
IN DEPTH

Official Newsletter of the Submariners Association

Patron: Admiral the Lord Boyce GCB OBE DL

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The Submariner

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

Sir Winston Churchill 1943

EDITORIAL

Fellow Submariners

Hi there everyone. At last the weather is getting a bit warmer and I can get out into the garden and potter about.

The filming for the DVD is all but finished; now starts the hard job of editing. All the major national events have been covered and we even included a branch meeting, which might need serious editing. The producer tells me that he has so much really good 'stuff' that it is going to be really difficult knowing what to leave out. He is really excited about it and is meeting the NMC this week to plan the strategy for selling and decide on a title. I hope that you will all buy at least one. They should be available later in the summer but when they are, global messages will be circulated to you all.

Once again I have a CD containing about 370 pictures taken at the London Victoria Embankment Parade last November. These were provided courtesy of the son of a Merseyside Branch member. These are on sale for £3 including P&P. If you were there you must be on at least one of them. Send a

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cheque made out to the "Submariners Association" to me and I will have one or more to you by return.

I still have CDs for the reunion 2007 and can also provide 2006 Embankment Parade CDs if required. All at the same cheap price of £3.

CONFERENCE 2008

Well, that's it all over for another year. The weekend seems to have gone down very well - thanks to a lot of work by the National Management Committee, the Barrow Branch, Astute Ship's Company, the Shipyard Staff, the Town Hall Staff and various hotels in and around Barrow.

In all we had delegates from 33 of the Branches at the Conference, two sending apologies at very short notice. Sadly some branches didn't send a delegate nor their apologies. I feel that this is just downright discourteous.

There were, of course, many Observers from the branches and many brought their wives, partners and girlfriends.

The 'Meet and Greet' at the Victoria Park Hotel on Friday evening was very well attended, and from what I saw the evening went down very well. The visits into the shipyard on Saturday morning were a highlight of the weekend for many. This is thanks to the Barrow Branch members acting as Tour Guides in the shipyard and on HMS Onyx, the BAE Security staff and the Ship' Company of HMS Astute who provided the minibus and driver and Tour Guides.

Saturday afternoon saw the Conference proper and, for those not attending, a 'dinner time session in the Harbour Hotel' starting at 1200. Many went along after the Conference and the party was still going strong. The social evening in the Victoria Park Hotel on Saturday evening was another highlight of the weekend. The place was packed with the National Committee, Delegates, Observers, Barrow Branch members, wives, girlfriends and partners.

My personal thanks go to the Barrow Branch for hosting what was a very successful Conference weekend.

I have received quite a comprehensive report of the weekend as seen through the eyes of the Derbyshire branch. It is too long and in any case too late to include in this newsletter but I have had it put on the national website. Well worth a read.

So what about the Conference itself?

The Mayor of Barrow welcomed the Association to the Banqueting Suite of the Town Hall and it was clear that he has a soft spot for submariners and more particularly submariners. I presented an Association plaque to add to the extensive collection on the walls of the Mayor's parlour.

I then presented the CO of HMS Astute, Commander Mike Walliker, with a limited edition framed print of HMS Astute in recognition of the high regard we have for the serving submariners and for the assistance that the Astute crew in particular gives to the Association. A very high proportion of the crew are already members of the Association either here in Barrow or their home town.

The President, Admiral Sir James Perowne, gave his usual excellent address which was noticeable this year for the lack of one of his infamous jokes. Was it because the Mayor and Cdr Walliker were present for this part?

The secretary and treasurer both gave comprehensive reports and as the accounts had been circulated to the branches prior to the Conference there were no questions from the floor.



"Whoever would have thought you couldn't get in without a jacket and tie?"

IN DEPTH

The Conference decided unanimously that jacket and tie should be the minimum dress code for official functions including the Reunion dinner.

They also decided to retain the stag dinner at the reunions, but it was a close run thing decided by just one vote. This meant that marginally just over 25% of the branches can dictate Association policy.

The NMC had recommended that the wreath insert was changed back to the funeral colour of black and gold and this was almost unanimously accepted. I should point out that this is for National events e.g. the Victoria Embankment Memorial. Some branches have personalised wreath inserts and these are quite acceptable at branch or local parades.

Portsmouth agreed to hold the 2009 National Draw and we all look forward to that as it gives us the opportunity to visit the museum which was always a highlight for me when the reunions were held in Dolphin. The date has not yet been decided.

There were two branches volunteering to host the 2009 Conference: Northern Ireland and Dorset. Both the branch delegates gave an excellent presentation why their branch should host, but Northern Ireland just clinched it. There was some mirth when it was realised that the Dorset delegate voted for NI too.

The Treasurer has been looking at a financial package to assist the delegates to attend. This will be based on a sum to be given to the branches to offset their costs as obviously you will not get there and back in a day. The onus is therefore on the branches to book their travel well in advance to get the cheaper fares with some left over for accommodation. The amount will be decided when it is known how many branches intend to attend as we do not have a bottomless wallet.

So, all in all, a good Conference and I was well pleased with the decorum and standard of debate by the delegates present.

REUNION 2008

All branch secretaries have now received a circular with the reunion details and an application form both by ordinary post and by e-mail. It is also on the National Website along with a downloadable application.

The main points are included below:

**VENUE – BRITANNIA
HOTEL NOTTINGHAM**

**DATE: FRI 3rd – SUN 5th
OCTOBER**

As the Britannia cannot take the expected attendance of 400 (with a max of 320 beds) additional accommodation has been booked on a Bed and Breakfast only basis at the Travel Lodge less than 100 yards away. This is very new, has a bar and a full English breakfast. All other meals and activities will take place in the Britannia. I have booked 40 double rooms. As we are expected to fill the hotel, if last years numbers are a gauge, it will be exclusive to the Submariners Association with the exception of the Jenny's Restaurant at lunchtime.

The packages are as follows:

Fri, Sat & Sun nights - Dinner, B&B £140 per person

Fri & Sat - Dinner & B&B £110 per person

Sat - Reunion Dinner & B&B £ 95 per person

Entry + Reunion Dinner £30 per person

Entry Only £ 5 per person

Single Supplement £15 per person
per night

Additional Thursday B&B £60 per room based on double occupancy and can only be used as part of the 2 or 3 day package.

The Reunion Dinner (Saturday) will be inclusive of wine (1/2 bottle per person) and Port courtesy of one of our sponsors.

There will be the usual 'Tot Time' inclusive in the package costs.

There is an NCP Car Park adjacent to the hotel and reached by an adjoining entrance directly into the main bar area. There is a 30% reduction for hotel guests.

The hotel features a large bar area with the 'Jenny's Restaurant' just off. We will have an almost continuous bar with a weekend long 'happy hour'. The cost of drink cannot be finalised as price rises are expected, but they will be competitive. The hotel is fully aware of the bar problems in Coventry and assurances have been given that lessons have been learned.

The rooms are all of a good standard and I personally visited a selection of all types and was happy with the standard.

There is a room available for a Church, and an enclosed area for the museum shop.

The Dining Room can be split with a divider something similar to the Adelphi but going into the wall so the split dinner can be accommodated.

Jim McMaster, myself and our wives spent a day an overnight stay in the hotel to meet the hotel management, view the facilities and we came away with a warm feeling with the management and the set up as a whole.

I have booked a 53-seater coach on the Saturday to visit the Arboretum at Alrewas between Derby and Burton leaving at 11.00 or on completion of the 'Laying up of the Standards' whichever is the later from the hotel and then leaving the Arboretum to return at 15.00. This will be heavily subsidised and will cost just £2.50 per head. I will require the money for the trip paid in full up front because if I don't have enough guaranteed take up then I can cancel. If the coach goes and you don't there will be no refund.

If for some reason I have to limit the numbers requesting single accommodation, the allocation will be initially on disability and medical grounds then by date of application. If I have to refuse a single room request you will be advised well enough in advance to cancel with a full refund, if a twin room is not suitable.

All applications are to be sent to the Chairman using the application form forwarded via the branch

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secretary en bloc. Please do not make individual applications. A £25 per head deposit (plus coach trip if required) is to be forwarded with all applications by **10th May**. Final payment is to be with me by the **31st July**. Please make cheques payable to "Submariners Association".

**SUBMARINERS
SPRING CRUISE**

If you haven't already booked you will be too late as this will be over the weekend of 25/26 & 27 April. We will set sail from Hull on the Friday evening across to Zeebrugge overnight, spend the day in nearby Bruges and then return overnight again arriving back in Hull on Sunday morning. If last year is anything to go by it will be great fun.

NATIONAL DRAW

The branch secretaries should by now have received the branch allocation of National Draw tickets. Please sell as many as you can as it is the major income for the Association. Don't forget that there is something in it for you as you receive 33% of all income raised by the branch. It is a nice little earner for no outlay.

The Draw this year will be held in Barrow on Saturday 5th July and for those of you who came for the Conference you will know the sort of reception the Barrow branch will give you.

If you are coming then I advise you to book up soon as the hotels can get fully booked pretty quickly in the summer.

NATIONAL WEBSITE

This is your website and the ideal place to advertise your branch functions and events and you can even put your branch newsletter on there. Dave Hallas, our webmaster, puts in an awful lot of time in ensuring that everything we want is catered for and that the site works properly. If you haven't already done so visit the site, it is very professional in my opinion.

FRIENDS OF THE MUSEM

Capt Andy Buchanan the Chairman of the Friends of the Museum approached the NMC to request that the Submariners Association be represented on the committee of the Friends of the Museum. After some discussion on the terms of reference it was agreed and volunteers were sought. As there is no payment for expenses etc the

'volunteer' had to be within the museum catchment area. There were two volunteers and David Ottley was chosen. He is a current volunteer museum guide and therefore well placed. David will be an ex-officio member of the NMC similar to Tex Golding and Dave Hallas. We look forward to working with David and I know that Capt Andy Buchanan and his

committee are well pleased with our choice.

Well that's all for now. Finished with engines. Coxn, pipe leave to the non duty watches...



Dave

From the Editorial Team

Our original thought for Issue No. 20 was to publish it in March, which would get us back into the three month periodicity, but then the Chairman pointed out that by making it early April instead we could include a Report from the National Council Conference and also include the President's Address to the Conference.

Hopefully we won't be disappointing anyone by delaying only a matter of a week or so but we want you to have the latest information and I expect you've all been waiting patiently for a good read!

We must thank you all for the material submitted for publication and for the quality of some of the items provided. There has been more than enough for this issue and, indeed, this time we are including some we couldn't fit in the last issue. So don't worry if you don't see your item this time – we don't throw anything away and it will appear in due course.

This time we include – as promised – one of Les Willcox's items about the National Memorial, an article about the old 'T' Boats', a report on the new 'Channel Dash Memorial' ceremonies, some items from America and a report about the Pacific Submarine Rescue Exercise.

Next issue we hope to update you on the Colin Mayers 'Spying Story' from 1927, reported in a previous issue, some information about HMS SIBYL and some more of Les Willcox's reminiscences.

Meanwhile – keep them stories and articles coming!

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THE PRESIDENTS ADDRESS TO CONFERENCE

Barrow-in-Furness Town Hall, 29 March 2008

Mr Mayor, Madam Mayoress, Chairman, Members of the NMC, Branch Delegates,

I would like first to thank the Mayor of Barrow for his kind words and express how delighted we are to be here at the birthplace of the Submarine Service 107 years ago. It is fitting that our latest and greatest ever SSNs are being built here and how proud we are as an Association to hold our conference here especially this year with Astute and her sister boats built here. From all I hear they will be great assets when they join the Flotilla.

I would also like to pay tribute to Cdr Mike Walliker as the first CO of Astute. I cannot think of a better person to take this new Class of Submarines to sea and show what it can do and demonstrate its full potential and power. Mike, also may I thank you for all your ship's company do in the local community and more parochially, how pleased I am that so many have joined the Association. It might interest members to know that 13% of our newly recruited membership are now serving submariners.

I am sure it is not just me that is looking forward to seeing your magnificent boat in July, but many - if not all here. I still have some worries about the difficult decision to put in non hull penetrating periscopes. I hope that the risk we took in 1997, when we made that decision, hoping that technology would improve enough to make them a

practical proposition is true. Sea trials will tell. We all wish you and all your team the very best of good fortune with ASTUTE and look forward to her joining the operational fleet.

I cannot believe another year has passed since the last conference so kindly hosted by the Derby Branch last year. Once again it has been a busy year for the Association with the first mini-cruise across the North Sea to Rotterdam, the reunion in Coventry at an hotel that was cheap if only part complete. The Bear had a whole new meaning to the expression make your bed when he was presented it flat packed along with the wardrobe! Its saving grace was the beer and wine was cheap and for me even cheaper than they intended once I discovered one of the barmaids thought we got a large (250ml) glass of wine for £1:50. She made up for the rest of the hotel. Despite that, it was an excellent reunion and the organisers are to be congratulated on making it such a success.

The NMC commissioned the video which is also here this weekend to cover a full year in the life of the Association and to gather some memories of members before booze and senility finally gets them. It will be edited and then offered for sale as a unique record of the SA and I do

hope branches will plug them and sell many. The profit is all for our funds.

It is sad to report that one branch will be laying up its standard next month not for a lack of members, but for a lack of volunteers to be secretary or treasurer. I know many of the members have transferred to the Dolphin branch and other local branches and that they plan to meet once or twice a year to keep old friendships going. My worry is that similarly last year, the Chairman and Vice Chairman of the NMC were elected unopposed, and I hope members do realise that these jobs have to be filled otherwise there is no Association. I am delighted to see four names this year for two places on the NMC so maybe I can draw comfort from that. As an ex-officio member of the NMC, I can vouch for how much hard work and thought goes into all the decisions made about the SA and the members deserve your thanks for the time they put in.

Could you as delegates also pass to branch chairmen a message about lapsed members? Quite often a long standing member of the SA lapses as he falls ill or becomes infirm and can no longer attend meetings. Can I implore branches not to lose touch with such members but continue to monitor them and offer help to their families and if necessary inform Tex when they finally cross the bar? I feel most strongly that people who have been members for many years and are then forced by ill health to lapse should continue to be treated as if still a member. This does not include fit young members who lapse for other reasons. I leave it to each branch to use their common sense as to whom this applies.

A couple of notices about our museum: first Jeff Tall is standing down this month as Director. The new Director is Marion Budgett, an experienced Museum Director who

I am sure will bring a different and exciting focus to the exhibits, I hope without dramatically changing the ethos of the place. I am sure, like me, you all would like to thank Jeff for all he has done to bring the museum out of the dark ages. The effort and time he has spent, not to mention love, to make it a place of which we can all be very proud.

One of my concerns has been where would the Regimental Headquarters be in the future. Since the demise of Dolphin, the museum, through Jeff and the Bear, has been the focal point for our ethos as submariners. I have received a letter from RASM asking Jeff to remain in a part time post acting as Honorary Regimental Secretary and continuing to act as the focal point for all our personnel heritage and records. I am sure that is the right decision and we will continue to be well served in that area. If you want to meet with Jeff then book a cruise with Royal Viking!!

During this year the Chairman was approached by the Friends of the Submarine Museum to have an SA member on their committee. The Friends raise money to help with museum projects and have raised many tens of thousands of pounds over the years. The NMC asked the Gosport Branch as it was close and opted for Dave Ottley, an ex-ERA, who is also a volunteer museum guide. He was readily accepted by Capt Andy Buchanan and will attend his first meeting in May. He will be ex-officio NMC similar to Tex and Dave Hallas. This is good news and continues the strong links between us and the museum which is so vital.

I will now pass over to the Chairman and hope the conference goes well.

Thank you very much

An Unexplained Accident – a Follow Up

As reported in In Depth, issue number 18, the improbably named Submarine Commanding Officer Lieutenant Robert Julian Archibald Cuming-Gibson-Craig, Royal Navy, died in an accident in Portsmouth Dockyard on 19th February 1930. The question was - who was he and what happened?

He was born Robert Cuming on 2nd May 1902 and he was the son of Captain Robert Stevenson Dalton Cuming, CBE, DSO, Royal Navy (Seniority 1st January 1897) & Mrs Henrietta Florence Cuming (nee Gibson-Craig). He was the nephew of Sir Archibald Charles Gibson-Craig, 4th Baronet – his mother's brother - who was the Laird of the Riccarton Estate. The Riccarton estate is on the north side of Currie, near Edinburgh and the Gibson-Craigs were the 'landed gentry' of the area. After the outbreak of World War One in 1914 and a week before being shipped out to France, thirty-one year old Archibald Gibson-Craig, who had inherited the Baronetcy and the Estate on 28th September 1908, amended his will in a holograph codicil - and without legal advice. The codicil stated:

"I hereby make my nephew, Robert Julian Archibald Cuming, my next heir, after my brother Henry Thomas Gibson-Craig, to all my possessions, except as mentioned in my will."

In 1914 neither Sir Archibald nor his twenty-nine year old brother Henry Thomas Gibson-Craig were married so there were no direct heirs. As the estate and title could only pass via the male line it is presumed that Archibald was worried that both he and his brother Henry might be killed in the war and therefore the estate would pass to a distant relative. He was 'restored to the establishment' as a Lieutenant in the 2nd Battalion of the Highland Light Infantry on 5th August 1914 and was sent to France with his regiment but he was killed on 14th September 1914 within a few days of reaching the front. He was leading a company in a successful attack on a concealed machine gun post when he was killed alongside two of his men. Thirty-one year old Lieutenant Archibald Charles Gibson-Craig is commemorated on the Memorial at La Ferte-Sous-Jouarre, Seine-et-Marne, France. His brother, Sir Henry, then succeeded to the estate and to the baronetcy as the 5th Bart. Sir Henry survived the war.

Robert Cuming followed in his father's footsteps and joined the Royal Navy as a Cadet in 1919 and was promoted to Midshipman on 15th September 1919 being appointed to the Battle Cruiser HMS REVENGE on the same date. Further promoted to Acting Sub Lieutenant on 15th January 1922 he was appointed to the Royal Naval

College at Greenwich 'for Sub Lieutenants Courses' on 15th April 1922. An appointment to HMS DOLPHIN (Submarine School) 'for Submarine Training' followed on 29th July 1923. On 9th February 1924 he was appointed to the Submarine Flotilla Leader HMS CONQUEST (1st Submarine Flotilla) at Chatham 'for Submarine K22 as Navigating Officer'. Promoted to Lieutenant on 15th July 1924 Robert Cuming was next appointed to the Submarine Depot Ship HMS VULCAN (6th Submarine Flotilla) at Portland 'for Submarine H44 as First Lieutenant' on 3rd September 1925.

Henry Gibson-Craig died aged forty-one on 5th September 1926 without any children and without amending his will so the Riccarton Estate then went to Lieutenant Robert Cuming who adopted the surname Cuming-Gibson-Craig and the Baronetcy and the title of 6th Bart passed to the thirty-eight year old Sir Eardley Charles William Gibson-Craig, a cousin of Henry Gibson-Craig.

The newly named Robert Julian Archibald Cuming-Gibson-Craig returned to General Service on 29th December 1926 when he was appointed to the Destroyer HMS WALPOLE (6th Destroyer Flotilla) Atlantic Fleet, presumably for compulsory surface ship experience.

On 18th December 1927 he was listed as 'between appointments' before he joined the Submarine Tender HMS PIGMY (Reserve Half Flotilla) at Portsmouth 'for Group M Submarines in Reserve – for Submarine L14'. In 1928 there was a court case in which Sir Eardley Gibson-Craig contested Sir Henry Gibson-Craig's will but Robert apparently won the case and therefore kept the estate, although reports of the time indicate that there seemed to be some disagreement amongst the judges.

Robert Cuming-Gibson-Craig was appointed to the 'Submarine Commanding Officers Qualifying Course' on 12th April 1929 and, on 20th August 1929 he was appointed to the Submarine Depot Ship HMS ROSS (Experimental Half Flotilla) at Portsmouth 'for Submarine H43 in Command'.

All seemed to be going well for Robert Cuming-Gibson-Craig and a successful career in the Royal Navy and the Submarine Service was in view but then it all went wrong!

On Wednesday 19th February 1930 Robert Cuming-Gibson-Craig had been visiting the Submarine Depot Ship HMS MEDWAY in Portsmouth Dockyard. At about 2330 he left the Depot Ship by car in the company of Paymaster Lieutenant Commander Reginald Ashton. Whilst driving through the Dockyard the vehicle crashed

into the chain fencing around No. 1 Dock close to HMS VICTORY and fell between 60 and 80 feet into the empty dry dock. The noise of the crash was heard by the security staff at the Dockyard gate and, after a search the broken chains were seen and the car located in the dock bottom. A rescue party found that the Paymaster Lieutenant Commander had been killed outright in the accident. Although he was rescued from the bottom of the dock, still alive but unconscious, Robert Cuming-Gibson-Craig died later in HMS MEDWAY and before he was able to tell anyone what had happened to cause the accident.

Robert's funeral was held in Riccarton House on the Riccarton Estate and he was buried there in the family graveyard. The principle mourners were his parents – the now Admiral Robert Cuming, CBE, DSO, Royal Navy (Retired) - Seniority 5th March 1915) - and Mrs Henrietta Cuming, his sister Mrs Hermione Dulcie Etta Lucy (née Cuming) and Lady Gibson-Craig (not certain whether this was the wife of Sir Archibald Gibson-Craig or Sir Eardley Gibson-Craig but probably the former (Lady Julia) as she was immediate family). Robert's uncle, Captain Gerald Vivian Cuffe-Knox, Royal Navy (Retired) and Admiral Sir John Frederick Green, KCMG, CB, Royal Navy (Retired) were also in attendance.

As Robert Cuming-Gibson-Craig was unmarried, the estate had been disentailed by Sir Henry (5th Baronet) and there were no direct heirs; the estate then passed via the female line to his sister Hermione Lucy. Those of you with suspicious minds might try to link the death of Robert Cuming-Gibson-Craig to his cousin Sir Eardley Gibson-Craig as being part of an attempt to get back the estate as well to go with the Baronetcy, however, that would not have been possible in law.

On the death of Hermione Lucy in March 1945 the estate passed to her daughter Antonia Alford (née Lucy). Antonia married, secondly, Gordon Wray Sudlow in 1949 and the estate thus passed to the Sudlow family. During WWII Riccarton House had been the Headquarters of Scottish Command, then a resettlement Camp for ex-Prisoners of War and, from 1947 to 1954, the Headquarters of the Royal Artillery, 3rd Anti Aircraft Group. Riccarton House was demolished in 1956 as it was in a poor state of repair. The estate was later purchased by Midlothian County Council and was 'gifted' to the Heriot-Watt University in 1969 who established their campus on the estate.

National Submarine War Memorial (1922)

1985/86

by Leslie Willcox

This is the first of a series of articles covering my involvement with the National Submarine War Memorial. My intention is to serve it up in easily digestible portions as I go through my papers and so I start with the years 1985-1986.

Having served in the Royal Navy as man and boy from 1944 to 1968, I joined the Metropolitan Police Special Constabulary in 1969 and during the next couple of years I met a PC from the Patrol Group. He was an ex-submariner, who in turn introduced me to Albert Snowdon (ex STO 1st Class); Albert had formed the Middlesex Branch of the SOCA, which met at The Rising Sun in Heston, so I was one of the founder members, circa 1971.

Moving on to 1985, having been up North and back again, I transferred from the Hull (actually my birth place) Branch of SOCA to Bromley Branch and shortly thereafter to London Branch.

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It must have been July 1985 and I attended our Branch meeting at the Union Jack Club when, unusually, I went to the bar for a pint of beer. Most of the members went straight home (due mainly to age); the 'Bromley set' went to their favourite club in Bromley. Standing at the bar was our President, Rear Admiral Anthony (Gamp) Miers, VC and his oppo was GPC member and Clerk to the House of Lords Committee, Mr George Day BEM. They were in deep conversation so I stood to the end of the bar.

Gamp was facing me and called me over, as I ordered my beer, and he said, "Les, have this one on me". Nobody, but nobody, had heard that 'order' in living memory.

The conversation was the 1985 AGM and in particular the question of someone to take over the Hon. Secretary/Treasurer position from George Aveling, who had held the position for 12 years and for the last 5 years had been trying to get someone else to take it on.

As my private life was in disarray, I didn't really need such a responsibility. The truth was that I had never performed Hon. Secretary duties before but it was an opportunity to serve SOCA, so I agreed. I enjoyed my beer and Gamp putting his arm around my shoulders, saying, "Well done Les, you have done us all a favour".

Anyway I was elected Hon. Secretary/Treasurer, there being no other candidates. Unfortunately, my encounter with Gamp and George Day was my last. Both became ill and firstly Rear Admiral Sir Anthony Miers, VC, KBE, CB, DSO died, followed shortly by George Day, another good friend of SOCA. Together, Gamp as National President (which he was prior to becoming President of London SOCA) and George as a leading light of the GPC, had contributed so much to SOCA. Sadly, it was also time for the Rev. Christopher H Benson, our padre and friend for many years, to retire to the West Country.

It was not until I attended the Submarine War Memorial (I had marched there the previous year) and attended the Chrysanthemum dinner on the Saturday that I realised that the Memorial was part and parcel of my duties. I paraded and noted the routine which would be my responsibility alone in 1986 and for a further seven years. Richard, my youngest son then aged five, was with me and when he was older also attended the dinners.

1985 was quiet for me; I was so new to my task. Pat Nash (Chairman), George Aveling, my predecessor, and John Holmes (Bromley) offered their advice and, as we were all ex-seamen, the Parade/Service was a doddle, but needed shaping up. The Dinner was the social event and the Parade/Service a gathering from the country and the world at large to honour our submarine war dead.

Following the death of Gamp, in September 1985 I wrote to Admiral Sir John Fieldhouse, GCB, GBE, inviting him to become Branch President. I was unaware at the time that he had just taken over as Chief of the Defence Staff. He had to decline but said, "I am most honoured to have been asked to succeed such a distinguished officer as Admiral Sir Anthony Miers". Sir John's wife, Lady 'Midge' Fieldhouse, was to become a supporter and friend in later years.

1986 was my first full year and a very formative one it turned out to be. The London Residuary Body was sorting out the splitting up of the Greater London Council between various responsible bodies. Our Memorial was originally registered with the London County Council in 1922 on payment of the sum of two guineas paid as stamp duty. Up until the demise of the Greater London Council (GLC) in 1986, no one but no one had cared for it or even recognised it. I believe that London SOCA may have asked the GLC in the late 1970s to clean the edifice or, at least, allow volunteers to take soap and water to it. There is no record of this happening, but I can confirm that no local authority had maintained the Memorial.

So I contacted English Heritage and the Maritime Museum, but to no avail. Then, on 16 January 1986, I turned to the Lord Mayor of London, Sir Alan Davis, GBE, explaining in much detail why I thought the City of London would be an ideal 'landlord', as opposed to the Thames Water Authority (who owned the site of the Memorial, whilst the pavement belonged to the City). On 27 January 1986, Rear Admiral A J Cooke, CB, the Lord Mayor's private secretary, wrote to say my letter was being referred to the Town Clerk. The Town Clerk, Mr Rowley, wrote to me on 31 January 1986 (my birthday so it was like a present to me), saying that he was not aware that a final decision had been made in the matter but he would endeavour to collect further information so that the future maintenance of the Memorial would be assured.

Events moved on and on 25 March 1986 Mr Rowley wrote again and said that whilst he was sorry that he could not give a definitive answer, it looked as if the Memorial would become the Corporation's responsibility. In the meantime, I wrote to the Lord Mayor's private secretary to thank all concerned for their kindness and gave him an update – which looked good for our future relations with the Corporation.

I also invited the Lord Mayor to join us, with Vice Admiral Tony Troup (National President), at our Dinner prior to the Parade. This was really a no hoper as it was the weekend when the Lord Mayor leaves office and, apparently, his last chance to have a party with his staff. Still, I used the opportunity to cement our continuing excellent assistance from the City of London Police – Snow Hill Police Station.

The 31 July 1986 saw our AGM with Rear Admiral Tony Whetstone, CB as our new President and my first as Hon. Secretary/Treasurer. We had both been at Gamp's funeral at Southwark Roman Catholic Cathedral. I bet that Gamp was chuckling that, at last, he had got us into his church!

The sad thing was that we were about to lose our Dinner and Parade/Service venue, HMS Chrysanthemum, as she was sailed away in 1987. It was a good weekend and the Dinner was well organised by our Social Secretary of 40 years, Arthur Farnham. I well remember 'Arfur's' two specials – 'Babies Heads' (Steak and Kidney Pudding) and 'Crappe on a raft' also know as 'Sh** on a raft' (Kidneys on toast). This was his last event as he also retired, again to the West Country.

It was a year when I managed to get the City Police to help our Service at the Memorial by, on my signal, traffic being brought to a complete stop on the contra flow until the end of the two minutes silence.

Until 1986 we had to scratch around for a band – usually a Sea Cadet Bugle Band. That year we had TS Standfast from Kingston-upon-Thames. They were our mainstay and we had Sea Cadets, male and female, to hand the wreaths to the VIPs.

Lt Browning (the Parade Commander in 1985) organised the RN presence for the Parade/Service on 2 November 1986. A bugler had been arranged by the RM Band Service plus a platoon from the Submarine Refit Group, Devonport assisted by the 2nd Submarine Squadron. The platoon was drawn from HMS Sceptre, HMS Spartan and junior ratings. For the first time we entertained two officers and two senior ratings at our Dinner, the last one on board HMS Chrysanthemum. Some readers may recognise their names from this extract from parade orders.

<u>LIST OF PERSONNEL</u>			
1. <u>Parade Commander</u>			
Lieutenant A J HARRINGTON Royal Navy			
2. <u>Submarine Platoon Commander</u>			
Lieutenant J HOLLOWAY Royal Navy			
3. <u>Submarine Platoon</u> (Includes wreath layer and car door opener)			
RS(SM)	T J LUMSDEN	D139646D	
PO(TS)	V J MARTIN	D163149E	
LSTWD	A M GIBBINS	D162248M	
AB(TS)	B SHORELAND	D194071P	<u>HMS SCEPTRE</u>
WEM(O)	G R FOOT	D194906Q	
AB(TS)	G J MALCOLM	D205276N	
AB(S)	A R STREET	D193135J	
CGMEA	R HOLDING	D118230D	
POMEM	J HENDRIE	D132690P	
AB	P AUSTIN	D201674U	
MEM(M)	T BYERS	D190202S	
AB	S BRUFORD	D194973M	
LS	G DASH	D164616Q	<u>HMS SPARTAN</u>
LS	S JUNOKAS	D169444Y	
AB	R VADGAMA	D194228D	
LWTR	S WEST	D146048M	
10 Junior Ratings		Names to be confirmed by SM2	

Originally, and for the record, the Memorial was erected and unveiled as ‘Submarine War Memorial’. I decided in 1986 to upgrade it to ‘National Submarine War Memorial (1922)’, and so it remains, with only one comment from a SOCA member. What was good enough for Gamp Miers is good enough for me and, indeed, those who did not comment on my decision. After all, the T boat logo I developed for London SOCA was adopted for a short time by the GPC.

On 1 October 1986, I had to write to our new padre, the Rev. Ken Loveless. Like me, our President, Rear Admiral Tony Whetstone, and the National President, Vice Admiral Tony Troup, had noticed that the padre tended to take over and run the show to the detriment of my co-ordinating role. Their suggestion of having a serving padre was the answer and the real cure for what could have

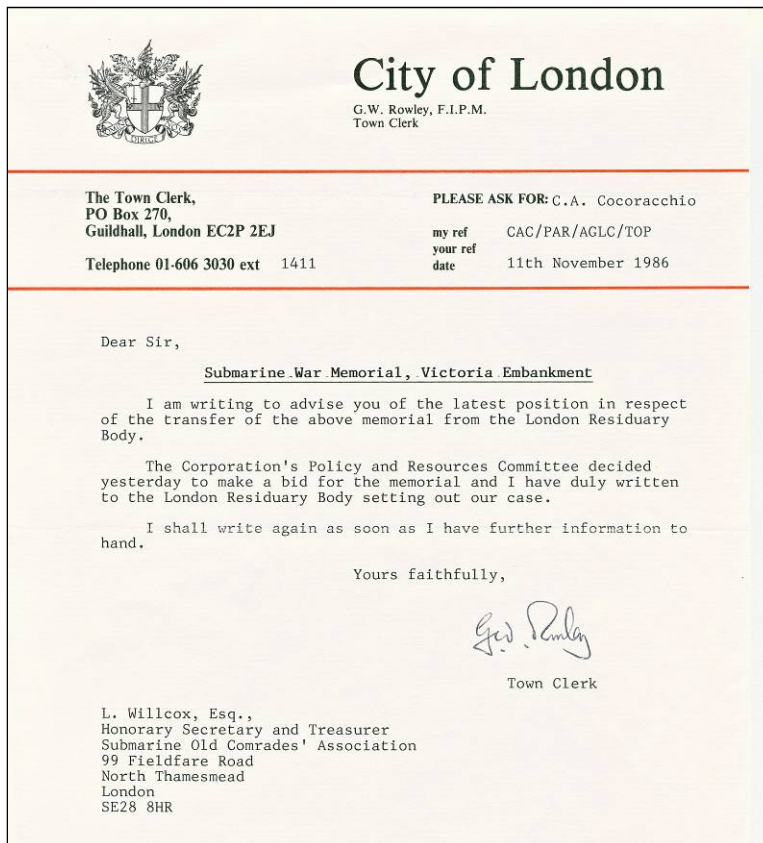
developed into a farce. Ken Loveless was a liberal imbibber of whisky, but a real good egg; a survivor from a U boat attack in the early 40s. He responded to Tony and my letters, quite content that a serving padre would lead the service at the Memorial and Ken would assist him.

New arrangements were needed to cater for people who did not wish to travel to Bromley following the Parade/Service. Some diplomacy was needed with certain members and the ‘Bromley set’, but I asked our member Ron Mitchell (Secretary of the RNA, Chelsea and Fulham) to take over this entertaining function and this proved to be a great success.

I had to report the death of one of our aging members from World War I: Jim Connor, Chief Stoker from Billericay. He joined London SOCA in 1933, which rules out those who question the establishment of London in 1932. Also, Jack Caulfield died on Monday, 29 September 1986; Jack had been the branch Hon Secretary for years and was still a committee member at the time of his death.

A ‘dit’ is in order. Jack’s last hours were a sailor’s dream of shutting off this mortal coil. A good night out on the Saturday with the RNA. On the Monday he told his family he needed fresh air and went with his chum to the golf club; he died on the first tee! Together with Ron Mitchell, we attended the funeral (at 36 hours notice) – Ron carried the RNA’s standard and I carried the London SOCA standard. Ron and I were on our way to the HMS Dolphin reunion. I advised Jack’s family of how to spread his ashes at sea, from HMS Dolphin.

From November 1986, SOCA was represented at the Field of Remembrance at Westminster Abbey. The first Field of Remembrance was opened in 1928 and the event is particularly associated with HM Queen Elizabeth the Queen Mother, which she opened for the last time in November 2001. Tony Whetstone and I collaborated on this and in 1986 he placed a cross in the RNA section of the Naval Plot. He noted that there was no specific section for Submariners and, as a result, wrote to FOSM in order to remedy the situation for future years.



Perhaps appropriately, on 11 November 1986 the Town Clerk of the Corporation of London wrote to me with the news for which I had been waiting. It contained the words, "The Corporation's Policy and Resources Committee decided yesterday to make a bid for the memorial and I have duly written to the London Residuary Body setting out our case". In receiving this letter, I began to feel more confident that the future of the Memorial would be in good hands.

As the year came to an end, with the imminent departure of Chrysanthemum, we had to begin to consider where we could hold our Dinner and where we could operate from for our Parade/Service in 1987.

Also, as the year ended, a first and last. Rear Admiral Dick Heaslip appointed a Wren as his new Flag Lieutenant – Second Officer Susan Payn WRNS. I found out this, when on keeping FOSM informed of the progress with the City and their bid to the London Residuary Body, I received a reply from Susan Payn.

My next piece will move on to actually securing the future of the Memorial.

THE CHANNEL DASH ASSOCIATION

The following item has been adapted from a report provided by Barry Harris, Secretary, East Kent Branch of the Submariners Association.

In early 1942 there were three big ships of the German Navy 'bottled up' in the French Port of Brest. This was known to the British authorities and contingency plans had been put into place by the Navy and the RAF to watch in case the ships came out and tried to get back to German Ports.

At 2200 on 11th February 1942 HM Submarine SEALION - one of the two Submarines – with H34 which had been maintaining a Patrol 'the Iron Ring' off Brest in case the big ships came out - moved out of her patrol area off Brest in order to charge her batteries. Forty-five minutes later the German Fleet weighed anchor. The Channel Dash had begun. The Fleet included the Battleships SCHARNHORST and GNEISENHAU and the Cruiser PRINZ EUGEN, protected by 6 Destroyers, 40 Flak Ships and more than 200 fighter aircraft.

The night of 11th February 1942 saw snow falling on the airfield at RAF Manston in Kent. The following morning, the snow was cleared from six Swordfish 1 aircraft of 825 Squadron of the Fleet Air Arm stationed at RAF Manston. Preparations were underway for a torpedo attack on SCHARNHORST and GNEISENHAU and PRINZ EUGEN. This attack was led by the Commanding Officer, Lieutenant Commander Eugene Esmonde, Royal Navy flying Swordfish W5984 ('H'). Not one of the Swordfish would return from the attack (all were shot down whilst attacking) and only five of the eighteen Officers and Ratings manning the aircraft would

survive the day. Lieutenant Commander Esmonde was awarded the Victoria Cross. Other awards included four Distinguished Service Orders (Sub Lieutenants Rose, Kingsmill, Lee and Samples) and one Conspicuous Gallantry Medal (leading Airman Bunce). The other twelve Officers and Ratings taking part were awarded posthumous 'Mentions in Despatches'.

Despite this suicidal effort by the Fleet Air Arm and various other attempted attacks by the RAF (Operation FULLER) and the Royal Navy all three German ships reached the safety of German ports although both GNEISENAU and SCHARNHORST struck two mines on the way and was severely damaged.

Contrasting weather conditions sixty-six years later on 12th February 2008 saw bright sun and calm seas in the Straits of Dover. The newly formed Channel Dash Association held a Memorial Service off Dover to remember the Swordfish crews and all other services who took part in the events of 11th/12th February 1942. Two Royal Navy vessels HMS LEDBURY and HMS RAIDER with the SUNDOWNER (a surviving 'Little Ship' of the Dunkirk evacuation) took Lieutenant Commander (A) (O) Edgar Lee, DSO, Royal Naval Volunteer Reserve, a survivor of the 825 Squadron attack and who had been flying in Swordfish W5983 ('G'), and Veterans from all three Services out into the Channel from Dover and Ramsgate.



Edgar Lee, DSO on the morning following the 825 Squadron attach.



The Ceremonies were also attended by the Mayors of Margate and Broadstairs, with Barrie Harris who is presenting a painting of the Channel Dash raid to the Commanding Officer of HMS RAIDER, Lieutenant Headley, Royal Navy.

Memories of the "T" Boats (A Submariner looks back)

By FRANK JORDAN
Late Member, Submarine Old Comrades Association,
Barrow in Furness Branch.



H.M. submarine "Tapir", a typical "T"-boat, the last in which the author served

By the Editorial Team: The following article was written several years ago and was recently re-discovered and sent to Dave Barlow. It was decided to include it in this issue. ERA 3rd Class Frank Jordan served in Submarines from January 1941 to April 1945. Frank Jordan died on 18th July 1992.

THE last of the old "T"-boats has gone for scrap. These "T"-boats are not the old clippers that brought the goods from Australia, India and those parts and whose exploits stirred the imagination of a previous generation. They are the war-time ocean-going "T"-class submarines whose daring and endurance played a major part in the prosecution of the war at sea. They were a special breed of boat manned by a certain breed of men. The last of the "T"s, the *Taciturn*, has been broken up and the "T"-boats are only a memory in the minds of those who served.

A "T"-boat, for all her lethal qualities, was handsome - almost a thing of beauty. She lay black and brooding on the water with her nose and conning tower poised above the hull which hummed with the electric machinery breathing life into her down below. The tail tapered away to nothing and the jumping wire from bow to conning tower to stern seemed to hold her all together. It took about 68 men to crew a "T"-boat, and I was

privileged to be one of them. A typical war-time patrol consisted of a week's trip on the surface to the billet (i.e. the patrol area in enemy waters) about 10 days on the billet (diving whenever it was daylight) and 10 days on the surface back to base.

At the end of this time the crew would be filthy, weak and tired, but such is the resilience of youth and the power of fresh air that a couple of days ashore served to fully restore us. And in three weeks when the crews had overhauled the sagging machinery, we were ready (but not willing) for the next sortie.

On the billet in enemy waters, life was a jumble of extremes. Dived all day, the boat was silent except for the stately swish of the twin propellers giving a lazy two knots. Apart from watch keeping (three hours on and six off) and meals, the crew slept fitfully all day, and this, had the added benefit of maintaining silence while conserving oxygen.

As darkness approached the boat woke up and the sailors' game of "ukkers" occupied the messdecks. "Ukkers" is a complicated game of ludo using two dice and eight counters each and it has a rigid code of complex rules. Knock-out competitions between the various mess decks of chief petty officers, stokers, seamen, and petty officers took place, alternating with cribbage. Gambling was heavy with cartons of cigarettes for stakes - this was the only currency we had, and they could be obtained on the slate in unlimited quantities.

Before surfacing, the atmosphere of the boat would be foul and heavy and above normal pressure due to a multitude of slightly leaking air glands and the inward venting of buoyancy tanks to maintain trim. (Risky to blow tell tale bubbles to the surface.)

With half-an-hour to go, the smell of dinner cooking in the galley would pervade the boat and a quiet excitement took over in anticipation of surfacing, with its promise of a full hot meal, a freshening of the air, a contact with the normal world and a resumption of more normal living, followed by a more natural sleep.

The crew went to "diving stations" to prepare for, and carry out, the manoeuvre of surfacing. In the engine room, electrical pumps were started (Jub oil, fuel oil, circulating water, separators and the like). The main engines were turned, then blown round with drains open to clear any accumulated ingress of sea water. ("For Heaven's sake don't forget to take out the turning gear.")

The secondary exhaust valves that normally shut the sea from the engines were opened in readiness, and the engine-room log-book filled in and 100 other things checked and double-checked.

At last the big moment for surfacing arrived and the roar of air into the buoyancy tanks indicated that the boat was coming up. As she left the protection of the deep, so she heaved from side to side as the surface wind and seas took over. Just as she broke surface there was a mad cacophony of noise as the telegraphs demanded "half-speed ahead", 'phones and bells rang demanding "out tail clutch", "on tail brake", "in turning gear", "line up engine clutch", "in engine clutch", "clutch turning gear", and so on and on.

Someone shouts, "Where's that bloody stoker?" and someone else throws open the exhaust valve as an engine coughs to life and adds to the racket. Starting the engines was a lengthy process, and everything had to be done correctly and in the right order, and this however urgent the demand for revs. Only one engine at a time was started in case of enemy interruption with the need to dive in a hurry and reverse all the actions that had been taken.

When the conning tower hatch was opened all that excess air in the boat whistled up the conning tower and everyone's ears popped. The second man up the ladder hung on like grim death to the legs of No. 1, to stop him being blown over the side like a cork from a pop bottle.

The boat filled with fog because the dew point had been tampered with. You knew when you had reached the surface all right. The fog quickly cleared as the diesels sucked it in and you could then see the men in the motor room and they would usually be frantically signalling for more throttle to cater for the battery charge.

Eventually both engines would be running - one of them roaring at full power as it pumped in maximum battery charge in minimum time and the other slowly rumbling away with a trickle charge to the battery and a few revs to spare to keep the boat moving and also give steering way.

Slowly the warning lights, bells, telephones and signals faded away, and the crew settled down to watch-keeping routines. Cigarettes were lit (no smoking when dived) and between whiles all the accumulated rubbish of the day would be hauled up the conning-tower in buckets and ditched over the side.

All empty tins were first well and truly punctured to make sure they sank for an accumulation of floating domestic rubbish would soon tip off the enemy as to the presence of a submarine. To have got rid of the rubbish was always a relief - its presence added drastically to the congestion in crowded crew spaces. The crew then enjoyed the business of the hot dinner and there was always plenty of volunteers to relieve the watch-keepers

for them to have their meal.

The off-duty engine room crews lingered in the control-room to savour the fresh air. For the length of the patrol their only contact with the outer world was to see the pattern of stars move to and fro across the tiny hatch opening of the conning tower as the boat heaved from side to side. The navigating officer would pore over his charts, tables, and log readings. The artificer on the diving panel would fretfully study the air and telemotor gauges and the vent indicators and the recording paraphernalia for the rudder and hydroplanes. All this was done using subdued lighting - no tell-tale light must penetrate up the conning tower and give the game away.

The seamen took it in turn to report on the bridge for look-out duty - first getting permission from the officer of the watch up there, via the voice pipe ("Permission for relief look-out to come up, sir?"). The officer of the watch must know who was up there in order not to leave anyone behind in the event of a crash dive. Before going up top the seamen wore dark glasses for half-an-hour so that their eyesight would be already attuned to the darkness when they started their watch. They left the warmth and apparent security of the mess heavily dressed in sweaters, long johns, duffle coat, hood, and oilskins, with binoculars a yard long hanging round their necks.

Because of possible eyestrain in scanning the sea and sky for a sign of the enemy their watch was restricted to half-an-hour. The life of the boat often depended on the alertness of the look-outs. When they eventually came down they bargained with the engine room squad to get their gear dried in the heat spaces behind the engines.

When the middle watch began (i.e. starting at midnight) the rest of the crew was just about turned in. Only the dimmed police lights were lit, and the distant roar of the engine acted as a soporific. Occasionally an artificer would come along with a wheel spanner and a worried look, and open and shut a few air valves. It was always a worrying business, playing with the air lines, and all through the night the compressors would be topping up the banks of air bottles. Sometimes an electrician would come along to start or stop the fans that served to ventilate the various batteries receiving the charge.

The night passed by and an hour before daylight the tannoy called all hands to diving stations. Equipment, as usual, was checked and double checked and the last cigarette was smoked. The boat and crew were by now much refreshed. All rubbish buckets were emptied, the toilets cleared, the batteries charged, the air bottles fully banked up, the bilges pumped dry, the housekeeping was done, and the air smelled sweet.

The crew was (mostly) rested and looked forward to the security of the depths and the breakfast to follow. The noise of the klaxon eventually sounded throughout the boat, the look-outs tumbled down the control room ladder and disappeared to their new stations and the officer of the watch clipped and reported shut the hatch and the voice pipe cocks. The engines stopped and the various pumps took over to distribute evenly the heat, and generally settle them down for the 12-hour rest. The big electric motors took charge of the screws, and life generally slowed down to the familiar dived routine.

Twelve noon was tot time, and there followed the serious

business and social occasion of collecting the rum ration from the coxswain under the watchful eye of Jimmy the One. The rum-ration was a good idea. Known as Nelson's Blood, it burned the throat, and gave first of all, a feeling of security and well being. This was easily shattered in the course of a war-time submarine patrol. It fended off possible illness and gave an appetite for the cuisine. There was a strict code of exchanging "wets", "sippers" or "gulpers" for services rendered - all strictly forbidden of course.



H.M. submarine "Trident" and her crew in a north-east port after her return from 18 months' service in the Mediterranean and Far East waters

The "T"-boats operated particularly in the Mediterranean at a time when no other allied warship dare operate in that area of the war. The saga of the submarine war in the "Med." has been described as romantic. There was nothing romantic about it to those who served. Every crew knew that on every patrol they would be certain to see some action, they would sink something, and they would have to endure the consequences of doing so. This was in the nature of the submarine war, and if they were lucky - very lucky - they would live through it ready for the next time.

So, at (say) two o'clock in the afternoon, with half the crew asleep, and the rest bored, silent, heavy from bad air and looking forward to night time, came the sudden call from the officer of the watch at the periscope: "Call the captain - smoke on the horizon".

In 10 seconds flat he would be there, the sleep in his eyes banished by a look of anticipation and determination. This was what we were here for. His concentration was infectious and the promise of action spread like wildfire through the boat. We would not be disappointed: "Diving stations - shut off bulkhead doors, shut off for depth charge attack, prepare torpedoes". It was always a bad moment to shut the watertight doors on your companions.

Preparing for the attack might take anything from five minutes to several hours. Information of our own and the target's disposition - speed, direction, length - was fed into a sophisticated "fruit machine" through the medium of a score of handwheels, knobs, and switches. I suppose the theory behind this mechanical calculator descended

from Babbage was the forerunner of today's computers.

The only members of the crew who really knew what was going on were the control-room staff, and Jimmy the One would look up the target in "Jane's Fighting Ships". Eventually came the successive thuds followed by a hiss of air as the torpedoes left the tubes. The sonar operator would report the torpedo motors running. Anxious minutes passed, and if we were lucky came the staccato bangs as the torpedoes hit home.

A great feeling of satisfaction - they asked for it - but the anticipated retaliatory action would soon follow, and we waited for the reckoning. "Number One - take her down to 120 ft., shut off all ship's machinery except the gyro-starboard shaft to emergency motor".

These actions were all significant - if depth charges were accurate enough to straddle us, but were set to explode at 80 ft., they merely served to push us harmlessly a little deeper. If they were set at the right depth but did not straddle us, we were merely pushed to one side, or *vice-versa* - it was all a terrible game of Russian roulette.

Perhaps we were often saved because the depth charges would be set to a metric depth. The emergency motor was a punitive drive, but it was silent (almost). It conserved the batteries, and it gave some response to rudder and hydroplane movements. Shutting off ship's machinery again served to keep us quiet, but we had to have the gyro-compass to enable us to navigate blind. Stopping all the machinery was a hardship - the heat could be insufferable with no friendly fans to absorb the sweat, so it would then fill your ears and make your eyes smart.

The silence made you fidgety. Occasionally a trimming pump would run for a few moments to restore any loss of buoyancy. It was not done to walk around in hob-nailed boots. During one such occasion I remember the hydroplanes being operated by the last of six alternative emergency systems - a manually operated hydraulic hand pump. An electric pointer, operated from the control-room, showed the required inclination on a dial, and a mechanical indicator from the hydroplanes showed the actual inclination on the same dial. The hand pump had to be turned till the two pointers coincided. The pump gears sounded in this instance like a pre-war mangle, and everyone's teeth were on edge.

Eventually we would hear their propellers go over the top of us, and immediately followed the staccato explosions of the depth charges. God, what a row, and each bang would be followed in a few seconds with a noise like the slashing of the hull with gigantic steel whips. (This was the noise of those hundreds of tons of water falling back on the sea.) If we heard the bangs we reckoned we were all right. I later well understood Yeo Thomas when he said he reckoned only to live through the next 10 seconds. His hours were a series of 10 seconds.

The shocks would shake the flakes of paint from the inside of the hull, and we peered through a resultant white haze. As each pattern sounded off, the skipper took advantage of the noise to gain a few seconds full ahead spurt at maximum rudder, and we would sneak off a little further. This could go on for hours, but all bad things come to an end, and eventually the charge would sound further away and we no longer heard their propellers but

the pips of their echo sounding gear would still be audible for a long time till even they eventually faded into the distance.

Eventually the skipper would risk: "Open up from depth charge attack, open bulkhead doors, resume watch-keeping". Those off watch returned to their messdecks and would manage a sheepish grin. We hoped we had behaved well - we usually had. We surveyed the damage - hull valves leaking, inboard vents leaking, lights gone, rubbish shaken everywhere, but nothing serious. Teacups were stored on hooks and often at the end of a hammering there would remain a row of handles on the hooks with the cups on the floor.

By the time the next watch took over, we were relatively safe, and the damage cleared up. We would all be pleased at the sinking, and eventually another flash would be sewn on the Jolly Roger. The skipper would be like a dog with two tails.

A few more days on the billet - maybe another sinking and another hammering. Then the surface dash back to base, the happy re-union with friends, maybe some bad news about other friends - it was a precarious profession. Followed the luxury of a bath, a haircut, a shave, clean sweet clothes, the collection of mail, and those glorious beery runs ashore.

We who knew them will never forget the "T"-boats.

The Pig's Ear

A rugby player from the 7th Submarine Squadron came out from a scrum and both his ears got ripped off. Both teams searched all about but could not find his ears, so they took him off to Sick Bay. The surgeon said, "All we can do is stop the bleeding! Keep in touch while we find a pair of new ears and we will notify you and graft them on."

For two weeks the guy went to Sick Bay six times a day asking if they had any ears for him. The staff were getting a bit fed up with him and told the surgeon. The surgeon said, "Next time he comes, tell him we can now help him." The guy came in the next day and the surgeon said: "We have two ears for you but they are not a matched pair. Let your hair grow longer and no one will notice. One is from a dog and the other is from a pig."

So the grafts were done and the surgeon said, "Come back in two months." Two months later the guy came back. "And how are the ears performing?" asked the surgeon. The guy said "Not too bad with the dog's ear because I can hear someone whistling from three miles away. But with my new pig's ear - people keep 'p*****g' in it."

New American Developments for Submarine Weapon Launch

NAVSEA

NOV 01-04: New Missile Launcher Tested at Naval Surface Warfare Center, Crane

By Mary Camacho, NSWC Crane Corporate Communications

CRANE, Indiana. - Scientists and engineers from Crane Division, Naval Surface Warfare Center (NSWC Crane) took part in the first successful test launch of a test article from a Water Piercing Missile Launcher (WPML) at the Glendora Lake Facility 50 miles from NSWC Crane on Sept. 25. Scientists from NSWC Dahlgren, NSWC Indian Head, Naval Sea Systems Command (NAVSEA) and Virginia Tech were also involved in the launch.

The WPML is an underwater missile launcher that creates its own path to the water's surface. Researchers anticipate this design will save the Navy money, reduce complexity for future Submarines and could be used as a back-fit on existing Submarines.

"Underwater launch is used primarily in offensive strike systems, but also supports Special Missions Operations," said Jerry McKamey, Joint Mission Office Director of NSWC Crane's Global Deterrence & Defense Department. "NSWC Crane personnel are providing extensive support to those two sets of customers in the strategic missions and special missions focus areas."

In the past, missiles would launch from Submarines and make their way to the surface through the water. A missile in the WPML missile launcher works differently - it uses its own exhaust to create an atmosphere for the missile to enter, almost like its own tunnel to the surface.

According to Jon Yagla of NSWC Dahlgren, designer and patent holder of WPML, "The exhaust gas path provides the missile with a higher ejection velocity and a lower drag as it moves away from the Submarine." He said in the past compressed air, water turbines and propellant gas generating systems have been used to eject missiles from Submarines. "The problem is the subsystems for these approaches are pretty complicated, which adds cost, weight, and noise to the submarine. There are safety issues with the gas generators that have to be addressed." Yagla added that the WPML concept eliminates all these subsystems, reducing the space needed on Submarines and saving the Navy money. The rocket motor provides the energy and the ship and launch control system is greatly simplified.

How the WPML works is the missile is housed within a Concentric Canister Launcher (CCL). This inner cylinder guides the weapon while in the launcher. The missile exhaust moves up between the inner and outer cylinders and pierces the water creating a path for the missile to egress.

If WPML continues to work, the Navy won't have to make missiles specifically designed for Submarines, but use existing missiles designed for aircraft or helicopters. Yagla added that anti-aircraft warfare missiles like Sidewinders "would allow the Submarines to spend more

time in shallow water supporting special operations missions ashore."

Another missile that can be used is the Army's Future Combat System Non-Line of Sight Missile. "They are small surface-to-surface missiles that can be fired at distant targets such as tanks, armoured personnel carriers and buildings," said Yagla. As with the Sidewinder, this missile would assist Navy Special Operations Forces to obtain fire support from Submarines.

"Underwater launch is not a Crane technical capability. What NSWC Crane provides to this is a unique facility with the flexibility to support multiple customers," McKamey said. "In addition NSWC Crane is willing to make it available to our sister activities to support their technical capabilities."

The next generation of Strategic Submarines is about 13 years away, but with the testing being done on WPML, NSWC Crane and NSWC Dahlgren scientists are leading the way.

Problems Found With Sub Welds

(This time it's not with UK Nuclear Submarines)

Published on 12th November 2007

Inspections begin of all Virginia-class vessels. Northrop Grumman's Newport News shipyard and the U.S. Navy are inspecting welds on all Virginia-class submarines after finding problems with welds in those vessels. "Electric Boat discovered this problem with Northrop Grumman Newport News welds, and has been working with the Navy and NGNN on a resolution," said John Holmänder, the Vice President for the Virginia Program for Electric Boat, in a statement released late Monday. "Electric Boat has a strong, well-controlled process that assures proper use of its weld materials and weld engineering oversight."

Katie Dunnigan, a spokeswoman for Naval Sea Systems Command, said on Monday that the Navy, EB and its shipbuilding partner, Northrop Grumman, started assessing completed welds through records reviews, additional inspections and testing. The assessment is thought to have delayed the sea trials and delivery of the USS NORTH CAROLINA, which Northrop Grumman planned to hand over to the Navy at the end of the month. A Newport News shipyard spokeswoman said last week that delivery has been pushed at least into January.

The Virginia class of submarines is being constructed modularly, with sections built separately and then

attached to other sections. The original plan called for building the Virginia-class boats in 10 sections, but the NEW HAMPSHIRE, currently being under construction at Electric Boat's Quonset Point, R.I., facility and scheduled to launch next year, will be completed in just four sections. In the modular construction process, EB employees build components such as piping packages on the shop floor. The components are then fitted into the larger modules, with the goal of doing as much construction as possible on the ground.

The incident is not the first time EB has dealt with submarine-welding problems. In 1991, serious cracks in the hull welds of the lead ship in the Seawolf class forced the company to redo all the joints at a cost to the Navy of \$59 million. Construction of the USS SEAWOLF was delayed by a year. At the time, the Navy blamed the cracks on what was then an approved procedure that allowed metal to cool too quickly after it was welded, given the high carbon content of the weld wire being used. New procedures were developed that heated the wire to a higher temperature before it was welded and sped up the rate at which the welder's arc passed over the surface. But in July of 2000, EB inspections using new diagnostic techniques confirmed the results of the 1992 inspections and found more cracking in the SEAWOLF's hull.

Royal Navy Submarine 'Rescue Team' Dive into Action 'Down Under'

'A submarine is in trouble, it's struggling back to the surface, the men on board need to evacuate the submarine urgently. Who do you call to manage the safe rescue of the submariners?'

This week, 4th to 7th December 2007, ten Royal Navy submariners from the UK's Submarine Parachute Assistance Group (SPAG) are taking part in the international rescue exercise "PACIFIC REACH 07" in Australia. The submariners, normally based in Gosport, Hampshire, are working together with units from the armed forces of 15 other nations. Their role within the Royal Navy involves them parachuting into the sea, providing emergency assistance to submarines, as Lieutenant Commander Bob Mannion explains: "The role of the Submarine Parachute Assistance Group involves using a C-130 aircraft to parachute onto a disabled submarine. It could be a submarine that's sunk and people then had to escape, or a submarine which is disabled on the surface and people are forced to abandon that submarine. We then have a specialist team of medics, medical officers and medical ratings, a team of specialists from my training team

who can jump into the situation with medium inflatable boats, 25-man life rafts, oxygen, and other medical equipment, so we can recover the survivors from the situation into the boats and the life rafts to look after them, provide medical care and keep them alive principally until other surface forces arrive. Exercise Pacific Reach offers the Group an opportunity to operate on the other side of the world from our normal operating areas, to work in close co-operation with our Australian friends and colleagues and also to operate with other nations including Japan and Korea. The Singaporeans are particularly interested in the SPAG concept as they could develop something of their own along similar lines, so it's a shop window opportunity for how we do business. There's an interoperability and exercise participation opportunity as well, so we can see how each other works, building on our current expertise, learning from other people and developing our skill sets as

we get involved in the exercise." Submarine escape is achieved using a special suit and a unique airlock chamber called an escape tower. Once the escaper is inside the escape tower and the lower hatch is shut, it is flooded and the suited escaper floats clear of the submarine for a rapid ascent to the surface and safety. This method of escape can work down to 180m.

Early yesterday, Tuesday 4th December 2007, Australian submariners successfully "escaped" from a submarine while it sat on the seabed in Cockburn Sound, Western Australia. After the escapers arrived on the surface, members of the Royal Navy SPAG deployed from an Australian Navy helicopter, immediately setting up a floating casualty reception centre with specialist hyperbaric medical expertise on hand to provide simulated medical treatment prior to the arrival of the Australian rescue ship, Seahorse Standard, which was carrying specialist Royal Australian Navy medical teams and equipment. "Being able to get out on to the water and render medical assistance ensures the best means of survival to escaping personnel," Lieutenant Andy Sharpe from the Royal Navy SPAG team explained. Submarine escape is just one part of Pacific Reach 07, a triennial Asia-Pacific submarine rescue exercise designed to promote regional co-operation on submarine rescue. The exercise this year is the fourth in the series and involves six ships, three submarines, two submarine rescue systems, a multi-national dive team and the UK SPAG - up to 1,000 personnel from 15 nations will be directly involved in the exercise. Lieutenant Commander Peter Richards, Submarine Escape and Rescue Manager with the Royal Australian Navy, said: "We've been running tours for all the multi-national participants in the exercise. We've put on a VIP tour, where we actually have people in the water column, so it's quite a fair effort on the staff's behalf to make that happen. We've been running up to four tours a day this week and it's been very well received by the international guests we've got with us. The training is fairly realistic, obviously in a controlled environment, we try and make it as safe as possible - we do it in fresh water, rather than sea water, which we heat to 34 degrees, so it's nice and comfortable for the students." Pacific Reach is a truly international exercise, with units and equipment from the following countries participating: Canada, China, Republic of Korea, Japan, Malaysia, Singapore, the United States and the United Kingdom. In addition, military observers from

Chile, India, Indonesia, NATO, Pakistan, Peru, Russia and South Africa have also attended.



The UK's Royal Navy Submarine Parachute Assistance Group (SPAG) display their skills during a live demonstration on Exercise Pacific Reach.

[Picture: LA (Phot) Luis Holden]



The Japanese demonstrate their Rescue Mini-Sub during Exercise Pacific Reach.

[Picture: Lieutenant Ben Willes]



The SPAG team set up a floating casualty reception centre and treated simulated casualties escaping from a 'stricken' submarine.

[Picture: LA (Phot) Luis Holden]

The 2007 Darwin Awards

Yes, it's that magical time of year again when the Darwin Awards are bestowed, honouring the least evolved among us. Here is this year's glorious winner:

When his 38-caliber revolver failed to fire at his intended victim during a hold-up in Long Beach, California, would-be robber James Elliot did something that can only inspire wonder. He peered down the barrel and tried the trigger again. This time it worked.

And now, the honourable mentions:

The chef at a hotel in Switzerland lost a finger in a meat-cutting machine and, after a little shopping around, submitted a claim to his insurance company. The company expecting negligence sent out one of its men to have a look for himself. He tried the machine and he also lost a finger. The chef's claim was approved.

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A man who shovelled snow for an hour to clear a space for his car during a blizzard in Chicago returned with his vehicle to find a woman had taken the space. Understandably, he shot her.

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After stopping for drinks at an illegal bar, a Zimbabwean bus driver found that the 20 mental patients he was supposed to be transporting from Harare to Bulawayo had escaped. Not

wanting to admit his incompetence, the driver went to a nearby bus stop and offered everyone waiting there a free ride. He then delivered the passengers to the mental hospital, telling the staff that the patients were very excitable and prone to bizarre fantasies. The deception wasn't discovered for 3 days.

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An American teenager was in the hospital recovering from serious head wounds received from an oncoming train. When asked how he received the injuries, the lad told police that he was simply trying to see how close he could get his head to a moving train before he was hit.

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A man walked into a Louisiana Circle-K, put a \$20 bill on the counter, and asked for change. When the clerk opened the cash drawer, the man pulled a gun and asked for all the cash in the register, which the clerk promptly provided. The man took the cash from the clerk and fled, leaving the \$20 bill on the counter. The total amount of cash he got from the drawer...\$15. If someone points a gun at you and gives you money, is a crime committed?

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Seems an Arkansas guy wanted some beer pretty badly. He decided that he'd just throw a cinder block through a liquor store window, grab some booze, and run. So he lifted the cinder block and heaved it over his head at the window. The cinder block bounced back and hit the would-be thief on the head, knocking him unconscious. The liquor store window was made of Plexiglas. The whole event was caught on videotape.

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As a female shopper exited a New York convenience store, a man grabbed her purse and ran. The clerk called 911 immediately, and the woman was able to give them a detailed description of the snatcher. Within minutes, the police apprehended the snatcher. They put him in the car and drove back to the store. The thief was then taken out of the car and told to stand there for a positive ID. To which he replied, 'Yes, officer, that's her. That's the lady I stole the purse from.'

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The Ann Arbor News crime column reported that a man walked into a Burger King in Ypsilanti, Michigan, at 5am, flashed a gun,

and demanded cash. The clerk turned him down because he said he couldn't open the cash register without a food order. When the man ordered onion rings, the clerk said they weren't available for breakfast. The man, frustrated, walked away. (\*A 5-STAR STUPIDITY AWARD WINNER).

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When a man attempted to siphon gasoline from a motor home parked on a Seattle street, he got much more than he bargained for. Police arrived at the scene to find a very sick man curled up next to a motor home near spilled sewage. A police spokesman said that the man admitted to trying to steal gasoline and plugged his siphon hose into the motor home's sewage tank by mistake. The owner of the vehicle declined to press charges saying that it was the best laugh he'd ever had.

*In the interest of bettering mankind, please share these with your friends and family...unless of course one of these individuals by chance is a distant relative or long-lost friend. In that case, be glad they are distant and hope they remain lost. *** Remember... They walk among us!!! ****

NEW DIRECTOR APPOINTED FOR ROYAL NAVY SUBMARINE MUSEUM

The Trustees of the Royal Navy Submarine Museum are pleased to announce that Mrs Marion Budgett AMA will take over as Director of the Museum on the retirement of the present Director, Commander Jeff Tall, OBE, Royal Navy, on 1st April 2008.

Marion Budgett, until recently Director of the National Motor Museum at Beaulieu, is extremely well qualified for this position and is currently Curator (Operations and Corporate Development) of the West Berkshire Museum and has extensive previous Museum and Heritage experience with South Somerset District Council and as Deputy Keeper of the Royal Air Force Museum at Hendon.

Chairman of Trustees Rear Admiral Roger Lane-Nott explained that "the Trustees had an open mind when they started to search for a successor to Jeff Tall and we wanted an experienced and innovative manager who could take the Submarine Museum forward and build on what Jeff Tall had achieved. We consider that Marion meets all our criteria and welcome her into the submarine family."

Marion Budgett said, "I am delighted to have been

selected as the new Director of the Royal Navy Submarine Museum and really look forward to the challenge ahead. I may not have served in submarines myself but understand the unique place they and those who served in them over the last 106 years have in the history of the Royal Navy and the country. Museums have never been more vibrant than they are at present but there are always issues that need to be addressed."

Further information can be obtained from:

Colin Way, Royal Navy Submarine Museum, Haslar Jetty Road, Gosport, Hants. PO12 2AS. Tel: 02392 510354 Ext 225 or by email admin@rnsbmus.co.uk

www.msubmus.co.uk

FROM THE GUEST BOOK

From:
chrissiecastel@btinternet.com
18th February 2008
London

I was referred to this site from a search engine whilst researching HMS Affray. My father had been on this Submarine, but for some reason was not on board on that fateful day when it sank. If he had been on board, I would not be here. However, the acute memory of this tragedy remained with him for the whole of his life until he died 4 years ago, such was the strong bond with his shipmates. I am grateful for the opportunity to read about what happened and to try to understand how it affected him. My sincere condolences to those who lost loved ones and comrades on that day.

donald jones donmarion@eastlink.ca
27/02/2008

Yarmouth, Nova Scotia, Canada
I served with the Royal Navy submarines in Singapore in 1962-64 - also served on the AURIGA in Halifax, Nova Scotia from 1959-61. In 1967 I changed naval trades with the Royal Canadian Navy to deep-sea diver and retired in 1981 as a Chief Diver. Would be pleased to hear from any mates from my submarine service.

mick jones m_jones39@sky.com
25/02/2008

Gosport
Hello. Served AURIGA 63/64 Canada ALARIC two comms 64/69. Anyone remember - give us call. Nice to see John Sayers is still about. Found a pic of John in Norfolk V.A in 64.

REGARDS Mick Jones thick Stoker.

Date: 24/03/2008
Name: Sam J Morgan
Email Address samuel.morgan1@ntlworld.com
Comments My Grandfather, Bill Morgan (MX 60636) volunteered in 1939 for 12 years service. He was a

member of the Burslem (Stoke) branch that used to meet in the Roebuck pub near the station. He passed away in '87 and left money for a new standard for the branch. However I don't think the branch is running now as I can find no trace of it and the Roebuck is now a student pub!!!!

He served as ERA 2,3,4 and on watch keeping on Trenchant after the war. During the war he was on Scythian and Spiteful mainly but with stints on Tireless, Truant, Spearhead and Sanguine.

Regards, Great site
Sam Morgan

Capt. John Wampler captwampler@aol.com
19/02/2008

Fort Lauderdale, Florida
Looking for David Perfect. Knew him on several visits to Fort Lauderdale when he was on Sceptre.
Would like to make friendly re-connect.

Date: 02/04/2008
Name: Les Rawson, Rockingham, Western Australia
Email Address Lezmez@gmail.com
Comments Always happy to hear from anyone who I served with on Otus, Repulse, Sovereign or Churchill and all stops in between.

Date: 28/03/2008
Name: John, in Kent
Email Address johnandsheila21@tiscali.co.uk
Comments Hi. I am at present trying to find any submariners that served with P.O.L.T.O. George.W.Hawkins in any of the following vessels HMS Oberon (1942-43), HMS Tiptoe(1944), HMS H43 and HMS Torbay (1944-45). The reason for this is that he is my birth father and I would dearly love to find out if he is still alive. I was adopted at the age of three, so any information about him would be sincerely received.

LETTERS AND E-MAILS TO THE EDITOR

The following e-mail was recently received at the Barrow Branch Website Master and is of interest to all those wondering what has happened to HMS DOLPHIN and the Memorial Chapel.

From: "Birbeck, Eric (RHH)" <EricBirb@dsc.mod.uk>
To: "'Ron Hiseman'" <ronhiseman@tiscali.co.uk>
Sent: Monday, February 04, 2008 7:49 AM
Subject: Eric Birbeck Fort Blockhouse

Hi Ron,

Thank you for your reply. Overall the Mess Committee wish to respect the history of Fort Blockhouse in its association with both the Royal Engineers who were based at Fort Blockhouse up until 1904 when the Submarine Service took over the Base and expanded it over the decades to become HMS DOLPHIN up until 1998.

I am very much involved with the history of Royal Hospital Haslar and co-lead the Haslar Heritage Group

and have been working for some years with Commander Jeff Tall on various history projects. Fort Blockhouse is now home to the Defence Medical Educational Training Agency (DMETA) and as an Officers Mess we are a Tri-service mess. As a Committee and as the Heritage Member it is intended to celebrate the past history of the Base as previously stated by naming the main bar 'The Dolphin Bar' and the small bar area 'The Miners Bar' after the Royal Engineer Miners.

Through Jeff we have now been able to place various artefacts in the bar area (Dolphin Plaque over Bar etc) and have myself visited your most interesting site to gain various historical information. I have replaced information plaques on paintings etc in the main mess. I am not too sure if you are aware that Jeff retires at the end of March from the Submarine Museum. I have recently completed a historical information sheet for mess cabins that informs those who live in the mess

and stay 'short term' for courses of the history associated with the Base.

The Memorial Chapel is very well maintained and much visited and I am hoping this year for the National Heritage Weekend in September to be able to undertake short public tours of the Fort Blockhouse area on the Thursday and Friday of the open days. I trust that this meets with your approval.

Best regards,
Eric C Birbeck MVO
Technical Officer
Royal Hospital Haslar

Heytesbury
Warminster
Wiltshire
BA12 0HW

Dear Editor

Firstly I would like to thank you for the first time I had an edition of 'IN DEPTH' from you and that was in October last year and then another one in December with another one promised in the New Year. I find them very interesting reading which brings back memories from the time I served in Submarines.

One of those memories that came back when we did a patrol with P222. I was serving in P217 (later HM S/M Sibyl) as a Stoker at the time and served on her through her first commission from 1942 to 1944. We were on the next patrol area to P222 off the coast of Italy near Naples Bay at the time. After about two weeks, and whilst dived one forenoon, we heard heavy depth charging in the distance and this went on for some time and we thought 'rather than us'. After about two hours since the depth charging finished a small convoy of two merchantmen with an escort of three destroyers came in sight and our skipper Lieut. Turner made an attack on them and sank both merchantmen. A few days after this we had a recall from the "Maidstone" now at Algiers. All went well until we reached the 'no bombing' area when we were attacked by one off our own aircraft; it was sent a polite message 'Please go away – we are English'. Shortly afterwards we came in sight of our escort who took us through the swept channel. This was a minesweeper called HMS HUSSAR who was later sunk by friendly aircraft while sweeping for mines off the Normandy Beaches for the coming invasion. On arriving alongside Maidstone we were told that the P222 was overdue and was presumed lost. I am hoping that this will give you a few ideas of what could have happened to her. Perhaps you could check Lieut. Turner's patrol reports to find out what really took place. I am sending some pages that I think you might like to read. If you have no use for them perhaps you will return them to me.

I am looking forward to the next edition of 'IN DEPTH' – no doubt I will find something interesting in it.

Yours sincerely
Bill Britton

By the Production Team – it is planned to include some more of the stories about HMS SIBYL provided by Bill Britton in Issue 21 of In Depth which will be published in July 2008.

From: Rosemary Tawney
Dear Dave

Tex Ranger recently contacted you about my search for archival material and information about my late husband, and your colleague has kindly put a note on the Association website asking for recordings of one-man shows which Cyril performed. However these took place after he left the Navy, so I'm afraid I must have misled Tex about this, having sent him several different queries in one letter. I understand that there will be an item in the next Quarterly Magazine, so thought I should contact you quickly.

The main thing that your members may be able to help with is my attempt to locate members of/information about a group called **The Four Aways**, which Cyril belonged to in his pre-folk music days; they played and sang the current popular songs. He often spoke about it, but no one can recall him actually saying what ship they were attached to. It would probably have been between the late 1940s and the mid-50s. After he left Fisguard Cyril was at Caledonia, Collingwood, then on to serve in Defiance, Tudor, Sturdy etc., buying his discharge in 1959 in order to develop his folk music career. The rest is history, as they say. I have a faint hope that The Four Aways may have taken advantage of the private recording booths/studios which were popular at the time. It would be so good to have a recording of them, but any information will be helpful. The earliest recording we have is one of folk songs which Cyril and a friend made in a record shop in Plymouth in 1958.

If the magazine editor requires any further information I will be happy to send it. Cyril's website is at www.cyriltawney.co.uk

Thank you very much for your help

Regards
Rosemary Tawney

From John Allibone
Hello Dave,

I have just read the article "Plane Attacks UK Sub in Indonesia". The Sydney Morning Herald reported that "This was after Aurochs reached Townsville yesterday and news of the strafing had leaked out". I am not too sure about this. Our captain CAJ (Froggie) French said he was confident that the news was not leaked by any member of his crew. It was believed at the time that the leak came from a diplomat's wife in Canberra. If the story had been leaked in Townsville I doubt that the press would have allowed us to quietly sail out of harbour. If the Townsville local paper had any interest at all, it would have been that the Mayor and Mayoress came to see us off and Froggie presented them with the boats' crest, *Excretia Tauri Sapientiam Fulgeat*. I remember the Mayoress asking for a translation and her amusement when she got it.

With regard to the incident: Mike (Gus) Moran was bridge lookout and he said that when the aircraft first appeared (**CAPTAIN ON THE BRIDGE**) it circled at a safe height and range, judged that the gun could not bear aft then came in at a dive from astern. Clear the bridge was ordered when the aircraft opened fire just missing the starboard No. 1 ballast tank. Gus was attired in the dress of the day for lookout duty in the tropics: a sarong and a pair of flip-flops. He arrived in the control room wearing one flip-flop. The errant sarong was arrested on its way to the engine room, what happened to the other flip-flop remains a mystery.

I do not remember how long it took Eric Travers and his team to draw back all the fish to charge and arm them (including reloads). His report is far too modest. Remember this was done at sea, not in the clear, stable fore ends in harbour. For a start we had all our kit and spare gear aboard so this had to be shifted along with the fore-end bunks to the accommodation space or anywhere else we could find.

How I remember it taking many so hours (24+ I think) is that we were short handed for watchkeeping because the fore-end men were otherwise engaged and we had nowhere to sleep. (**The fore-end men did not rest at all until the job was done.**) We could, of course hot bunk in the seamen's mess but not quite enough to go round.

One minor correction: Danny Rasmussen was the cook, luckily for us. He was one of the best.

If you think I have gone on a bit here, you should hear me at a lamp swinging session.

Aye,
John Allibone

From: John Richardson, Cambridge
E-mail address: jminfiek@ntlworld.com
Subject: Malta 1960/1

Assuming that they are still 'with us' is there any way that I can find the whereabouts of submariners who were stationed in Malta during the subject timeframe. I distinctly remember 'Dodger' Long from Derby and his wife June, who lived next door to us. I was Army!

OBITUARIES

Lieutenant Anthony James Sumption, DSC, Royal Naval Volunteer Reserve



ANTHONY SUMPTION, who died on 8th January 2008 aged 88, served in Submarines during the Second World War before embarking on a successful career as a lawyer and in the City. Anthony James Chadwick Sumption was born at Bishop's Stortford on 15th May 1919 - the second son of a journalist who published trade journals. Anthony was brought up at Stansted, Essex, in those days no more than a small village, and educated at Cheltenham College - which he loathed. He was then articled to a firm of solicitors before going to the LSE to read Law. No sooner had he started the course, however, than the war broke out. He had already volunteered for the RNVR, and initially served in Minesweeping Trawlers in the Firth of Forth, the Straits of Dover and the Liverpool approaches.

From 22nd March 1941 to 1945 Anthony Sumption served in Submarines. After completing his training at HMS DOLPHIN he served briefly in the Submarine Depot Ship HMS FORTH (2nd Submarine Flotilla) at Halifax, Nova Scotia 'for Submarine Duties' and in the Submarine

Depot Ship HMS MEDWAY (1st Submarine Flotilla) at Alexandria also 'for Submarine duties'. His first Submarine was HMS OTUS (1st Submarine Flotilla) at Alexandria 'as the Navigating Officer' from 3rd January 1942 to 9th May 1942 before returning to HMS DOLPHIN. He was appointed to the Submarine Depot Ship HMS CYCLOPS (7th Submarine Flotilla) at Rothesay 'for Submarines' on 26th June 1942 and then 'for Submarine P552 as the First Lieutenant' on 22nd August 1942. On 15th February 1943 he was sent to the Mediterranean to join the Submarine Depot Ship HMS MAIDSTONE (8th Submarine Flotilla) at Algiers 'for Submarines' and, on 19th May 1943, 'for Submarine HMS TRIDENT as the First Lieutenant'. Over the next two months, in the Mediterranean and Aegean, HMS TRIDENT sank six sailing vessels and an Italian merchant ship, and damaged a German patrol vessel. Later in 1943 HMS TRIDENT returned home and was based on the Submarine Depot Ship HMS FORTH - now the Depot Ship of the 3rd Submarine Flotilla at the Holy Loch. On 1st January 1944 Anthony Sumption was awarded a DSC for 'outstanding courage, skill and undaunted devotion to duty in successful patrols in HM Submarine TRIDENT'.

Having completed the 'Perisher' course in 1944 he ended the war commanding two Submarines. Firstly he was appointed to the Submarine Depot Ship HMS CYCLOPS (7th Submarine Flotilla) at Rothesay 'for Submarine HMS VARANGARIAN in Command' to date 17th August 1944 and he was employed in covering Arctic convoys off Norway. Secondly he was appointed to 'Submarine HMS UPRIGHT in Command'. On the end of the war with Germany, Sumption was sent to Gibraltar 'as Flag Lieutenant to the Flag Officer, Gibraltar and Mediterranean Approaches' - Admiral Victor Crutchley,

VC, Royal Navy. Crutchley, he recalled, was "a very, very formidable man. He had won his VC at Zeebrugge and he was about six foot five with a beard. Really the ratepayers got their money's worth out of appearance as far as he was concerned. I had a very pleasant final six months in the Navy looking after him and his wife and daughter."

On coming out of the Royal Navy Sumption qualified as a solicitor under the dispensation granted to returning Officers. Having gained experience working at a couple of firms he bought a small family practice, Malkin Cullis, at 1, Temple Gardens and began to specialise in tax law. In 1964 he decided that he was bored, and retired from practice. Instead he read for the Bar, then did a pupillage at a tax chambers in Lincoln's Inn. With the politician and author Humphry Berkeley he established in the 1960s a small private bank - Sumption Berkeley, and he was also chairman of two publicly listed companies - Great Swan Investments and Allied Investments. He continued to practise at the Bar although in this arena he found himself

being eclipsed by his son Jonathan, who was to become one of the most eminent barristers of his generation.

Anthony Sumption later retired to the south of France. For 25 years he kept a house at La Croix Valmer, near St Tropez, where he particularly enjoyed outings on his cabin cruiser. Throughout his life he painted in oils and watercolours, despite being colour-blind. In 2001 he went to live in a flat at Greenwich, south-east London, where his companion was a parrot called Wilberforce. Each day the bird would greet its master with the words: "Good morning, Anthony." Sumption would reply: "Good morning, Wilberforce." Anthony Sumption married, in 1946, Hilda (Hedy) Hedigan. They had two sons and two daughters.

The Obituary of Anthony Sumption has been adapted from one which appeared recently in the Daily Telegraph and includes additional detail from various Navy Lists and from John Eade's 'Encyclopaedia of Submariners'.

Leading Steward Donald John 'Buckwheat' Harris O/N P/LX 849028

Donald John 'Buckwheat' Harris, who has recently died at the age of eighty, was one of those characters of the Submarine Service whom everyone knew of, many served with and everyone knew a story about – some true, some not so true and many embellished with the telling. The 'kipper' story is the most well known. With his passing we have lost one of the Submarine Service's greatest 'characters' of recent times. He has been described - as some older Members might recall – 'as a legend in his own 'Tot Time'! He was born Donald John Harris on 26th April 1927. He joined the Royal Navy as a Steward and served in Submarines from 1947 to 1961. He served in many Submarines including SIRDAR, TOTEM, THOROUGH, TELEMACHUS, TACTICIAN, TRESPASSER, SENESCHAL, SEA SCOUT, ANCHORITE and NARWHAL. He joined the Plymouth Branch of the Submarine Old Comrades Association – later the Submariners Association.

Dave (Bungy) Williams, the Membership Secretary of the Plymouth Branch reports:

The funeral of Donald (Buckwheat) Harris was very well attended! More than 100, and possibly as many as 150 attended the service. I was asked to take photos of as many attendees as possible, as well as some photos of the hearse arriving, and the coffin, draped with the White Ensign. All of this I duly did.

Our Secretary, Doug Stewart, was Donald's named Next-of-Kin, and he and his wife Helen did a sterling job of all the arrangements.

I did have an e-mail from Buster Brown (Canada, East Coast), of which the content words were very apt for the occasion. I asked the Vicar if it would be possible for him to read out the e-mail. After reading and studying it for a few moments, he said that he would! With the notes that he had been given about Donald, he said that the e-mail would make a very suitable, and poignant, ending to the tributes. And that it truly was!

Albert Worrillow, our Branch Standard Bearer, gave his usual smart performance; and then at the end of the service, as the curtains were closing around the coffin, he said - 'Keep the Bubble Amidships, Buckwheat'!

We then, family, friends, and former Submariners, went to the Royal British Legion Club at Crownhill, Plymouth.

Where the name 'Buckwheat' came from is probably 'lost in the mists of time' and probably his best Obituary (which follows) is in the words of one who did serve with him – the late Brian (George) Kerr, ex-Stoker Mechanic on HMS TELEMACHUS (55-56) and later of the Barrow-in-Furness Branch:

"While reading an old edition of the Submariners News I noticed a name in the Xmas greetings column that brought back a few memories of my time in the 4th Squadron based at Hunters Bay in Sydney. That name was 'Buckwheat' Harris, or to give him his proper name Donald John Nathaniel Harris – according to 'Buckwheat'.

There were about 60 of us on draft and we took passage aboard the RMS OTRANTO in June 1955, an Orient line Ship that had seen better days. On arrival in Australia I joined the TELEMACHUS and Harris took up his duties as Captain (S/M)'s Steward. Now Harris is the Steward who is known as the Steward who fell out with the Wardroom of a Boat he served on, and one morning when it was kippers for breakfast, he kept one back and pinned it under the Wardroom table. A few days later he went on leave, and whilst at home received a telegram saying "Harris, we know what it is - but where the hell is it". True or false? I don't know as I was not there.

As Captain (S/M)'s Steward one of Harris's duties was to baby sit. One evening Harris was left with one child in a cot and one in a bed and a very nice cocktail cabinet. On return Capt (S/M) found one child crying in bed and one child crawling around the floor, and Harris 'p****d as a

newt' asleep in the cot. Harris had a swift transfer from Captain (S/M)'s Steward to Steward on the TELEMACHUS. This is Fact! On a trip up to Singapore for exercises in 1956 on the TELEMACHUS we called into Townsville on a courtesy visit. While there we were allowed to use the outdoor swimming pool, which at the time was being used by the Australian Olympic squad for training. A number of the lads set off equipped with towels and cosies, however, on the way they were persuaded by one officer's steward (Harris) to call for a couple of schooners and some spring rolls first. So a couple of hours later the pool was invaded by a few merry matelots, unfortunately someone swallowed half the pool and upon regurgitating it also brought up 3 spring rolls. Soon after this we were asked to leave as the Olympic squad was about to arrive for training. I do not think they were impressed. Was it Harris? Who knows?

Not long after leaving Townsville we stopped to ditch gash somewhere in the Timor Sea and being as calm as a millpond the skipper said to use the torpedo loading hatch. No sooner had the first bucket been ditched than sharks appeared gulping everything down. Upon hearing this Buckwheat decided to catch one and serve shark steaks to the Wardroom. So equipped with a length of codline, a meat hook and lump of frozen kidney he did his 'old man of the sea' bit. Straight away the bait was taken and a six-footer was caught. It took about 3 to pull it onto the casing.

Deciding how to dispatch it was something else. The Gun Layer asked to use a .303 and put a couple of bullets into its head. The skipper agreed. Upon the return with the rifle Buckwheat said to be careful as he wanted the jawbone to make a necklace. With the sharks head just showing over the casing edge Guns could hardly miss. Placing the rifle very close he put three shots through its head. Unfortunately one, after passing through the head, also passed through the towing slip. Action stations finished, not to be undone, the shark was pulled aboard the casing but it was still wriggling and snapping its jaws. Buckwheat decided to forget his necklace and have it beaten to death. One of the Stokers arrived on the scene with a very heavy pinch bar and started clubbing it about the head. With the shark being somewhat smooth and slippery the bar slid across the head on one blow and caught the Gun Layer on the ankle and broke it quite

cleanly. Eventually it (the shark) was dead and Buckwheat got his steaks but the Wardroom was not very impressed. How the skipper explained about the towing slip I do not know.

A usual run ashore in Singapore started with a 'fast black' from Terror Barracks into Ne Soon Village for big eats and a few bottles of Tiger - then another 'fast black' into the City. One evening a few of us inadvertently ended up in either Bugis Street or Lavender Street - both places being out of bounds - as 'innocent' Submariners how were we supposed to know this? As luck would have it we were soon approached by a group of Army MP's and Naval Patrolmen who requested that we climb into there nice van for a little ride to the main MP HQ. There they politely asked for Name, Rank, Number and Boat. When it came to Buckwheat's turn a large Sergeant enquired of his name, the reply being "Donald John Nathaniel Buckwheat Harris 'OLD SHIPS' - what's yours?"

Blank weeks in Singapore tended to be a 'Sods Opera' in then the lower canteen in Terror Barracks. So with tables pushed together and 30 or 40 matelots around them the chants began, 'Sing, sing or show us your ring', starting with the person next to Harris and working around the tables leaving Harris until the end. Now Harris's most famous turn of course was the very theatrical "Death of Nelson". The roles of Nelson and Hardy both played by Harris. Upon completion he would then ask for two volunteers to assist him with, as he put it, a song written and composed by himself, whereupon the assistants would return with two fire buckets full of water which they poured over Harris's head. He would then give his rendition of 'Singing in the Rain'.

I suppose my most abiding memory of "Buckwheat" is of a rather wild looking character stepping through the Engine Room door (not long after the rum issue) wearing a sarong, a No. 8's shirt and flip flops - usually on the wrong feet. He would have a short chat with everyone normally saying "Hello, old ships, have you got a ciggy for Buckwheat?" Then on into the Stoker's Mess, after perhaps half an hour he would re-emerge and head for the pantry to dish out the Wardroom lunch. People have often said to me that he must have been a bit crazy or not quite right in the head, but believe me the only word that described Harris is "Outrageous".

Lieutenant Commander Kenneth Alfred Bromback



Kenneth 'Ken' Bromback is reported to have died in Australia at the age of eighty. Born on 1st December 1928 Ken joined the Royal Navy. He joined the Submarine Service as a Sub Lieutenant on 31st May 1950 and was promoted to Lieutenant on 1st October 1950. He served in Submarines HMS ACHERON, ANCHORITE, SLEUTH, THULE and ARTEMIS before being selected for the Commanding Officers Qualifying Course in 1957, which he completed successfully. He was then appointed to HMS SENESCHAL in Command in 1957 and was promoted to Lieutenant-Commander on 1st October 1958. He then commanded HMS TAPIR (1960), ALCIDE (1962), AURIGA (1963) and TOKEN (1964).

Kenneth Bromback was placed on the Retired List on 7th January 1967. Ken, who was not a member of the Submariners Association, later settled in Australia.

The photograph shows Ken Bromback on the ice during the time he was serving with SM6 in Canada.

Captain Donald William (Don) Mitchell, Royal Navy

Donald William (Don) Mitchell died on 13th January 2008. His early Submarine Service included appointments to Submarines HMS TRUNCHEON, HMS THERMOPYLAE and HMS OCELOT. He completed his 'Perisher' in 1967 and his 'Teacher' was Commander John F Woodward, Royal Navy (who later commanded the Falklands Task Force and served as Flag Officer, Submarines). Don Mitchell was appointed to Submarine HMS COURAGEOUS 'as the First Lieutenant'. He was promoted to Commander on 31st December 1974 and in 1976 he was serving in AUWE Portland on the 'Staff of the Director General Underwater Weapons (Naval)'. He was later appointed to the 2nd Submarine Squadron 'for Submarine

HMS SWIFTSURE in Command' and later he was very briefly appointed to Submarine HMS SPARTAN during Contractors Sea Trials 'as the Temporary Commanding Officer' when the proper Commanding Officer, Commander Nigel Goodwin, was taken ill with mumps; this period in Command only lasted for a week or so. He was appointed to HMS WARRIOR 'for the Staff of Flag Officer, Submarines' and was serving there in October 1982. Promotion to Captain followed on 30th June 1984 and later appointments included HMS NELSON 'for Staff of Flag Officer, Portsmouth' (he was serving there in October 1988) and as a Commodore he was appointed to 'Staff of CINCIBERLANT' and was serving there in March 1991.

Able Seaman (UC3) M M E 'Mike' Pearson O/N D/SSX 958491

Mike (also known as Bernie) Pearson died at the age of seventy on 23rd January 2008. Mike was born on 15th June 1937. After joining the Royal Navy he volunteered for Submarines and served in 'Boats' from January 1957 - serving in Submarines HMS TACITURN, SERAPH, ANDREW and TACTICIAN. He left Submarines in March 1962. Mike later emigrated to Australia and settled in Western Australia and joined the Australia Branch of the Submariners Association where he became a stalwart of the Organisation and its well respected and much admired Secretary.

Mike Pearson was laid to rest (cremated) at 3.30 in the afternoon of 28th February 2008 here at Fremantle Cemetery. There were approximately one hundred people attending with 25 of them ex-Submariners. The Standard was paraded and accompanied the hearse to the Crematorium and the Service was conducted by the Anglican Bishop of Perth, who Mike knew well through organizing Memorial Services etc when he was Secretary of various organizations.

Derek Lilliman reports:

Although having known him for over ten years, the only time I can remember Mike attending church was when he was badgered into reading a lesson on a Remembrance Day several years ago. I can well imagine what he would have said had he known!

NEXT ISSUE: DUE OUT JULY 2008

(Items for inclusion should be sent to Barrie Downer or Joan Fraser)

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SUBMARINERS ASSOCIATION ANNUAL DRAW 2008 BARROW IN FURNESS



The Submariners Association Annual Draw is to be held in the Vickerstown Institute on Walney Island, Barrow in Furness on Saturday 5th July 2008. The Weekend Programme will include:

A 'Meet and Greet' for all our visitors on Friday 4th July (evening) – venue to be confirmed.

The National Management Committee Meeting on Saturday – venue to be confirmed

The possibility of visits to the Shipyard on Saturday morning to view the building Submarines and HMS ONYX is being investigated.

Visits to the Dock Museum and to the Central Library (to view the Submarine Heritage Centre Paintings Collection) are free of charge.

A Dinner 'Time Session for the 'spinning of dits' and 'swinging the lamp' will be programmed for Saturday Lunchtime/Afternoon

The Annual Draw will be held concurrent with the Branch Annual Barbeque on Saturday evening and the evening programme will include:

- * The Barbecue
- * Tot Time
- * Branch Raffle
- * Competition for the 'loudest' Barbeque/Beach Shirt
- * The Annual Draw
- * Entertainment provided by 'Shindig' – a duo led by Barrow Branch Member Billy Daniels

Accommodation in Barrow is being booked up fast. If your Branch is planning to attend you should make your bookings fast. Let us know if you or any Members of your Branch are planning to attend the Annual Draw weekend so we can keep an eye on the overall numbers. You are welcome to make your own accommodation arrangements but if you would like us here in Barrow to make any arrangements for you should contact Barrie Downer on 01229 820963 or on barrie@downer55.freeserve.co.uk. Local Hotels include:

The Victoria Park Hotel	01229 821159
The Duke of Edinburgh	01229 821039
The White House Hotel	01229 827303
The Lisdoonie	01229 827312

Obituaries - Members 'Crossed the Bar' – 9th December 2007 to 31st March 2008

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
W.A. (Bill) Ball	Able Seaman (ST)	CENTRAL LANCS	1941-1946	Unbending, L26, U1171
A.E. (Sandy) Barclay	WOWEM(O)	WEST OF SCOTLAND	1971-1992	Swiftsure, Revenge, Repulse, Odin
C.R.H. (Charles) Clark	Petty Officer (UW1)	PETERBOROUGH	1948-1963	Seascout, Thule, Thorough, Tactician, Telemachus, Finwhale, Anchorite, Ambush
J. (Joe) Cole	Able Seaman (LTO)	MERSEYSIDE	1942-1946	Statesman
V. (Vivian) Constance	Engine Room Artificer	BIRMINGHAM	1943-1946	Proteus, Seascout
F. (Fred) Cunliffe	Able Seaman (HSD)	MERSEYSIDE	1951-1955	Aurochs, Taciturn, Trump, Untiring
W.D.H. (Bill) Dendle	Engine Room Artificer	DOLPHIN	1951-1955	Scythian Ambush
P.W. (Patrick) Dillon	Telegraphist (TO)	DOLPHIN	1940-1953	Oberon(1), H50, Tally-Ho, P37, Sirdar, Sanguine, Talent, Truncheon
E. (Eric) Dodd	Chief Mechanician	MEDWAY TOWNS	1971-1982	Resolution, Swiftsure, Superb
P. (Pete) Downing	ME1	BRIERLEY HILL	1957-1963	Tapir, Tally-Ho, Finwhale
J. (Jack)Freeman	POM(E)	HULL & WEST RIDING	1948-1955	Tradewind, Acheron, Astute, Selene
D.J. (Buckwheat) Harris	Leading Steward	PLYMOUTH	1947-1961	Sirdar, Totem, Thorough, Telemachus, Tactician, Trespasser, Seneschal, Seascout ,Anchorite, Narwhal
Sir John Harvey-Jones MBE	Lieutenant Commander	WELSH	1943-1946	Trusty, Sturdy, Voracious, Seascout, Surf
J. (Nobby) Hewitt	LM(E)	VECTIS	1950-1957	Alliance, Artful, Tiptoe, Astute
J.K. (Jack) Heys	LEM	BURY	1950-1960	Affray, Scythian, Sanguine, Sea Scout, Tapir, Tabard, Taciturn, Tiptoe
B. (Brian) Kerr	POM(E)	BARROW	1954-1964	Thule (twice), Telemachus, Thorough, Explorer, Grampus
W. (Bill) Knowles	Engine Room Artificer 3	DOLPHIN	1942-1948	Viking, Seneschal
S. (Stan) Longley	Leading Stoker Mechanic	MERSEYSIDE	1947-1952	Tactician, Taciturn, Trump, Alaric
D. (Donald) McGibbon	Able Seaman	ESSEX	1953-1955	Ambush, Taciturn
E.F. (Eddie) Mundy	Stoker 1 st Class	LONDON	1945-1946	Taku, U2502, U3017, Votary, Vulpine
W. (Wilf) Oldham	Engine Room Artificer 1	GOSPORT	1942-1962	Varangian, Virulent ,Tactician, Turpin, Sirdar, Sleuth, Talent, Solent, Totem, Artful, Ambush
M.M.E. (Mike) Pearson	Able Seaman (UC3)	AUSTRALIA	1957-1962	Taciturn, Seraph, Andrew, Tactician
J. (Jim) Rourke	Engine Room Artificer	SCOTTISH	1942-1946	Una (43), Tiptoe (44-46)
C.A.W. (Chris) Russell OBE	Commander	DOLPHIN	1949-1977	Astute, Sea Scout, Springer, Teredo, Tudor, Artemis(CO), Sea Scout(CO), Explorer(CO), Alliance(CO), Onslaught(CO), Repulse(S)(CO)
W.F. (Bill) Scott	Petty Officer (2 nd Coxn)	BIRMINGHAM	1952-1959	Aeneas, Teredo, Sleuth
G. (Glen) Scott	EM1	WELSH	1954-1957	Turpin, Ambush, Trespasser
A. (Arthur) Stafford	Stoker 1 st Class	MERSEYSIDE	1943-1946	Sunfish, Subtle, Scorcher

J.R.B. (John) Storm	Leading Telegraphist	PLYMOUTH	1941-1946	Upright, Tiptoe
R.L. (Len) Terry	Telegraphist	SUSSEX	1945-1946	Unsparring, Satyr, Tactician
C.J. (Chris) Walsh	LTO	LONDON	1938-1940	Sunfish.
K.S. (Ken) White	Stoker Mechanic	SUSSEX	1955-1956	Scythian
J.A. (John) Willson	RO2	GOSPORT	1957-1966	Acheron, Auriga, Odin, Totem, Tiptoe

Members joining or rejoining the Submariners Association 9th December 2007 to 31st March 2008

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
I (Ian) Aiston	PO(MEM)	BARROW IN FURNESS	1971-1997	Sealion, Narwhal, Opportune, Odin
K J (Ken) Bellamy	Petty Officer (UW2A)	DOLPHIN	1966-1975	Orpheus (66), Resolution (P) (67-71), Revenge (S) (71-75)
R (Ray) Bruchez	CPO(MEM)	MERSEYSIDE	1969-1988	Narwhal, Repulse, Revenge, Sovereign, Superb, Sceptre, Tireless
A T (Anthony) Bullen	ME 1	MERSEYSIDE	1959-1966	Artful (60-63), Ambush (63-66)
R J (Bobby) Calder	CPO(MA)	MERSEYSIDE	1973-1985	Swiftsure, Sceptre
M J O (Michael) Deardon	Petty Officer (REL)	TAUNTON	1958-1968	Narwhal (59), Aeneas (60), Walrus (61-63), Anchorite (63-66), Alcide (66-67)
N D (Norman) Dodd	Leading Seaman (UC*)	MERSEYSIDE	1962-1969	Narwhal, Warspite, Alliance
J J (John) Donegan	LMEM	WEST RIDING	1966-1973	Orpheus 66-71)
P.J. (Fred) Flint	WO1 Coxn	W.SCOTLAND	1976-****	Renown(76-81) Osiris(84-85) Odin(85-86) Tireless(86-87) Spartan(88-89) Warspite(89-90) Turbulent(89-91) Repulse(93-95) Turbulent(99-01)
M (Michael) Freeman	LEM	WEST RIDING	1967-1972	Grampus, Finwhale
C (Charlie) Greensmith	Leading Seaman (UC)	AUSTRALIA	1963-1967	Alaric (63-66), Trump (66), Taciturn (67)
C (Colin) Jones	LET (ME)	BARROW IN FURNESS	1991-****	Spartan, Superb, Tireless, Triumph, Ambush
M J (Michael) Kyme	Lieutenant	MIDDLESEX	1977-1997	Warspite, Conqueror, Opportune, Churchill, Triumph, Talent
R.J. (Robert) Lineker	Cdr	WELSH	1975-2004	Opossum Olympus Repulse
J E (John) Livesey	Lieutenant Commander	WEST OF SCOTLAND	1995-****	Vanguard (S) (96-97), Vengeance (S) (88-00), Vengeance (P) (03-04), Splendid (00-03), Spartan (05-06), Vanguard (P) (06-**))
S (Stephen) Miller	Petty Officer (CA)	DOLPHIN	1984-2006	Renown, Repulse Sceptre, Vengeance, Triumph, Talent
A J (Alan) Mirams	Acting LWEM (O)	DORSET	1977-1980	Conqueror (78-80)
J R (John) Oldfield	CPO	BARROW IN FURNESS	1981-1992	Revenge (83-87), Repulse (87-89), Swiftsure (89-92)
D (Derek) Pearce	Leading Seaman (UW)	AUSTRALIA	1959-1966	Tireless, Tapir, Alderney
M (Paddy) Prenter	CPO El Mech	MEDWAY TOWNS	Not Known	Dreadnought, Valiant, Warspite (twice), Conqueror
S (Sam) Price	Petty Officer Cook	MERSEYSIDE	1977-1990	Walrus (78-80 & 83-85), Resolution (86-87), Warspite (88-90)
M J R (Mike) Raddy	CPOMEM (M)	EXETER	1964-1985	Alderney (65-67), Alliance (68) & (71), Andrew (69-70), Cachalot (75-77), Oberon (79-84)

B (Brian) Reed	CPOMEM (M)	BARROW-IN-FURNESS	1963-1986	Trump (64-5), Tabard (65), Taciturn (66), Walrus (67), Odin (67-71), Resolution (S) (73-80), Warspite (82-86)
D (David) Rhodes	<u>CPO (TS)</u>	GOSPORT	1976-1997	Swiftsure, Sceptre, Courageous
J (Jonathan) Rimmer	Leading Seaman (WS)	BARROW IN FURNESS	1990 -****	Opportune, Victorious, Trenchant, Vengeance, Sceptre, Astute
B (Bruce) Russell	Lieutenant Commander	BARROW IN FURNESS	1993 -****	Turbulent (AWEO) (93), Vanguard (S) (TWEO) (95-97), Turbulent(WEO) (05-06), Ambush (WEO) (07-**))
S R (Stu) Skipsey	CPO (Coxn)	MERSEYSIDE	1976-1987	Revenge (S), Osiris, Courageous, Warspite
Sir Andrew Sloan	Petty Officer (2 nd Coxn)	BLYTH & WANSBECK	1953-1955	Tireless, Alderney
W A (Bill) Spilsbury	RO2	GOSPORT	1959-1963	Aurochs
W H (Bill) Starkey	Able Seaman (UW3)	AUSTRALIA	1954-1959	Turpin (54-56), Thorough (57), Aurochs (57-58), Telemachus (58-59)
D A (David) Stephens	LRO	BRISTOL	1962-1965	Alliance
J (Jason) Tidd	LLO	LONDON	1990-****	Resolution (91-94), Splendid (94-97), Sovereign (98-01), Trenchant (05-07)
D (Derek) Walsh	Able Seaman (UW3)	AUSTRALIA	1953-1957	Aeneas (54), Acheron (54-56)
K (Kevin) Watts-Tucker	WO (TS)	GOSPORT	1969-1999	Sealion, Rorqual, Conqueror, Valiant, Warspite, Splendid, Churchill
N P (Nigel) Weatheril	LWEM	HULL	1973-1994	Valiant, Courageous, Conqueror, Revenge (P)
N G (Norman) Woodruff	Charge Chief WEA	GOSPORT	1958-1980	Excalibur, Finwhale, Grampus, Cachalot, Opossum, Opportune, Oracle
D A (David) Yeomans	Petty Officer	GOSPORT	1962-1968	Aurochs, Oracle, Valiant

**** in S/M SERVICE Heading denotes a Serving Member