next morning we were invited to his office and I was impressed to note that in his private office he had a showcase full of submarine memorabilia including the artefacts we presented to him last year, together with the Association crest. He also had a similar area with his Hearts memorabilia too.

It was soon time to make our way back to the airport and fly home. My only regret is that we didn't have enough time to look round what were two lovely cities and country side very reminiscent of the wooded areas of Scotland. I hope to return sometime in the future and rectify that.



*Jim and Dave with the Russian Submariners*

## Dave

### A message from the new 'In Depth' News Letter Production Team

Like me I expect you have all been grumbling away into your pints and saying "Ain't it about time that the 'In Depth' newsletter appeared?" Well – here it is – at last! The Chairman says he has been overworked here at the Ship Yard in Barrow and, as we all know, when you're really busy time sneaks past and something has to give - and we have to believe him!

You will all see from the content of this issue that we are getting contributions from far and wide – some serious, some not so serious and several pretty amusing. Thank you all for these contributions as without your efforts and input, there would not be a lot to say.

Joan and I would like to ask you to continue to send in your 'Copy' for 'In Depth' and to send it to the e-mail addresses which we will put at the end of this 'dit'. You can still send it to the Chairman as well – if you really want to! We will still continue to trawl through the papers, websites and guest books for additional input. Meanwhile – we leave you to get on with reading the interesting 'bits' and 'dits'. Happy Reading!

Barrie Downer  
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 Joan Fraser  
[Joan.fraser@new.oxford.ac.uk](mailto:Joan.fraser@new.oxford.ac.uk)

## **HMS AMBUSH** **'Twinning'**

HMS AMBUSH, currently being built and due to be one of the most powerful attack submarines ever made for the Royal Navy, is to be affiliated to the city of Derby. The official declaration was received by the Mayor of Derby, Councillor John Ahern, from Rear Admiral Tony Johnstone-Burt, who is based at HM Naval Base Clyde on the west coast of Scotland, where AMBUSH and her sister boats will be base-ported.

All ships and submarines of the Royal Navy are affiliated to different towns, cities and regions. This strengthens ties with important communities, including organisations such as naval associations, youth groups and charities.

Derby enjoys existing strong links with the Royal Navy having given the Freedom of the City to the whole Submarine Service in 2002. The City was also affiliated to Swiftsure class submarine HMS SOVEREIGN, which was decommissioned after 33 years' service in September 2006 in a ceremony attended by the Mayor of Derby. This was followed by a formal civic dinner in the City attended by the Ship's company.

Rear Admiral Johnstone-Burt said: "It is fitting that one of the Navy's new generation of submarines should be affiliated to a region that already has close ties to the Navy – with Rolls-Royce Marine manufacturing all of their nuclear propulsion systems. This allows the close bonds that had been established with our Submarine Service to be strengthened and extended to AMBUSH's new crew and the other boats."

Mayor of Derby, Councillor John Ahern, said: "We in Derby are delighted that this announcement continues our proud affiliation with a Royal Navy submarine, after the decommissioning of HMS SOVEREIGN. In addition the contribution of Rolls-Royce Marine in the construction of these submarines further enhances Derby's reputation as a centre of engineering excellence. We will

watch the progress of HMS AMMBUSH from now to her commissioning with keen anticipation."

## **Royal Navy** **Submarine Museum** **News - February 2007**

The most significant progress on site has probably been the installation of the 1/5 scale model of HMS VANGUARD. This incredibly complex model required a lot of cleaning and preparation for the opening, currently programmed for Easter 2007.

The model is situated immediately alongside the Weapons Gallery in a semi-permanent marquee which leads into the Gallery building. The building is now past its best and long term plans in this area include a rebuilding programme, thereafter accommodating both VANGUARD and the Weapons exhibit.

In the short term it is intended to illuminate the model in such a way that it will create an illusion of the Submarine more realistically. The cost of this lighting will be significant and already the Friends of the Museum are once again discussing a large donation towards this project. I intend to propose to the NMC that we consider a modest sum to add to the Friends' contribution. This will be a very attractive addition to the site and should eventually increase our visitor numbers.

### **The Area of Remembrance**

The area is now complete and its opening will be announced shortly. The arrival of spring means we can now decorate the area with floral displays which serve to enhance the area. We have yet to see the arrival of the statue of 'The Submariner' from Fort Blockhouse; the delay is sadly due to technical and financial problems.

### **HMS ALLIANCE**

There is little to report on this Old Lady of the sea except she remains the most popular visitor attraction despite the ravages of the elements.

[www.submarinersassociation.co.uk](http://www.submarinersassociation.co.uk)

We are progressing the staged application to the HLF and it's only that kind of financial backing that will resurrect her back to her former status. I have visited her on two occasions very recently with members of my extended family and I never fail to sense the old days of diesel and shale.

### **The John Fieldhouse Building**

The centrepiece and control point for all our visitors has recently lost one of its longest serving staff members. Sue Wilson was with the Museum in various roles culminating as the Site Supervisor. Sue's untimely passing came as a shock to most people and she will be sadly missed by all. Her funeral was probably the largest I have been to for a long time and her family held the wake in JFB, which was most fitting.

Last year I featured the Museum in our current diary and am now in the throes of producing next years'. I would like to invite you to let me know of anything you would like to see in the forthcoming diary. I believe it goes without saying that items should be Submarine orientated of any era and the content of which would appeal to us all. It must be understood that I am limited to just a few pages each year so I will not be able to include all your suggestions in one year's production. I will however store items for use in future years, God willing.

Roy Dixon  
NMC  
Royal Navy Submarine Museum

## **THE** **'SEA YOUR HISTORY'** **WEBSITE**

(Article from 'All Round Look' – the Newsletter of the Friends of the RN Submarine Museum)

A fantastic resource for those interested in 20th century naval history is now live! The Sea Your History website (<http://www.seayourhistory.org.uk>) is a great place to discover more about the Royal Navy and Portsmouth Dockyard. Log on

now to find out about the lives of 20 Navy's people, find out about the history of Portsmouth Dockyard and learn about Dockyard Trades. You can also explore the Oral History Gallery and listen to the experiences of Women at Sea.

Some of you will have tracked the progress of the Sea Your History project from the time the Royal Naval Museum heard that it had been successful in its bid to the Heritage Lottery Fund. After 13 months of planning, research and preparation and, just before Christmas, we were delighted to go live with our website [www.seayourhistory.org.uk](http://www.seayourhistory.org.uk).

The Sea Your History team at the Royal Naval Museum has been working in partnership with the Royal Navy Submarine Museum, Fleet Air Arm Museum and Royal Marines Museum to make the Sea Your History project happen. Putting together a website isn't a task to be undertaken lightly,

especially when that website will contain thousands of images, oral history and research. A team of 7 people have been working at the Royal Naval Museum and at the other museums of the Royal Navy to put together a website that contains interesting and informative information about the Royal Navy in the 20th century.

If you log onto the website today you'll discover The Navy's People theme, which explores the lives of 20 people connected with the Royal Navy, lets you find out more about women in the Navy, recreation and time off, as well as discipline and punishment. If you visit the website you will also find the Portsmouth Dockyard theme that gives an overview of the history of the Dockyard in the 20th century and showcases the trades that made up dockyard life.

You might also be interested to discover the Oral History Gallery on the website. We went live with the first Oral History recording

project just before Christmas, which gives visitors to the website the opportunity to find out more about the decision to send women to sea in the 1990s and also explores the practical implications that entailed, from the perspective of people involved.

Over the next 12 months more content will be added to the website, including a theme focusing on Conflict and Change and Oral History, looking at the raising of the Mary Rose and People and Changing Technology.

At the moment we are exclusively looking for volunteers interested in scanning. If that is something that interests you, please get in touch with the project.

For more information about the project, please contact Helen Gibbons, Project Manager, on 023 927 27572 or email:

[helen.gibbons@royalnavalmuseum.org](mailto:helen.gibbons@royalnavalmuseum.org)

## MATES

- CIVILIAN FRIENDS: Get upset if you are too busy to talk to them for a week.  
 MILITARY FRIENDS: Are glad to see you after many years; and will happily carry on the same conversation you were having last time you met.
- CIVILIAN FRIENDS: Never ask for food.  
 MILITARY FRIENDS: Are the reason you have no food.  
 CIVILIAN FRIENDS: Call your parents Mr and Mrs.  
 MILITARY FRIENDS: Call your parents Mum and Dad.  
 CIVILIAN FRIENDS: Bail you out of jail and then tell you what you did was wrong.  
 MILITARY FRIENDS: Would be sitting next to you saying, 'Mate...we stuffed up ...but wasn't that fun!'  
 CIVILIAN FRIENDS: Have never seen you cry.  
 MILITARY FRIENDS: Cry with you  
 CIVILIAN FRIENDS: Borrow your stuff for a few days then give it back.  
 MILITARY FRIENDS: Keep your stuff so long they forget it is yours  
 CIVILIAN FRIENDS: Know a few things about you.  
 MILITARY FRIENDS: Could write a book with a shed full of direct quotes from you  
 CIVILIAN FRIENDS: Will leave you behind if that is what the crowd is doing.  
 MILITARY FRIENDS: Will kick the backsides of whole crowds that left you behind  
 CIVILIAN FRIENDS: Would knock on your door.  
 MILITARY FRIENDS: Walk right in and say, 'I'm home, do you want a beer!  
 CIVILIAN FRIENDS: Share a few experiences.  
 MILITARY FRIENDS: Share a lifetime of experiences no civilian could ever dream of.  
 CIVILIAN FRIENDS: Will take your drink away when they think you've had enough.  
 MILITARY FRIENDS: Will look at you stumbling all over the place and say, 'You had better drink the rest of that, you know we never waste it.' Then they carry you home and put you safely to bed
- CIVILIAN FRIENDS: Will talk crap to the person who talks crap about you.  
 MILITARY FRIENDS: Will knock the crap out of people who use your name in vain  
 CIVILIAN FRIENDS: Are for a while.  
 MILITARY FRIENDS: Are for life.  
 CIVILIAN FRIENDS: Will ignore this  
 MILITARY FRIENDS: Will forward this to their military mates. (Done)

## THE HMS ASTUTE 'ROLL OUT' AND 'LAUNCH'

The 'Roll Out' of the new HMS ASTUTE took place as advertised on Friday 8th June 2007. The weather for the event was a beautiful summer's day, which ensured that the crowds watching were able to enjoy the occasion fully.



**ASTUTE's 'Sponsor' about to christen the Boat with a bottle of 'Home Brew'**

The Naming Ceremony was conducted inside the vast Devonshire Dock Hall by the Submarine's 'sponsor', the Duchess of Cornwall.

The Duchess was presented with an unusual 'Sponsor's Gift' in the shape of a retriever puppy, which is to be trained as a guide dog for the blind. Everyone that I have spoken to (and I was lucky enough to be one of those inside the DDH) thinks that the ceremonial side went very well and that it was a most successful occasion. Certainly I think that BAE 'pushed the boat out' in more ways than one. Twenty-seven ex-HMS ASTUTES (from the original 1940s Submarine) were invited to the 'Roll Out' – out of the ninety odd we have in the Submariners Association.

This number has included two Barrow Branch Members – Brian Downie and Terry Pyne. Some of those invited, unfortunately, had to drop out owing to poor health and infirmity. Two members of the SA National Committee (Dave Barlow and myself) and the SA National Patron, Admiral the Lord Boyce, also attended. The SA National President, Admiral Sir James Perowne, was unable to attend (at short notice) for family reasons.

The Barrow Branch organised a 'Meet and Greet' for the ex-ASTUTES in the Harbour Hotel on the evening of the 'Roll Out' and this was well attended and a good evening was had by all – thanks to all who managed to be there to 'Swing the Lamp'.



**In the water at last - alongside Wet Dock Quay blowing main ballast**



**Ex-ASTUTE Crew outside the new ASTUTE Crew Beer Tent**

The sharp eyed amongst you will note that I have only reported the 'Roll Out' so far! 'Launch' did not take place on the 'Launch Weekend' – for a number of technical reasons.



**ASTUTE on the Ship lift**

At about midnight on 14th June the lowering of the Ship Lift started, and HMS ASTUTE has now been wetted by more than a bottle of beer and a few rain showers and is safely alongside on the Wet Dock Quay in the Devonshire Dock to complete the fitting out and alongside trials.



**After the 'Roll Out' – at night**

In September 2007 ASTUTE is due to return to the DDH for further fitting out and Post Launch inspections before being 're-launched' in December 2007 to complete 'pre sail' checks before heading off to Faslane for Contractors Sea Trials in March 2008.

## THE WOODEN FLOTILLA

By Iain Netercott, DSM

When, at the outbreak of War in 1939, the Admiralty stationed the Home Fleet up at Scapa Flow to prevent major German capital ships breaking out into the Atlantic to disrupt the convoys, some genius in Whitehall decided that to fool the daily German air reconnaissance of the ships in the anchorage, dummy battleships would be constructed and moved around the Flow to disguise the movements of our battleships due to mine damage, etc.

Consequently the order went forth and ancient merchant ships were procured, and with the aid of timber and canvas and plenty of 'Pusser's crabfat' miniature versions of the Nelson, Revenge and other battlewagons duly took their place amongst their genuine counterparts.

Their anti-aircraft batteries were actually lengths of piping from Chatham Dockyard. These were connected up to an auxiliary boiler to produce puffs of steam during an air raid or the over flying of the camera plane. It was assured that the absence of real shells would go unnoticed by the Germans amid the barrage put up by fleet.

Being such a quiet number, these dummy ships were manned by dummy sailors, in other words there was a clearout of the various depots of many barrack stanchions excused sea duty. They were rudely given draft chits to Scapa and distributed amongst the Phantom Fleet, from where they could enjoy the delights of the Scottish climate in mid-winter.

Everything settled down to an orderly routine. The wooden ships were moved from one mooring buoy to another in the Flow. The German pilot took his daily photographs and accepted his daily experience of being fired at by every AA gun in the fleet, and being missed by all the Whale Island experts. The old barrack stanchions wrote heart-rending letters to their wives in Gillingham and Fratton about the canteen beer in the NAAFI canteen ashore.

But all good things come to an end. The Luftwaffe decided that they would show Hitler that they were earning their money and mounted an actual attack on the Home Fleet.

A force of about 20 Heinkels flew in and bombed the warships with no losses to themselves and no damage to the Fleet. But a strange occurrence took place: in the middle of all the excitement two planes dived down and carefully planted several wooden bombs on the decks of the decoy ships.

When all the panic had died down and the reports had gone in, the red-faced Board of Admiralty hastily decommissioned their 'spooof' battlers, which were returned to more useful service, while the relieved, three-badge barrack stanchions returned to their cubby holes in Jago's and 'Chats', where they would be just in time to get their spuds in on their allotments for their summer crops.

So the fiasco was over. The ingenious Huns had known all along.

This strange sequence of events came to mind when I read a new book just published called *The Battle of the East Coast 1939 - 1945* by F P Foynes.

I found this an account of British Submarines based at Harwich from May until Sept 1940. This interested me as like so many Submariners, I started my Submarine service in the old 'H' boats although at a later date.

I quote from the book: "The five original vessels of the ad hoc Harwich Flotilla were H28, 34, 44, 49 and 50. H31 - commanded by Lt M D Wanklyn - subsequently and 'ace' in the Mediterranean, and H69 joined later."

For the first fortnight in June 1940, L23 and 26 were also stationed at Harwich. Although as old as the 'H' class, they were still among the best armed (two four inch guns on each, plus torpedo tubes), fastest (up to 17 knots) and largest (1,150 tons) in the Navy. They dated from a time when the Submarines were regarded as a submersible cruiser or destroyer rather than a light raiding or patrol craft.

One further equally unusual(!) type of Submarine came to Harwich. As a bombing and air reconnaissance decoy four 150 feet, wooden, dummy Submarines were built in Wivenhoe Shipyard and moored off buoys off the wet end of Parkestone Quay. Each had a dummy sailor complete with cap and white jersey and a dummy gun. The wooden Submarines remained long after their real counterparts had left, but were abandoned after breaking loose in a gale.

So boat mates, here we have another mystery of the sea. One can imagine the little Flotilla in the middle of a dark stormy night, sailing out past Landguard Fort, their brave wooden sailors standing valiantly to their wooden guns as the boats bucked to the first big seas as they crossed the bar and met the full force of the North Sea Tide. Did they sail Down Channel past Hellfire Corner and along the German-held Channel coastline till Finisterre? Did they sail out into the storm-tossed wastes of the Atlantic there to roam for evermore as a quartet of submarine 'Marie Celeste's' until finally overcome by the elements? Or did they sail northwards up the North Sea until one quiet evening they floated amongst the reeds? And do these wooden crews still stand solidly at their posts, their caps askew and their ragged Submarine sweaters now in tatters, with only the call of the curlews to break their silence, the painted eyes still fixed on the Eastern horizon?

So, if you are ever sitting at a waterside pub at Maldon or Burnham as dusk is falling and a crabby looking Submariner walks in stiff-legged and with bits of seaweed falling off him, and his head covered in bird shit, you'll know he's from the wooden flotilla of Harwich.

**CHINA EXPANDS SUB FLEET***(from 'The Washington Times', 2 March 2007 - Bill Gertz)*

China's military is engaged in a major buildup of submarines that includes five new strategic nuclear-missile boats and several advanced nuclear-powered attack submarines, according to the Office of Naval Intelligence.

The new nuclear-powered missile submarines (SSBNs), identified as Type 094s, will be outfitted with new 5,000-mile range JL-2 missiles that "will provide China with a modern and robust sea-based nuclear deterrent force," the ONI stated in report made up of written answers to questions on the Chinese submarine buildup.

The ONI report was first disclosed to *Sea Power* magazine, and a copy was obtained by *The Washington Times*. It was the first time the Pentagon has identified the number of new Chinese strategic submarines under construction.

The five new missile submarines will "provide more redundancy and capacity for a near-continuous at-sea SSBN presence," the ONI said, which noted that sea trials for some of the submarines are under way and the first deployments could begin as early as next year.

The buildup is raising new concerns among senior Pentagon planners already worried by Beijing's broader strategic nuclear-forces buildup, which also includes several new long-range land-based nuclear missiles and a land-attack cruise missile similar to the Tomahawk. "This is a troubling development," Richard Fisher, a specialist on the Chinese military with the private International Assessment and Strategy Center, said of the submarine buildup.

The five missile submarines, each equipped with 12 JL-2 missiles, shows that China is working to achieve a force of 120 long-range nuclear missiles over the next decade, about half of them to be carried on the submarines, Mr Fisher said. The other half would be the 60 land-based DF-31 missiles that current deployment rates will give China by then.

The 120 missiles also could have multiple warheads, since China is known to have acquired all the needed technology from the US during the 1990s.

Retired Vice Admiral Michael McConnell, commenting at a Senate Armed Services Committee hearing on Tuesday, said China's nuclear missiles pose a threat. "It's a matter of their building their military, in my view, to reach some state of parity with the United States," said the Vice Admiral, the new director of national intelligence. "So if they're a threat today, they would become an increasing threat over time."

Little is known about China's nuclear forces and efforts by Pentagon officials to engage Chinese military leaders about their strategic weapons and forces has not been successful. China's government has insisted its current modernization is part of a peaceful development, but the contrasting strategic nuclear-forces buildup is worrying, defense officials said.

Chinese Gen. Zhu Chenghu told reporters in 2005 that China would attack US cities with nuclear weapons in response to any conventionally armed US missile strikes

against China during a conflict over Taiwan. Years earlier Gen. Xiong Guangkai threatened to use nuclear weapons against Los Angeles if the US helped Taiwan defend against a Chinese invasion of the island.

The missile-submarine buildup would provide Beijing with a major upgrade on current capabilities. In 1983, China built one Xia-class nuclear-powered ballistic missile submarine, reportedly with 12 1,000-mile range JL-1 missiles. But that solitary submarine has only twice test-fired its missiles and never ventured beyond China's regional waters.

"Although the range of the JL-1 limits the Xia's utility as a deterrent platform, targets throughout the region, including US military facilities, could be targeted with the JL-1 from launch points inside traditional Chinese navy operating areas," the ONI said.

On China's new attack submarine, the ONI stated that China already has launched and is performing sea trials on an unspecified number of Type 093 nuclear-powered attack submarines. Published reports in China have said two Type 093 attack submarines are deployed and use "foreign technologies" and advanced anti-ship missiles and torpedoes.

The new advances are part of China's efforts to bolster its anti-ship weapons to permit strikes at greater ranges from the Chinese coast than its current diesel-powered submarine force offers, the ONI said. China currently is upgrading its current force of about 55 attack submarines - most of them easy-to-track diesel boats - with more advanced and harder-to-track vessels, including Russian-made Kilos, and its own Song- and Yuan-class submarines.

"Each of these submarine classes, which are quiet platforms with anti-ship cruise missiles, is an integral part of China's regional anti-access strategy," ONI said. "The quieting incorporated into these submarines is required for successful operations in the open ocean operating areas which could facilitate the [Chinese navy's] wartime mission of keeping enemy combatants outside of strike range of the theater of operation."

A Song-class submarine surfaced undetected within five miles, well within firing range, of the aircraft carrier USS Kitty Hawk in October.

The ONI stated that China's maritime strategy is focused on blocking US or Japanese intervention in a future conflict over Taiwan. To that end Beijing has begun equipping its medium- and short-range ballistic missiles based on shore, hundreds of which are deployed across the Taiwan Strait from the island that the communist regime views as a renegade province, with maneuvering warheads.

These radar-guided or heat-seeking weapons "provide the accuracy necessary to attack a ship at sea," ONI said.

But China's rise in international trade and commerce, plus its growing dependence on imported foreign oil, also has expanded Beijing's maritime strategy from a mostly

submarine force to one of building surface ships to "defend sea lines of communication" (SLOCs), because protecting sea-lanes with submarines is difficult. ONI also said that in addition to new destroyers, "by 2020, China is

likely to operate an aircraft carrier, the initial unit of which may be the refurbished ex-Varyag, acquired from Ukraine in 2000, to further support SLOC protection."

## **LEASED AKULA'S ADVANCE INDIA'S BLUE-WATER PLANS**

(By Vivik Raghuvanshi, New Delhi)

After years of negotiations, Indian sources here say India and Russia have agreed on a five-year, \$350 million deal to lease two Akula II-class nuclear-powered attack submarines. The Russian subs will make India the sixth nation to operate nuclear subs, and extend New Delhi's efforts to build a blue-water navy. India signed the contract here during the January 26 visit of Russian President, Vladimir Putin, the sources said.

The lease has been in the works for years, and Indian officials have in the past proclaimed that a deal had been done. But this time, sources say, the lease is for real.

Russian officials in Moscow declined to comment.

Details of the lease are closely guarded, but sources said that India will pay Russia about \$35 million per boat annually.

The first of the Improved Project 971 boats — known in Russia as the Bars class — will be delivered next year to the Visakhapatnam naval base on the Bay of Bengal. It will likely be the Nerpa (K 152), which was laid down in 1986 at Komsomolsk Shipyard in Siberia, launched in 1994, and reportedly completed in 2006 at Vostok, near Vladivostok.

Russia will also ship to India an undisclosed quantity of Club sea-skimming cruise missiles for the Akulas, sources said. The missiles would have a range of 300 kilometers, according to the sources, who could not say which variant they would be. India currently has the Club-N aboard its Talwar-class frigates and the Club-S 3M54E on its Kilo-class subs.

A group of Indian Navy officers and sailors has spent the past two years at Sosnovy Bor, a Russian Navy training base west of St Petersburg in Russia, to learn how to operate and maintain the subs, the sources said.

Analysts say the lease of the Akulas and purchase of the nuclear-capable Club missile fit into Indian plans to expand its blue-water presence and to deploy nuclear weapons at sea.

"I don't think that it will 'tilt' the power balance in the regional sense regarding Pakistan, since the IN [Indian Navy] is already pre-eminent in the Indian Ocean," said Indian Navy Cmdr Gurpreet Singh Khurana, a Fellow at the Institute for Defence Studies and Analyses, the Defence Ministry's think tank here. "In fact, its deterrent value will serve to maintain the status quo."

But Khurana said the quiet, nuclear-powered sub, able to dive to 600 meters and hit submerged speeds of 33 knots, "represents an effective sea-denial and deterrent capability to counter any future Chinese submarine threat in the Indian Ocean."

The lease is part of New Delhi's drive to expand its sub force, which now includes 16 conventional boats, mostly of Russian design. Acquisition of the nuclear submarines is likely to further complicate maintenance and logistics for India's already diverse diesel-electric submarine force, which now includes four German-designed Type 1500 boats, 10 modern Russian-built Kilo subs and two older Russian-built Foxtrot boats.

In 2005, India signed a \$3.9 billion deal with France to license-build six Scorpene-class diesel-electric submarines at Mumbai-based Mazagon Docks. Later this year, India plans to begin seeking six more advanced conventional subs through a global request for proposals. Analysts say the early frontrunner is the 1650 variant of Russia's Amur-class submarine, an advanced version of the popular Kilo class.

### **2nd Nuke-Sub Lease**

The Akula deal is the second time in as many decades that India has leased a nuclear submarine from Russia. Between 1988 and 1991, India leased the K-43, a Charlie-class nuclear cruise missile sub known in Russia as the Project 670A Skat-class. Named the INS Chakra, the Charlie-class submarine gave the Indian Navy experience in operating nuclear-powered ships, key to development of India's indigenous Advanced Technology Vessel (ATV) nuclear submarine program.

"The Charlie lease some 20 years ago was intended to give the Indian Navy a taste of operating nuclear boats and to get a better understanding both for design of an indigenous sub, but also the unique logistics burdens of operating nuclear ships," said Zachariah Mathews, a retired Indian Navy commodore and consultant with Dua Consulting, based here. "What was learned from the Charlie, that is being applied to the Akulas."

One big difference: while Russian sailors operated the Chakra's reactor, the Akulas will likely be run by Indians, said Rahul Bhonsle, retired Indian Army brigadier and defense analyst.

India launched the Akula lease talks after the ATV program, which started some two decades ago, dragged on. The dialogue between Moscow and New Delhi has moved forward slowly over the past several years. Navy officials hope the Akulas will hasten the service's switch to a nuclear submarine force built around the ATV.

The leased subs will refresh and expand India's expertise in nuclear submarine operations, tactics and maintenance, said Khurana of the ministry's think tank. One naval analyst said two ATV hulls have been ordered from Larsen & Toubro, India's leading private-sector engineering firm, but could not say when or for how

much money. The ATV is now slated for completion in 2011.

### New Nuclear Weapons

Operationally, the Akulas will serve as an interim sea-based leg of India's nuclear triad, introducing a nuclear-armed naval vessel to the region, Khurana and others said.

"A nuclear triad has been contemplated in India for quite some time, and plans to acquire Akula-class submarines fit into the proposed triad scheme," said Deba Mohanty, defense analyst with the Observer Research Foundation, based here. "Such a desire on the part of India has been debated since the late 1990s, and it has taken a few years for India to eventually sign a deal on the same."

The Akulas would also improve India's long-range maritime capabilities, allowing the Navy to keep watch on

strategic interests from the Strait of Hormuz to the Strait of Malacca that are shaped by the geopolitics of energy security in the greater Indian Ocean region, and China's emphasis on naval modernization plans.

India is striving to maintain a maritime balance as Beijing extends its reach by funding the construction of a naval base in Pakistan, Mohanty said. But Bhonsle said it would take a few years before India could actually deploy a nuclear weapon aboard the Akulas.

"The arrival of a nuclear submarine will only change the power balance as and when India successfully weaponizes the same," Bhonsle said. "The indications as of now are that this process may take a much longer time than envisaged, another three to five years for certain."

The lease deal forbids India from using the Akulas in exercises with British, US or other Western navies, sources said.

## THE BBQ

(A Ted Budgen Dit)

It is almost barbeque season. Therefore it is important to refresh your memory on the etiquette of this sublime outdoor cooking as it is the only type of cooking a real man will do, probably because there is an element of danger involved. When a man volunteers to do the BBQ the following chain of events are put into motion:

### Routine

1. The woman buys the food.
2. The woman makes the salad, prepares the vegetables and makes dessert.
3. The woman prepares the meat for cooking, places it on a tray along with the necessary cooking utensils and sauces and takes it to the man who is lounging beside the grill-beer in hand.

### Here comes the important part:

4. THE MAN PLACES THE MEAT ON THE GRILL.

More routine...

5. The woman goes inside to organise the plates and cutlery.
6. The woman comes out to tell the man that the meat is burning. He thanks her and asks if she will bring another beer while he deals with the situation.

### Important again:

7. THE MAN TAKES THE MEAT OFF THE GRILL AND HANDS IT TO THE WOMAN

### More routine...

8. The woman prepares the plates, salad, bread, utensils, napkins, sauces and brings them to the table.
9. After eating, the woman clears the table and does the dishes.

### And most important of all:

10. Everyone PRAISES the MAN and THANKS HIM for his cooking efforts.
11. The man asks the woman how she enjoyed "her night off" and, upon seeing her annoyed reaction, concludes that there's just no pleasing some women!!!

**ISA - ST PETERSBURG VISIT**

By Ian Vickers

I have enclosed our account of the weekend in St Petersburg with the International Submariners. It might be of interest to note that my wife wrote most of it and it reflects how much she enjoyed the trip, as well as myself, and we are looking forward to the next one in Cherbourg. Unfortunately we were too late to go on the full International Submariners Convention as the Moscow booking had closed, but we were able to attend the second part in St Petersburg.

We finally arrived in St Petersburg (don't mention visas) and were met and transferred to our hotel by Kirill, the organiser of what promised to be a brilliant weekend. Friday was a warm 12 degrees. We met the other Submariners, most of whom had travelled from Moscow, which had hosted the main Submarine Convention (18 countries were represented), then we transferred to the cruise ship Sapphir for a days sightseeing excursion to Kronshtadt Naval base. During the cruise there was a wreath laying ceremony for all Submariners lost at sea. It was a very moving service, after which we dropped flowers into the water.

Arriving at Kronshtadt we disembarked and walked around

the historic dockyard which was built by Peter the Great and ended up at the Naval Cathedral which is now being restored after years of being used as a cinema.

On the return trip there was a gala dinner to mark the opening of the International Submariners Meeting. The food was good, the vodka flowed and there were lots of toasts and speeches and presentations. One of the Americans, "Panama Jack", was 95 that weekend and he's still travelling.

Saturday saw us touring the Naval Museum followed by a guided tour of the cruiser AURORA, the ship that signalled the start of the 1917 Revolution. This was followed by lunch at the Naval College. We ate what the Cadets ate, namely beetroot and potato soup, stewed beef in gravy, a type of barley and wheat mince, brown and white dry bread and fresh fruit, washed down with water and cold, very sweet tea. During lunch some very scared looking Cadets sat and ate with us.

Traffic jams prevented us from visiting the Submarine Museum but we did get to the vodka shop before going back to the hotel to prepare for dinner on board the Gatchina, and an evening cruise down the Neva river followed by a firework display.

On Sunday we travelled to the Seraphimovskoye Memorial Cemetery to lay a wreath at the KURSK memorial and to take part in a service with full military honours for those who failed to return. This was such a moving and emotional service, especially as some of the families of the crew members were there. It is a service that all of us who attended were greatly moved by and one that we will never forget. After the service we were given flowers to lay as a personal tribute on the graves around the memorial.

Afterwards we went to St Nicholas' Cathedral for a special service and public prayers dedicated to all Submariners lost at sea. Altogether it was a very emotional day.

The evening saw us attending the closing ceremony and gala dinner in our hotel. We were entertained by a naval band, then dancing from the cadets and also singing, followed by a disco. Again there were many speeches and toasts and the food was magnificent.

Altogether this was one Submariners weekend that we would not have missed. The Russians worked really hard to keep us all entertained and we left feeling that we had had a brilliant weekend that we will never forget.

**THE TRUCULENT MEMORIAL SERVICE 2007**

I (Ted Hogben) was invited to put together a 'dit' re the Truculent Memorial Service this year.

Friday 12 January 2007 dawned bright and clear, cold, but not daunting. I arrived at the St George's Centre, the venue, just after 0830 to start rigging the buffet area and checking the reserved seating and have a general look-around, checking electrical supplies, etc. The first arrivals were John Deeth, Chuck and Mark Hudson from Leicester and they had set out at the crack of dawn, but at least they could enjoy a peaceful cup of coffee.

As the food and refreshments were being laid out in satisfying numbers, people started to arrive and it became obvious that the 144 seats laid out wouldn't be enough. With the Korean Veterans Association, RNA, Royal Engineers Association, RAFA and of course SA Branches from near and wide, we finished up with seventeen Standards on parade. There was also a good presence from Pembroke House, including Harry Plummer who I am sure many will recall from the television programme on HMS/M VENTURER sinking a U-Boat while both were submerged - the only occasion this has happened!

Fred Henley, a Leading Seaman at the time, came over from Clacton and is, we reckon, the last living survivor, and he was interviewed by BBC South East, as was I. At the time of this tragedy I was nearly twelve and at school in Strood. One of my classmates was Ted Austin, whose father, an Inspector of Electricians, was lost, along with the others; he was present along with some members of family and they have supported our efforts for many years. Ted Austin wasn't daunted and like so many of our school chums joined the Dockyard as an apprentice, finishing up as a member of PNO's Staff in Barrow-in-Furness on Submarines. The

Colonel Commanding and the RSM of the Royal Engineers School of Military Engineering, Lt Col Phillips, and WO1 (RSM) Vernon, Royal Engineers, found time in a busy schedule to join us for the service, and those attending were completed by the arrival of the First Citizen of Medway, the Mayor Councillor Mrs Angela Prodger.

The service was conducted by the combined efforts of Reverends

David Preston, Alan Boxall and Steven Dray, with assistance from the congregation members, and culminated with the Last Post, one minutes' silence and wreath-laying. Apart from one lady who fainted as we ended, things went very well, and we at Medway were gratified to be thanked by many people who attended, both verbally and by donations made. We at Medway feel extremely honoured to carry out this service of Memorial and

hope we can continue for many years yet. Archie Watt is the organizer of this event in addition to producing/printing the orders of service and, of course, he, like the rest of us, is no spring chicken.

I would like to think that the story of this tragedy is told to new recruits to the Submarine Service in order that the memory is not lost.

### **THE LOSS OF SUBMARINE A3**

*Article on Submarine A3 submitted by Barrie Downer*

Submarine A3 was sunk as a result of a collision with HMS HAZARD on 2 February 1912 during trials in the Solent. All members of the crew were lost. The Submarine was raised and the bodies of the crew recovered. They were buried, later, in the Haslar Royal Naval Cemetery. The Submarine was later sunk as a gunnery target in the Solent. The following details were published in the *Scotsman* newspaper over the following days – the Scottish interest was mainly related to the Scottish birth of one of the Officers lost in the Submarine. It is of note that one of the Officers giving evidence at the inquest was Lieutenant Charles Craven – who was later, as Sir Charles Craven, Managing Director of the Vickers Shipyard at Barrow in Furness.

#### **SALVAGE OF THE SUBMARINE**

The work of salving the sunken Submarine A3 off Bembridge was carried on at intervals on Saturday, and will be continued during slack water until the vessel is raised. The dockyard authorities at Portsmouth are in charge of the operations, and they devised a special apparatus, consisting of strong hawsers, which will be placed under the hull of the A3 by divers, and attached to powerful lighters on either side. When the submarine is raised from the shoal on which she is resting, she will be taken into the harbour, and the bodies of her fourteen victims taken ashore for burial. The work has been difficult owing to the strong currents and tides.

Although the HAZARD, the tugs, and the salvage lighters remained in position at the scene of the disaster yesterday, the wintry weather prevented a resumption of work. Late in the afternoon the following message was officially posted in Portsmouth Dockyard: "Operations today have been precluded by the roughness of the sea. It is hoped to make further progress today."

#### **QUEEN ALEXANDRA'S SYMPATHY**

Many messages of sympathy have been received at Portsmouth. Queen Alexandra wired: "I am so deeply distressed to hear of the terrible disaster to Submarine A3, and would ask you to convey to the bereaved families of those who lost their lives my most sincere and heartfelt sympathy."

#### **FRENCH SYMPATHY**

Paris - 5 February 1912

President Fallieres, on learning of the loss of the British Submarine A3, immediately telegraphed to King George assuring His Majesty that he shared the sorrow of the British Navy in the disaster which had overtaken it. M. Poincare, Premier, also instructed M. Cambon, French Ambassador in London, to express to the British Government his personal condolences, as well as those of the French Government. Immediately on being informed of the disaster M. Delcasse, Minister of Marine, proceeded in person to the British Embassy to express his condolences to Sir Francis Bertie, and sent a telegram to Mr Winston Churchill.

#### **FUNERAL OF THE VICTIMS**

The funerals of the victims, which took place yesterday, was a most impressive ceremony, and although the hour of interment was not generally known, there was a large gathering of sympathising spectators lining the route and at the Naval Cemetery, adjacent to the hospital grounds, where thirteen of the victims were buried. The fourteenth, Lieutenant Campbell, is to be interred privately at Oban, and his remains were conveyed to Gosport Station and entrained for Scotland.

The thirteen were placed on gun carriages - the men in fours, and the officers singly, each coffin being covered with the Union Jack, and there were fully three hundred wreaths. A procession, which was estimated to be a mile and a half in length, was formed, contingents of Naval ratings being present from every ship in the port. The mourners included several relatives of the deceased Officers and Men, and the King was represented by Captain Campbell, ADC, whilst the local Naval authorities were headed by Admiral Sir Arthur Moore, Commander-in-Chief at Portsmouth. The Japanese Naval Attache was also in attendance at the cemetery.

The bodies were laid in graves placed close to those containing the remains of the victims of the A1 disaster, and the obelisk, which records both that catastrophe and

the names of those who perished in the A8 at Plymouth, will have the names of the victims of the A3 added to its inscription in due course.

### A SCOTTISH VICTIM

Lieutenant Donald Patrick Colin Campbell, one of the officers on the ill fated Submarine A3, was the only son of the late Campbell of Baleveolan, Argyllshire, who, it may be remembered, was also drowned. The late Campbell of Baleveolan, accompanied by Mr Waverley Cameron, of the *Oban Times*, and two friends, were sailing off the Sound of Lismore, when a sudden squall overturned the boat, and Mr Campbell and Mr Cameron lost their lives. At that time Lieutenant Campbell was scarcely eighteen months old. Another feature of peculiar sadness was that Lieutenant Campbell had joined the Submarine only a day or so before the disaster in order to get instruction in it.

Lieutenant Leonard Faber Richardson, another of the victims, was a younger son of the late Sir Thomas Richardson, formerly Unionist Member of Parliament for the Hartlepoons.

### OPENING OF CORONER'S INQUEST

At the Royal Naval Hospital, Haslar, yesterday, Mr Leonard Warner, Coroner for South Hants, opened an inquest upon the bodies of the fourteen victims of the Submarine A3 disaster. The bodies had been removed during the night after the salvaged vessel was placed in dock in Portsmouth Dockyard. The names of the deceased Officers and Men were:

Lieutenant Frank Thomas Ormand (23)  
 Lieutenant Ernest James Vernon Thornton (21)  
 Lieutenant Donald Patrick Colin Campbell (23)  
 Lieutenant Leonard Faber Richardson (22)

Petty Officer 1st Class George Wilder (36)  
 Leading Seaman Charles Farr (32)  
 Able Seaman Parker Kelly (27)  
 Able Seaman William Thomas Barden (28)  
 Able Seaman Charles George Page (27)  
 Able Seaman Edward Frederick Compton (24)  
 Engine Room Artificer Arthur Ernest Good (38)  
 Engine Room Artificer Charles Elliott Armstrong (29)  
 Stoker 1st Class Alfred William Gent (31)  
 Stoker 1st Class George Herbert Fowler (39)

The Coroner referred briefly to the circumstances of the disaster. On the morning of 2 February certain evolutions were being performed, the Submarines being accompanied by the parent ship HAZARD. The procedure was for the HAZARD to steam away in a certain direction towards the east end of the Isle of Wight, and the Submarines were to attack by firing torpedoes. The A3 was seen on the starboard side of the Hazard as it proceeded on its arranged direction. After a time it was not seen, but suddenly something struck the HAZARD and it was felt that this must be the Submarine. Exactly how or what happened was for the jury to consider, but, unfortunately, there was no one left alive on the

Submarine to help to explain it. The Coroner added there was one matter that he would like to mention.

There was not the slightest doubt that the injury to the vessel was such that the water came in in such a volume that death must have been swift and practically immediate. The jury then proceeded to view the bodies. On their return to the inquest room Lieutenant Charles Worthington Craven, the Officer really in charge of the A3, identified the bodies, and said Lieutenant Ormand was temporarily in command of A3 though his own vessel really was the A4. Lieutenant Thornton was second in command, and Lieutenants Campbell and Richardson were on board for instructional purposes. Witness added that he saw the Submarine after it was brought into dock. There was a hole between six and eight feet long and about a foot wide at the widest part of the upper part of the hull, a few feet forward of the conning tower. The conning tower itself appeared to be dented. The hole that was found would admit a large volume of water straight into the Submarine where the men would be. Staff Surgeon Louis Dartnell RN also gave evidence as to the conditions under which the bodies were found.

The inquest was adjourned.

### VERDICT OF THE CORONER'S JURY

The inquest on the fourteen victims of the Submarine A3 disaster was resumed at the Royal Naval Hospital, Haslar, yesterday. Lieutenant Charles Worthington Craven continued his evidence. He said that Lieutenant Ormand, who was in command, had had good experience of Submarines during two years. Witness thought the Submarine must have filled in a very few seconds, and no salvage appliances would have been of avail to save human life. Water was being blown off from the ballast tanks at the time of collision, and the electric motors were switched on to go astern, and there were indications that the propeller had actually moved astern. He formed the opinion that the Submarine was not aware of the close proximity of the gunboat HAZARD until a few seconds before the collision, and it was evident that means were being taken to rapidly come to the surface and to avoid a collision. The course the captain apparently took was the proper one under the circumstances, as he would not have room to dive under the HAZARD, being so close. When he examined the Submarine in dock he found a large block of wood jamming the propeller. Had it not been there she might have been able to go astern and clear the HAZARD. Lieutenant Commander Little, who was in charge of the gunboat HAZARD on the day of the collision, said the A3 was the only Submarine engaged in the Operations. The last time he saw her was just after 10.40, when she was slightly on the starboard side about a mile off. The collision occurred at 10.53. He thought the reason why the Submarine came too close was due possibly to the HAZARD not being seen because of the periscope being below the surface.

An interesting piece of evidence was produced in the shape of a wristwatch, found on one of the deceased Officers. The watch had stopped at 10.53, the exact time mentioned in the HAZARD's log as the time the collision occurred.

Commander A R Palmer, who was in charge of the manoeuvres and on board the HAZARD on 2 February, said there was a sufficient and proper look-out kept on the HAZARD. The baulk of timber jamming the Submarine's propeller put the vessel out of control, but she could have come to the surface.

The Coroner having summed up, the foreman of the jury said they could come to no other decision than that the deaths were due to accidental collision and they attached no blame to anyone. They expressed sympathy with the relatives of the deceased, and thanked the Officers for their lucid evidence.

### FROM THE GUEST BOOK

**Name:** Kevin Batchelor  
**Email Address:** [kevin.batchelor1@btinternet.com](mailto:kevin.batchelor1@btinternet.com)  
**Location:** Lower Stondon  
**Comments:** Great to see a site dedicated to all those who served under the sea. I am trying to find out some information about my wife's grandfather, James Buckland. He would have served in the mid '30s onward. Until his death no one in the family knew anything about his service, ships served on, etc. Any info would be great as my son is going to enter the navy in about two years time and would like to follow in his footsteps. If I have come to the wrong place, please point me in the right direction. Many thanks. Kevin Batchelor

**Name:** Rita Gemmill  
**Email Address:** [greatgem@shaw.ca](mailto:greatgem@shaw.ca)  
**Location:** Edmonton, Canada & Scotland  
**Comments:** OOPS! Entered too quickly last time and lost it. Excuse an old lady. Just dropped in to say "Hi" to any old friends from Malta 1959-61. Hope life has treated you as well as it has me. Maybe even better. Great memories, a bit wild, but isn't that what youth is for? Would do it all again if I just had the energy.

**Name:** Bill Fennelly  
**Email Address:** [aspects@supanet.com](mailto:aspects@supanet.com)  
**Location:** Wakefield, West Yorks  
**Comments:** Just seen the entry from "Sticky" Hartley. How are you, Paul? I remember you from SEALION, '74- to '79-ish. Good times, as far as my failing memory tells me. Check out [www.rumration.co.uk](http://www.rumration.co.uk) - lots of ex-submariners on there. All the best, Bill

**Name:** Fred Tuck  
**Email Address:** [fredtuck007@btinternet.com](mailto:fredtuck007@btinternet.com)  
**Location:** United Kingdom, Suffolk  
**Comments:** Back from Australia, bumped into old ship mates. Ahoy to all I know. Submarines - Great I did it; glad I'm not doing it now.

**Name:** Paul "Sticky" Hartley (LOEM)  
**Email Address:** [skyvet@cytanet.com.cy](mailto:skyvet@cytanet.com.cy)  
**Location:** Cyprus  
**Comments:** And they say that nostalgia isn't what it used to be! Greetings to all serving and ex-submariners. Anyone around from Cachalot or Sealion during the period 1967 to 1974?

**Name:** Taff Minchin  
**Email Address:** [frmlm66@blueyonder.co.uk](mailto:frmlm66@blueyonder.co.uk)  
**Location:** Paignton, Devon  
**Comments:** Sorry to read about Fred Atkinson, who served on the AENEAS and NARWHAL with me. My

condolences to his nearest and dearest. He was a great fellow. I served in boats from 1964 to 1984. Anyone out there that remembers me and would like to get in touch, please do.

**Name:** Frank Hassall  
**Email Address:** [lynjoyce@msn.com](mailto:lynjoyce@msn.com)  
**Location:** England  
**Comments:** Hi, Looking for old buddies from RNSM/S who served from 1953-1978. Love to hear from any of you out there. Frank

**Name:** Dannie Nicholas  
**Email Address:** [nicholdan@aol.com](mailto:nicholdan@aol.com)  
**Location:** Norfolk  
**Comments:** I am looking for crew photographs of His Majesty's Submarine SARACEN taken in the summer of 1943, shortly before she was sunk. The photos were discovered by the captain in the 1990s. My father POLTO Charles Nicholas served on SARACEN. Can anyone help, please?

**Name:** Peter Powell  
**Email Address:** [powell17j@aol.com](mailto:powell17j@aol.com)  
**Location:** Great Yarmouth  
**Comments:** I am looking for Michael Fielding who served on H.M.Submarine NARWHAL in the 1960s - came from Northampton Area.

**Name:** Pete Munro  
**Email Address:** [megzandpete@inspire.net.nz](mailto:megzandpete@inspire.net.nz)  
**Location:** New Zealand  
**Comments:** Can anyone help me...trying to find an old shipmate PO(sonar) Ross (Ian). Last known post was at the SE'IT (2 years ago); think he went to SCEPTRE after that... We both served on Sceptre 91-94. Hope someone can help. Many thanks. Pete Munro (KIWI)

**Name:** Bob Bragg  
**Email Address:** [bob.bragg1@ntlworld.com](mailto:bob.bragg1@ntlworld.com)  
**Location:** Ipswich  
**Comments:** Just had a great get together up at Helensburgh with ex-OCELOT men from the '64 to '67 commish. We are still looking for more of the crew - twelve of us so far - any rank or rate. Next run ashore in Chester in September. Where's all the stokers gone to?

**Name:** Peggy Neechiles  
**Email Address:** [peggy.s@tinyonline.co.uk](mailto:peggy.s@tinyonline.co.uk)  
**Location:** Beckenham, Kent  
**Comments:** Unfortunately my original message seems to have disappeared. I am still trying to locate ex sub telegraphist P. Cornish, last active mission on HM Sm

VIGILANT - was at the Dolphin for a while. I need to contact him as I owe him a huge apology and to tell him I AM NOW A WIDOW. Sorry about the capitals. Best wishes to all submariners. Peggy Smith

**Name:** Julie

**Email Address:** [julielockton@hotmail.com](mailto:julielockton@hotmail.com)

**Location:** Taunton

**Comments:** Mr Harry Urmston was a Submariner and was also a diver in a mini sub during WW2. He passed away 28-02-2007. He was, in my mind, a hero. He gave his sub badges to Portsmouth museum and was a loyal service man to King-Queen and country. May he rest in peace.

**Name:** Roy (Tug) Wilson

**Email Address**

[roy.wilson17@btinternet.com](mailto:roy.wilson17@btinternet.com)

**Subject:** Joe Oliver

I am trying to contact Joe Oliver who I believe was a member of your branch. Joe and I were old mates in DOLPHIN whilst he was Chairman of the Atlantis Club and I was the FCPO Chef. I would appreciate any information you may have on him.

**Name:** Peter Powell

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

**Location:** Great Yarmouth

**Comments:** Looking for Leonard Butcher, Taff Roberts and Arthur Belcher. They served on H.M. Submarine NARWHAL in the 1960s. Anyone out there know of their whereabouts?

## LETTERS AND E-MAILS TO THE EDITOR

Sir

I am trying to find out about my Granddad. He served on the M2 13/01/1926 till 09/03/1927 and I believe was posted to the M1 on the weekend she went down in 1925. Lucky for him he was told to join ship on the Monday. He also served on HMAS PLATYPUS in 1919/22.

Stephen Ballantyne

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Dear Mr Barlow,

I wonder whether the Submariners Association can help me. I am not a Submariner but I am the son of a Submariner: My father POLTO CHARLES NICHOLAS served on a number of Submarines, the last being HMS SARACEN, on which he served from pre-commissioning to its sinking.

In the summer of 1943 SARACEN crew photos were taken, but before they could be distributed SARACEN was sunk. In the 1990s the captain of SARACEN, MICHAEL LUMBY, apparently located the photos and distributed them as best he could. I am trying to view these photographs in case my father figures in one or more of them. I would love to be able to show them to my mother, now 87 and long a widow. Can the Submariners Association help? I would also welcome contact with former SARACEN crew members or their families.

Dannie Nicholas

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HMS/m SICKLE

The Epping Forest District Museum, based in Waltham Abbey, Essex, is having an exhibition in 2008 about a Second World War 'S' class Submarine - HMS/m Sickle. The SICKLE was sponsored by the then Epping Urban District Council and was tragically lost with all hands in June 1944.

The Museum would be interested to hear from any of the Crews' relatives or Submariners who may have served on her. We are looking for any documents, photographs or objects relating to the Submarine which we can use within the display.

Contact: Andy Hall, Exhibitions Officer, Epping Forest District Museum, 39-41 Sun Street, Waltham Abbey, Essex, EN9 1EL

Tel: 01992 716882

Email: [aahall@eppingforestdc.gov.uk](mailto:aahall@eppingforestdc.gov.uk)

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Hi

I am somewhat fishing in the dark, but I am trying to discover anything about my uncle, AB Howard Harvey. He joined the Royal Navy early in the WWII. He was actually too young, but falsified my grandfather's signature. He soon volunteered for the Submarine Service. We know very little about his life as he was a very quiet man when ashore. We do know that he served in the Far East, and was hospitalised in Australia for a while. He left the Navy at the end of the War, and returned to Australia in 1966. We never saw him again. We believe he was involved in an action in the Pacific, where his Ship was damaged, but were able to sink the Japanese Destroyer, and his Sub was able to limp home.

During the early 1960s he had a driving school in Loughborough, Leicestershire, and it was named after his mother ship. I cannot remember the name, but it is mentioned many times in the Submarine Museum in Gosport, (his home port).

I also know he had a shipmate called Les Debbidge, (spelling not guaranteed!). They were very good friends and Les regularly came home with Howard when he was on leave. Can anyone assist me with information regarding this man? He died in Australia approximately two years ago.

I have seen a Gold Submarine which he always wore behind his jacket lapel. He also had a Purple Heart, which he also showed to me.

My brothers and I are most anxious to trace anything about Howard. We are so proud of his service in the Submarines, and we want to try to trace something of what he did. Can any of your members help?

PLEASE BE ASSURED ANY INFORMATION IS FOR MY OWN PERSONAL USE AND WILL NOT BE PASSED TO ANYONE BUT MY OWN FAMILY.

Thanks for your help.

Arthur Bailey

[arthur.j.bailey@btinternet.com](mailto:arthur.j.bailey@btinternet.com)

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Dave Endersby

**E-mail Address:** [dave@endersby27.fsnet.co.uk](mailto:dave@endersby27.fsnet.co.uk)

**Subject:** HMS THRASHER

Dear Sir

A while back I took down to the Submarine Museum a part of HMS THRASHER for the Curator to see; I told them of the history of the part and how I came by it which is all documented and in fact I ended up not only telling her where Thrasher was broken up but also gave her written and photographic proof, with which she says she will amend her records.

The part in question is the inclinometer, or at least one of the three which was in THRASHER. I can send you copies of photos etc but what I wondered was, were there any of the men who served on THRASHER still with us, and, if so, could I contact them through yourselves, or direct? This would enable me to perhaps take it and show them and have a chat about her.

I did offer to lend it to the Museum but they said they only take objects on a permanent basis and I'm afraid this is an important part of our family and my children wouldn't stand for it, so I have documented it etc and did my best to make sure the Museum know where it is if they need to borrow it, or whatever.

I hope this is interesting to you and I hope we can find a survivor to show it to, so we can not only hopefully make their day but give us a chance to thank them for what they did for us.

Many thanks

David Endersby

Phone no. 01379640024

Address: No. 1 Louie's Lane, Diss Norfolk IP22 4LR

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### Requests from Australia

Do you happen to know or is there any way you could find out if the "College of Heraldry" was involved in any way in authorising the original "Crest/Badge" of the Submarine Old Comrades Association back in the dim dark days pre WW 2? If the request is too difficult to action, don't worry – I just thought you may know someone, somewhere who may be able to assist.

Hope the request does not prove too difficult. Our little Branch will be 25 on 28 July and if you are out you are quite welcome to join us for our little Party.

Regards and DBF

Rob Woolrych

Also from Rob Woolrych:

George Hunt will be 91 on 4 July and seems to be going from strength to strength at this time. He was going through his old WW 2 stuff early this year and found all his old Attack Logs. They are now with the SM Museum

and if you are down there you may be interested in having a look at them. He really is a great old man and is absolutely meticulous in keeping his memorabilia together.

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**From:** Anatol Dangel

**E mail Address:** [anamarg@bigpond.com](mailto:anamarg@bigpond.com)

**Subject:** H.M. Submarine Astute

I would like to know if you would be able to help me. I am after information about Submarine H.M.S. ASTUTE. In July 1969 ASTUTE hit an unmarked buoy while under water and was in dock for repairs on about 14 July 1969. Would it be possible to get a copy of a document stating she was in dock because of the under water collision.

I served in ASTUTE from 1968 to 1969, was with the Australian Navy (my service number R64826). I have written to the National Archives in Kew they said that their records are incomplete, I have also written to the Royal Submarine Museum in Gosport but they too could not help me. I have written to the Royal British Legion - they could not help me but gave me your e-mail address.

This information I need to get my pension and would be very grateful if you could help me in this matter, I would be happy to pay for any expenses.

Thank you and hope to hear back from you.

Anatol Dangel

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Dave

Can you please publicise this event for me? Sydney Australia Sunday September 30th 2007 there will be a Plaque unveiling at HMAS PENGUIN, Balmoral to commemorate the Submariners and Submarines that have served in Australia. The unveiling will be carried out by a Submarine dignitary yet to be named. The event will be followed by a reunion lunch - this will be fully catered for in the way of food and drinks.

Muster	10.30
Unveiling	11.00
Up Spirits	12.00
Lunch	12.30

Tickets \$65 per person - they can be obtained by sending a cheque or money order to: Tom McCamont, 2-17 Charles Kay Drive, Terrigal, New South Wasles 2260. Organizers: Pat Cullum, 0267935294; Tom McCammon, 0243847643.

Mike Pearson

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### Request from Ireland

From: Sandra Mara

E-mail Address: [sandra.mara@ireland.com](mailto:sandra.mara@ireland.com)

Sent: 09 July 2007 10:24

Subject: HMS TROOPER - Senator Jack (Johnny) Harte  
I have just been checking submariners (and other) sites in connection with a book I am just completing. Interested to see the Hon. President of Barrow-in- Furness Branch is one John V Hart.

I'm a Dublin based journalist and am writing about the life of John V Harte (Johnny), who ran away from Dublin

at 16 and joined the British Army giving his brother's DOB. He served in Palestine and Malta pre-war and later in the Siege of Malta, after which he was seconded to the Commando Unit of the SBS. He made many incursions into enemy territory with the assistance of the boys on the submarine 'TROOPER' and spent time on MTB75 etc. He was eventually captured on Leros and force marched to Athens, where he was put aboard a cattle train travelling for 14 days and nights across Europe in sub-zero temperatures, before spending the next two years in POW camps, Stalags VIII, XIA, and 357, before being freed by the Allies. He was one of the first flown back to the UK as he was so ill. Johnny, - or Jack as he later became known, became a Senator in the Irish Government and served for 22 years there.

The book is due out late Sept/early Oct and the launch will be in the Irish Parliament - The Dail - which in itself is a first, as never before has permission been given for a book launch there, even to high ranking government ministers.

Johnny was the only member of the Irish government to have served in the SBS and in recognition of his life, they have allowed it. Now almost 87 (in Dec) he is hail and hearty and has a wonderful memory. He travels the world and is very active in many organisations. I have managed to track down some old comrades, from Malta Leros and elsewhere, and also from the TROOPER - one or two 'lucky' guys who were hospitalised/ill and ashore when TROOPER was hit, Peter Forbes and Fred Rich. I have

also spoken to relatives of some of those killed on TROOPER for the purposes of the book and have managed to get some excellent photos. I would be obliged if you could mention it in your next newsletter and give my contact address should anyone have any further memories of and of the lads on TROOPER - PO Dickie Sleep being one especially remembered by Johnny.

Johnny Harte is from Dublin - originally with the Royal Irish Fusiliers but seconded to the SBS at Manoel Island and active in North Africa, Greece, Italy, Palestine, Malta etc. We are also trying to locate a Lieutenant R J Hillman who was on Leros and taken POW in Nov 1943; if anyone knows anything about him please contact me.

Time is obviously short as we go to press very soon. The publishers are Liberties Press and information about the book will be available on their website in Sept. [www.libertiespress.com](http://www.libertiespress.com)

I can be contacted at the above email: please feel free to publish this contact address:

Many thanks,  
Sandra Mara (McHale) MA (Journalism)

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## BBC DOCUMENTARY

The following is the text of an e-mail sent to Brian Hodder of the Dorset Branch by Colette Hooper who is making a documentary for the BBC. He particularly requests that anyone in touch with HMS SIDON survivors or their relatives please pass it on to them. The documentary will, of course, also be relevant to other Submarines - TRUCULENT and AFFRAY.

Brian, Good to talk to you yesterday. As discussed here's some more information on the documentary I am making for BBC One. I would be very grateful if you could distribute this amongst your contacts.

Reef Television is producing a documentary for BBC One called *In Living Memory*, looking in depth at the new Armed Forces Memorial currently under construction at the NMA (see [www.forcesmemorial.org](http://www.forcesmemorial.org) for more information). We are working closely with the MoD-backed Armed Forces Memorial Project team, led by Lt-Col Richard Callander and Colette Ferebee to produce the documentary - they have given us full access to the building project and are also assisting us as far as they can with the research process.

The documentary will be a one-off 60-minute film. At the heart of the programme will be five or so self-contained films, each telling the story of one of the individuals commemorated by the memorial, through the memories and testimony of those most affected by his death - his family and the service personnel who served alongside him. We are planning to film these stories in August and September.

I am currently trying to identify potential stories to film. I hope to have a shortlist of stories ready to make a final selection by the end of this month. In selecting the stories we will tell, we wish to reflect the diverse nature of all the services that make up our Armed Forces, and the variety of circumstances in which they have lost their lives over the last 60 years.

I am interested in speaking to relatives, friends and fellow submariners of those who died in the HMS Sidon accident to see if it might be possible to tell the story of one of those submariners.

If anyone is interested in talking to me, they should give me a call on 020 7836 8595 or 07773 339081, or e-mail me at [colette.hooper@reeftv.com](mailto:colette.hooper@reeftv.com). I'm happy to answer any questions anyone might have, and won't take getting in contact as an indication of any kind of commitment to take part.

Please do contact me should you need any more information on this. Many, many thanks for offering to help.

Best wishes,  
Colette

PS: Here is some text I drafted for including in newsletters etc, just in case it might be useful. If you have an area on your website where you think other people with stories to tell might be likely to come across it, I'd be very grateful if you could spread the word!

### **BBC TELEVISION TELLS THE STORIES BEHIND THE ARMED FORCES MEMORIAL**

October 2007 will see the inauguration of the first national memorial to members of our Armed Forces killed on duty since the end of the Second World War. Currently under construction at the National Memorial Arboretum in Staffordshire, this striking monument, designed by architect Liam O'Connor, will be engraved with the names of more than 15,000 Servicemen and women. Traditional 'war memorials' only remember those killed in conflict. The Armed Forces Memorial will reflect the wide range of circumstances in which troops have lost their lives while serving their country in the last 60 years - whether in action, during training at home and overseas, while supporting peacekeeping and aid missions, or as a result of terrorist action.

To commemorate the creation of this historic monument, BBC One will be airing an hour-long documentary in November, charting the construction process and exploring some of the personal stories of the individuals it remembers. If you would like to share the story of a friend or loved one killed in the line of duty in the last 60 years, the producers would love to hear from you. Please send an account of their story in a short letter, including a telephone number you can be contacted on, to *In Living Memory*, Reef Television, 8 Upper St Martin's Lane, London WC2H 9DL, or email [inlivingmemory@reeftv.com](mailto:inlivingmemory@reeftv.com).

### **THE QUEENS SILVER JUBILEE MEDAL**

A number of queries have been raised recently about the eligibility for the award of the Queens Silver Jubilee Medal and on who is entitled to wear the Medal. The following letter has been received by the Secretary of the Lincolnshire Branch from the Office of the Naval Secretary and this clearly lays down the criteria for the award of the Medal, the number of medals awarded and the eligibility for the wearing of the Queens Silver Jubilee Medal. The letter clearly indicates that only those who were awarded the Queens Silver Jubilee Medal in 1977 are entitled to wear the Medal. It may also be taken as read that the same circumstances apply to the Queens Golden Jubilee Medal.

From:

Office of the Naval Secretary  
Room G.10 (MP G.2)  
Fleet Headquarters, West Battery  
Whale Island  
PORTSMOUTH  
Hampshire, PO2 8BY

To:

Mr M Williams  
Hon Secretary  
Royal Naval Association  
Lincoln Branch  
c/o [michaelc.williams@ntlworld.com](mailto:michaelc.williams@ntlworld.com)

Dear Mr Williams,

30 November 2006

Thank you for your e-mail of 24 November to the Joint Personnel Administration Enquiry Centre, about the Queen Elizabeth II Silver Jubilee Medal 1977. Your e-mail has been forwarded to the office of the Naval Secretary who has responsibility for Medal matters for naval personnel and veterans and I have been asked to reply.

It may be helpful if I explain that Coronation and Jubilee Medals are the personal gift of the Sovereign. Unlike campaign service Medals, and Medals awarded to recognise long and effective service; both categories of which are produced on an "as required" basis to match demand from eligible personnel, in the past only a "one off" limited number of Coronation and Jubilee Medals have been produced to mark these significant Royal occasions.

Some 30,000 Medals were struck to commemorate Her Majesty's Silver Jubilee. In common with the other Services and organisations who were granted an allocation of Medals, the Royal Navy was provided with a strictly limited number of Silver Jubilee Medals for distribution on a selective basis. 9,000 Medals were made available to the Armed Forces whose allocation was divided, pro-rata, between the Services. The Royal Navy received nearly 1,900 Medals and these were carefully allocated to ensure that the distribution was as appropriate and as equitable as possible. With only a small number of Medals available it will be recognised that not all those who were serving in the Royal Navy at the time would receive a Medal.

The only people eligible to wear a Silver Jubilee Medal are those personnel who actually received the Medal at the time. Even at that time it was not possible to make additional people eligible by securing more Medals to distribute.

I hope this explains the position. Thank you for writing.

### Submariners Association Annual Draw 2007

The Annual Draw was hosted this year by the Lincolnshire Branch of the Submariners Association and was held at the RNA Club in Lincoln on Saturday 30th June 2007. The Draw was a great success and congratulations are due to the Committee and Members of the Lincolnshire Branch for all their efforts. The Prize List this year is as follows:

#### Prize List

Number	Prize	Ticket No.	Tickets sold by Branch	Winner	Sent
1	Cheque for £,1000	18581	Derby	M Bugg	Yes
2	Cheque for £500	12964	Barrow	R Church	Yes
3	Cheque for £250	18440	Colchester	L Fisher	Yes
4	£75 vouchers for M&S	01256	Dolphin	R Burns	Yes
5	£75 vouchers for B&Q	17785	Blyth & Wansbeck	H Kelly	Yes
6	£50 vouchers for Boots	01021	P & N Cookson	Dolphin	Yes
7	£50 vouchers for Garden Centre	01380	L Budge	Dolphin	Yes
8	£50 vouchers for Argos	02241	D W Hughes	Dolphin	Yes
9	6 Bottles wine	23121	Scottish	I A W James	Yes
10	2 Bottles Whisky	13524	Barrow	W Mutch	Yes
11	Bottle Woods Rum	15343	Barrow	S Wilson	Yes
12	Luxury Box of Chocolates	26463	PWC Elliott	London	Yes
13	Museum prize	27970	Disbrey	London	Yes
14	ipod video	17188	B Marett	Gosport	Yes
15	Usb pen drive.	02420	JR Joslin	Dolphin	Yes
16	Thermometer	30261	K Kerr	Sold in hall	Yes
17	£50 vouchers for Halfords	00802	D Surridge	Dolphin	Yes
18	R/C Model	22434	G Evans	West of Scotland	Yes
19	Cheque for £50	30013	R Bacon	Leicester	Yes

#### National Draw 2007 – Financial Summary

The following breakdown shows the importance of the Annual Draw in maintaining the funds of the Submariners Association. Branches are reminded that not only does the Annual Draw contribute to National Funds but also to your own Branch Funds. For every £10.00 of tickets you sell, one third (£3.33) goes directly to your Branch Funds. This can be a useful source of income, particularly to the smaller Branches, and – don't forget – you might also win one of the prizes as well! Well done to all who contributed this year and congratulations to all the lucky winners!

<u>Monies collected</u>	<u>Donations</u>	<u>Cost of Prizes</u>
£6,391.92	£1,345.00	£2,657.98
Total income:-		
Monies collected + Donations	£7,736.92	
Less cost of prizes	<u>£2,657.98</u>	
Balance to SA	<u>£5,078.94</u>	

#### For comparison

Draw for 2006 netted                      £5,132.65

This comprised ticket sales and donations of £6,914.70, less cost of prizes of £1,782.05.

OBITUARIES**GORDON SELBY**

I have taken the following from [www.submarinesaustralia.com](http://www.submarinesaustralia.com) as I could not do justice to this great man. Thank you to Norm Williams, Peter Smith and Alan Shaw. A service for Gordon Selby was held in the North Chapel at the Northern Suburbs Crematorium on Wednesday afternoon 28th March 2007 at 1315.

Ken Williams, Acting Secretary, SAA NSW Branch  
Ph: 0400500604

It is with regret that I announce the death of Life Member F. Gordon Selby DSM\* BEM MiD\* on Friday morning 23rd March 2007 from the effects of a fall. As much as I would like to write Gordon's obituary I have decided that a letter written by his former friend and fellow Life Member Alan Shaw gives tribute to Gordon's life.

Fellow members, 16th June 1991 saw what I consider to be one of the most constructive AGMs it has been my pleasure to attend brought to a climax by the President Peter Davies awarding Life Membership to our Secretary F.G. Selby. During the following social gathering many members expressed their opinion that the reasons for the award and short history of the man receiving it be known to all. I accepted the task, but feel I might as well have been commissioned to write on one of the most significant episodes in the history of Submarine Service – I leave you to judge.

First things first, so it was that on 15th December 1919 Gordon first saw the light of day at Swindon, England, and after fifteen years of life on terra-firma decided to join the Royal Navy on 15th August 1935.

Three years later as a seaman gunner he joined the Submarine Service and in 1939 joined HMS/m OBERON followed by HMS/m H44 in 1940, during which year he picked up the hook and a draft to HMS/m UPHOLDER aboard which he was promoted to Petty Officer and awarded his first DSM. Unfortunately UPHOLDER was lost with all hands in April 1942, but fortunately Gordon was drafted to HMS/m P39 the previous month.

The same month saw P39 sunk by bombs alongside at Malta. 1942 also saw a step up the promotion ladder to acting Chief and a draft to HMS/m OLYMPUS on route home via Gibraltar. Again fate played her hand and OLYMPUS struck a mine seven miles out of Malta and left her eight survivors a long swim to port.

After a few days recuperation another attempt to return to the UK, this time aboard the Minelayer HMS WELSHMAN, which delivered him 'safe and sound' to receive a Mention in Dispatches. June 1942 saw Gordon aboard HMS/m L26 in Rothesay until July 1943, when he joined Spare Crew on HMS MAIDSTONE in Algiers from whence he joined HMS/m SICKLE in the same month until October, which saw him aboard HMS MAIDSTONE on passage to Trincomalee.

In April 1944 HMS/m STORM called upon his services where he once again served with distinction rewarded by the award of his second Mention in Dispatches in 1944 and his second DSM in 1945 returning aboard her to Fort Blockhouse in April of that year.

1945 also brought a trip to colder climes in the form of bringing U-2529 back from Norway. This brought Gordon's war time service to an end and his confirmation as a Chief Petty Officer.

Peace time found a period instructing ratings until 1948 when he joined HMS/m TRUCULENT in July leaving her in Chatham in May 1949 to join HMS/m ALLIANCE until 1950 when he was transferred to Officer training – again his efforts were recognised by the award of the British Empire Medal. It is interesting to note that during these periods of training one of the boats used was HMS/m AFFRAY.

Like all things Gordon's service came to an end in 1959 and Mr F.G. SELBY came forth. Some say he was the luckiest man in submarines but I am sure you will agree there must have been more than luck.

To progress - 1969 saw New Zealand the next port of call followed by Australia in 1970. In 1975 he became an Australian citizen and his life touched those of us who had not known him personally before he joined the SAA.

After attending regular meetings until 1979 he joined the committee under the presidency of Tony Churchill and was elected to a Sub Committee to form a constitution appropriate to the times and in 1980 this was adopted and has served us until this year (1991). In the year 1980 the position of President was taken over by Alfie Backers with Gordon again as a committee man for the period of one year, after which he assumed the position of Secretary and a few months later to that of Secretary/Treasurer. It was about this time that the newsletter commenced to be our main source of communication nationwide.

1985 saw another change in Presidency in the person of Peter Davies. From that date progress accelerated – through regular and informative newsletters members showed more and more interest and a very pleasing factor occurred in the strong participation of serving submariners of all ranks. 1988 saw the 21st Anniversary of the "O" boat in the RAN – that episode occupied just on two years organisation by a combined committee of RAN and SAA personnel. Gordon served on that committee. Since then the existing branches of NSW and Qld have been joined by very active branches being Vic, SA and WA, plus the great news that the ACT is following suit. At this point it is worth noting that in 1981 our membership was 115 and at May this year (1991) had reached 529. Interesting to note that Gordon refused Life Membership about two years ago and strange as it may seem, I am pleased he did as the present nomination was not moved by his own State Branch, but from South Australia, proving that his influence has been felt and appreciated nationwide. The past year has also seen

milestones passed in no small way brought about by a lot of work behind the scenes with communication by telephone, fax, again by Gordon on behalf of sub committees. Times change and another constitution was required to encompass the requirements of all states and also the formation of the Welfare Section, which has now been completed. Again we see the name of Selby.

The above is a very sketchy report – it doesn't attempt to relate in depth the reason for the awards, the personal motivation or his personal feelings throughout these periods – but I hope it will give an insight into our latest Life Member.

Alan Shaw, July 1991.

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As mentioned by Alan, Gordon was awarded the Distinguished Service Medal twice and 'Mentioned in Dispatches' twice. Listed in the *London Gazette* was the following: On 2 September 1941 for war patrols from January to May 1941 in HMS/m Upholder, he was awarded the DSM, the medal was presented to him by His Majesty the King on 13th October 1942.

As an Acting CPO Coxswain, Gordon was 'Mentioned in Dispatches' on 13th April 1943 for returning to a sinking

### **LESLIE EDWARD JOSEPH SHEPPARD, DSM** (17 May 1920 to 29 October 2006)

Leslie Edward Joseph Sheppard, DSM, died suddenly and unexpectedly on Sunday 29 October 2006 at home. A well known Coventry character Les was a prominent local footballer in his youth with a promising career in the game interrupted by war service in the Royal Navy, latterly on submarines.

He volunteered for service in the Royal Navy and did his initial training at HMS Collingwood. In 1940 he was posted to the Mediterranean fleet and joined HMS DAINTY in Alexandria. Les was part of the guns crew on the DAINTY during the Battle of Matapan when the Italian fleet was defeated. He was not serving on the DAINTY when it was sunk in Tobruk harbour. When he recovered he was drafted to HMS AJAX. Les served as a member of one of the port side guns crews during the Battle of Crete in 1941. When AJAX was taken into Alexandria for repair Les was transferred to the Gunnery School at HMS CANOPUS, where he qualified as a Gunlayer and was drafted to HMS CHAKDENA - classed as an Armed Boarding Vessel - and Les manned an anti-aircraft Lewis gun. In an operation to evacuate wounded from Tobruk, the ship was attacked by German aircraft and sank in less than two minutes on 5 December 1941. Les had to swim for it and was picked up after some time in the water. After two weeks survivors leave he was drafted to join HMS JANUS. In June 1942 the JANUS ran over an acoustic mine which seriously damaged her stern. She was towed into Alexandria and Les went back to HMS Canopus for a further gunnery course. After passing that course he was drafted to the battleship HMS Queen Elizabeth which had been sunk by Italian frogmen in Alexandria harbour. She was secretly

refloated and in great secrecy sailed to the US Naval yards in Norfolk, Virginia, for repair. After seven days leave in New York, Les sailed back to England on the liner Queen Elizabeth.

ship in Malta to rescue an Apprentice. At the time Gordon was serving in HMS/m OLYMPUS.

On 12th September 1944 Gordon was 'Mentioned in Dispatches' for four Eastern Fleet War Patrols in HMS/m STORM. In the *London Gazette* dated 5th June 1945, Gordon was listed for a second DSM for undertaking a further Four Far East War Patrols from July 1944 to January 1945.

Although Alan only brushed on it slightly, the BEM was for services to the Royal Navy Submarine Service, in particular in Officer Training for submarines. Gordon should have been on HMS/m AFFRAY with his Class of students; however a stomach problem forced him to seek aid from the Sick Bay and AFFRAY sailed without him, later sinking in the English Channel after a collision with a ship. (Peter Smith)

### **MEMORIAL SERVICE**

A Memorial Service in remembrance of the late Cox'n Gordon Selby was held in the Holy Trinity Church in Gosport at 1600 on Friday 6th July 2007. The Address (based on the above obituary of Gordon Selby) was given by Rear Admiral Tony Whetstone, a Vice President of the Submariners Association.

He was drafted to Whale Island Gunnery school for training as a Gunlayer where he met a Captain who explained that the Submarine Service were looking to start a class for Submarine Gunlayers rather than rely on General Service Gunlayers. He was selected for this first class and immediately volunteered for Submarine service. He was the first hostilities only gunlayer to serve in Submarines and passed out top of the First class at the end of 1942.

He completed his submarine training at HMS ELFIN - a shore station - and on the training submarines PORPOISE and SEALION. In 1943 he was drafted to HM Submarine TRUANT and took part in patrols to the North Cape looking for the SCHARNHORST. Due to a shortage of gunlayers he also did a patrol on HM Submarine SCEPTRE. When a structural fault was discovered on the TRUANT the whole crew was transferred to a new submarine being built in Barrow in Furness, HM Submarine THOROUGH. It was while commissioning this boat that Les met and married his wife Edna. Shortly afterwards THOROUGH left for the Far East.

Based initially at Trincomalee in Sri Lanka and later at Freemantle in Australia THOROUGH was part of a submarine flotilla that harassed the Japanese. Working with the much larger American submarines the British T-boats were able to go into the shallower coastal waters of

South East Asia and attack the coastal trade of supply ships used by the Japanese. Most of these actions were gun actions and during this period the guns crew of the THOROUGH held the Submarine Service record for the fastest time into action from submerged. There were seven patrols between 1944 and the end of the war in 1945 and Les was awarded the Distinguished Service Medal for Far East War patrols from July 1944 to April 1945. The THOROUGH was the last submarine to return from patrol when the war against Japan ended and was the last British submarine attacked when Japanese aircraft attacked the boat in the Lombok straits two days after the official surrender.

Les returned to England at the end of 1945 and was demobbed in 1946. He returned to his old painting and decorating job with E.K. Youell but was disappointed not to be paid the top rate because he had not been doing too much painting or decorating over the past five years! He left to start up his own painting and decorating firm and began to build up his business and reputation. Unable to work in his trade owing to an accident Les moved into factory work at Stirling Metals in Coventry and took the opportunity to train as a pattern fitter. Having completed his training he worked on patterns for Morris Motors. Later, with his wife Edna, he founded Les Sheppard's DIY, initially on the Foleshill Road and later on Broad Lane and in Bilton, near Rugby.

Les had always regarded himself as a very lucky man - he had had the good fortune to survive a war in which he saw death at close hand and served in one of the most dangerous branches of the Navy. He had survived two major post war accidents and a serious illness in his thirties. He was proud of what he and his comrades had

fought for and the way they fought for it and he was determined that their sacrifice would not be forgotten. He was a staunch supporter of the Royal British Legion and its Poppy Appeal and sold poppies for over fifty years, receiving a series of awards and recognitions for his efforts. He always attended the Remembrance Day ceremony in Bedworth because it was always held on the 11th of November - which was just as he thought it should be.

As he got on in years he became much more involved in ex-service, veteran and old comrades associations. He regularly returned to Crete for the Veterans Reunion to mark the battle of Crete and was awarded the Greek medal commemorating the Battle of Crete by the Greek Government. At the 60th Anniversary of the Battle of Crete the President of Greece presented him with the Greek Medal of Honour. He was a keen and active member of the Submariners Association and the Royal Navy Association.

He has asked that his memorial be in the form of an oak tree planted in the War Memorial Park next to the rowan tree planted in memory of his wife Edna in 2002 and alongside the many comrades who shared his service in World War II. His tree should overlook the area of football pitches he played on before the war and where he always remembered a spectacular goal scored from within his own half and recounted to his sons.

*By Barrie Downer - Les Sheppard's Obituary was originally much longer but has been edited to reflect his service career only owing to space limitations in this edition.*

## COMMANDER JOHN EADEN, DSC\*\*

Commander John Eaden, who has died aged 97, was the first Submariner to make contact with the enemy in 1939. Later in the Second World War, while in command of a destroyer, he sank a U-boat; and by the end of the war he had won three DSCs.

Eaden was commanding the submarine SPEARFISH when on September 3rd 1939, within minutes of receiving the signal "Total Germany" (for the commencement of hostilities against Germany), torpedoes were fired at him. A game of cat and mouse was then played out beneath the waves for the next six hours, in the course of which Eaden attempted to ram his opponent; but he lost contact.

SPEARFISH remained on patrol for a further three, uneventful weeks until on September 24, in the shallow water of the Heligoland Bight, it was repeatedly depth-charged. Eaden took his boat to the seabed, stopped all machinery and ordered everyone to lie still. The hydrophones of the searching enemy could be heard in the water above, and the scraping of grappling lines being drawn over the hull.

Two hours later the attacks began again; up to 60 depth charges proceeded to explode around SPEARFISH, and a final explosion caused huge damage.

All that could be heard in the darkness of the boat was the hissing of high-pressure air escaping, and the spurting of jets of water; the air grew fouler all the time. Eaden kept calm during the attack and did what he could to reassure his crew; he encouraged an able seaman to pad around the boat taking 6d sweepstakes on when the next depth charge would go off.

At nightfall he ordered his crew to go quietly to their diving stations, using torches to investigate the damage. The submarine's periscope had been blown away, the wireless was smashed, the engines disabled and seawater threatened to reach the batteries and start a release of chlorine gas. Knowing that if he surfaced he would be unable to dive again, Eaden nevertheless decided to do so, hoping that darkness would cloak the boat's movements.

Leaks from the high-pressure air bottles meant that as soon as Eaden unclipped the hatch to the conning tower the air would rush out of the boat as if from a punctured tyre. So it was with a 14-stone signalman grasping his legs that Eaden stood on the ladder to the conning tower hatch and knocked off the clips. As the hatch flew open he was pulled off his step and his binoculars flew off through the hatch into the night sky.

Hugging Danish territorial waters, Eaden crept north on the submarine's one remaining electrical motor, unable to

signal his plight until temporary repairs could be made. At dawn on the second day he was met by units of the Home Fleet who escorted him to Rosyth.

Eaden's escape was reported in *The Daily Telegraph* on October 6th, and he was awarded a DSC for his courage, seamanship and resolution in bringing his submarine safe home.

John Henry Eaden was born February 23rd 1910 on Dominica, British West Indies, where his father owned lime plantations; his mother was the daughter of a doctor. At eight John was sent to prep school in England, moving on to the Royal Naval College Dartmouth in the Benbow term of 1923.

He would spend the holidays with his grandparents or an aunt, surrounded by ponies and dogs, and when sent to sea in 1927 in the battleship Royal Sovereign he was given charge of two foxhounds bound for the Royal Calpe Hunt on Gibraltar.

Eaden served in the battleship ROYAL OAK and the destroyer CANTERBURY before joining the trade in 1931. In 1937, while first lieutenant of the submarine CLYDE, he was lent to serve ashore during the rebellion in Palestine, and in 1938 he passed the "perisher", the exacting course for submarine commanders.

After leaving SPEARFISH, Eaden commanded the destroyer VENETIA, the submarine UTMOST, the destroyer WALPOLE and, temporarily, the destroyer MACKAY, where he was Mentioned in Dispatches for his skill and enterprise in driving off and damaging a strong force of German E-boats which attacked an East Coast convoy on March 13th 1942.

After a brief spell training new officers in Sussex at HMS KING ALFRED, Eaden's next command was the destroyer INCONSTANT, from May 1943 to June 1944.

On 12th July 1943, while escorting a troop convoy off the coast of Algiers, Eaden made sonar contacts with a U-boat and during the next two and half hours dropped 46 depth charges, the last set for a depth of 700 ft.

The German U-409 was blown to the surface and 60 ft of the U-boat's bows rose vertically, then slid back into the water and disappeared 800 yards astern of INCONSTANT - only to rise a second time at a less

steep angle but still out of control. INCONSTANT's rapid fire hit the U-boat's stern and conning tower and it sank; Eaden rescued more than 30 of its crew.

Fifty-three years later, U-409's captain, Hanns-Ferdinand Massmann, wrote to Eaden to apologise for not having thanked him for the "chivalrous action you took to save the surviving people of my crew". Eaden was awarded a bar to his DSC for his gallant and distinguished services.

In January 1944 Eaden was still in command of INCONSTANT, now escorting convoys to Murmansk in weather which he described as the worst he had ever seen. Convoy JW56A was scattered and three merchant ships were sunk, while five others were so badly damaged by the weather they had to turn back.

In INCONSTANT the depth charges broke free, and were only secured by extraordinary human effort. Nevertheless, Eaden collected the remnants of the convoy and, after refuelling, sailed to escort JW56B which was close behind. Eaden received a second bar to his DSC for his courage, endurance, and devotion to duty. He ended the war in command of the frigate LOCH ACHRAY.

After leaving the Navy in 1955 Eaden spent 15 years working first as personnel officer and then as safety officer for ICI, Cheshire. Having taken to spending his holidays in the Lake District, in 1969 Eaden settled there in a cottage looking out over the fells and the sea, and pursued his interests in gardening and golf. He became secretary of his local PCC, a consultant for Age Concern and a very active member of Whitehaven Ramblers.

He loved mountain-walking and once, on a holiday to Austria, climbed to a hut at 8,000 ft. An hour after he had arrived, a party stood up to applaud an elderly gentleman who had just entered the hut. When Eaden asked why they did so, he was told that the man was 70 years old; no one would believe that Eaden was 10 years older.

John Eaden, who died on April 19, married first, in 1943 (dissolved 1954), Marnie Rhodes. He married secondly Ann Rogers, who was children's chaperone at Pinewood Studios when his younger daughter took part in *A Town Like Alice* (1956). He is survived by his second wife, and by two sons and two daughters.

Obituaries - Members 'Crossed the Bar' – 19<sup>th</sup> Dec 2006 to 4<sup>th</sup> Jul 2007

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
J (Joe) Alford	CPO Coxswain	Gosport	1954 to 1974	Token, Tally-Ho, Trenchant, Sentinel, Scorcher, Acheron, Artemis, Truncheon, Anchorite, Tiptoe and Aeneas
F R (Fred) Atkinson	ME1	Manchester	1967 to 1974	Narwhal, Artemis and Aeneas
E (Ernie) Ball, DSM, BEM, MID	CERA	Shropshire	1939 to 1959	H33, Upright, Vampire, Sirdar and Artful
D (David) Banks	CMEM	Taunton	1962 to 1983	Olympus (62-63), Taciturn (63-66), Tabard (66-67), Porpoise (67-69) and Renown (70-80)
Rawden Bannar-Martin, DSM	Lieutenant Commander	Medway Towns (President)	1942 to 1947	H31, Tuna, L23, Splendid, Viking (CO) and Auriga (CO)
P W (Peter) Bell	A/CCEA	Barrow-in-Furness	1966 to 1975	Resolution (66-67) and Repulse (67-73)
P D C (Peter) Bennett	Lieutenant Commander	Dolphin	1941 to 1954	Graph, P555, Upstart, L27, Truant, Tally-Ho, Surf, Ultimatum, Sea Devil, Tantivy, Talent and Aurochs
S W G (Sidney) Berry	Leading Cook	Oxford City	1943 to 1946	Tribune, Thrasher, Selene and Vivid
J (Jeff) Bevan	CERA	Dolphin		Scorcher, Trespasser, Tapir, Ambush, Andrew and Olympus
W H (Harry) Bibb	Leading Seaman (HSD)	Australia	1944 to 1951	Seraph, Sanguine, Templar, Tantivy, Saga, Seneschal, Ambush and Spiteful
W (Wesley) Brown	Cook (S)	Welsh	1954 to 1958	Thule, Sturdy and Totem
W S (Bill) Cole	CMEM	Barrow-in-Furness	1966 to 1987	Odin, Renown, Finwhale, Sovereign and Sceptre
W H (Bill) Douglass	Leading Stoker	Medway Towns & Portsmouth	1943 to 1952	Otway, Taku, Sirdar, Scotsman, Tradewind, Tudor, Thermopylae, Acheron, Anchorite, Truculent and Seraph
D S (Tommy) Farr	CPO	Gatwick	1964 to 1974	Truncheon, Totem, Rorqual, Onyx, Orpheus and Otus
E (Sam) Graham	POREL	West of Scotland	1966 to 1978	Thermopylae (67), Repulse (P) (69-71) and Renown (S) (75-77)
M (Nobby) Grant	PO Elec	Exeter	1942 to 1952	P512, L23, Spiteful, Truncheon, Tactician, Statesman, Sturdy, X2, Teredo, Sidon and Selene
G W (George) Green, MID	Leading Stoker	Barrow-in-Furness	1941 to 1946	P511, Sturgeon, Vivid and Sentinel
J (John) Hall	Leading Seaman UW2(A)	Dolphin	1967 to 1972	Olympus, Onslaught, Finwhale and Walrus
D E Hamblen	Able Seaman (RP3)	London	1943 to 1946	Seadog
T B (Barry) Hood	CRS	North Staffordshire	1959 to 1962	Thermopylae and Tactician
D (Dennis) Houlden	Stoker Mechanic	Lincoln	1952 to 1957	Seneschal, Sea Scout, Totem and Sentinel
M G (Bertie) Hulbert	CPO OPS	Barrow-in-Furness	1965 to 1991	Porpoise, Warspite, Courageous (2), Swiftsure (2) and Superb
F (Fred) Jackson	POLTO	Bromley	1943 to 1946	Varangian and Scotsman
H (Harold) Kay	REM	Bury	1971 to 1976	Churchill, Opportune and Sovereign
M (Michael) Kiff	ME1	Australia	1954 to 1958	Tactician and Telemachus
A (Alf) King	Leading Stoker	Merseyside	1956 to 1961	Artful, Telemachus and Seascout
A J (Alan) Lightfoot	LME	Scottish	1959 to 1966	Totem (59-63), Cachalot (63-64) and Osiris (64-66)
G (George) Luck, DSM	CPO Coxswain	Merseyside	1941 to 1947	Rorqual, P217, P339, Taurus and Affray
R H (Ron) Luckhurst, DSM	Stoker Petty Officer	Australia	1940 to 1946	L27, Taku and Tudor
F R (Bob) Morby	Stoker 1 <sup>st</sup> Class	Gosport	1946 to 1957	Thermopylae, Tabard, Alliance and Solent
G (George) O'Donnell	Stoker Mechanic	Blackpool	1951 to 1957	Subtle, Selene, Solent and Thermopylae
R D (Bob) Peel	Stoker 1 <sup>st</sup> Class	Bury	1943 to 1946	Volatile, Varne and Tantivy
P J (Pat) Pocock	CPO Coxswain	Middlesex	1948 to 1958	Turpin, Sidon, Seascout, Tireless, Tally Ho, Astute, Alaric and Aurochs

P H (Lofty) Redman	CPO Coxswain	Gosport	1940 to 1961	Tuna, P44, Sunfish, Visigoth, Trident, Alaric, Tudor and Ambush
J (Jack) Rigby	Stoker 1 <sup>st</sup> Class	Merseyside	1942 to 1946	Stonehenge and Telemachus
F S (Fred) Rising	PO Elec	Norfolk	1943 to 1953	Sunfish, P314, Thermopylae, Teredo, Trespasser and Aeneas
F G (Gordon) Selby, DSM*, BEM	CPO Coxswain	Australia	1939 to 1959	Oberon 1, H34, H44, Upholder, P34, Olympus, L26, Sickie, Storm, U2529, Truculent and Alliance
W C (Bill) Shadbolt	Leading Seaman (ST)	Essex	1933 to 1945	L56, Salmon, Clyde, Sealion, Thames, H33 and Shark
A (Bob) Shaw	Leading Seaman (ST)	Exeter	1941 to 1946	Seawolf, Vulpine and U1171
L E J (Les) Sheppard, DSM	Leading Seaman (GL)	Dolphin	1943 to 1945	Thorough, Truant and Sceptre 1
R J (Bob) Sheppard	Petty Officer (UW1)	Portsmouth	1948 to 1954	Tradewind, Tiptoe, Truculent, Trespasser, Sturdy and Andrew
J H (John) Shouesmith	Petty Officer (UW1)	London	1953 to 1976	Tally-Ho, Aeneas, Seadevil, Astute, Trump, Taciturn, Otus, Olympus and Explorer
G (George) Skinner, MBE	Able Seaman (later Lieutenant Commander)	Beds & Herts	1947 to 1950	Tantulus and Talent
D L (Dave) Spencer	WO Coxswain	Dolphin	1970 to 1990	Revenge (S), Superb, Sceptre, Trenchant and Talent
L (Les) Thorpe	CPO Coxswain	Shropshire	1941 to 1965	Proteus, Sunfish, Spearhead, Auriga, Tiptoe and Thermopylae
K R (Keith) Tidd	PO (ME)	London		Finwhale
A (Tony) Tyson	Stoker Petty Officer	Australia	1952 to 1963	Alderney, Trump (2), Tactician, Tapir, Andrew, Springer and Telemachus
W J (John) Walker	Commander	Barrow-in-Furness	1962 to 1986	Seraph, Excalibur, Oracle and Courageous
H (Harry) Warner	CPO Coxswain	Bury	1943 to 1952	Stonehenge, Templar, Tiptoe, Subtle, Acheron and Alliance
P J (Pete) Weeks	CERA	Barrow-in-Furness	1945 to 1965	Sentinel, Tapir, Turpin, Artemis, Auriga, Artful, Sturdy, Anchorite, Taciturn and Cachalot
R S (Reg) Westwood	CERA	Portsmouth	1950-1968	Astute, Sidon, Spiteful, Satyr, Sportsman, Springer, X Craft Minnow & Sprat, Teredo, Tally-Ho, Artemis, Odin and Alliance
C A (Alan) Wilson	EM1	Cheltenham	1954 to 1955	Tiptoe and Alcide
H (Jock) Niven	LEM	New Zealand	1964 to 1968	Ambush, Alliance, Andrew, Anchorite, Amphion and Tabard

**Members joining or rejoining the Submariners Association 19<sup>th</sup> Dec 2006 to 4<sup>th</sup> Jul 2007**

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
F (Frank) Alderson	CPO MEM	Gosport	1971 to 1991	Rorqual, Onyx and Otter
M A (Michael) Allan	LET	Barrow-in-Furness	Feb 2000 to ****	Sovereign (00-03), Sceptre (03-07) and Astute (07-**)
J (John) Allibone	Leading Seaman (UC3)	Dolphin	Jul 1953 to Sep 1959	Selene, Sea Devil, Thorough (2), Telemachus, Sleuth, Aurochs and Andrew
P (Peter) Andrew	Lieutenant	Barrow-in-Furness	2001 to ****	Triumph (01-02), Turbulent (03-04), Talent (04-06) and Astute (06-**)
S J (Stephen) Armstrong	Able Seaman (TS)	Hull	Jul 1985 to Jul 1997	Revenge (S) (85-92), Vanguard (S) and Splendid (95-96)
K (Ken) Bagley	LME	Gosport	Oct 1946 to May 1953	Saga, Artemis, Affray, Totem, Sirdar and RGP
D (Derek) Bailey	A/LEM	West Riding	1956 to 1958	Solent (56) and Scorcher (57)
J (John) Baird	WO2 MEA	Scotland North East	Jun 1988 to Jan 2007	Repulse (85-95), Splendid (98-00) and Tireless (01-04)
P F (Paul) Baker	Leading Seaman	Portsmouth	1967 to 1970	Tiptoe, Ocelot, Alcide and Porpoise
M J (Michael) Beach	LME (M)	Northern Ireland	Jun 1964 to Jul 1973	Truncheon, Alaric, Astute and Orpheus
D J (Don) Beale, BEM	CME	Barrow-in-Furness	Oct 1961 to ??	Seraph, Taciturn, Trump, Resolution, Renown, Revenge, Repulse and Splendid
S (Adolf) Beck	LMEM (ML)	Portsmouth	1979 to 1989	Sealion (2), Onslaught, Opportune and Odin

K H (Keith) Bishop	POREL	Northants	Feb 1966 to Apr 1976	Finwhale (66-67), Oberon (69), Acheron (70-71) and Andrew (71-74)
P (Peter) Blake	CPO MEA	Central Lancs	1986 to ****	Courageous (87-93), Repulse (95-99), Renown (99-00) and Vigilant (00-03)
J H (Joe) Brutton	Lieutenant	Barrow-in-Furness	Sep 1998 to ****	Vanguard, Victorious, Vigilant, Vengeance (98-03) and Astute (06-**)
A W (Arthur) Bulless	ERA	Dolphin	1940 to 1945	Otway 1, Porpoise 1 and Tally Ho
R W (Rick) Butcher	CPO WEA (AD)	Sussex	Jan 1979 to Oct 1988	Ocelot (Part 3) and Warspite (79-84)
D (Daniel) Carter	MEM	Barrow-in-Furness	Feb 1997 to ****	Splendid (98-02), Sovereign (03-07) and Astute (07-**)
N D (Nick) Carter	Stoker Mechanic	New Zealand	1947 to 1949	Sceptre 1 (47), Spirit (47), Taurus (47), Tantivy (47), Templar (47-48) and Tabard (49)
R (Bob) Carvel	CPO	Manchester	Jan 1969 to Dec 73	Repulse (69-72) and Conqueror (73)
G J (Gary) Chapman	CPO.MEM (M)	Barrow-in-Furness	1979 to ****	Renown (86-88), Revenge (89-92), Vanguard (93-00) and Vengeance (03-06)
P (Peter) Chappell	CPO ET(WE)	Norfolk	Sep 1986 to ****	Resolution (87-90), Renown (91-92), Torbay (97-98) and Turbulent (98-99) & (02-04)
R A (Robert) Church	LMEM	Barrow-in-Furness	Oct 1998 to ****	Trafalgar (00-04), Splendid (04-06) and Astute (06-**)
M L (Michael) Cook	CPO WEA	Dolphin	Oct 1966 to Mar 1985	Renown (67-68), Ambush (69), Oberon (71-73), Porpoise (76) and Orpheus (79-80)
J (Jason) Costello	LMA	Barrow-in-Furness	1997 to ****	Victorious (97-99), Vanguard (99-01), Spartan (03-06) and Astute (06-**)
I (Ian) Craig	CPO (S)	West of Scotland	1984 to ****	Repulse (S) (84-92), Sceptre (92-96), Splendid (96-03) and Spartan (03-06)
N W (Norman) Crane	Leading Tel	Gatwick	1954 to 1957	Tally Ho, Turpin, Alderney, Alderney, Ambush and Scorcher
N P (Norman) Debonnaire	CPO.Mech	Dolphin	Sep 1953 to Sep 1970	Tireless, Astute, X Craft, Amphion, Seraph, Artemis, Olympus and Aeneas
I (Ian) Dervey	POMEM (L)	Barrow-in-Furness	May 1981 to ****	Trafalgar (82-85), Courageous (88-94), Talent (88-94), Vigilant (95-96), Spartan (00-01), Trenchant (01-05), Triumph (97-99) & (05-06) and Astute (06-**)
D J (Des) Desmond	CPO.MEM (M)	Peterborough	Jun 1955 – Oct 1963	Scotsman (55-56), Thorough (56-58), Ambush (59) and Alderney (58-60)
R (Richard) Dixon	Able Seaman (UC3)	Dolphin	Mar 1965 to Jun 1971	Ocelot (65-67) and Odin (67-71)
A. (Aaron) Donaghy	LMEM (M)	Barrow-in-Furness		Trafalgar, Torbay, Sovereign and Astute
S (Stephen) Doughty	CPO WEA	Barrow-in-Furness	Aug 1987 to ****	Conqueror (87-89), Sceptre (91-94), Superb (96-00), Splendid (02-05) and Astute (06-**)
M S (Mark) Driscoll	Lieutenant	Merseyside	2006 to ****	Sceptre (06-**)
T S (Thomas) Fell	CPO WEA	Barrow-in-Furness	Oct 1967 to Nov 1975	Repulse (P) (69-74) and Renown (S) (74-75)
GW (Bill) Fennelly	PO OEL	Sheffield	Apr 1966 to Jul 1976	Artful (67-68), Finwhale (70), Valiant(70-71) and Sealion (72-75)
R J (Richard) Figgins	Able Seaman (S)	Portsmouth	Mar 1986 to Sep 2002	Trafalgar (86-87), Tireless (87-90), Ursula (91-92), Upholder (93) and Talent (98-01)
W B (William) Finnie	CCMEA (EL)	West of Scotland	Feb 1967 to Jan 1998	Walrus (67-68), Renown(70-71), Revenge (70-75) & (77-84) and Valiant (88-94)
P (Pat) Fitzgerald	Able Seaman (UW3)	Scotland North East	1955 to 1961	Subtle, Auriga, Aurochs, Telemachus, Walrus and Explorer
L K (Lee) Frankham	PO (TS)	New Zealand	Jun 1983 to Apr 2006	Revenge (P) (83-89), Vanguard (S) (90-97), Splendid (98-00) and Spartan (03-06)

M J (Martin) Freeman	Lieutenant	Barrow-in-Furness	Sep 1982 to ****	Conqueror (88-90), Talent (90-92), Torbay (93-95), Veengeance (96-98) and Astute (05-**)
A D (Anthony) Gascoyne	Leading Seaman (S)	Scottish	1972 to 1994	Ocelot, Churchill, Renown (S) (2), Revenge (P) and Repulse (P)
J C (John) Gibbs	CPO Coxswain	Australia	Jun 1948 to Jun 1969	Tudor, Selene, Tiptoe, Turpin, Trespasser, Alliance, Scythian, Teredo and Token
A (Andrew) Greenwood	Petty Officer (S)	Barrow-in-Furness	Jun 1981 to ****	Oracle, Walrus, Sceptre, Vanguard, Vigilant and Vengeance
P F (Frank) Grenier, CB	Rear Admiral	Northants	1954 to 1975	Auriga, Sentinel, Tudor, Tiptoe, Alliance, Ambush, Resolution and Valiant
R (Roger) Hallett	Stoker Mech.1	Medway Towns	Feb 1952 to Jan 1956	Trump, Talent, Token, Alliance and Seraph
C J (Gabby) Hayes	Able Seaman (TS)	Dolphin	1983 to 1990	Valiant (83) and Spartan (85-90)
J R (John) Hayes	Leading Seaman (UC3)	Scottish	Sep 1964 to Feb 1967	Rorqual (64), Ambush (64-66) and Andrew (66)
C E J (Clive) Hogben	LRO	Sussex	Jun 1964 to Jan 1976	Artemis (65-71) and Opossum (72-76)
C (Charles) Holland	LEM	Medway Towns	Sep 1948 to Sep 1960	Anchorite, Sirdar, Sturdy and Trespasser
J M (John) Holland	PO OEL	Vectis	1965 to 1977	Porpoise (2), Finwhale, Cachalot, Opportune and Onyx
N O (Nick) Hopkinson	CPO WEA	Dolphin	Oct 1988 to Apr 2007	Repulse 89-95), Victorious (S) (96-99) and Vengeance (S) (03-06)
J R (Steven) Jackson	POMEM (M)	Barrow-in-Furness	1990 to ****	Spartan (91-95), Vigilant (95-98), Vengeance (98-00) and Sceptre (03-06)
A F (Andrew) Jeffrey	OM (W)	Lincoln	Dec 2002 to ****	Spartan (02-05), Sovereign (05-06) and Astute (06-**)
P S (Paul) Jevons	CPO MEA (M)	Portsmouth	1977 to 1999	Orpheus (77-79), Sealion (80-82), Opossum (82-86) and Oberon (86)
D L (Diesel) Jones	ME1	Sheffield	1963 to 1970	Grampus, Odin, Amphion and Artful 1
A M (Joe) Joseph	RS	Dolphin	1974 to 1986	Onslaught, Olympus, Opportune and Swiftsure
R M (Bob) Keating	Leading Sig	Northants	Sep 1959 to May 1964	Truncheon, Artful 1, Seraph and Finwhale
R M (Killer) Killen	LRO	Gosport	1970 to 1978	Opportune, Osiris, Walrus and Narwhal
R J (Rod) Lampen	CCWEA	Plymouth	Apr 1974 to May 1988	Conqueror (74-76) and Sceptre (78-81)
N J (Neil) Lowden	MEM1	Barrow-in-Furness	Jun 1999 to ****	Sovereign (02-05) and Astute (06-**)
K A (Keith) Mace	POREL	Dolphin	Jun 1963 to Dec 1966	Onslaught (63-65)
J A (Jamie) Martin	Writer	Merseyside	Feb 2002 to ****	Sovereign (02-03), Superb (04-06) and Astute (06-**)
R G (Richard) McDonald	Able Seaman (TS)	West of Scotland	1993 to ****	Spartan (93-94), Renown, Repulse, Vanguard, Talent and Vigilant
G A (Gary) McIlroy	MEM (L)	Gosport	Jan 1981 Apr 1987	Onslaught, Sealion and Osiris
A C (Andy) McRae	WO1 MEA (L)	Plymouth	1984 to ****	Warspite (Valiant on loan x 2) (84-89), Trafalgar (90-97), Torbay (00-03) and Astute (07-**)
K (Kevin) Moore	Petty Officer Cook (S)	Portsmouth	Jul 1967 to Jul 1982	Acheron (67-70), Onyx (70-73) and Oberon (75-78)
M J (Michael) Moreland	Commander	Barrow-in-Furness	1983 to ****	Splendid (84-86), Trenchant (86-89), Courageous (89-91), Sovereign (93-95), Spartan (95-96) and Astute (02-**)

K A (Kev) Mullen	CPO WEA	Barrow-in-Furness	Sep 1984 to ****	Renown (P) (85-87), Ursula (89-94), Spartan (94-97) and Sovereign (00-05)
M J (Mick) Myers	CPO WEA	Gosport	May 1995 to Jul 06	Sovereign and Victorious (S) (2)
P E (Pete) Nash	CPO.MEM	London	May 1964 to ??	Anchorite, Andrew, Ambush, Astute, Alcide and Resolution
T N (Thomas) Nimmo	Leading Steward	Barrow-in-Furness	?? to ****	Splendid, Sceptre, Spartan, Vengeance, Vigilant, Victorious and Astute
A (Tony) Nolan	CPO .MEA	Barrow-in-Furness	1987 to ****	Courageous (87-89), Valiant (89-96), Superb (97-03) and Astute (06-**)
T A (Terry) O'Keefe	PO.MEA (L)	Barrow-in-Furness	Jul 2004 to ****	Superb (04-06) and Astute(06-**)
D H (Derek) O'Malia	LOEM.	Beds and Herts	Aug 1968 to Sep 1974	Artemis (69-71) and Oracle (72-74)
C (Colin) Oswald	CPO.MEA	Barrow-in-Furness	1979 to ****	Resolution (P) (2), Renown (P), Valiant, Vanguard, Victorious and Astute (06 **)
M (Mark) Owens	Able Seaman (UC3)	Plymouth	Nov 1959 to Feb 1966	Aurochs and Oracle
W R (Bill) Oxton	Leading Seaman (UC2)	Sunderland	Jun 1968 to Feb 1974	Valiant (68-74)
R J (Richard) Page	CPO WEA	Dolphin	1975 to 1998	Olympus, Opossum, Vanguard and Victorious
A J (Andrew) Pitts	PO.MEA	Barrow-in-Furness	Sep 1992 to ****	Repulse (92-95), Sceptre (95-97), Superb (98-00) and Splendid (01-04)
Sir Ned Purvis, KCB	Vice Admiral	London	Nov 1959 to Mar 1971	Turpin, Dreadnought and Repulse
W A (William) Rayner	CPO EA	Essex	Nov 1964 to Aug 1971	Tiptoe (65) and Resolution (66-69)
M (Malcolm) Reed	Leading Seaman (UC2)	Dolphin	Feb 1964 to Feb 1972	Oberon (64-66), Oracle (67-68) and Otus (69-72)
A (Andrew) Roberts	WO2 WEA	Central Lancs	1990 to ****	Spartan (90-94) & (97-03) and Astute (06-**)
D P (Dermot) Roberts	WO1 Coxswain	Plymouth	Dec 1976 to ****	Opossum, Odin, Onyx, Otter, Tireless, Turbulent, Trenchant and Torbay
A J (Alan) Robertson	CPO WEM	Scottish	May 1985 to Jun 2007	Oracle (85-86), Valiant (86-89), Renown (90-97) and Vanguard (G) (98-00)
M (Martin) Rogers	PO TS	Nottingham	Feb 1981 to Jul 1996	Spartan, Onyx and Sovereign
G A (Gerard) Rudd	PO (2 <sup>nd</sup> Coxn)	Northants	Jun 1953 to Nov 1963	Astute (53-57), Turpin (57-58) and Sentinel (58-60)
G F (Graham) Russell	ME1	Exeter	May 1956 to Jul 1963	Sleuth and Astute
F (Tex) Rutter	Petty Officer	Gosport	Oct 1970 to Feb 1978	Revenge
B B (Barrie) Sandover	Sig (TO2)	Exeter	Jun 1957 to Jan 1963	Solent (57), Auriga (58), Tabard (58-59), Tally-Ho (60) and Tabard (60-62)
A.M (Alex) Scarsbrook	Able Seaman	Portsmouth	Mar 1965 to Nov 1971	Walrus and Onslaught (66-70)
J R (Joseph) Schofield	Lieutenant (E)	Scottish	1972 to 1976	Olympus(73-75) (Grampus & Walrus for short periods)
F E (Frank) Scutt	CPO MEA (P)	Morecambe Bay	May 1964 to Dec 1976	Grampus and Repulse
M W (Michael) Sharratt	CPO MEM (L)	Derbyshire	Oct 1964 to Feb 1982	Totem (65), Renown (66-68), Dreadnought (72-74) & (78-80) and Resolution (76-77)
M (Martin) Sheern	Able Seaman (UC3)	Essex	1973 to 1978	Resolution (73-75) and Rorqual (75-77)
R (Roy) Shenton	FCPO Elec	Gosport	Jan 1954 to Jan 1979	Solent, Springer, Tabard, Trump, Finwhale and Resolution
I D (Ian) Shepherd	LME	Scotland North East	Sep 1955 to Nov 1960	Sentinel, Sturdy, Totem, Thermopylae and Talent
G D (Glen) Skippings	MEM (M) 1	Barrow-in-Furness	Jun 1980 to Aug 1989	Otus, Onslaught, Opossum, Spare Crew (Onyx & Upholder)
G P (Gary) Smith	MEM	Blackpool	May 1999 to ****	Sceptre (99) & (03), Superb (01), Sovereign (02) & (04) and Astute (07-**)
J E (John) Smith	Leading Steward	Barrow-in-Furness	1967 to 1972	Resolution (S) (67-70), Courageous (70), Oracle and Swiftsure

A (Anthony) Smyth	CPO.MA	Dolphin	Dec 1969 to May 1988	Dreadnought, Resolution, Aeneas, Conqueror, Renown, Sceptre and Turbulent
P (Peter) Snell	Leading Steward	Dolphin	1948 to 1954	Alliance, Affray, Token, Talent, Sturdy, Scotsman, Sea Scout and Sirdar
G D (Gordon) Stephen, MBE	WO1	West of Scotland	May 1978 to Jul 2006	Revenge (78-80) & (87-89), Repulse (81-83) & (90-97) and Victorious (99-01) & (05-06)
G A (Harry) Tait	Leading Seaman (S)	Dolphin	Jun 1967 to Jul 1978	Warspite (67-68), Valiant (69-74), Otter (74-75) and Sovereign (75-77)
D H (David) Taylor	Leading Seaman (S)	Barrow-in-Furness	Sep 1996 to ****	Victorious (97-98), Trafalgar (99-07) and Astute (07-**)
K (Keith) Taylor	Commander (E)	Scottish		Revenge and Sceptre
P J (Paul) Taylor	Petty Officer Cook	Dolphin	Oct 1971 to Jan 1989	Resolution (S), Olympus, Conqueror, Courageous and Swiftsure
R K (Ronald) Thundercliffe	PO.MEM	Hull	1973 to 1995	Courageous (73-79) and Conqueror (89-90)
L W (Lindsey) Thwaites	Lieutenant	Barrow-in-Furness	Dec 1986 to ****	Revenge (P) (87-89), Victorious (98-03) and Astute (06-**)
S (Stuart) Topps	CPO OPS (S)	Gosport	Jun 1962 to Oct 1991	Cachalot (63-66), Alderney (66-67), Grampus (67-69), Dreadnought (71-72) & (78) and Swiftsure (87-88)
A K (Keith) Towle	Leading Seaman (RP2)	Dolphin	Jun 1967 to Nov 1975	Acheron (67-69), Revenge (S) (70-72) and Valiant(72-75)
D R (David) Turner	CPO MEA	Gosport	May 1976 to Jan 1987	Courageous, Sovereign and Churchill
J (John) Wakelin	PO Elec	Colchester	Mar 1962 to Sep 1969	Tiptoe (62-64), Ocelot (64-65), Onslaught (66) and Onyx (67-68)
T G (Tom) Ward	Stoker Mech	New Zealand	1950 to 1954	Subtle
A D (Alan) Waterston	Steward 1	Barrow-in-Furness	Nov 2004 to ****	Sceptre (05-06), Sovereign (06) and Astute (06-**)
J (John) Wheelhouse	CPO WEA	Hull	Dec 1994 to ****	Vanguard (G) (98-00), Triumph (00-03), Sceptre (03-06) and Astute (06-**)
L J (Knocker) White	Stoker 1	Dolphin	Jun 1943 to Jan 1949	Vigorous, Tudor and Tactician
T (Tom) Whitehead	CPO OEL	Gosport	Sep 1953 to Apr 1975	Trump (53-54), Teredo, Tudor (54-56) & (61), Token (62-64), Oberon (67) and Narwhal (68-70)
G Wilks	POCEL	Welsh	Nov 1972 to Apr 1977	Resolution, Finwhale and Walrus
K F (Keith) Willifer	COE Mech (L)	Cambridge	Jun 1956 to Jan 1964	Trump (56), Astute (58-59) and Token (62-63)
A T (Alan) Wilson	LOEM	Northern Ireland	1974 to 1979	Revenge (S)
P (Peter) Winsland	LMEM (M)	Barrow-in-Furness	Apr 1999 to ****	Victorious (S & P) (00-02), Vigilant (02-06) and Astute (06-**)
B (Brian) Woods	CPO.WEA.	Merseyside	Sep 1973 to Jun 2002	Cachalot (73-74), Sceptre (78-85), (Sovereign, Torbay, Talent, Olympus, Triumph (85-98), Spartan (98-00) and Triumph (01-02)
G J (George) Wooller	AB (UC2)	South Kent	Nov 1955 to Oct 1959	Sea Scout and Tally Ho
I C (Ian) Wylie	Lieutenant Commander	Barrow-in-Furness	1992 to ****	Spartan (93-94), (96-98) & (03-04) and Astute (06-**)

## NATIONAL COUNCIL CONFERENCE 2008



The National Management Committee and the National Council have agreed that the next Annual Conference will be held in Barrow-in-Furness at 1300 on Saturday 29th March 2008.

The Barrow-in-Furness Branch of the Submariners Association is delighted to accept the honour of hosting this event and hope to make it an enjoyable and worthwhile Conference and a pleasant occasion as well. To that end it would be extremely helpful to get an idea of attendance to select the most appropriate venue and to ensure that all attendees get the most from their visit to Barrow as well as from the Conference itself. We are happy to advise on availability of accommodation. We are also more than keen to welcome all visitors to Barrow at a meet and greet on the Friday evening for those travelling early and perhaps a social event on the Saturday evening; having by then sorted out the serious business of the Conference.

Please would all branch secretaries distribute this information to their membership and collate for us the following information.

Branch Name .....

Will your branch be sending a delegate to Conference? YES/NO

If he is already known can you please add his name? .....

Are any other branch members travelling with him as observers to Conference or just for the trip to Barrow?  
YES/NO Please indicate numbers .....

Will any of your ladies be accompanying any of your members?.....

Accommodation

Please enter any accommodation requirements.

Number of nights Fri/Sat/Both .....

Number of single .....double..... rooms

Social Events

Please advise if you intend to join us at a meet and greet soirée on the evening of Friday 28th.

YES/NO Numbers.....

Would you like to join all attendees and the Barrow Branch at a social on Saturday evening.

Options: Dinner and drinks (stag / mixed) YES/NO Numbers.....

Social evening with small eats and entertainment YES/NO Numbers.....

Tours:

Depending on numbers interested it may be possible to arrange a guided visit to the BAE Systems Submarines Shipyard (1) and also to the Submarine Onyx (2). Again please provide numbers interested in either or both trip.

(1) YES/NO Numbers.....

(2) YES/NO Numbers.....

We at Barrow will analyse all responses and publish an itinerary for the weekend which meets the most popular requirements and therefore hope all secretaries will do their best to brief their respective membership and respond to us as soon as possible and **at the latest by end of August 2007**. We appreciate it is a long way off to March 2008 but your responses in the timescales requested will still only give us 6 months to make all suitable arrangements for you entertainment and comfort.

If it is possible, why don't we all have a big gathering and social soirée for the weekend as well as holding the Annual Conference of our branch delegates who constitute the National Council of the Submariners Association.

The Barrow branch will transfer all information regarding delegates and other members' attendance at Conference to the National Secretary so that you will not need to send this information separately.

We look forward to you contacting us and to meeting up with you and your members/wives in March 2008 which is co-incidentally the year we are celebrating our 45<sup>th</sup> birthday as a branch.

All responses should be addressed to John Houlding, Vice Chairman of the Barrow in Furness Branch at:

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