
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

It doesn't seem five minutes since I was sitting down to write this column for the last newsletter, then all of a sudden Barrie is chivvying me along to beat the deadline for this one.

So what's happened since the last one?

The spring cruise in late April this year was another big success, apart from Bas Bowyer breaking down 'en route', and I would like to thank Rick Rothwell for single-handedly arranging this function. Rick has written a full report of the cruise which you will find in this issue and which will hopefully whet your appetite for next year. Rick is beavering away in the background looking at the various options and evaluating the suggestions he has had for next year. Watch this space or visit the website regularly to get the news as soon as it hits the streets.

In the obituaries section of this issue are two who will be greatly missed by the Association. Wally Patch was a long time member of the General Purposes Committee, as it was called at that time, and

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also the Association representative on the board of museum trustees. He was a valued member in all aspects. Wally made it to the Astute launch and when I met him there was no indication then that his health was not up to scratch.

Secondly Mick Jones from Liverpool was one of your original characters. His humour was such that he could make the most ordinary things that happen in daily life sound so hilarious that tears would roll down your face. Read more in the Obituaries with an example of Mick's Poems.

Mentioning these two members here does not detract from the loss felt by us all of all those who have passed on.

CONFERENCE 2009

As you all know it was decided at the last conference that the 2009 conference would be hosted by the Northern Ireland Branch. They have decided to hold it in Bangor which is not that far from Belfast and close to the city airport.

The planning is well underway and they have already booked some rooms at two hotels in Bangor.

However they do need to have some idea of numbers, so if your branch is going to be represented then please advise the secretary now.

To allay the cost for the delegates the treasurer has departed from the normal travel only and has proposed a deal (agreed by the NMC) whereby a sum is payable to the delegate, for which no receipts are required, but the delegate has to find his own way there and pay for his accommodation. Now if you book your flights or boat early you can get some good cheap deals using the budget airlines, so keep your nose to the ground (or internet). If you advise us, we will then keep the NI branch informed to ensure you have a room booked.

The sum allocated will depend on the numbers involved but should be in the region of £100.

NATIONAL TREASURER

I think the most important thing I have to mention this month is that our National Treasure, Rick Elrick, has decided that he is having to relinquish his position as national

treasurer as at the next conference in March 09. I have spent a lot of time and plied him with lots of G&T trying to persuade him otherwise but to no avail. I even got the dead eye from Sandy if I broached the subject within her earshot.

It goes without saying that his shoes will be very difficult to fill.

This position is not an elected one, but an appointment by the NMC which would then be subsequently ratified by you the membership at the following conference.

So, between now and then we need to find and appoint a new treasurer. Do you think you could do it? Do you have what it takes? Apart from being good with figures and a reasonable knowledge of accounts which goes without saying, the main criteria are enthusiasm and dedication. It will mean long hours at home and the attendance at the committee meetings plus supporting me and the committee in the many activities we carry out.

If you are interested and want to know more give either myself or Rick a ring. The appointment is for 5 years but can be extended. I will say from the outset though that as with all the positions on the NMC it is unpaid, although a small honorarium is paid.

NATIONAL WEBSITE

Those who regularly visit the site will know that it keeps us up to date with the national and in a lot of cases branch activities of the Association but it could do more. It is your site and your input would make it even better and more useful to the membership.

I have had the occasional email or phone call from members on why a branch function had clashed with another related association function. What we do is link into as many other similar associations as we can, plus link to the branch sites. If your branch is having a function a good way of advertising it is by letting Dave Hallas, the webmaster, know, and he will make sure it gets prominence in the events pages. He will put your branch newsletter on the site or link to it if it is on your own – your preference.

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Some branches do take advantage of this and it clearly keeps them to the fore.

It is your site – please use it.

SUBMARINE MUSEUM

Jeff Tall has finally left and the new director is now in post. Jeff has done a sterling job but hopefully his legacy will remain. He is now almost permanently at sea on cruise liners explaining to the wider community all about submarines and men who crew them. How the heck do you get a job like that? He and Bonnie have promised that they will still be at the Annual Reunion and man the museum gift stall and fleece you (sorry I mean sell you those items you had always wanted).

The new director, Marion Budgett, by her name, is obviously not an ex submariner, but she comes with a wealth of museum knowledge. I know that some of you were a little surprised that the Trustees chose someone from outside the submarine fraternity but having now met her and seen the way she has started, I am sure that those doubters amongst you will soon realise that the Trustees have made a good choice.

She clearly wants to carry on where Jeff left off as far as the Association is concerned and with the Bear as her secretary I know that we will be able to work very closely together.

She has already indicated the way she wants our relationship to blossom by attending the annual reunion in Nottingham, so you will have the chance to chat to her (not chat her up) and get her views on how she sees the museum progressing straight from the horse's mouth.

We are very fortunate that with the Bear on the NMC working for the museum, Roy Dixon as our Trustee representative and David Ottley now giving an SA voice on the committee of the 'Friends of the Museum', there shouldn't be anything happening in Gosport that we don't know about.

ANNUAL REUNION

The take up has been fantastic again this year and if you haven't already got your name in and

deposit paid, you may be unlucky. I will run a reserve list as there are always some who have to drop out at the last minute. However because of the split dinner and the room available I can't take any more orders for the mixed dinner. That part of the restaurant is now full.

There have been a small minority who have publicly stated that they won't attend because of the reunion dinner stag decision taken at conference but they have been in the minority. Most have accepted the democratically taken decision and we have to accept that.

I will not be sending out tickets until late August/September when I have sorted out the accommodation with the hotels, so don't panic if you haven't received them yet.

DVD

Those who attended the national functions over the past year can't have helped but notice the TV crew following our every footstep. The result is that a DVD depicting a 'Year in the Life of the Submariners Association' and called 'A Breed Apart – A Band of Brothers' has been produced.

It is essentially a series of interviews of members interspersed with shots from the Reunion, the Embankment Parade, Annual Conference, snippets of a branch meeting and the submarine museum. Our prime aim was that it should be about the men and not the hardware and I think we have achieved that. There are many films about submarines but not so many about the men. I was fortunate in having easy access to Astute Ships Company who were happy to be involved so we had the whole age spectrum. In fact the producer did say to me that the only difference between the 20-year-olds off Astute and the war time guys was 60 years, their outlook was the same just different ages. That is very encouraging for our future.

By the time you read this the DVD will be on the streets and will cost the princely sum of £10 + £1 P&P. There is a flyer attached to this newsletter which gives more detail and how to order.

There was a boat running out of Faslane that had a serious disciplinary problem to sort out. Two lads on this boat seemingly had a real drugs problem. One of them had been caught sniffing fireworks whilst the other had been caught sniffing the fumes off a car battery. Due to the seriousness, the two lads were landed and sent inboard while further investigation took place.

The Squadron Coxn (allegedly WO Coxn Way) was detailed off to lead the investigation; Medical examinations, Psychiatric examinations even social reports were carried out on the two lads.

The boat sailed and went off on patrol leaving the two lads behind.

On its return the First Lt of the boat called the Coxn down the boat and asked him the result of the investigation into the firework sniffing and the car battery fume sniffer.

Bear's retort was that he had charged one and let the other off.

AREA OF REMEMBRANCE

The Area of Remembrance at the Submarine Museum started off as an idea put forward as the result of a branch motion at conference in the 90s. The concept at that time was for a small garden where relatives and friends of those who had passed on could go and reflect in some solitude. It would consist of a small garden with a wall containing a brick for each person and paid for by the family. Apart from a small, initial cost it would be self financing. The idea was put to the museum and it grew from our modest concept to the Area of Remembrance as it is today. We donated £5K to this project and the Friends of the Museum gave a very substantial donation.

On the 10th June I was very honoured to be able to attend the formal opening of the Area of Remembrance by HRH Prince William.

He wasn't wearing his Subbies uniform either. After a tour of the Alliance and Holland 1 he came to the Area of Remembrance which is essentially a long wall over two sides of a quiet spot at the rear of the John Fieldhouse building.

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He was escorted by the Chairman of the Trustees Admiral Lane-Nott who introduced the Prince to Vice Admiral Hoddinot and myself.

The wall has the name of every submariner killed in service and right at the end of the wall are the names of the two from HMS Tireless who lost their lives last year when an oxygen generator malfunctioned whilst the submarine was operating under the ice. The parents and family of the two lads were present and it was very emotional when they were presented to Prince William who spent a lot of time with them and was clearly affected as we all were. He broke with protocol to get on his knees (well he is very tall isn't he) and had his photograph taken with the younger members of the families of the two lads killed on Tireless.

At the other end of the wall the granddaughter of the ERA killed on A1 one hundred years ago was present and the Prince spent some time with her also.

After then formally opening the wall by unveiling a plaque he was introduced to the other groups represented.

Our Vice Chairman Ted Hogben led a posse of other lucky SA members and the Prince had time for a word or two with each one.

The Association had previously agreed that we would support the Alliance Appeal fund for which the Prince has agreed to be the Patron. After the Prince had departed I was able to present to Admiral Roger Lane-Nott and Vice Admiral Sir Tim McClement (chairman of the appeal fund) a cheque for £2,000 towards that appeal. They need to raise £2 million to match the potential lottery fund grant, so there is a lot of work ahead for him.

I would like to thank Marion, the museum director, for ensuring that the Submariners Association was so well represented and for allowing, at the last minute, our standard to be paraded.

FRIENDS OF THE MUSEUM

As I have previously mentioned David Ottley volunteered to be the SA representative on the committee of the Friends of the

Museum. Here is a summary of his report of the first meeting he attended.

The meeting was held at The Submarine Museum Gosport -

The sender was welcomed by the Chairman who expressed his pleasure in having the Submariners Association represented on the committee and said that he saw this as a positive change for the better.

A report on the Alliance Appeal was given by the museum Deputy Director Mr Bob Mealings which is summarised as follows -

In January this year new engineering consultants, Frazer Nash, had been appointed to project in view of Heritage Lottery Fund.

The HLF attitude was very positive and enthusiastic towards the restoration of Alliance and they had awarded a Project Planning Grant of around £44000 for a package of research and design work which will enable the museum to submit a new application for a major grant. The new bid for funding will be submitted approximately September 2008 following the consultant's completion of work in August. The objective of the new bid will be to preserve as much of the original material as possible. It will also include for a coffer dam to be built on the port side of Alliance. This coffer dam will provide maintenance access on the port side of the boat enabling work to be undertaken from a cherry picker as necessary. It was envisaged that the enclosed area would also be opened to the public to widen their submarine visit experience by being able to walk under and around the boat.

The cost of the project was envisaged to be in the region of £4 million and planning of a fund raising appeal is in the final stages of planning and is headed by Vice Admiral Sir Tim McClement. The Appeal committee has set themselves a target of raising £2 million.

The aim is to start work on the Alliance in the autumn of 2009 and return her to her former glory.

Work on the Vanguard Class engineer's model display development was on temporary hold.

Visitor numbers were down on previous years, but running costs had been compensated by Gift Shop sales resulting in a break even situation for the last financial year.

Concern was expressed as to the sustainability of obtaining experienced guides for Alliance. It was appreciated that the guides had a really positive impact on Museum visitors whose visit highlight was the trip through the boat. However, it was becoming increasingly difficult to recruit guides with conventional submarine experience and those with just nuclear submarine experience tended not to live in the Gosport area.

The sender advised that he would raise the matter again with the Gosport Branch. It was confirmed that there will be a Royal visitor to the Museum on the 10th June this year. This person will formally launch the Alliance Appeal and officially open the Area of Remembrance.

A sum of £2822 was approved to cover the restoration and framing of "Upholder's" Jolly Roger which had already been completed. Research showed that this flag had been commissioned by Lt-Com Wanklyn MD (VC, DSO) when Upholder was part of the 10th Flotilla and had been made in Valetta. It was understood to have been sewn by Maltese nuns.

The Society's accounts for 2007/08 were presented. These showed that grants to the museum totalled £19,000 for the period.

The sender advised that he would take up with the Museum the costs and practicalities of moving the statue of AB Reid from Dolphin to the Museum's Area of Remembrance.

Frustration was expressed at the slow pace of progress of the establishment of a National Museum for the Royal Navy. This new organisation would embrace all four naval museums, including The Submarine Museum, in terms

of marketing and funding. It was envisaged that this would mean that individual museums would not in future be competing against themselves for HLF funds, would better promote each other and work together for the benefit of all.

Dave - hope that you find the report useful for the National Committee and might be able to use it as a basis for an "In Depth" article.

Best Regards
David Ottley

TEX GOLDING

I often mention the work that Tex does for us at conference as membership secretary, but he does far more than that. Tex maintains an email list of the branch secretaries plus interested parties from other similar minded associations. If I, or indeed any member of the association, wants to get information round the membership in the shortest possible time then Tex is your man. For example, information relating to a member's funeral is not much good in a publication like this but Tex can get it out as soon as he is made aware and allows guys to attend a funeral of someone they knew.

Thanks mate - you are a gem.

BETTY WHETSTONE

We've just found out that Mrs Betty Whetstone has had a nasty fall and has broken her hip. A card and flowers have been sent from the Association wishing her a very speedy recovery - hopefully in time for her to attend the Reunion at the beginning of October.

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



Dave

From the Editorial Team

This Issue has been carefully timed to coincide with the Annual Draw held in Barrow in Furness – concurrent with the Barrow Branch Annual Barbecue – to allow us to include the Prize Winners List from the Draw (see the last page – were you one of the lucky ones?). Once again I must thank you all for the material submitted for publication and for the quality of some of the items provided. As with Issue 20 there has been more than enough for this issue and, again, we are including some items we couldn't fit in the last issue. As we said previously 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.

The update on the Colin Mayers 'Spying at Barrow Story' will appear in Issue 22 but this edition includes a strange story from the 1920s about a Court Case involving unauthorised possession of 'K' Class Submarine Plans. This is another story which requires further investigation.

As promised in the last Issue 'In Depth 21' includes Bill Britton (Senior's) story of HMS SIBYL's First Commission and War Service in the Mediterranean. Also Les Willcox has provided an item about the Palestine Patrol. Rick Rothwell has provided a report on this year's Submariners Spring Cruise to Zeebrugge. There is an update to last year's tragic events of the TIRELESS accident. Also there are two items on Ship's Bells one from UK and one from the US – both stories, coincidentally, came to hand on the same day!

Meanwhile – keep them stories and articles coming! Part 2 of the history of the Submarine War Memorial will appear in the next edition.

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2008 Submariners Spring Cruise

Well didn't we do well!! 59 intrepid travellers (unfortunately 6 had to call off in the last few days) managed to meet up at Hull, admittedly Baz and Pauline Bowyer had a major car breakdown en route but still managed to join us thanks to AA Relay – car breakdowns seem to be a recurring theme on these trips. This time the ferry sailed as planned, by this time almost all members had found their way to the bar, a very strange feeling about the bars – you can smoke in them as the ferry is registered in Holland - so for comfort we moved to the non smoking area and by our very presence other non submarine types seemed to move away from us - must all have a lingering smell of diesel or something!!!

The evening meal turned out to be a choice of self service or silver service for the posh ones among us who were willing to pay a slight premium. Both meals were well prepared and plenty of choice with as much as one could eat in the self service area. Suitably fed we eventually adjourned to the cultured bar (it had a pianist playing all the well known tunes and singing as well as playing). Once more our charm (or smell) seemed to move the non boat populace out of our chosen area – or was it Baz starting off with the March of the Chelsea Pensioners that did it after the pianist took a short break? The SODZ opera proceeded well but not too raucous and most of the other passengers seemed to enjoy it. As usual the dit spinning and drinking went on into the wee small hours when even the most intrepid of us crept away for a dose of shut eye. The cabins as usual were very clean and the beds inviting - once again we seemed to have booked fair weather as there was hardly any sea. All too soon it was time for breakfast, a very good spread and they even had grapefruit seggies on and it was a Saturday! The boat was due to come alongside in Zeebrugge shortly after breakfast. As usual a small number of the team forgot to put their watches forward an hour and subsequently missed scan, but all managed to board the coaches for the short trip to Bruges.

What a surprise Bruges was, a clean welcoming city, no sign of McDonalds etc so no rubbish blowing about, but plenty of pavement cafes all serving food, coffee and booze at 0915 - a good start to a run ashore. The city is built within an outer canal network with smaller inter joined canals forming an inner circle, a half hour cruise with full commentary cost only a few euros per head and seemed well worth the money. Also on offer were the famous Garrie horses akin to Gibraltar, a ride for 5 cost about 35 euros for a similar time as the canal trip but gave a different perspective. It was very noticeable that there was no sign of horse droppings anywhere in the city, all of these machines are fitted with a canvas device which collects the rose fertilizer before it reaches the deck. (Seems to be a lesson there that Buck House could take up on.) We were blessed with scorching weather throughout the day – about the low to mid 20c – therefore plenty of liquid refreshment was required, sometimes at a very severe cost. The pavement cafes around the city were quite reasonable in price, but when you entered the main square all sense of fair play and proportion was left behind. I fell for it, one coke 6.50 euros, (£5), three half litre beers 23.40 euros (£19.50). After all those years travelling the world you would think I should have learned a lesson, obviously not.



'Baz' Bowyer 'Takes Charge!

Travelling with us were a few culture vultures, one in particular from Manchester Branch, Spike Hughes, decided to venture off the beaten track and explore the outer reaches of Bruges. Having spotted a sign for a new museum the wise old Spike hot footed it in the general direction having used his many salty years to translate "FRIET" into "SCHIP" (don't ask me how – it apparently has something to do with the translation from Walloon (the local dialect) to Dutch and then to French - or so I'm told) "this should be good – maritime museums always turn up something different", thought Spike. Thus he duly joined the local dignitaries including the Mayor for the opening ceremony of the new museum. Sometime later he kind of realized that his translation of Friet to Schip was somewhat askew when he found demonstrations of King Edward, Desiree and Maris Piper potatoes being made into CHIPS (to have with everything). **Good un Spike.**

The Chocolate story was duly visited and sampled, and some were brave (daft) enough to climb the 366 steps of the Belfry, what a wonderful view of virtually the whole of Belgium is obtained from the top (so I am told). There were many other museums, craft and antique emporiums including an open air antique market to peruse if one wished. But all too soon it was time to brave the extreme heat of the afternoon sun to get back to the central station for our coach pick up for the return trip to Zeebrugge. Almost everyone had enjoyed the run ashore but was



The Canals of Bruges

looking forward to a shower and change of clothing before imbibing a few more scoops.

Saturday evening was a little bit more subdued than Friday, the mind was willing but not 100% from the bodies – they were somewhat well worn by then. However we were entertained to some community singing by Gerry Haigh and Baz Bowyer, as the pianist had called off with a migraine. The party was a low key affair with most people forming their own small groups in the lower bar, meals were taken as on the Friday night and once again Neptune was kind to us all with a flat calm. James Perowne was heard to remark that he thought that the boat had been dived all night. Sadly Sunday morning came and we all disembarked loaded down with cheap booze, two bottles of spirits for £20, 6 bottles of wine for £11.86 etc. All to go our own way back home, once again the eternal spirit of submariners surfaced – Frank and Sue Pas headed a long queue to transport Baz and Pauline home. This they did by taking them to their front door – even though Derby is well South of the Northern suburbs of Sheffield. It was noticed when we disembarked that National Express had a coach waiting for departure to Manchester, might be worth considering in future years.

Next year we intend to run another trip, initial thoughts had been Dublin. However enquiries reveal that you cannot book in until 2000 at Birkenhead, board at 2100 and sail at 2200, arriving Dublin 0500, not very conducive for socializing.

Therefore the fall back position is that we will conduct a return visit to Bruges as it went down so well – it might seem early but please let me know if you are interested so that we can negotiate a good discount from the ferry company. I would envisage that seventy or so would be the maximum number that we could accommodate, therefore first come first served - probably on week-end 8th/9th/10th May 2009.

Yours aye
RickR

HMS TIRELESS ACCIDENT – AN UPDATE

By the Editorial Team:

The following article was published on the MoD Website recently. It has been adapted with a few minor changes.

A fire that killed two sailors aboard a nuclear-powered submarine as it patrolled beneath the Arctic ice was caused by a catalogue of errors that could have been avoided, the Ministry of Defence admitted yesterday. Paul McCann, 32, and Anthony Huntrod, 20, died when a unit used to provide extra oxygen exploded aboard HMS TIRELESS in March last year.

Yesterday, a board of inquiry report detailed failures in the "acquisition, manufacture, transport, storage, stowage and logistics management" of the units. The Armed Forces Minister, Bob Ainsworth, apologised "unreservedly" to the men's families.

"It is right for me to apologise unreservedly on behalf of the department for the actions or omissions which contributed to this tragic incident. I am extremely sorry, particularly to the families of those who lost their lives or were injured."

The fire started when a SCOG - self-contained oxygen generator - used to supply extra oxygen when a submarine is under thick ice exploded in TIRELESS's forward escape compartment. Leading Operator Mechanic McCann and Operator Mechanic Huntrod were killed in the blast which also injured a third sailor. There had been many previous incidents of faults with the oxygen generators, the MoD report said.

Yesterday's report listed "systematic failings" that it said could have contributed to the accident. These included:

- (a) The MoD's failure to understand the potential dangers associated with the equipment despite previous problems
- (b) Almost 1,000 oxygen units that had been condemned as "hazardous waste" were upgraded to be safe to be used. It is not known whether the unit which exploded was one of these
- (c) Some of the units, which needed to be kept in secure dry storage, were left on a jetty for two weeks
- (d) There were "quality control" shortcomings at MPL, the manufacturers of the units.

A separate MoD investigation is trying to find out why these failings were allowed to continue and why the accident happened.

Last night Huntrod's parents accused the MoD of gross negligence.

"It is beyond belief that in this day and age our armed forces could be managed in a way that has such incredibly scant regard for the safety of those who enlist to serve their Queen and country," said Alan Huntrod and Brenda Gooch in a statement.

"We feel that if this was in any other walk of life, there would have been a prosecution for corporate manslaughter ... It is clear that there were no systems in place for the safe management of the devices. This would not be acceptable on an oil platform, a chemical plant or any other workplace and it should not be acceptable aboard a submarine."

"In our view the report sets out in clear detail overwhelming evidence of gross negligence making the Ministry of Defence culpable for the death of our son Anthony and Paul, his colleague."

Yesterday's report also criticised the way the next of kin were informed. It said the "defence community" and parts of the media heard about the deaths before the sailors' families, adding that some records held by the Navy were incorrect.

The Board of Inquiry investigation found the explosion was probably caused by oil that had seeped into the oxygen generator.

It stated: *"Despite the presence of warnings about the explosive risk presented by contamination with organic materials, there was no*

real experience or understanding within the MoD of just how violently a contaminated sodium chlorate candle [oxygen generator] could react."

At the time of the accident HMS TIRELESS had been taking part in an Anglo-American operation beneath the Arctic ice. After the fire the submarine was forced to surface through an area of thin ice. The injured sailor was airlifted by the Alaska National Guard to an Airforce base in Anchorage.

When the submarine returned to its home port of Devonport in Plymouth, Cmdr Iain Breckenridge praised his crews and singled out the injured man.

"If it had not been for [his] outstanding efforts ... the consequences of this incident may have been much worse," the report said. *"The small fires caused by the explosion could easily have taken hold and a major conflagration ensued, with very serious consequences, if [name withheld] had not had the stamina and presence of mind to use all available means to extinguish them."*

The MoD said that since the accident measures had been put in place to improve safety, and it was launching its own inquiry to discover what had caused the explosion.

"We are already rolling out new oxygen generators, with improved packaging and instructions," said a spokesman. *"These changes will be reinforced in the near future with improved training in use of oxygen generators and understanding of potential dangers."*

HMS TIRELESS is one of seven Trafalgar Class submarines and was launched in 1984. The boats, armed with Tomahawk cruise missiles and Spearfish torpedoes, have a top speed of 32 knots, are 85.4m long and weigh 5,200 tonnes (dived). They were conceived during the cold war to seek and destroy Soviet submarines.

In May 2000 the 130-strong crew found themselves at the centre of an intense political and environmental row when it was forced to spend 12 months in Gibraltar for repairs. The Spanish feared damage to its nuclear reactor cooling system could pose dangers to the locals.

In April 2004, TIRELESS and the USS HAMPTON linked up under the Arctic Circle before surfacing together at the North Pole.

The Embankment Parade 2008

A Message from Ted Hogben:

Our Submariners Association Remembrance Service will be held on Sunday 2nd November at the Submarine Memorial on the Victoria Embankment. Any Branch wishing to order a Poppy Wreath and Remembrance Cross must let me have the details by September 30th at the latest. Any orders received after this date will NOT be actioned. The Remembrance Crosses are £1.00 for a plain cross and £3.00 for one with the Association badge on. A "C" Wreath with the Association Badge in the centre is £18.00. These costs are the production costs of these items and therefore do not have any donation value to the RBL Poppy Appeal. For example a donation of £25.00 will purchase a Wreath and a 'Badged' Remembrance Cross for the Field of Remembrance at Westminster Abbey. Cheques must be made payable to "RBL Poppy Appeal" and accompanied by a card to be affixed to the wreath - laminated if possible. The cheque can be post-dated to the 30th September as I won't be making the donation until October.

If anyone has any queries please don't hesitate to contact me, Ted Hogben, 62 Kitchener Road, Strood, Kent ME2 3AP, 01634 715635, or mayted@blueyonder.co.uk

SUBMARINE PLANS - EXTRACTED FROM OFFICE
PORTSMOUTH MAN CHARGED

At Bow Street Police Court, London, yesterday, Sam Goode (23), described as a shop assistant, of Wickham Street, Portsmouth, made a further appearance before Sir Chartres Biron on charge of receiving blue-print plans of the submarine K2 knowing and having reasonable cause to believe that they had been communicated to him in contravention of the Official Secrets Acts of 1911 and 1920, and of refusing a demand made by a police officer to disclose certain information. Goode had been remanded on bail of £1,000 last week when he was before the Court.

Mr E. Fulton, who prosecuted, told a remarkable story of how a blue-print plan of the K2 class of submarine had been "extracted" from the plans office at Portsmouth, taken to London, photographed, and then secretly returned.

Goode was defended by Mr G.W. A. Jones.

A MERCHANT'S EVIDENCE

The first witness called yesterday was Capt. Cecil Herbert Attfield, of 77 Penfold Road, Streatham, a merchant. At the end of last year, he said, he met a Mr Godfrey, who introduced him to the defendant in a London tea-shop, and they discussed spirits, wine, and arms.

Mr Fulton—What do you mean by arms?—Well, ammunition.

Witness added that it was merely a casual conversation.

The Magistrate—Why should you discuss them?

It seems a funny thing to discuss.

Witness—Well, I was a sort of target for thousands of people who wrote to me. I was accused of being a gun-runner. I am not a gun-runner. I know nothing about it.

At that meeting, witness added, he made a further appointment to meet the defendant at Portsmouth. They also discussed "business connected with whiskey," into which the defendant's partner was going to put some money.

The Magistrate—What is this business about whiskey?—I do not know; I am not in it.

The Magistrate—Nonsense, man; you were in it. What were you going to do with it?

Witness—Export it to Canada.

The Magistrate—Well, I don't know why you should make such a mystery about it.

Witness added that in accordance with arrangements he met defendant later at Portsmouth, and defendant introduced witness to his partner, a Mr Pounds. The question of financing the whisky business was then discussed fully

SUBMARINES FOR DISPOSAL

Subsequently, at an interview, Pounds showed witness a list of submarines for disposal.

Answering the Magistrate, witness said he understood that defendant and a partner were in Ship-breaking business.

The Magistrate—What had the disposal of ships to do with you?

Witness – I had nothing to do with them.

The Magistrate – But you were there?

Witness – It was thought that perhaps I could dispose of them.

Questioned as to whether anything was said about the plans then, witness replied:- Mr Charbonneau said if we were going to sell the boats we would require plans showing the specifications.

Mr Fulton – Do you know that the Admiralty is in the habit of removing parts of a ship before they dispose of them?

Witness – No. Witness added that several types of submarines were discussed, the K2 and the M Class.

Mr Fulton – Did you agree to dispose of such types if you could get the blue prints?

Witness – No.

MAGISTRATE'S QUESTIONS

The Magistrate – What were you going to get out of it?

The Witness – I was going to get nothing out of it.

The Magistrate – Oh, come; you didn't go into this business for nothing.

Witness – Mr Charbonneau took over the whole business.

The Magistrate – Yes, you were there?

Witness – Yes, I drove him down to Portsmouth in my car.

The Magistrate – But you were not going to get something out of it?

Witness – Nothing was mentioned.

The Magistrate repeated his assertion, and witness said, "Naturally".

The Magistrate (sharply) - Well why didn't you say so.

Witness added that his visits to Portsmouth were to discuss whiskey, but the talk about ships was a secondary consideration.

Some time at the end of January, witness said he received a telephone message at his London flat from the defendant, who said he was coming from Portsmouth with Pounds to close the whiskey deal.

Mr Fulton – What does that mean? Pat the monies? – Yes.

Mr Fulton – How much was it? – about £7,000.

Witness added that at the same time Goode said, "I am bringing the goods with me."

The Magistrate—What did that mean?

Witness—The plans. He met Goode at Waterloo as arranged but Pounds was not there, defendant explaining "that he must have missed the train."

PLANS TO BE PHOTOGRAPHED

He and Goode went to a flat at 17 Palace Gate, which he explained was the flat which Mr Charbonneau used to visit. Charbonneau arrived later, and so did a man named Norman. Witness saw some plans unfolded.

Mr Fulton—And did defendant say where he got them from?—No, but I was not interested in the thing. It was Mr Charbonneau. The plans were of a submarine and were to be photographed.

The Magistrate—Did it occur to you that they should not be in his possession?—As he was a partner in a shipbreaking business, it did not occur to me as strange that he should have them. Norman and the defendant returned to the flat at Palace Gate and Mr Norman, who had the photographs of the plan, left them there. Goode returned to Portsmouth with the plans. Subsequently witness and Mr Charbonneau discussed the plan, and why it had to be taken back to Portsmouth. As a result of their conclusions Mr Charbonneau telephoned to the Admiralty.

Mr Fulton—And what happened to the photographs?

Witness—Mr Charbonneau put them on the fire the next day and burnt them.

AN AMERICAN'S EVIDENCE

Albert Aneel Charbonneau, who described himself as an American, said during the visit to Portsmouth with Captain Attfield at the end of last year in connection with whisky business he met Goode. During discussion the sale of arms, guns, and submarines was brought forward, Goode asked Captain Attfield if he could find a market for such. It was some time before plans were mentioned, witness remarking to Captain Attfield that if he was buying ships he would want plans. When Goode got them he (witness) thought he was entitled to have them. Afterwards witness telephoned the Admiralty, and in consequence of what they told him he throw the photographs of the plans on the fire. He told Captain Attfield he could not sell a submarine unless he had plans. That was the only reason they wanted them, and they explained this to Goode. The case was adjourned until next Thursday, defendant being allowed the same bail.

The First Commission of H.M.S. Sibyl

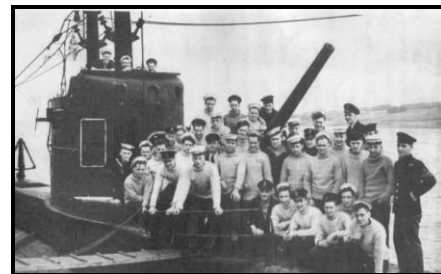
By Bill Britton (Senior) Leading Stoker

She was built at Birkenhead by Cammell Lairds and when completed left on 12th August 1942 for the Clyde. We arrived at Holy Loch where we tied up alongside the depot ship H.M.S. Forth. For the next four weeks we carried out all the necessary trials and working up practices. On the 13th September, we left the Forth for our first shake-down patrol in the North Sea off the coast of Norway where it was hoped to find U-boats leaving and returning from patrol. This proved uneventful and we returned to Holy Loch on 26th September.

After 72 hours leave each watch we left Holy Loch en passage to Gibraltar in company with two other submarines, H.M.S. Splendid and H.M.S. Unique on 1st October. This proved a bit more eventful. On the 9th a U-boat was sighted too near to make a torpedo attack so an attempt to ram was made but the U-boat dived and we ran over the top of her.

On the 10th we were in position off Ferrol to intercept a blockade runner that was due to leave. Just after 2130 hours she was sighted and we made a surface attack on her. This proved a bit hair-raising as two of our torpedoes started circling and we had to make a hurried dive which was just as well as one of them passed across the top of

us. Needless to say, the blockade runner made a run for it and managed to avoid the other two submarines that were with us.



HMS SIBYL Crew

Bill Britton in overalls – under the gun

On 12th October, we left the patrol area for Gibraltar where we arrived on the 15th October and tied up alongside H.M.S. Maidstone. Unfortunately the Unique never made it. On the 1st November we left Gibraltar for a patrol area off Toulon arriving there on the 5th. This was with company of other submarines, to keep an eye on

the French Fleet in case it put to sea to interfere with the invasion of North Africa which was due to take place.

Within a few days on the 8th, we were ordered to a beach off Cap D'Antibes to pick up a party of General Giraud's staff. On arriving there we went within three hundred yards of the shore and then about 0220 hours a small boat was seen coming towards us. The skipper Lieut. Turner asked for the password and was surprised to hear a woman's voice answer "They seek him here they seek him there, those Frenchies seek him everywhere. Is he in heaven, is he in hell that damned elusive Pimpernel." She proved to be an English woman married to a French Officer who had been picked up the day before with General Giraud by H.M.S. Seraph and was now on his way to Gibraltar.

In all, we picked up six men and one woman, two men and another woman had been arrested a few hours earlier by the French police.

We left straight away for Algiers arriving there on the 11th where we disembarked our honoured passengers. On the 12th we left Algiers with a small convoy of our M/V's with four escorts. Two of the M/V's were sunk before reaching Gibraltar, we again trying to ram a U-boat which also dived too soon.

We arrived back at Gibraltar on the 14th November for our next patrol - the fourth. We left Gibraltar on the 22nd November for the Gulf of Tunis arriving there on the 28th. On the 22nd November, we were warned that "Force Q" from Malta were in the area and were told to keep out of the way and watch for any ships trying to escape from the convoy that were going to attack. This they did and the look-outs on the bridge had a very good view of the convoy being completely wiped out. Only a couple of destroyers managed to escape in the dark.

We were then ordered to a new patrol area in the Gulf of Naples. On the 5th December, we intercepted a convoy consisting of two 5,000 ton M/V's escorted by three destroyers. Torpedoes were fired and three hits out of four were made sinking both of the M/V's. Sixty two depth charges were dropped in their counter-attack but none too close, this being our first sound of enemy reprisals.

We left our patrol area on the 10th December arriving in Algiers on the 14th, the Maidstone and the 8th Submarine Flotilla having left Gibraltar for Algiers thus cutting the time in half for a boat getting to and from its patrol area.

Our next two patrols in the Naples area proved unfruitful and it was not until our April patrol that we saw further activity. On the 2nd April we left Algiers for the North of Sicily where we arrived without incident. On the 11th while surfaced charging our batteries, we had to make a hurried crash dive to avoid a destroyer making straight for us and passed right over the top of us, but carried on its way as if not knowing we were there. On 11th we sighted a convoy of three medium sized M/V's escorted by six destroyers and aircraft. Four torpedoes were fired and two were heard to hit on the nearest M/V which was

known later to have been sunk. We went deep but still suffered a close depth-charge attack, forcing us down even further to about four hundred feet.

This attack did not last long and we thought we had got away with it but early in the afternoon two destroyers with the help of aircraft found us again and gave us another good going over dropping another 75 depth charges making 95 in all that day before breaking off the attack just after 1500 hours.

On the 13th April, we sighted another M/V escorted by two destroyers but too far away to make an attack. Shortly after this we left our patrol area for Algiers arriving back there on the 20th April. We left Algiers again on 3rd May for a patrol off the coast of Sardinia. No targets were sighted and we arrived back in Algiers on the 19th May.

On 1st June, we left again, this time for the coast of Corsica to carry out a special operation dropping off stores and personnel and picking up agents for the return journey, arriving back in Algiers on the 16th June. On 28th June, we were at sea again with several other submarines to cover landings about to be made on Sicily. Our area was off the North of Corsica to intercept the Italian Fleet if they should put to sea from ports in Northern Italy to interfere with these landings

Nothing transpired from this but on the 5th July we torpedoed sank an M/V being escorted by an A.M.C. On the 6th we were attacked by torpedo and depth charges by an E-boat. No damage being inflicted upon us. We arrived back in Algiers on the 22nd after the disappointment of seeing targets passing out of our range. On the 17th August, we left again to carry out another special operation in the Gulf of Genoa, arriving there on the 20th. On this one, we had to make contact with a fishing fleet and watch out for one flying certain pennants. This was done and close watch was made on where she laid her fishing nets. Apparently they were only allowed to fish during daylight hours so when they left just before dark, the nets were still left in position.

On surfacing just after dark we went alongside the nets of the boat we had been watching and started to haul them in, attaching canisters of arms, ammunition and stores to them and dropping them back in again ready to be collected the next day. We then went off to charge our batteries, diving at daybreak and then watching the fishing fleet come out to pick up their nets which was duly done. This allowed us to carry on with our normal patrol routine, however no targets were seen so we left our area and arrived back in Algiers on the 31st August.

On the 18th September, we again left Algiers for the Gulf of Genoa area. On the 22nd, we made a possible hit on a 1500 ton M/V which was not thought to have sunk and we were kept deep by depth charge attacks by the escorts. On 23rd, we did hit a 3,000 ton ship which blew up and sank. This one was believed to be carrying petrol and ammunition. Then on 30th we torpedoed and sank a large

unescorted armed trawler fully loaded with German troops off the port of Bastia. Shortly afterwards, we left for Algiers arriving on the 4th October. This proved to be our last patrol from Algiers as the 8th Flotilla with the Maidstone were making ready to leave for the Far East. With H.M. Submarines Sportsman and Sickle we left Algiers for Beirut to join the 10th Flotilla, stopping at Malta for a few days for annual docking. Our next patrol, our 15th, was from Beirut where we left for the Aegean on 24th December which did not prove very popular with the crew. This was to carry out another special operation which was duly carried out. We then carried on with a normal patrol sinking a number of caiques being used to carry stores to German forces on some of the Greek islands. We arrived back in Beirut on the 13th January. Our skipper, now Lieut. Commander Turner, was taken ill on our last patrol and was still on the sick list when we left on our next and last patrol from Beirut on 1st February with Lieut. Beale in command. This proved to be our worst patrol in the whole of the time we had spent in the Med. On the 8th February, we intercepted a convoy which included two M/V's and three escorts and were on the surface in bright moonlight when we were spotted by one of the escorts who opened fire on us forcing us to dive. Knowing just where we had dived, which was in less than 100 feet of water, they certainly gave us a going over and severely damaged us. When it was all over and we were able to surface, we found that besides external damage which was extensive, we could not use the port engine as it had been shaken off its seating. A signal was sent to Beirut requesting a recall and we were ordered to make for Malta where we arrived on the 17th February. We then spent five weeks in Malta dockyard repairing the damage and replacing the port engine on its seating. After the repairs, we did one more short patrol off the coast of Yugoslavia where an Army Captain and a Marine Sergeant we were carrying had to deliver a wireless transmitter to a group of Partisans. We dropped them off

as planned and we then had to wait for three days for their return.

When the three days were up and no sign of them we thought that something must have gone seriously wrong, so we reluctantly left for Malta.

It was not until we got back to the U.K. a few weeks later that we heard that all was well with them, they having to stay behind to show how the transmitter worked and afterwards having to make their own way back to Malta.

For this patrol, we had Lieut. Commander Turner back as skipper. On 5th April, we finally left Malta for the U.K. arriving at Holy Loch on the 19th April after doing a short anti U-boat patrol off the French coast. This commission completed by the Sibyl was the longest ever of any submarine in the Med. during the Second World War. During this time we completed in all, nineteen patrols, sank seven ships by torpedo, eight by gunfire, destroyed one enemy aircraft and carried out six special missions.

After arriving back in the U.K. we sailed the boat round to Blyth where she went in for a long overdue refit which was completed and then left for the Far East with a completely new crew to rejoin the Maidstone and her Flotilla.



**HMS SIBYL Crew Reunion in HMS DOLPHIN
Bill Britton Senior 3rd from right**

UK SUBMARINE HITS ROCKS

In an echo of the recent incident in which HMS TRAFALGAR was damaged when she hit the bottom of the Isle of Skye a British nuclear-powered submarine, HMS SUPERB, has been damaged after she hit rocks in the Red Sea, Defence Officials say.

HMS SUPERB hit an underwater rock on 26th May and damage to its sonar equipment forced it to surface. No crew members were hurt and the submarine remains watertight, according to a Ministry of Defence spokesman.

He said the submarine's nuclear reactor was "*completely unaffected*", but a full investigation was under way to determine the cause of the collision.

The 272ft attack Submarine had passed through the Suez Canal and was in the northern Red Sea some 80 miles



HMS SUPERB

south of Suez itself when she hit an underwater rock pinnacle.

There were 112 crew on board at the time but no other vessel was involved. The MoD said: "*There were no casualties and the submarine remains watertight, is safe on the surface and able to operate under her own power.*" There was also "*no environmental impact*" from the collision, he added.

The Navy is now trying to work out how to return the vessel to port. It is currently in international waters but is unable to dive because of the damage to its sonar equipment. HMS Superb was launched by Vickers at Barrow in Furness in 1976.

In a later report a Ministry of Defence spokesman said that the stricken nuclear-powered submarine had arrived in Crete for essential repairs and a damage assessment.

The HMS Superb hit an underwater mountain while diving in the Red Sea on May 26th. The crash knocked out the vessel's sonar and damaged its ballast tanks although the submarine's nuclear reactor was unaffected.

The damage has confined the 32-year-old vessel to the sea's surface.

The Ministry of Defence said on Tuesday that the Submarine was now at NATO's facility at Souda Bay in Crete.

The Ministry said the nuclear submarine would stay there for a short while but did not go into specifics. It added that the circumstances surrounding the crash are still being investigated.

How soon HMS SUPERB will return home is not yet known but, given the age of the submarine – currently the oldest SSN in Royal Navy Service - there must be some serious doubt on whether it will be cost effective to carry out repairs and return the Submarine to service. 'Paying Off' the Submarine must be a likely result of the accident.

Subject: ALCOHOL IN USN SUBMARINES

As we all know the Ships of the United States Navy are 'Dry' and no alcohol ever touches a US Submariner's lips unless he is ashore! The following information recently came to light!

Torpedo Juice!

Submarine Research Center Bulletin 7 - 7 April, 2008

Liquor aboard American submarines has been prohibited since the first dive of the Adder in 1904. In contrast, other nations' submarines, such as those of Great Britain, Canada and Australia have inherited a tradition of splicing the mainbrace. Fresh water aboard sailing ships tended to become rancid on long voyages and one way to curb the microbes was to spike the water with alcohol. Rum was used because of its inexpensive accessibility. The potion was called grog and each sailor was allowed a daily allotment at the deck brace of the mainmast. When boatswains piped the mainbrace all came running regardless of age.

To a certain extent this tradition has been followed by navies in the form of wine, beer and hard liquor, all being served both in the wardroom and crew's mess. German sailors with their penchant for drinking beer seldom saw the liquid within their submarines. The constraint was not a function moral determination, but rather stemmed from the practical problem of having so little space in a submarine. The trouble with beer was its bulk.

It should be safe to say that no beer, wine or liquor was ever to be found on American submarines, but the margin of safety was fuzzy. When Mark 8 and 14 torpedoes were the weapons of choice, they used alcohol as a combustible propellant. This two-hundred proof, clear liquid made remarkable inroads into the torpedomen's diet. It didn't take the War Department long to instruct its torpedo shops in Newport, Rhode Island and Keyport, Washington to add enough chemicals to its torpedo alcohol to make it non potable. Thus, during the Second World War an end came to a fine old tradition.

Alcohol was to be found elsewhere in American submarines. The pharmacist's mate kept a small supply for medicinal purposes which could be tapped at the discretion of the commanding officer. The Navy kept a watchful eye on this supply by requiring endless inventory records. In 1958 the USS Sirago (SS-485) moved from its

submarine pier next to the tender Orion across the James River to Newport News. It was a foul night of freezing temperatures and driving sleet. At midnight the degaussing dry-dock was drained and several men, including the hull officer, had to inspect the submarine's support chocks. By the time these men reached the control room they were thoroughly frozen. The captain, in his capacity as overlord of the booze supply, determined that this was the time to splice the mainbrace. He announced this over the 1 MC general announcing system. Two old chiefs showed up for their ration of whiskey. The rest of the crew had no idea what splicing the mainbrace meant.

During the early stages of the Cold War USS Tunny (AGSS-278) hauled the Regulus II missiles up north to harass the frozen Soviets. The captain liked Italian food. Spaghetti and meatballs, Lasagne, and ravioli and other packaged pasta were served every Thursday evening. The cook/baker went to some effort to bake sour dough lengths of Italian bread. While the culinary artistry was admired, both the captain pondered the possibility of red wine as an appropriate accompaniment. Boxes wrapped in unmarked paper came aboard before departure from Pearl. No one pursued the matter. Each Thursday evening the wine appeared on schedule. It was properly served, properly consumed and properly hidden from the view of ComSubPac.

USS Wahoo (SS-565) was two days out of Pearl returning after a six month WesPac tour. The chief of the boat entered the wardroom and asked the skipper how he wanted to handle the 20 cases of San Miguel in the cool box. The captain looked startled and asked what the chief was talking about. An hour of finger-pointing failed to reveal just how the beer had found its way onto the boat. Furrowed wardroom brows contemplated the situation. Giving up, the captain applied simple arithmetic with the result that each man over 18 in the off-going watch section as well as those not going on

watch received a ration of one beer per meal until the supply was exhausted. Any excess was to be tossed overboard. The kids drank milk and the salts drank beer. Somehow, to the surprise of the captain and XO, the numbers worked out to the bottle. Nothing was put into the garbage ejector except the soaked cartons.

As the diesel boats retired into history and the age of nuclear power took shape, the easy-going days were over. Well, almost. On a ballistic missile submarine in the 600 series the boat was to get underway with its gold crew for a routine deterrent patrol. It was November and the wives of the submarine took it upon themselves to prepare individual Christmas stockings for each crew member. While there is no fireside in a submarine from which to hang the stockings, the ladies knew that resourceful submariners would find a suitable substitute. A quantity of gym socks swirled in Rit number 5 red dye. When dried and decorated with cotton puffs they looked quite festive. The actual contents to be used presented a problem until one of the imaginative ladies noticed the cute airline-size bottles of whiskey in a barrel at the Class Six store. Sandwiched between nuts, fruits and odd items were two small bottles of Jack Daniels in each stocking. It would have been unthinkable for a crew member to inspect the stockings before the holiday, but when December 25th rolled around and the stockings were emptied, each man was delightfully surprised. The captain looked at his two bottles of sour mash and determined that his best course of action was to pretend it didn't exist. No crew member exhibited any signs of intoxication and exactly how the little bottles were consumed was never revealed.

Readers of these little vignettes will have stories of their own, but it is well not to mention names.

Attachments:

I remember an 8 gallon emergency fresh water tank in the maneuvering room that Doc kept filled with 190 proof stuff on the USS Bluegill (SSK-242) back in the late Fifties. I seem to remember that it evaporated at an amazing rate almost every month!

Shipmates,

I got this from a former shipmate and thought it might bring back some memories, good ones. I remember getting ready for WestPac and loading out when we discovered that some of the Juice was actually the untouched kind, it got set aside for other uses.

Torpedo juice and such aboard USN submarines

U.S. Sailors, especially torpedomen were a step ahead of the chemists who doctored the torpedo alcohol with red dye and sometimes added croton oil to the mix. We learned quickly that a small amount of the torpedo alcohol containing croton oil mixed into a glass of water ... then shook for a few seconds would turn milky ... if it didn't ... it just had red dye added. All it took to remove the red dye was to strain it through a loaf of bread turned on end. Torpedo alcohol was pure 190 proof grain alcohol and with a little fruit juice made a helluva cocktail with a good kick.

Croton oil (*Crotonis Oleum*) is an oil prepared from the seeds of *Croton tiglium*, a tree belonging to the natural order Euphorbiales and family Euphorbiaceae, and native or cultivated in India and the Malay Archipelago. Small doses taken internally cause diarrhoea. Externally, the oil can cause irritation and swelling. In traditional Chinese medicine it is used as an ingredient in some liniment.

MoD ends goat testing on submarines

By Emma Henry and agencies
08/02/2008

The Ministry of Defence (MoD) has announced it is to stop using goats for testing on submarines. The animals were used in a project designed to help Naval personnel avoid decompression sickness - the potentially fatal condition known as the bends - if they had to exit a stricken submarine. Derek Twigg, the junior defence minister, told MPs the information obtained from the trials, which have now finished, has been used to provide vital advice to submarine crews.



Not normally at home on water, goats have now been taken off submarine duties

The goats were used in hyperbaric testing at various pressure levels. The data from the tests will be used to help submariners weigh up the risks of staying in their boat or attempting to reach the surface.

In a written statement, he said: "This information enables the crew to make an informed judgment of the relative risks of delaying abandonment until rescue arrives.

"The welfare of its personnel is paramount to the MoD and this advice forms an integral part of the MoD's duty of care to its submarine staff."

The programme was aimed at improving the accuracy of information relating to the likelihood of developing decompression illness. "The review has concluded that the remaining associated areas of uncertainty in submarine escape and rescue relate to events that are considered highly unlikely, and do not therefore need to be addressed by means of animal testing.

"The MoD has endorsed these recommendations and as a result, it has no immediate need to continue testing of this type."

PERKS OF BEING OVER 50

1. Kidnappers are not very interested in you.
2. In a hostage situation you are likely to be released first.
3. No one expects you to run--anywhere.
4. People call at 9 pm and ask 'Did I wake you????'
5. People no longer view you as a hypochondriac.
6. There is nothing left to learn the hard way.
7. Things you buy now won't wear out.
8. You can eat supper at 4 pm.
9. You can live without sex but not your glasses.
10. You get into heated arguments about pension plans.
11. You no longer think of speed limits as a challenge.
12. You quit trying to hold your stomach in no matter who walks into the room.
13. You sing along with the music in lifts.
14. Your eyes won't get much worse.
16. Your joints are more accurate meteorologists than the national weather forecast.
17. Your secrets are safe with your friends because they can't remember them either.
18. Your supply of brain cells is finally down to manageable size.
19. You can't remember who sent you this list.
20. And you notice these are all in 'Big Print' for your convenience.

Technical Divers locate HMS Olympus

A team of technical divers from the UK and Malta have discovered the location of the wreck of British submarine HMS Olympus, which sank in 1942 at the height of the siege of Malta and is one of the most historic wrecks off the coast of this island. The wreck lies in 115m of water and is largely intact.

The team was led by Mark Powell of Dive-Tech in the UK together with Stuart Jones and Jonathan Thomas of Tec Deep Blue in Malta. Stuart and Jonathan have been researching the location of this and other significant wrecks around the coast of Malta for a number of years. Many possible locations had been ruled out and, based on information from a number of sources including the UK Hydrographical office, one site was believed to be the most likely resting place for the wreck. Mark Powell was in Malta running a regular series of courses at Tec Deep Blue when it became clear that the conditions were ideal to dive the position and confirm whether it was indeed the location of HMS Olympus.

The dive was carried out on 7th May, just a day before the anniversary of the original sinking. Conditions were more difficult than originally anticipated as visibility below 80m was considerably lower than the usually very clear Maltese waters. An

unexpected current and the decompression obligations incurred at 115m limited the amount of exploration that could be achieved. However, a number of features were identified that are consistent with the layout of HMS Olympus. Further dives will be required to definitively identify the wreck and to fully survey her condition.

The discovery of the wreck completes a historic and tragic story. During the height of the German and Italian blockade of Malta, the British Navy fought a constant battle to keep the valiant Island supplied with food, fuel and war supplies. Submarines were an essential part of this operation, both in bringing in supplies and defending the merchant shipping. On 8th May 1942, HMS Olympus hit a German mine and sank 6 miles from Valetta. She had just left Malta on passage to Gibraltar with personnel including many of the crews of the sunken submarines HMS Pandora, HMS P 36 and HMS P 39. The submarine was on the surface and most of those on board managed to escape from the sinking submarine by leaping into the sea. However, they were now floating far from shore in the dark and due to the wartime blackout it was difficult to see where they should head. Only the glow of explosions from the German bombing gave them an indication of the direction in which

to go. They had to swim the 7 miles back to Malta in cold and difficult conditions but tragically 89 crew and passengers never made it to shore. There were only 9 survivors out of a total of 98 aboard,

The discovery of HMS Olympus is one more aspect of documenting the full story of the Navy's involvement in the defence of Malta. Together with the wrecks of the destroyer HMS Southwold, the submarine HMS Stubborn and the minesweeper HMS Hellespont, as well as the wreck of the German Schnellboot S31, the wreck of the Olympus means that Malta's waters provide a unique snapshot of this critical period in history. It is the historical significance of the wreck that meant so much to the team that were involved in the dive. Expedition leader Mark Powell said that all of the team felt a sense of privilege and a duty of respect in being the first to discover this aspect of the story of the war.

To cap a very successful dive the long decompression was made all the more enjoyable by the appearance of an extremely rare Mediterranean Manta Ray. This ray, slightly smaller than its better known cousin, appeared during the middle stages of the decompression and provided a much appreciated diversion during the long decompression stops.

The Palestine Patrol – 1946/48

by Leslie Willcox

In the year of the 60th anniversary of founding of the state of Israel it seems timely to reminisce over my time as part of the Palestine Patrol. Also, I have just spent two weeks in Israel; the first time since a brief run ashore in 1946 when I had to carry a revolver.

Having joined *HMS TRIUMPH* (Colossus Class light fleet aircraft carrier) on 24th November 1946, we were based at Malta. We were soon cruising along the coast of Palestine calling at Haifa and Jaffa. There were frequent exercises off the coast as our Seafires (naval version of the Spitfire) emphasised our presence. The ship's company was not allowed ashore at Jaffa, but we were at Haifa, where we anchored offshore.

We were restricted to parties of three ratings - one to carry a .38 revolver (usually seamen only - 'thank God'). I was delegated and issued with same, plus a sealed box of 6 rounds.

We went ashore for two hours. On leaving the liberty boat, I loaded my revolver. We had been ordered not to load unless attacked but snipers do not advertise their intentions in advance.

There was not much to do in Haifa. On our return, I handed over the gun and box of 6 rounds. The OOW smiled as he saw the broken seal and off I went for a proper cup of tea. No beer ashore and definitely none onboard in those days.

During 1947, destroyers and frigates carried out constant patrols to ensure that the many refugee ships which tried to beach near Haifa were intercepted and taken to Cyprus. Boarding parties were trained and suitably equipped by the RM Commando bases at Ghain Tuffeia and Military Bay in Malta. I too was issued with a 'cricket type' box for personal protection as hat pins had been known to be used as well as baseball bats by those anxious not to be detained. Our ships had wire netting along the upper deck.

On 3rd December 1947 I was drafted to *HMS MAURITIUS* (Crown Colony (or Fiji) Class cruiser) as an Able Seaman (Bosun's Mate) piping calls and orders from the OOW. She sailed the next day with what appeared to be more seamen than usual. We called at Port Said and Alexandria, followed by a few days at Piraeus. We had a US cruiser berthed next to us in Mediterranean style, i.e. stern secured ashore.

It soon became obvious that our American cousins were inquisitive as to our presence. The Captain decided on a ruse, that we were going down the coast to a bay where we could carry out a boiler clean. We still did not know why we were heading out to sea.

On 30th December 1947, we met up with *HMS PHOEBE* (Dido Class light cruiser) and shortly sighted two heavily laden merchant ships. At this point a Hebrew speaking naval officer appeared on our bridge. He spoke to the merchant ships through a loudhailer. At this point we learned that we were a beefed-up part of the Palestine Patrol.



So the *Pan York* and the *Pan Crescent*, carrying some 15,000 souls, had been tracked from the Black Sea to rendezvous off Haifa where they would have unloaded their human cargo onto the beaches. The result would have been to inflame an already unstable situation.

As I was a bosun's mate my place at sea was watchkeeping on the bridge. On New Year's Eve I went on watch at 2345. We only rang the ship's bell during daylight hours, but that night I rang the bell 16 times; eight for the old year and eight for the New Year. I feel sure that no one minded and I was not reprimanded.

On the following day, the boarding parties went aboard the two overloaded ships and no trouble was encountered. although it was good to awake to a sea littered with baseball bats. Both ships disembarked their passengers ashore in Cyprus for eventual controlled entry into Palestine. Our presence had achieved what the RN wanted of such a huge influx, just as Israel was about to be born.

I have read an account of the interception of the Pans in 'The Royal Navy and the Palestine Patrol', where it is stated that in addition to *MAURITIUS* and *PHOEBE* there were also several destroyers and frigates present. I do not recall any ships other than the two cruisers and the two Pans. It is also stated that the Pans were boarded on New Year's Eve. My recollection is that this did not happen until New Year's Day. It is further stated that the Pans arrived off Famagusta with both escorting cruisers and other warships on New Year's Day. This cannot be correct and must be at least a day later. There is clearly some confusion over the dates because I have also read that the Pans arrived in Cyprus on 31st December 1947. One thing is absolutely certain; *Mauritius* did not accompany the Pans to Cyprus after the boarding – we returned directly to Malta.

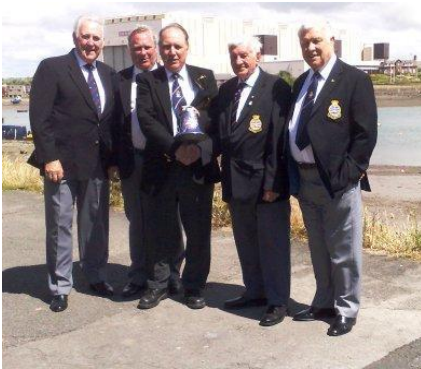
On 8th May 1948 I embarked, in Malta, on the troopship *MV Georgic* for passage to Liverpool. She was the last such ship out of Egypt and Palestine, carrying, amongst others, members of the Palestine Police following their disbandment, most of whom had received death threats.

The 25th June 1948 saw me transferring to Boats and on 1st October 1948 I joined *HMS TRUCULENT*.

HMS ONYX SHIPS BELL

The original Ships Bell from the Submarine HMS ONYX has been reunited with the Submarine for the first time in nearly twenty years. After the 'Oberon' Class Submarine 'paid off' in 1992 the Bell was acquired by Mr Jim Vaughan, the former Mayor of Stockton which was HMS ONYX's Adopted Town. When he found out that the Submarine had been bought by Mr Joe Mullen as a 'gift to the people of Barrow' with the ultimate aim of making the Submarine the centrepiece of a Submarine Heritage Centre in Barrow he decided to reunite the Bell with the Submarine.

The Bell was returned on Monday 16th June 2008 in a small ceremony outside the Ferry Inn on Walney Island. Jim Vaughan was accompanied by two of his colleagues – Mr John Johnston and Mr Keith Teeley. The Bell was accepted on behalf of Joe Mullen by Barrie Downer – Boat Manager for HMS ONYX - who is also the Secretary of the Barrow in Furness Branch of the Submariners Association and Alan Pillifent – deputy Boat Manager for HMS ONYX.



Ships Bells are traditionally used as 'Fonts' for the christening of children of Submarine Crew Members and the ONYX Bell is engraved with the names of those christened in it. The names on the inside of the Bell are Myfanwy Sian Elizabeth Lane (1980), Charlene Anne Mainka (19th Sep 1982), Samantha Diane Williams (3rd August 1986) and Anthony Stuart Lambert (2nd Dec 1990). Anthony Lambert is the son of Paul Lambert – the last Commanding Officer of HMS ONYX and, latterly, the Rear Admiral, Submarines.

There are two items of HMS ONYX Memorabilia still to be reunited with the Submarine. These are the Submarines 'Battle Honours Board' and a mounted piece of Onyx Crystal which were previously 'loaned' to the former Merseyside Maritime Trust by Stockton Council. Efforts are being made to locate these two items and return them to the Submarine for display.

The picture shows the Bell being accepted from Jim Vaughan by Barrie Downer with a view of the Devonshire Dock Hall in the background.

HMS ONYX is currently moored in the BAE Ship Yard in Buccleuch Dock pending a move to a permanent location in the Graving Dock adjacent to the Dock Museum where she will be open to public display.

Nautilus Baby Returns to Sub as a Bride

The Day – 25th June 2008

By Jennifer Grogan, Groton Connecticut

Jennifer Papineau had not been on top of the USS Nautilus since she was 5 weeks old, when she was baptized there. "My heart is racing," she said, standing inside the U.S. Navy Submarine Force Museum Tuesday. Papineau, whose father was the ship's engineer at the time, was the first - and only - baby baptized on the Nautilus, the Navy's first nuclear-powered submarine and the first vessel to cross the North Pole. The crew took the ship's brass bell off the sail and sealed the hole on top with heavy grease for the religious ceremony. Then they flipped it over and added holy water.

Papineau was bundled in blankets to protect her from the snow, held over the bell and baptized on the Nautilus at the Naval Submarine Base on Dec. 3, 1978. Her full name, Jennifer Louise Papineau, and the date, were engraved on the bell. Papineau, now 29 and living in Illinois, wanted to see the bell during her honeymoon trip to the East Coast with her husband, Robert Kehrer. She contacted the museum and arranged a tour for Tuesday. Braving an approaching lightning storm, Papineau and Kehrer rushed outside and onto the Nautilus, where the bell hung on the sail.

"Oh my God," Papineau said, as she saw her name. "It's in good form to ring you on" Nautilus command Chief Matthew Acevedo said, ringing the bell. "That would be Ms. Papineau arriving." "Now it's real," Papineau said. "Before it was always photos or stories. It's very emotional. I'm having a hard time with words now, but I'm proud and I'm honored."

Papineau's father, Paul, retired from the Navy in 1994 as a commander after 31 years of service. He was the last engineer on the Nautilus, which was decommissioned in 1980. His wife, Carol, also served in the Navy and retired as a lieutenant commander. Paul Papineau said in a telephone interview he got the idea for the baptism from his commanding officer and called it a "gift for his daughter" that brings a tear to his eye whenever he thinks about it. "That ship was so many things, and when you're aboard it, you become part of the ship, and it becomes part of you," he said.

After it stopped raining, Papineau and Kehrer toured the inside of the Nautilus with museum curator Steve Finnigan. Papineau stood on the brow between the submarine and the pier on her way out, looking back at the bell. "We're going to have kids, is there any chance ...?" she asked Finnigan. Probably not, Finnigan replied, saying he was surprised the Navy allowed her baptism. So Papineau and Kehrer continued on their honeymoon, safe in the knowledge that she would forever be the only baby baptized on the Nautilus. "I will never forget this, never, never," she said.

FROM THE GUEST BOOK

Date: 16/06/2880
Name: DOD
E Mail: rinnesview@hotmail.com
Location: Scotland

Calling All Crew members of the HMS SEALION.
 I am looking for crew mates of my dad who was known as 'Dickie' Dawson real name Ian Dawson he was in the Navy from 1960 to around about 1973 and was a sonar operator on the Sealion. He has been on other ships but he spent most of his time on this diesel sub. He originally comes from Banff in Scotland. We are planning something for him so we were hoping to find a few of his submarine buddies. We have found one so far - his name being Mick Scaffie. Please contact me if you know 'Dickie' Dawson.
 DOD

Date: 15/06/2008
Name: Alan Standing
E Mail: alanstanding@btinternet.com
Location: Ashford, Kent

Hi all you smelly old diesel submariners from days gone bye!!! Always like to hear from an old shipmate, give me a shout or visit my website and [blog](#)
www.irishroversbooks.com lots of boat and crew pictures
 Yours Aye Ben.

Date: 14/06/2008
Name: Frederick Rogers
E Mail: irishrover1@sympatico.ca
Location: Prince Edward Island, Canada

Ex crew member HMS ONYX looking for old ship mates.

Date: 05/06/2008
Name: Janice Tatham
E Mail: Janice.tatham@watsonwyatt.com
Location: London

Submariners' Memorial Victoria Embankment
 Hello
 I had originally tried to sign the guestbook but I don't think it was accepted - I didn't know who to deliver my message to but just felt so moved to actually say something.
 Every morning and evening I walk from Blackfriars to St James along Victoria Embankment - this week I noticed a bunch of flowers on the Submariners' Memorial. I stopped and read it - it was dedicated to Horace Pritchett and was from his great-great-nephew Keith Clarke. It moved me reading it. On my return journeys I have noticed many people stopping to read the note and picture attached to the flowers. I just thought I'd let you know - it makes me proud to be English!!

Janice Tatham

Date: 02/06/2008
Name: Walmsley E L (Scouse)
E Mail: elmjw13@hotmail.com
Location: N E Scotland

Was in the Dreadnought web site, just want to say enjoyed your site. Brings it all back. Still miss it after 10years out.

Date: 01/06/2008
Name: Dave Hallas
Email Address davidhallas@blueyonder.com
 Location: Cheltenham

I am trying to contact Bernie Greenwood (L/Sea UC) who I served on Amphion with in Singapore in the mid sixties. His last known address was in Stanley Co. Durham where he apparently no longer resides. Any assistance would be gratefully received, thanks.
 Dave

Date: 21/05/2008
Name: David Williams
E Mail: bigbungy@msn.com
Location: Manchester

One of our 'elder' members of our Manchester Branch , one 'Harry' ADSHEAD has asked me to post this message.
 He has lost touch with one of his oppos from boats one BERT DELLA, ex stoker, from the CHELTENHAM BRANCH , served on TRUCULENT, TRUANT. Harry would like anyone who knows Bert to ask him to get back in touch with him by any means either through me via email or direct to him. Or if anyone has any info on Bert to email me and I will pass it on.
 Cheers, Bungy.

Date: 03/05/2008
Name: W J 'Bill' Rutherford
E Mail: wjdr19@hotmail.com
Location: Ashby de la Zouch

I am trying to trace to complete my life story any ship mates who served with me during my service in the subs. During 1951/56 I joined as a boy on 11/02/47 at HMS Ganges (Boys Training School). Took training course at Dolphin 29/02/51. Served on the HMS Tudor from 23/08/51, Senechal from 16/07/52, joined the Tactician on 16/11/53 at the Australian submarine base HMS Penguin (Sydney) - the 4th flotilla exercising from HMS Terror in Singapore - returning to the UK. Rejoined Dolphin and trained in the 100ft. tank at the end of 1955. Left the service Feb 1957. The only thing I remember about the Crew was Lt Com. Oliphant. I know this is a long shot but would be delighted to make contact with anyone who served with me.
 Many thanks, Bill Rutherford

Date: 02/05/2008
Name: Bob Johnston
E Mail: btrader@iafrica.com
Location: Fish Hoek, South Africa

I am researching the various badges that are painted on the Selbourne Dry Dock wall in Simon's Town, South Africa. I am looking for any info/personal stories etc of the following subs. Any help would be of great help. My aim is to produce a definitive book on all ships and subs that entered this facility.

Amphion: entered dry dock October 1961
 Cachalot: entered dry dock August 1970
 Otus: entered dry dock October 1944
 P552: entered dry dock December 1942.

Date: 02/05/2008
Name: Frederick Rogers
E Mail: irishrover1@sympatico.ca
Location: Prince Edward Island, Canada

Joined boats in 1959 and served aboard Amphion-Taciturn-Otter-Alcide. 'Spare crewed' aboard Totem and Alliance. Last commission 6th Cdn Sqdrn, Halifax, NS - HM/SM Alcide. Wrote my first book in 2000 and published in 2004 title "**Lily & Me**" its listed at amazon.com also .ca and .co.uk I have two interesting submarine stories listed at authorsden.com one whilst aboard Totem and the other aboard Alcide. If you remember me give me a shout at irishrover1@sympatico.ca

Date: 19/04/2008
Name: Bob Bragg
E Mail: bob.bragg1@ntlworld.com
Location: Ipswich, Suffolk

Could anyone help to locate two ex killick stokers of H.M.S/M Ocelot 1964--1967 commish one is Buster Brown from mabye the Barnsley area the other Kitty Lester from I think Glasgow area Also Ex P.O. Electrician Dave Liff from Birmingham contact Bob Bragg 01473 404336 or Billy Defurey 01274 778088 both Ex A/B s

Date: 18/04/2008
Name: Tony Maddock
E Mail: linton9@optusnet.com.au
Location: Australia

Much appreciate if anyone out there knows of, or the whereabouts of a Bart Sharkey. I think he was either a UC3 or UW3. Knew him very well in Pompey in 1961/62 when I was running "Totem". Bart was originally Irish but a Canook either doing his S/M training or running from Pompey in SM2. Don't know whether he remained in the UK or if he returned to Canada as I was drafted to "Oz". His wife's name was Pat. If anyone knows of him I would very much appreciated any info at all.

Excellent Websight Gentlemen

LETTERS AND E-MAILS TO THE EDITOR

From: SNCO Basrah PIC
 Date: 3 July 2008

Good afternoon Sir,

I am CPOWEM(O) Ian Miller, a submariner currently serving a six month operational tour, along with around a further 90 or so RN personnel in the Contingency Operating Base, Basrah, Iraq. We come under the command of GOC, MND(SE) which consists primarily of Army and RAF personnel, with the RN staff being well and truly out numbered.

My air is to raise the profile of the RN within the COB and also at home in the UK, to enable others to recognise that the Royal Navy is playing a vital role not only at sea, but also on land in Iraq and Afghanistan. I also want to make aware to my colleagues here in Basrah and indeed Baghdad, that we are not 'the forgotten few'.

To that end, I have a request. Would it be possible to receive any kind of news letters or SA magazines that I could distribute to the 'troops', or even better, where possible, a letter(s) of support to our guys and gals, maybe from your members. I firmly believe this would be well received and boost the morale of our guys who are working in a very difficult and indeed alien environment. I appreciate your time and look forward to hearing from you.

Yours Aye
 Ian Millar

From: SAOC West <mailto:saocwest@shaw.ca>
Sent: 15 June 2008 06:15
To: Undisclosed-Recipient;
Subject: On-Line Newsletter

Ahoy All,
 The current on-line Newsletter for Submariners Association of Canada West is available for your perusal ... <http://members.shaw.ca/saoc/2008vpi.htm>
 Yours Aye & Cheers,
 Bob Emery (for SAOC West)

From: Chloe Brownnett [mailto:Chloe.brownnett@HistoricDockyard.co.uk]
Sent: 11 June 2008 12:57
To: davebarlow84@tiscali.co.uk
Subject: Meet Your Navy Event

Good Morning,
 Portsmouth Historic Dockyard is holding 'Meet Your Navy' this summer between the 25th and 27th July. We feel this event would be of great interest to your visitors and members and therefore would like to give you the opportunity to find out more information and receive the latest updates. Therefore we wanted to ask you if we could put a link on your website to the Meet Your Navy

website www.meetyournavy.co.uk and we will be reciprocal with your link in return.

Meet Your Navy will be celebrating Navy Past, Present and Future and is a great event for all ages. There will be a fantastic programme of entertainment including displays of drill, arms and armour, musket firing and living history. There will also be a variety of air, land and sea displays as well as aircraft carriers and destroyers.

If you would like to take up this opportunity or have any questions please don't hesitate to contact me.

Kind Regards

Chloe Brownnett - Marketing Assistant

Tel: 023 9289 4550 www.historicdockyard.co.uk

Make a date to Meet Your Navy on July 25th - 27th. Three days of spectacular family entertainment with the chance to board modern warships and discover the past, present and future of the fleet. Further details and tickets available on www.meetyournavy.co.uk

From: Ian Patterson [mailto:info@forcesgonemad.co.uk]

Sent: 19 June 2008 09:27

To: paddy@royalnavalassociation.com;

davebarlow84@tiscali.co.uk; edit@navynews.co.uk

Subject: Help please

Dear Sir/Madam,

My son, John was in the Royal Engineers for 17 years before being invalided out - this is to do with the Navy so keep going. He now has a book in print called The Thick Red Line - humorous anecdotes of his life in the army highlighted by his own cartoons.

He's been accepted by the Help for Heroes national military charity to raise money for those a lot worse off than he is by selling this book - and another one on my funny police stories; The Thick Blue Line. To do so he's set up his own website www.forcesgonemad.co.uk where the books can be viewed [and bought.] The books are also on sale at the National War Memorial at Alrewas in Staffordshire and have been such a success he has been asked to produce two more books - one on the Royal Navy and the other on the RAF. It appears that the books fill a need regarding the humorous side of service life which tends to be overshadowed by the tragic side. So - a couple of things - would it be possible for you to ask for funny stories - brief details with the punch line to be sent to this email address please ian@patsyandian.co.uk. The stories will remain 'anon' if that is what is wanted and anyway we can change place names etc. We can then crack on and get a book done for Alrewas and Help for Heroes and by doing so raise more money for them. Secondly - do you think you could highlight John's website please.

You never know - someone might want a laugh at the squaddies or cops expense, and - I don't know if this is practicable not being of the computer generation - but if a link could be made between your website and www.forcesgonemad.co.uk then that really would be the bees-knees. Many thanks for your time.

Best wishes. Ian Patterson.

From: "Allan Sutton" <allansutton@btinternet.com>

Sent: 30th May 2008 7.35 pm

To: <barrie@downer55.freemove.co.uk>

Subject: Les Willcox Article

Hello Barrie

Could you pass the following on to Les Willcox. It's regarding his article on our War Memorial. Having been a member of the Bromley branch for a lot of years some where along the line I think he has got his wires crossed. Jim Connor was never a First World War Submariner and was definitely not a member a member of the London branch in 1933. He only went in the Royal Navy in the early 1950s. He died before he reached retirement age, in the 1980s. Is Les not talking about either Guy Fawkes or Slinger Woods - who were members of Bromley who were both Submariners in World War one. Other wise its an interesting article.

Best wishes Allan Sutton

From: Allan Collins

To: Jim McMaster

Sent: Saturday, May 24, 2008 12:40 PM

Subject: Dedication of Branch Standard

I am pleased to inform you that Scotland North East Branch is now the proud possessor of a new Standard. This Standard will be dedicated at Meigle Parish Church, Meigle, Perthshire on Saturday 9th August 2008. The branch has a long association with Meigle as a place that featured large in the life of Lieutenant Commander Malcolm David Wanklyn V.C. The dedication will take place at 1400hrs.

Following the dedication guests are invited to join Branch Members for a "Golden Oldies Buffet - Disco Dance" in the RBL(S) Club at Carnoustie - commencing at 1900hrs. This is a big day in the history of the Scotland North East Branch to which you are all invited. We welcome your support.

Allan Collins - Branch Secretary

From: Malcolm Maclean

[mailto:annamalmac@ntlworld.com]

Sent: 04 May 2008 14:04

To: davebarlow84@tiscali.co.uk

Subject: Book on Naval Accidents

I hope I have managed to track down the right Dave Barlow - I got your e-mail address from the Submariners Association website. I have been trying to trace the Dave Barlow who was the Secretary/Editor of the SOCA - Scottish Branch in 1992, who provided me with assistance on a book I was writing at the time. At long last, I am happy to announce that my book has now been published. It is titled "**Naval Accidents Since 1945**" and is available at www.navybooks.com. The book contains details of hundreds of naval vessels of all of the world's navies written off or lost through accidents since 1945 - including all Royal Navy boats - with what I believe is the most comprehensive list of such losses available.

Kindest regards,
Malcolm Maclean - Lieutenant Commander, Royal Navy

From: pete osgood [mailto:manumit3@googlemail.com]
Sent: 04 May 2008 13:49
To: bngyw@aol.com
Subject: Gerald (Jerry) Osgood CPO Engines PKX 813416

Dear Sir,
This is a bit of a shot in the dark. I am wondering if, through the medium of your Association, it would be possible to obtain any information about my father. I appreciate it has been a long time since he was in the service. He died in an RTA on 26th October 1963 in

Helensburgh during the commissioning of HMS OTUS. It would be interesting to hear from any that knew him - what he was like at work and play! I was 10 when he had his accident and as he was not home often (a fact I am sure all you seafarers will identify with) I did not get to really know him.

Other submarines he served on were Andrew, Seascout, Sanguine, Thule, and Otus. I served in the military (RE's) for 23 years and am aware of the camaraderie that exists in service circles and hope you can be of some help.

Yours faithfully, Pete Osgood

OBITUARIES

Vice Admiral Sir John Anthony Rose Troup, KCB, DCS*

The death has been announced of Vice Admiral Sir Anthony Troup who was the youngest Royal Navy Officer to command a Submarine during World War II and who later rose to become Flag Officer, Submarines. He was born on 18th July 1921 and he joined the Royal Navy as a Cadet on 1st September 1938 - training in HMS CORNWALL on the China Station. He joined Submarines in 1941 and first served in HMS TRIDENT after which he joined HMS TURBULENT, serving as First Lieutenant to Commander Tubby Linton, VC in the Mediterranean. He was awarded the DSC 'for successful War Patrols'. He completed his 'Perisher' in 1943 and his first Command was the old 'H' Class Submarine H28. His next Command was the newly built 'S' Class Submarine HMS STRONGBOW where his Engineer was Warrant Engineer Joel Blamey who had received a 'Pierhead Jump' to relieve an Engineer who had gone sick. Blamey was unhappy with the material condition of the Submarine and his concerns led to a two week delay for urgent defect repairs. STRONGBOW was then sent to the Far East where, in January 1945, the Submarine was subjected, by four Japanese anti submarine vessels, to one of the most severe depth chargings experienced in shallow waters. Exceptional work by Joel Blamey's engineers and exemplary seamanship by Troup ensured the safe return of the Submarine to Trincomalee but the damage was so severe that a refit in UK was required. Troup earned a Bar to his DSC.

Post War Anthony Troup commanded three more submarines - TANTALUS, TRUMP and TALLY HO before promotion to Commander. Successive appointments followed as Commander of HMS VICTORIOUS, as a Captain SM in Scotland, as 'Captain of the Fleet', Captain of HMS INTREPID and, after promotion to Rear Admiral, Flag Officer Sea Training. He returned to the Far East and later brought the Far East Fleet back home on its disbandment in 1971. He then served as Flag Officer, Submarines from 1972 to 1974 at the time of rapid expansion of nuclear power in the Submarine Service and he oversaw the changes in support, training and tactics required for a more powerful Submarine force. His final Naval appointment was as Flag Officer, Scotland and Northern Ireland at the time of the 'Cod War' with Iceland. In civilian life became Group Managing Director of the Ship Builders - Vosper Thornycroft and served as Defence Adviser to the software house - SCICON International. He also became the President of the Submarine Old Comrades Association. Anthony Troup died at the age of 86 on 8th July 2008

Captain John Alan Godfrey Evans, Royal Navy

The Scotland North East Branch have reported that their Branch Life President 'Crossed the Bar' on Sunday the 15th June 2008. John Evans was a wartime '4th Hand' on 'T' boats and progressed to being the skipper of the Rorqual for her 1st Commission. In his Submarine career he saw Service in TOTEM, TURPIN, SPIRIT, AMPHION, TALLY HO, SUBTLE, SENTINEL and RORQUAL. He was at one time Commodore, Hong Kong in the latter part of his RN career. A Funeral Service for John Evans was held in St Cuthbert's Church in Edinburgh on Friday 20th June 2008.

Able Seaman (HSD) J 'Mick' Jones D/JX 254129
(Jones of Unbroken)

Merseyside Branch Member 'Mick' Jones died after a long battle on 18th June 2008. Mick was a stalwart Member of the Association and was a well known and prolific poet writing mainly on the theme of his beloved submarines and submariners. He saw wartime Submarine Service from 1941 to 1946 serving in UNA, UNBROKEN, SUNFISH and TRIBUNE. The following message was sent out by 'Pedro' Dickinson of the Merseyside Branch and is a fitting tribute to Mick:

"It is with deep regret that I have to inform you that Mick Jones 'crossed the bar' peacefully at 0400 hours this morning.

I have spoken to his wife Joan who told me he was admitted to hospital last Saturday after being violently ill. The doctors discovered a blockage in his oesophagus and wanted to remove it but Mick respectfully declined to have any further surgery. This left them no other alternative but to increase his pain management which as we all know simply shuts down the bodies systems to a state of coma and finally oblivion.

She was awaiting the arrival of family members from Ireland and Cornwall to discuss Mick's last wishes. He wishes to have his ashes scattered at sea. This will not be a problem as the RNR in Liverpool will happily do the honours for the family. Some years ago he expressed his hope that one day his funeral could be held in St. Nick's, the 800 year old Sailor's Church on the Pierhead. At the time Joan said, "Don't you think that's rather a long way from where we live in Bootle?" Mick jokingly said, "Sure it's not too far at all in a hearse my love." True words - spoken in jest but given the 'devil-may-care' measure of the man that was Mick for you. I have spoken to Father John Williams and Canon Bob Evans our branch chaplains and they say the church will not be a problem once they have a funeral date.

Talk about the best laid plans of mice and men. Instead of celebrating Mick after the Annual Remembrance Service on Saturday we shall be reading his name out along with those of his late old pals and shipmates. We shall certainly be raising a tot or two afterwards to the best 'oppo' ever on or under the seven seas."

About a year ago the National Management Committee determined to collect and publish an anthology of Submarine poetry. Naturally enough many of Mick's poems are included in the 'not yet published' Anthology. However knowing that Mick was nearing his time Rick Rothwell asked for an advance copy to be sent for Mick to read. This was done and the following was received from Rick Rothwell:

"Many thanks for the e-mail with the poetry. I managed to print them back to back on good quality paper and put them in a binder and got them to Mick Jones last Thursday. His wife, Joan, says he was chuffed to bits to see them in print along with all the other talent who have served in submarines."

Sadly Mick was admitted to hospital on Saturday in a coma. He had read all the poems by then and passed away without fuss this morning shortly after 0400. Joan says that a lady author came to visit two weeks ago to take details of his time in the Fighting 10th on the Malta patrols. He of course was more than happy to give her the dits. Many, many thanks for your help in making Mick's last days so happy.

I can see the wee leprachaun leaning on the 126 Array with a 'tickler' and spreading the news that his poems have been published in the same book as Rudyard Kipling!!" It is only fitting to include one of Mick's Poems (written in 1996) in this Obituary:

Unbroken's Crew

By Mick Jones – Merseyside Branch - 1996

I often sit and wonder when I've had a tot or two
 What about the other lads who formed Unbroken's crew?
 I was the baby of the boat but now I'm seventy three
 All the others in the boat were older far than me!
 Pansy's gone and Diprod too, they've done their last
 patrol
 Jan Cryer, Scutt and Osborne, all gone God rest their Soul
 McTeare and Crutch are still with us and living way down
 under
 But what about the other lads, I often sit and wonder
 There was Stoker PO Freddy Sharp and TI Tansy Lee
 Cox'n Joe Sizer, more ancient far was he!

Outside Wrecker Lewis, I know he's popped his clogs
 Chief Tiffy Micky Manuel from the far flung Irish Bogs
 Lieutenants Thirsk and Archdale, and Stokers Rees and
 Fall
 Fore-ends men Laidlaw, Bramhall and Butterworth and all
 I've done my best to get in touch, I've searched the
 country o'er
 I love to sit and reminisce, and see them just once more
 To tell them words I never said, the thoughts I've left
 unspoken
 When we were Pansy's motley crew aboard the old
 Unbroken

Lt-Cdr Jack Smart, MBE, DSO, Legion of Merit, RNVR

Naval officer who took part in daring midget submarine operations.

Lieutenant-Commander Jack Smart, who has died aged 91, took part in two of the most daring midget submarine operations of the Second World War.

After minesweeper service in the eastern Mediterranean when war broke out, he joined HMS Varbel, the midget submarine training depot in Scotland in 1943, and was given command of X-8 for Operation Source, the attack on German ships hiding in the Norwegian fjords. Six X-craft were towed underwater across the Norwegian Sea, where X-8's target was the German cruiser *Lützow*. However, at 0400 on September 15, the craft took a sudden deep dive, and the towline to the parent boat *Seanymph* broke.

Smart blew the main ballast tanks to force the craft to the surface, but on doing so found no sign of *Seanymph*. Deciding to continue at a maximum speed of three knots on course for Altenfjord, he hoped to be rescued but, if not, was determined to carry out his attack on his own.

Twelve hours later Smart chanced on the submarine *Stubborn*, towing X-7, and continued in company with them until dark. Next morning the sea was empty. But Lieutenant J Oakley, commanding *Seanymph*, continued his search and in the afternoon he spotted X-8, and took it in tow. Smart had been on his own for 37 weary hours and was transferred exhausted to the parent submarine.

Subsequently when X-8 developed leaks in its high-pressure air system and was unable to dive, its explosive charges were jettisoned, but the resulting detonation so damaged the craft that it had to be scuttled.

Smart was appointed MBE for his efforts while Lieutenant Godfrey Place (X-7) Lieutenant Donald Cameron (X-6) were each awarded the VC for their successful attacks on the battleship *Tirpitz*.

In July 1945 Smart was commanding the improved XE-1 in the Far East. The Americans at first refused to let the X-craft take part in operations, likening them to suicide-bombers or Japanese kamikaze pilots.

But they proved so successful in cutting underwater telephone cables between Singapore and Tokyo that they were eventually allowed to mount Operation Struggle, the

attack on two Japanese cruisers in the Johore Strait. Smart, in XE-1, and Lieutenant Ian Fraser, in XE-3, were towed to within 40 miles of Singapore, where they entered mined waters to avoid Japanese hydrophone posts.

Smart's target was the heavy cruiser *Myoko*. Creeping up the strait and through an anti-submarine net while avoiding enemy patrols took some 16 hours, and Smart lost the time he needed to reach his target.

Switching to the heavy cruiser *Takao*, which was aground on the falling tide, he dropped his two high-explosive charges close alongside and withdrew seawards. Fraser and his diver, Leading Seaman James Magennis, who had laid XE-3's charges under *Takao*, were awarded the VC for destroying their target; Smart received the DSO and was made an officer of the US Legion of Merit.

John Elliott Smart was born in Northumberland on March 1st 1916. He joined the RNVR in 1938, and after retiring in 1954 became a stockbroker with Pemberton Securities, a Vancouver firm. He became a director and an outstanding expert in bond trading before transferring to the firm's Victoria office in the 1980s.

A large, quiet and unfailingly courteous man, Smart was known to his Canadian friends as "the English gentleman." He was shy in mixed company and reticent about his wartime exploits.

When he took early retirement in his late fifties, he devoted his time to golf, and while his second wife was away for years pursuing her career in alternative medicine in the United States, he lived a bachelor life. His interest in books led to him organising a monthly luncheon for writers at the Sticky Wicket, a pub in Victoria. He also liked to lunch at naval officers' mess when in Vancouver. Jack Smart is survived by a son of each of his two marriages.

The above Obituary is adapted from one published in the *Daily Telegraph*.

Fleet Chief Petty Office (RE) D 'Wally' Patch O/N P/MX 790154

D 'Wally' Patch served in Submarines from October 1950 to May 1974. He served in Submarines HMS TIPTOE, THERMOPYLAE, SANGUINE, SENTINEL, WALRUS, TRUMP and HMS ASTUTE. After his Naval Service Wally joined the Association and was a long serving Member of the Exeter Branch and also served on the National Management Committee for many years. Having served in the previous HMS ASTUTE Wally was

delighted to be invited to Barrow to witness the 'Roll Out' of the new HMS ASTUTE at Barrow in June 2007. Wally 'Crossed the Bar' at the age of 79 on 23rd May 2008. His private family funeral took place at Barnstaple on Thursday 5th June and was followed by a thanksgiving service at South Molton and a wake at the Coach House Hotel.

Obituaries - Members 'Crossed the Bar' – 1st April 2008 to 30th June 2008

| NAME | RANK/RATE | BRANCH | SM SERVICE | SUBMARINES |
|----------------------|--------------------------------------|-----------------------|------------|---|
| E W P (Peter) Adams | Petty Officer (2 nd Coxn) | New Zealand | 1941-1945 | L26 and TANTALUS |
| A (Art) Baldwin | Leading Stoker | Dolphin | 1942-1945 | H32, SURCOUF, UNBEATEN, TALISMAN, TRIBUNE, THORN, TURBULENT, UNSEEN and UNISON |
| N L (Norman) Calvert | Stoker 1 st Class | New Zealand | 1945 | SATYR |
| W (Bill) Carnegie | Engine Room Artificer | Scotland (North East) | 1942-1945 | OTWAY, SIBYL, SARACEN, SPORTSMAN and ULTOR |
| M (Michael) Carter | Leading Seaman (LTO) | Australia | 1954-1964 | UPSTART, UNTIRING, STURDY, SANGUINE, AUROCHS, TELEMACHUS and ANDREW |
| C T (Trevor) Castle | | Gosport | 1949-1969 | TALLY HO, AMPHION, TABARD, TALENT, SENESCHAL, TACTICIAN, OTTER and OLYMPUS |
| C (Chris) Coombes | Chief Petty Officer (MEM) | Gosport | 1965-1986 | OPOSSUM, NARWHAL, OTUS and OTTER |
| H M (Bert) Cozens | Leading Seaman (SG) (C) | Essex | 1957-1961 | AURIGA |
| J A G (John) Evans | Captain | Scotland (North East) | N.K | TOTEM, TURPIN, SPIRIT, AMPHION, TALLY HO, SUBTLE, SENTINEL and RORQUAL (CO) |
| R W (Bob) Goundry | Able Seaman (Radar) | Hull | 1943-1946 | UNRUFFLED |
| R J (Bluey) Hale | Able Seaman (UC2) | Medway Towns | 1953-1960 | ANDREW, AUROCHS and TALENT |
| B (Brian) Hall, MBE | Commander (E) | Dolphin | 1954-1976 | ARTFUL (54-56), EXPLORER (56-58) and NARWHAL (58-60) |
| R (Richard) Hipkiss | Leading Radio Operator | Vectis | 1955-1958 | TAPIR, SANGUINE and SENESCHAL |
| J (Mick) Jones | Able Seaman (HSD) | Merseyside | 1941-1946 | UNA, UNBROKEN, SUNFISH and TRIBUNE |
| R M (Max) Kohler | Captain (E) | Dolphin | 1960-1975 | SEA SCOUT, AURIGA, OTUS and REPULSE |
| J (John) Malone | Able Seaman (Asdic) | Bury | 1942-1946 | TRUSTY, TRUMP, STATESMAN and VIGOROUS |
| J R (John) McCrow | Engine Room Artificer | Scotland (North East) | WW2 | X-Craft |
| T (Tom) Mulloy, DSM | Leading Cook | Hull | 1942-1946 | OTWAY and TANTALUS |
| D (Wally) Patch | Fleet Chief Petty Officer (RE) | Exeter | 1950-1974 | TIPTOE, THERMOPYLAE, SANGUINE, SENTINEL, WALRUS, TRUMP and ASTUTE |
| F (Frank) Sanderson | Petty Officer (SM) | Poole & District | 1948-1954 | ALCIDE, ACHERON and ARTFUL |
| W J W (Wally) Smith | Chief Petty Officer Coxswain | East Kent | 1939-1963 | STURGEON, PROTEUS, H33, SPARK, U-1171, TURPIN, TRESPASSER, THULE, TELEMACHUS and RORQUAL |
| R G (Ray) Steggle | Telegraphist | Welsh | 1941-1949 | H32, P36, P39, ULTIMATUM, UNISON, UPSHOT, VULPINE, SURF, UNBENDING, TUDOR, SERAPH, ARTFUL, AFFRAY, TOKEN and SENTINEL |
| M J (Mike) Walshe | Chief Stoker | Portsmouth | 1938-1944 | L23, ROVER, RAINBOW, TROOPER, SERAPH and CLYDE |

Members joining or rejoining the Submariners Association 1st April 2008 to 30th June 2008

| NAME | RANK/RATE | BRANCH | SM SERVICE | SUBMARINES |
|------------------------|----------------------------------|-------------------|------------|--|
| J (Andy) Anderson | Leading Radio Operator | Dorset | 1971-1975 | RESOLUTION (S) and SWIFTSURE |
| S (Steve) Appleyard | Able Seaman (WS)(S) | Barrow in Furness | 2005-**** | SUPERB (06-08) and ASTUTE (08-**) |
| A S (Jan) Badman | Able Seaman (S) | Dolphin | 1985-1992 | SWIFTSURE and TRAFALGAR |
| C C (Chris) Bailey | Petty Officer (ME) | Burton | 1965-1976 | TOKEN (65-67), ALLIANCE (67-68) and REVENGE (68-72) |
| D W (Derek) Brough | Able Seaman | Barrow in Furness | 2003-**** | SOVEREIGN (2), SPARTAN and ASTUTE |
| P (Paul) Burton | Chief Petty Officer WEM(R) | Dolphin | 1977-**** | OPPORTUNE (77-86) & (88-91) |
| P J (Paul) Campbell | Able Seaman (S) | Barrow in Furness | 1999-**** | VIGILANT (02-03), SCEPTRE (03-06), SUPERB (06) and ASTUTE (08-**) |
| F T (Fred) Cartwright | Leading Cook (S) | Merseyside | 1958-1967 | TALENT, ANCHORITE, SEALION and PORPOISE |
| C D (Chris) Clark | Chief Petty Officer (MEM) (M) | Dolphin | 1976-1996 | CACHALOT (76-77), ONSLAUGHT (77-80), OSIRIS (82-84) and UNICORN (77-80) |
| A L (Andrew) Cooper | Chief Petty Officer (WEA) | Gosport | 1977-1997 | REPULSE (P) (78-81), RESOLUTION (P) (81-84), UPHOLDER (88-90) (91-93). |
| W.G. (William) Gentles | Able Seaman (T). | Barrow in Furness | 2001-**** | SUPERB (02-06) and ASTUTE (06-**) |
| A. (Adam) Hookway | Able Seaman (T) | Barrow in Furness | 2006-**** | SCEPTRE (04-07) and ASTUTE (07-**) |
| C.B. (Chris) Keepin | Able Seaman (WS) (S). | Barrow in Furness | 2000-**** | VIGILANT (00-01), VANGUARD (01-02), VENGEANCE (02), SUPERB (02-03), TRENCHANT (03-07) and ASTUTE (07-**) |
| A. (Andrew) Kirk | Charge Chief (MEA) (EL) | Gosport | 1972-1996 | REVENGE (72-74) (83-87), REPULSE (76-78) (80-82), CONQUEROR (90-91) and VIGILANT (94-95) |
| M (George) Lavery | Leading Radio Operator | Sunderland | 1981-1989 | OPPORTUNE (81-82), ONSLAUGHT (82-84), ORACLE (85) RESOLUTION (85-88) and REPULSE (88-89) |
| A J (Tony) Mawson, MBE | Lieutenant Commander | Dorset | N.K | COURAGEOUS, OCELOT, OPOSSUM and SOVEREIGN |
| R M (Robert) McEwan | Able Seaman (TS). | Barrow in Furness | 2003-**** | SOVEREIGN (04-06), SUPERB (06-08) and ASTUTE (08-**) |
| R I (Robert) McFarlane | Warrant Officer (MEA) (ML) | Scottish | 1972-1989 | RESOLUTION (73-77), OTUS (78-80) and ORACLE (81-83). |
| P J (Rocky) McGovern | Leading Seaman | Barrow in Furness | 1997-**** | TORBAY (97-98), TRIUMPH (98-01), SOVEREIGN (02-07), VIGILANT (07) and ASTUTE (07-**) |
| M R (Rocky) Milford | Leading Seaman (UC2) | Dolphin | 1962-1969 | ALCIDE, TIPTOE and ONSLAUGHT |
| D G (David) Morris | Able Seaman (S) | Barrow in Furness | 2003-**** | SOVEREIGN (04-06), SCEPTRE (06-07) and ASTUTE (07-**) |
| M (Michael) Nicholson | WEM (O) | Exeter | 1977-1980 | RENOWN (S) (78-79) and REVENGE (P) (79-80) |

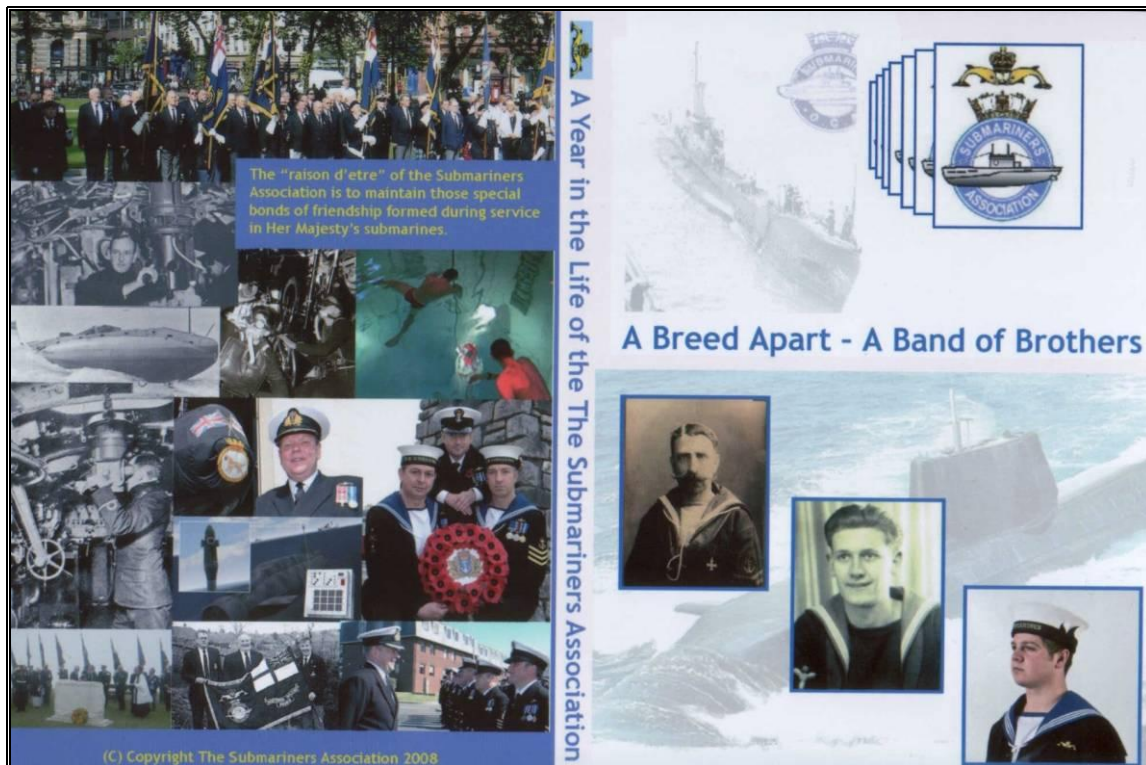
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|-----------------------|-------------------------------|-------------------|-----------|---|
| K L (Kevin) O'Carroll | Chief Petty Officer | Portsmouth | 1971-1994 | ANDREW (71-72), OTUS (72-74), OPPORTUNE (74-76), SUPERB (76-81), TRAFALGAR (81-86) and TURBULENT (88-92) |
| K O (Kevin) Osborne | Able Seaman (WS) | Barrow in Furness | 2001-**** | VICTORIOUS (03-05), VIGILANT (05-06), VENGEANCE (06-07) and ASTUTE (08-**)) |
| J (Pedro) Pearson | REM | Welsh | 1977-2001 | ODIN (77-79) and OSIRIS (99-00) |
| D (David) Phillips | Commander | London | 1977-2007 | PORPOISE, OTTER, ONONDAGA, OKANAGAN, ONSLAUGHT, WARSPITE, SCEPTRE, VANGUARD, REPULSE and VICTORIOUS |
| J C (John) Phillips | Petty Officer (UW2) | Dolphin | 1956-1966 | THERMOPYLAE, ANDREW, AMBUSH and SCORCHER |
| K (Keith) Ramsden | Leading Seaman (UW) | Central Lancs | 1955-1963 | TABARD (55-60) and OBERON (60-63) |
| M (Taff) Reed | LMEM (M) | Dorset | 1984-1999 | OSIRIS, OPOSSUM, OPPORTUNE, FINWHALE. ORPHEUS and TIRELESS |
| A (Andrew) Robinson | Able Seaman (S) | Nottingham | 2000-**** | TRIUMPH (00-01), SUPERB (02-07) and ASTUTE (07-**)) |
| W J (Bill) Rutherford | Able Seaman (LR3) | Dolphin | 1951-1956 | TUDOR (51), SENESCHAL (52), TACTICIAN (53) and AENEAS (55) |
| C C (Sam) Smee | Chief Petty Officer (OPS) (S) | Norfolk | 1963-1985 | OSIRIS (63-66), WARSPITE (66-67). CHURCHILL (69-71), SWIFTSURE 71-74), VALIANT (76-78) and SPARTAN (80-83 |
| T (Timothy) Witting | Petty Officer (WS)(T) | Norfolk | 1987-**** | CONQUEROR (87-89), TIRELESS (89-93), TALENT (95-97), VIGILANT (99-02) and VENGEANCE (06-08) |
| J R (John) Wood | Warrant Officer (MEA) (ML) | East Kent | 1973-2000 | REPULSE (73-75), RENOWN (78-79), RESOLUTION (79-80), COURAGEOUS (81-87) and CONQUEROR (88- 91) |

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

The Submariners Association DVD

'A Breed Apart - A Band of Brothers'

(A Year in the Life of the Submariners Association)



This new DVD has been commissioned by the National Management Committee of the Submariners Association and produced by Webb Productions Limited

With a running time of 48 minutes the DVD takes a twelve months overview of the Submariners Association describing our aims and objectives and shows what we do and how we do it and, more importantly, why we do it! Interviews with Members of the Association (young and old) are interwoven with footage of the Annual Reunion, the National Council Conference, Branch Meetings, the Embankment Memorial Parade and archive material from the Submarine Museum. It is well worth owning and watching

The DVD will be available from early July 2008. Priced at £10.00 per copy (plus £1.00 P & P each) send your order with your payment (cheques payable to the Submariners Association) to Barrie Downer, 37, James Watt Terrace, Barrow Island, Barrow in Furness, Cumbria LA14 2TS or any NMC Member.

| Submariners Association Annual Draw 2008 | | | | |
|---|---|---------------|--|-------------------------------|
| Prize List | | | | |
| | Prize | Ticket | Winner | Donated by |
| 1 st | Cheque for £1000 | 010561 | Sid Beedle - Leicestershire & Rutland Branch | Tabap Ltd. |
| 2 nd | Cheque for £500 | 020670 | I Moultrie - Dorset Branch | Tom Homewood |
| 3 rd | Cheque for £250 | 005369 | JC Blakey - Derbyshire Branch | Dolphin Branch |
| 4 th | Bottle of 'Pussers Rum' | 015337 | R.J. Mairs - Northern Ireland Branch | Brierley Hill Branch |
| 5 th | £10.00 | 010761 | J Deeth - Leicestershire & Rutland Branch | Derbyshire Branch |
| 6 th | Nottingham Lace Tablecloth | 025662 | S Wilson – Barrow Branch | Nottingham Branch |
| 7 th | £50.00 Argos Voucher | 026602 | L Hair – West of Scotland Branch | Gosport Branch |
| 8 th | £75.00 B & Q Voucher | 002786 | K E Smith - Barrow Branch | West of Scotland Branch |
| 9 th | £400 Travel Vouchers | 017240 | C Inshaw – South Kent Branch | Murray & Biggar |
| 10 th | Submarine Print | 025429 | R Bell – West of Scotland Branch | The Submarine Heritage Centre |
| 11 th | Luxury Box of Chocolates | 003698 | T Smith – Derbyshire Branch | National |
| 12 th | Radio Controlled Model | 016350 | R Williams – Portsmouth Branch | Lincoln Branch |
| 13 th | £30 Voucher | 023099 | Mr Palmer – Merseyside Branch | Submarine Museum |
| 14 th | Limited Edition Print of HMS ASTUTE | 019115 | P Donovan – Basingstoke Branch | HMS ASTUTE Ships Company |
| 15 th | One Hour sight-seeing flight from Blackpool | 029888 | S Fenton – Oxford Branch | Barrow Branch |
| 16 th | Bottle of Glenfiddich Whiskey | 028323 | R Aitken – Scottish Branch | Basingstoke Branch |

When selling raffle tickets for the National Draw please make sure the buyer writes their name and contact details on every stub, not just on the first one of the book purchased. That will make it much easier to find the owners of the winning tickets.