
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

Hello it's me again. I sat down to start this editorial shortly after returning home from the memorial service of our VC - Lt Cdr Ian Fraser VC, DSC, RD & Bar. I can't help reflecting that Ian's may be the last VC to be awarded to the Submarine Service as with the modern nuclear submarines and the way they operate I just can't see how another would be awarded, at least whilst serving in a submarine itself.

It was on Thursday 11th September that we gathered to pay our last respects to Ian Fraser. At the families request the funeral itself was a private family affair which was obviously observed by us all.

The memorial service which followed was held in St James Church in New Brighton and what a lovely church it is. Ian and Melba were actually married there back in 1942. The Church was full to the gunnels, the vicar later telling me it seated 400 and there were a heck of a lot standing. The Submarine Service was led by Rear Admiral Submarines David Cooke MBE with FASFLOT and DEVFLOT

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also represented along with four crew members from HMS Astute.

The National Standard was in attendance along with a further five Association Standards from Merseyside, Manchester, Derby, Welsh and London. There were also standards from the RBL, the RNA, HMS Conway Association and the Merchant Navy Association 12 in all. I know – there are only 11 in the picture.

The Standards were paraded in two smart rows outside the church door, four crew members of Astute were next and then a very large contingent from the Submariners Association of which I was very proud to be able to subsequently lead into the Church.

The service was dedicated to the life of Ian Fraser but also marked the conclusion of a very significant era as Ian was the last remaining holder of one the 14 VCs awarded to the Submarine service and even of the 119 VCs awarded to the Royal Navy.

Finally I would like to add my gratitude and congratulations to the Merseyside Branch and Dave Palmer and Pedro Dickinson in particular for the way they assisted the family in bringing it all together and to the many members who attended some traveling many distance from Scotland, London and Wales. BZ chaps.

BRANCH CHAIRMEN

At the last NMC committee meeting it was suggested that we build up a list of the Branch Chairmen in a similar manner way as we do the Branch Secretaries. This list would not be published but would be for the use of the National Committee only. So, please branch chairmen could you forward your contact details to Tex Golding, Jim McMaster or myself so that we can build up a list. It is not mandatory, so if you prefer us not to know your details this would be accepted, but be assured it is simply if we want to get hold of the branch quickly and perhaps the secretary is not available not for any underhand reason.



Standards at Lt Cdr Ian Fraser's Memorial Service

Two blondes walk into a building. You'd think at least one of them would have seen it.

DVD SALES

Barrie Downer and the Submarine Museum are doing a great job in advertising and selling the DVD – A Year in the Life of the Submariners Association.

If you haven't already done so, please consider buying one and having considered get your cash out and actually go and buy one. They are a bargain at £10 + £1 P&P. The Association committed £10,000 in getting the DVD produced which means we need to sell 1,000 copies to break even. There are other avenues but on the advice of those in the business cannot be pursued just yet.

COMIC CUTS

Often seen (I am reliably informed) in Forms 264C (Ratings) and S206's (Officers):

'His men would follow him anywhere – but only out of curiosity'.

'This Officer is not so much of a 'has been' but a 'definitely won't be'.

'When he opens his mouth it seems that it is only to change whichever foot was previously there'.

'When he joined this ship this man was considered something of a granny; since then he has aged considerably'.

'This Officer has used this Submarine to carry his genitals from port to port and my Officers to carry him from bar to bar. I would not breed from this man!

'This man sets himself very low personal standards and consistently fails to achieve them!'

'This Officer reminds me very much of a gyroscope – always spinning around at a frantic pace but not really going anywhere'.

'Works well under constant supervision and if cornered like a rat!'

This man is, sadly, depriving some village somewhere of its idiot'.

SOCIETY OF FRIENDS OF THE RN SUBMARINE MUSEUM

The Museum has recently embarked upon a major fund raising exercise in order to refurbish the 1945 A Class submarine "Alliance", which is now urgently in need of a considerable amount of restoration work, particularly to the casing and external areas. Amongst other improvements and remedial work it is also planned to improve maintenance access to the port side seaward side by extending the jetty outwards underneath the boat. This will assist considerably in ensuring that she does not fall into the same state of disrepair in the future.

"Alliance" is one of the two jewels in the Museum's crown (the other being "Holland 1") and it is vital that the necessary funds are raised with the minimum possible delay in

order to preserve our last link and only link to the submarines of WW1 and WW2.

Present estimates put the overall costs in the region of £6M of which around 50% is expected to come from the Heritage Lottery Fund. That still leaves an awful lot of money to be raised by the Museum Appeal.

The Society of Friends of the Museum plays a key role in supporting the Museum and is dedicated to raising funds, locating artefacts and assisting in the development of Museum facilities. To effectively fulfil these roles the Society needs a strong membership and this where all members of the Submariners Association can play their part in helping to restore "Alliance" to her former glory.

It is sometimes mistakenly thought that the Society of Friends is some kind of ex officers club, but nothing could be further from the truth. The Friend's membership encompasses everyone who has a passion for and a pride in the Submarine Service and who wants those qualities to be projected through the Submarine Museum.

If you are not a member or have let your membership lapse please support the Museum by joining the Society of Friends. The subscription only costs £15 a year and is a really worthwhile and cost effective investment since only a very minor portion (approx 5%) is absorbed by administration. Therefore, you would be making an important contribution to the Museum and towards saving the "Alliance" for future generations. In addition you would receive a copy of the latest Year Book, which alone is worth the joining fee and makes a fascinating read.

If you would like to join please contact –
The Hon. Secretary,
Friends of the RN Submarine Museum?, Haslar Jetty Road,
Gosport, Hants. PO12 2AS
David Ottley
SA Representative on The Society of Friends of the RN Committee.

I went to buy some camouflage trousers the other day but I couldn't find any.

A BIT OF A MESS AT THE SUBMARINE MUSEUM

The Royal Navy Submarine Museum at Gosport has opened up a new display, recreating the mess deck of a nuclear submarine. The display contrasts what a submariner would have typically taken to sea in the 1980s and today.

The 1980s part of the display features an original Cadbury's Wispa chocolate bar, Rubiks Cube puzzle as well as uniform and personal items on bunks and in lockers. Visitors are even invited to try out a couple of the bunks! An audiovisual shows a submariner talking about what it is like to live on a submarine nowadays.

Alexandra Geary, the Keeper of Artefacts, who put together the display, commented, "The mess is such an important part of a sailor's life. It is where they eat, sleep and relax. It is quite astonishing the difference of how little is taken to sea nowadays compared to twenty years ago. Now, all entertainment can be provided on a laptop".

The display follows a contemporary collecting project by the Museum to fill in the gap of post war personal items in the collection. Submariners from local associations raided their attics to help. Alexandra Geary, Keeper of Artefacts, added "I could not have done this project without the help of the ex-submariners who not only donated artefacts, but shared their experiences with me. I was overwhelmed by the help I received. I would like to thank the Submariners Association in particular for their efforts".

To everyone who helped out with the Submarine Museum's bunk space display, whether it was donating objects, offering information or helping me advertise...

A huge thank you!!

The bunk display is now open!
Alexandra Geary, Keeper of Artefacts

NATIONAL TREASURER

I mentioned in the last 'In Depth' that Rick Elrick is retiring after the next Annual Conference. I asked for volunteers to take over from Rick. Did I expect a rush, No. Did I expect anybody at all, well Yes I did expect at least of our number would say "that's for me", but not one of you has come forward. I have to express my disappointment because without a dedicated treasurer the association will struggle. If anyone has second thoughts or wants some more information on what is involved then give either me or Rick a bell.

At the next conference two positions for the NMC will be up for grabs as there is every year of course. If you fancy joining the NMC then get your CV to Jim McMaster the National Secretary. It will keep the existing guys on their toes and having an election is healthy.

My position is also up for grabs. Whilst it is my intention to put my hat in the ring again, if there is anyone out there who fancies the job then again let Jim know.

ANNUAL CONFERENCE

You should all know by now that the 2009 conference will be held in Bangor Northern Ireland on Saturday 28th March. The treasurer has advised the NMC that he would be happy to allocate £150 per delegate towards the cost of attending regardless of the actual cost. He will not require receipts so if you do it cheaper then great.

What we do need though are the names of those attending. Many branches are attending in force and making a social event out of it which if any of the previous sojourns across to Belfast and Bangor with the NI branch will know that you always have a great time and come home with a sore head. At the last count there are over a 100 going across of which only just over 20 are delegates. Whilst that satisfies the constitution it does not make for a good conference and it means that a minority of branches can dictate the Association policy. Think about it.

TARTAN TOPICS

So, what has been happening up in the northern wastes of UK? Well quite a lot actually.

In July the Scottish Branch coupled with the Scotland NE Branch held their annual memorial for those lost in K4 and K17 in what has since been dubbed, 'The Battle of May Island'. This takes place in the small fishing town of Anstruther on the Fife coast. Our Hon Vice President Capt Mike Henry DL represented the National Committee and made the address. This has turned into an annual event since the town erected a memorial some years ago adjacent to the life boat station. If any of you are up there, then look out for it. In the two pubs across the road from the memorial (can't remember the names) you will always be made welcome.

In August the Scotland NE branch dedicated their new Branch Standard. The dedication itself took place in at the Church in Meikle a small village a few miles north of Perth. Meikle is where Lt. Cdr. M. D. Wanklyn, V.C., D.S.O., of Upholder fame hailed from and has become the spiritual home of the branch. The National Committee attended in force with myself, Jim McMaster, Rick Elrick, Bob Wishart and of course our ever stalwart Capt Mike Henry once again in attendance and as usual giving an address to the congregation.

The evening social; was held in Carnoustie and what an evening. The branch put on a super spread to shame any Coxn and then followed that up with a musical evening based on the 60's or was it the 50's or perhaps the 40's with an abundance of war time songs. Rick our intrepid dancer (did you see him on Strictly Come Dancing?) had to eventually take off his dancing shoes cos even he couldn't do the jitter bug which was probably the most modern dance on offer. It was a great night, a lot of dits and certainly not dampened by the foul Scottish weather outside. Well done Alan Collins and your committee.

The WOS branch goes from strength to strength and has been able to restart the branch visits to Faslane now that the base accommodation availability is improving. This has always a popular event in our diaries, so if your branch wants a visit to Faslane then get in touch with the WOS branch.

All in all the boys up north are having fun, and long may it remain so. Well done to you all.

**She lay on the river bank
Her body all a quiver
He undid her suspender belt
And her leg fell in the river.**

REPAIRS

A husband is at home watching a football match when his wife interrupts,

"Honey, could you fix the light in the hallway? It's been flickering for weeks now."

He looks at her and says angrily, "fix the lights now? Does it look like I have 'Powergen' written on my forehead? I don't think so!"

"Fine" then the wife asks, "well then, could you fix the fridge door? It won't close right"

To which he replied, "fix the fridge door? Does it look like I have 'Frigidaire' written on my forehead? I don't think so!"

"Fine" she says "then you could at least fix the steps to the front door? They are about to break."

"I'm not a carpenter and I don't want to fix steps", he says, "does it look like I have 'Taylor Woodrow' written on my forehead? I don't think so! I've had enough of this I'm going to the pub!!!!"

So he goes to the pub and drinks for a couple of hours.....

He starts to feel guilty about how he treated his wife, and decides to go home. As he walks into the house he notices that the steps are already fixed and as he enters the house, he sees the hall light is working as he goes to get a beer he notices the fridge door is fixed.

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Honey, he asks, "how'd all this get fixed?"

She said, "Well, when you left I sat outside and cried. Just then a nice young man asked me what was wrong so I told him, and he offered to do all the repairs, and all I had to do was either go to bed with him or bake a cake."

He said, "so what kind of cake did you bake?"

She replied, "Hellooooo, do you see 'Mr. Kipling' written on my forehead? I don't think so!"

AND FINALLY

This edition has been timed to come out in time for the reunion. If you are there I hope you are having a great time.

If not, I hope to see you at the Embankment Parade in London on the 2nd November.

Just one last thing. In every branch there are usually just a few who seem to do all the work and the rest just follow, even in a branch with a large membership. It is often a labour of love for those stalwarts which every branch has, and is what keeps most of them alive.

However it can be very frustrating when the few, who do so much, don't get the support they need and deserve from the rest of their branch.

If you are a branch member who follows then that is great so long as you do your bit and support the activities that the 'few' provide for you. Don't let your branch down, and even worse don't let it come to the stage where a branch might fold simply because the few who care do not get the support they deserve and eventually say enough's enough. Please think on it.

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



Dave

From the Editorial Team

Well now we are back on track with Quarterly Issues of 'In Depth' and we trust the content and mixture in Issue 22 is acceptable. This issue coincides with the Annual Reunion – in Nottingham this year – hopefully we will see you there!

Finding stories to keep the interest is a bit of a challenge but something usually turns up and sometimes quite unexpectedly. This time we have Part 1 of a story of a WWI Submarine Commanding Officer (Wilfrid Bayley Pirie) who won the DSO for a Patrol through the Dardanelles into the Sea of Marmora in Submarine H1 in 1915. His son (Lindsay Pirie) is a member of the Submariners Association, a WWII Submariner and is Submarine Command Qualified himself and, unexpectedly, had a copy of his father's Patrol Report. Two of Lindsay's brothers also served in Submarines in WWII and all three brothers were awarded the DSC. Part 2 with the brothers' story will be in 'In Depth No. 23'.

There is also an item about Submarine K26 (part of a series of items describing 'The Queen of the Seas' as she was christened by her crew or 'The Steam Pig' by other Submariners. These items were written by a crew member 'Nick' Nichols who served on her in the Mediterranean in the late 1920's and early 1930's.

We have included an article about RAN Submarines and a live firing of their new torpedo – developed in partnership with the US Navy – which resulted in the sinking of a 'retired' USN Warship.

In the Obituaries Section we reproduce (from the Telegraph) an Obituary of Ian Fraser, VC who died on 1st September and who was the last remaining Royal Navy Victoria Cross holder. The story of his part in the 'X' Craft attack on TIRPITZ in the Norwegian Fjords is covered in some detail. There is also the obituary of George Standen, OBE from the Liverpool Daily Post which called him "the father of British nuclear submarines".

The last Issue we included an Obituary of Mick Jones - a Submarine Poet and stalwart of the Merseyside Branch – this month we reproduce his last contribution to the Merseyside Branch Newsletter as a reminder of a good friend of the Submariners Association and his quirky way of looking at things.

As usual we include details of all New Joiners and returning 'Lapsed' Members and Members 'Crossed the Bar' since the last Issue.

As we have said previously we can always use more stories and we know that all Submariners can usually 'Spin a good Dit'. So come on – get your thinking caps on and let's all share in your stories and memories'. If you can't see your item in this issue it should be in the next.

Send them to:

Barrie Downer barrie@downer55.freeserve.co.uk
Joan Fraser Joan.fraser@new.oxford.ac.uk

The Decommissioning of HMS SUPERB

The de-commissioning event, which takes place at Plymouth and which will include a performance from a Royal Marine Band, is expected to be marked by contributions from several former commanding officers and crew members. All will have fond memories of their lives onboard HMS SUPERB as the White Ensign is lowered on the submarine and her proud history for the last time. HMS SUPERB is a 'Swiftsure' Class nuclear-powered submarine, also known as a 'hunter-killer', and one of six submarines of this Class to have been built. She came into service in 1976. Four of the class have already been de-commissioned, with HMS SUPERB following on Friday, 26 September 2008. The final boat of the class, HMS SCEPTRE, is due to end her career in 2010.



Picture of HMS SUPERB sailing out of HM Naval Base Clyde in 2007 by POA (Phot) Julian Merrill

SUPERB's Commanding Officer, Lieutenant Commander John Aitken, said:

"It is with some sadness that we bring an end to the career of a submarine that has given longer service than any other in the Royal Navy and that occupies a fond place in the hearts of all who have served in her. We can look back with pride on her achievements and those of the men who have served in her. However, we also look forward with anticipation to the new challenges that her tight-knit ship's company will face as they go on to new postings around the Fleet and we look forward to the future that Astute will bring."

Built during the Cold War, HMS SUPERB was designed to counter the threat from Soviet submarines in the Atlantic, helping to protect shipping and support NATO operations in continental Europe in the event of a 'hot' war breaking out. Following the shift in strategic priorities in the post-Cold War world of the 1990s, HMS SUPERB's tasking became more varied. Most recently the submarine completed training with the Flag Officer Sea Training staff in UK waters, before travelling east of Suez to conduct operations. While transiting through the Red Sea the submarine suffered a grounding incident. No personnel were injured and the integrity of the hull was unaffected. HMS SUPERB will now be laid up in Devonport Naval Base and maintained in a safe environment for further disposal at a later date.

Senior Submariner Promotions and Appointments

Commodore Mark Anderson. To be promoted Rear Admiral and to be 'Commander Operations and Rear Admiral Submarines' as Head of Fighting Arm in succession to Rear Admiral David J Cooke, MBE with effect from 13th January 2009.

Rear Admiral Paul Lambert, CB. To be promoted Vice Admiral and to be 'Deputy Chief of Defence Staff (Equipment Capability)' in succession to Lieutenant General A C Figures, CBE with effect from May 2009.

Rear Admiral Andrew D H Mathews, CB. To be promoted Vice Admiral and to be 'Chief of Materiel (Fleet)' and 'Chief of Fleet Support to the Navy Board' in succession to Vice Admiral Trevor A Soar, OBE with effect from 5th May 2009.

AUSTRALIAN SUBMARINE FIRST TO FIRE NEW HEAVYWEIGHT TORPEDO

Australian Department of Defence 24th July 2008

The Minister for Defence, the Hon. Joel Fitzgibbon MP, today congratulated the crew of the Australian submarine, HMAS WALLER, for being the first submarine to successfully fire a new heavyweight torpedo that has been jointly developed by Australia and the United States (US). The firing occurred during the Rim of the Pacific 2008 (RIMPAC 08) exercise, involving multiple navies off the coast of Hawaii between June and July. This controlled exercise resulted in the planned sinking of a retired US warship.

"This represents the first new heavyweight torpedo war shot to be fired by either Navy. Just as significant is the fact that the war shot torpedo was assembled in Australia," Mr Fitzgibbon said.

The MK 48 Mod 7 Common Broadband Advanced Sonar System (CBASS) torpedo is the latest enhancement for the MK 48. Considered the world's premier submarine-launched torpedo, the Mk 48 Mod 7 represents a superior capability against both surface ships and submarines with sonar enhancements that make the torpedo an effective weapon in shallow water and in a countermeasure environment.

The development of the CBASS torpedo has been achieved under an Armaments Cooperative Program between the United States Navy (USN) and the Royal Australian Navy (RAN). This partnership has established common requirements, interfaces, configurations and maintenance standards enabling any Australian or US submarine to load torpedoes prepared by any Australian or US torpedo maintenance facility.

This submarine partnership has also led to co-development of a new replacement combat system, which is being progressively integrated into USN nuclear submarines and RAN diesel-electric submarines. This successful live fire exercise underscores the maturity of the joint torpedo and submarine combat system programs for the RAN and USN.

"For Australia in particular, this exercise has been a successful demonstration of the ongoing capability of the Collins Class submarine," Mr Fitzgibbon said.

Aussie submarine sinks retired US warship

The West Australian, 25th July 2008

An Australian submarine, usually based at Western Australia's Garden Island, has fired the first successful shot of a new heavyweight torpedo in a joint exercise between Australia and the United States.

The firing occurred during the Rim of the Pacific 2008 exercise, involving multiple navies off the coast of Hawaii between June and July and resulted in the planned sinking of a retired US warship.

The MK 48 Mod 7 Common Broadband Advanced Sonar System (CBASS) torpedo is the latest enhancement for the MK 48. The development of the CBASS torpedo has been achieved under an Armaments Cooperative Program between the United States Navy and the Royal Australian Navy.

Pleural Plaques, Asbestosis and Mesothelioma

A Message from Ken Collins – Barrow in Furness Branch

Talking on the phone to my Doctor the other month regarding a neck/back x-ray, I was informed, "as a by the way", that I have Pleural Plaques which is one of the asbestos related diseases. This, as many of you may be aware, is caused by asbestos dust - which a big percentage of Submariners were subjected to in previous service onboard nuclear submarines. If you are diagnosed with Pleural Plaques there is a 1 in 40 chance of it progressing on to Asbestosis and even Mesothelioma.

However, as nothing can be done for any of the related diseases there is a dedicated support group here in Barrow called B.A.R.D.S. (Barrow Asbestos Related Disease Society), where you can get all sorts of help and counselling along with financial and benefits advice and medical and legal assistance.

B.A.R.D.S. meet once a month at the Lesser Kings Hall in Hartington Street, Barrow on Monday at 2 p.m.

www.submarinersassociation.co.uk

Anyone who has (or suspects they have) either Pleural Plaques, Asbestosis or Mesothelioma is recommended to either give them a call on 01229 580305 or turn up at the meeting*.

One point of interest is that, as ex-service men, we cannot get any help or assistance from a previous employer such as BAE Systems as it is deemed that we would have contracted the disease in service. Therefore our only option is to pursue any claims/pensions through the Veterans Agency who can be contacted on free phone 08001692277.

I hope this can be help any of our members who are concerned.

Kindest regards

Ken Collins

It is appreciated that the B.A.R.D.S. organisation will only of practical use to any Submariners Association Members who live in Barrow in Furness or the surrounding area but if you are concerned about this condition there may be similar organisations close to where you live – especially in Naval Towns or Ship Building and Engineering Towns. Your best course in these circumstances is to contact the Veterans Agency on the Freephone number above.

Submariners Association Insurance

A Message from the National Treasurer – Rick Elrick

The Association has a National policy that covers all branches except Australia & New Zealand. The following are the main points:

1. Public liability of £5m. This covers our main events of the year....Conference, Reunion, Embankment, NMC and Branch meetings and any function that Branches may be involved in such as Fetes, Parades, Branch Dinners. Provided the Insurer is advised in advance (by treasurer) this covers anyone or anything that could be injured or damaged by members activities. It does not cover personal injury to members.
2. It covers the loss or damage to all Association standards. If your Branch has a standard, particularly new ones, valued in excess of £900 let the Treasurer know.
3. There is a floating cover to protect money, belonging to the Association (NMC & Branches) against theft or loss but is limited to periods between receiving cash and a reasonable time in which it should be banked (covers having cash in house over weekends and being taken to a bank and being robbed 'enroute')
4. All 'Trophies' held by Branches. These items may not be of great value but if there is a cost in having them repaired or replaced then they should be recorded. They include Silver, Plate, Medals, Plaques etc. It is recommended that Branches should have some photos of those items to support any possible claims.

Any questions regarding Insurance should be addressed to the Treasurer especially if any Branch has a special item of exceptional value.

Submariners Spring Cruise 2009

Hello Fellow Cruisers

Already the plans are laid but no indication of prices as yet. Mark these dates in your diaryFriday 8th May to Sunday 10th May 2009.

That is the date that we are off on our annual pilgrimage to the Great North Sea (Ferry) and making way for a return trip to Bruges.

The price is expected to be slightly more than the 2008 trip but I am hopeful that it can be brought in for less than £115.00. For this you get Bed/Breakfast and Evening meal, entertainment onboard which, by special request, includes DIY SODZ operas and bars that stay open until you stop drinking.

By special request all cabins will be 4 berth i.e. two berths at ground level. Apparently some of the old codgers had difficulty getting to bed - P&O have stated that they should be able to meet us on this one.

An added cost that I was not previously aware of is the parking charge at Hull ferry terminal. Don't forget you can use National Express which arrives and departs from the ferry terminal & prices are quite cheap.

Early indication plus a returnable (up to January 31st) deposit is required ASAP. The sooner we can indicate numbers the better the discount that can be negotiated.

Bookings to: Rick Rothwell
23, Troutbeck Close
Cloughwood
Runcorn
Cheshire WA7 3JG
Tel: 01928 713720

CENOTAPH PARADE 2008

Please see the following message from Andrew Morgan (the Submariners Association Parade Marshall) reference the Cenotaph Parade in London.

Sorry it's late but I've been waiting for confirmation from the RBL with ref to No's allowed to attend.

Now it's all sorted we have been allowed 48 tickets so anyone wanting a ticket please send a stamped addressed envelope to me @ the address below:

Andrew Morgan, 224 Heritage Park, St Mellons, Cardiff, CF3 0DU.

As soon as I get the tickets they will be sent out to all concerned. Can we please make a special effort to attend if you live near or in the area as the more that attend the better for the Submariners Association.

Yours Aye
Andrew

A Submarine Family - The Pirie's

This is Part 1 of a story of one family - a father, three sons, two Wars, one DSO, three DSC's and Submarines. The father was Wilfrid Bayley Pirie and he served both before and during the First World War commanding a Submarine at the Dardanelles and in the Sea of Marmora and winning the DSO. Three of the sons of Wilfrid Pirie served in the Royal Navy and saw service in Submarines during WWII. Their story will be Part 2 and included in 'In Depth No. 23.

Part 1
Wilfrid Bayley Pirie

Wilfrid Pirie was born in Grafton Street in London on 10th Mar 1888 and he was the son of Martin Henry Pirie of the papermaking firm of Alex Pirie & Sons of Aberdeenshire. Wilfrid Pirie joined the Royal Navy as a Midshipman on 30th Jan 1904 and was appointed to the Battle Ship HMS GLORY '*for Training*' on 19th Feb 1904 and later to HMS DEVONSHIRE on 24th Oct 1905. Promotion to Sub Lieutenant followed on 30th Mar 1907. His next appointment has not yet been established but was probably to Greenwich College and Portsmouth Establishments for Sub Lieutenants Courses. He was further promoted to Lieutenant on 30th Jun 1908 before he was appointed to the Submarine Depot Ship HMS MERCURY at Portsmouth on 15th Aug 1908 '*for Course of Instruction in Submarines*'. On 1st Dec 1908 he was appointed to HMS DOLPHIN '*for Submarines*'. On 8th Aug 1910 he was appointed to HMS MERCURY (Submarine Section 4) at Portsmouth '*for Submarine A3 in Command*' and, on 16th Nov 1910 he was appointed '*for Submarine A12 in Command*'. His next appointment was to the Submarine Depot Ship HMS BONAVENTURE at Queenstown '*for Submarine C18 in Command*' to date 15th Sep 1911.

On 30th October 1911 Wilfrid Pirie was granted five months leave on '*half pay*' to pay a visit to Bolivia with his brother Harold on a 'treasure hunting' expedition. Finding no treasure they returned home and, on his return to Naval duties, Wilfrid Pirie was appointed to the Submarine Depot Ship HMS ARROGANT '*for Submarines*' on 15th Apr 1912 and was then appointed to the Submarine Depot Ship HMS THAMES at Portsmouth '*for Command of Submarines*' on 4th May 1912 followed by HMS BONAVENTURE at Queenstown '*for Command of Submarines*' on 15th Oct 1912.

On 9th June 1913 he was married to Leonora Stafford. Wilfrid Pirie resigned from the Royal Navy on 26th Jun 1914 and was placed on the Emergency List. However, on the outbreak of War he was recalled to Service on 1st Aug 1914 and appointed to the Submarine Depot Ship HMS ARROGANT (4th Submarine Flotilla) at Dover '*for Submarines*'. He was then appointed to HMS DOLPHIN '*for Submarine H1- Completing at Vickers, Canada in Command and on Commissioning*' (Nominal List 10th May 1915). Ten 'H' Class Submarines were ordered from the Vickers, Canada Yard at Montreal under the Emergency War Order placed in November 1914. The first keel (probably H1) was laid on 11th January 1915. On completion Diving Trials were carried out in the St. Lawrence with dives to 200 feet in Murray Bay. The Governor General, accompanied by Princess Patricia, presided at the 'Commissioning' Ceremony at Quebec City on 25th May 1915. Submarine H1, in company with Submarines H2, H3 and H4 stopped at St. John's, Newfoundland and then proceeded directly to the Mediterranean escorted by the Armed Merchant Cruiser HMS CALGARIAN. There H1 was based on the Submarine Depot Ship HMS ADAMANT (Special Service Flotilla I) at Mudros Harbour on the Greek Island of Lemnos (see Nominal List 5th Jul 1915).

Wilfrid Pirie completed a patrol in the Sea of Marmara between 2nd and 31st October 1915. During his patrol there were three other Allied Submarines in the Marmara besides H1 and these were E12 (Lt Commander Bruce), E20 (Lt Commander Warren) and the French Submarine TURQUOISE (Lieutenant de Vaisseau Ravenal) and, at various times Pirie in H1 rendezvoused with all of the other three. On 5th Oct Pirie destroyed three sailing vessels by gunfire and on 6th Oct he torpedoed and sank a 1,000 ton steamer. On 10th October he sank a sailing ship and on 17th October he shelled and damaged a Turkish Gunboat. A sailing ship was burned on 18th October and, on 20th October he torpedoed and sank a 5,000 ton steamer and another of 1,500 tons. A 7,000 ton ship was torpedoed and damaged on 29th October and another sailing ship was burned the following day before his return passage to Mudros on 31st October. In addition several other vessels were searched and other unsuccessful attacks were made during his patrol.

Wilfrid Pirie was awarded the DSO for this patrol – see London Gazette dated 1st Jan 1916 '*for his services in command of a Submarine in the Sea of Marmora, where he inflicted much damage on enemy shipping, and co-operated with Lieutenant Commander Bruce in the chase of a Turkish gunboat*' in Submarine H1.

HMS ADAMANT and Submarine H1 were transferred to a new base at Brindisi on 1st Jan 1916 (Nominal List). Wilfrid Pirie was promoted to Lieutenant Commander, Emergency List on 30th Jun 1916. HMS ADAMANT and Submarine H1 returned to Mudros on 1st Aug 1916 (Nominal List). He returned home and was appointed to HMS DOLPHIN 'for Submarines' on 13th Sep 1916 where he was listed as 'Sick' in the Nominal List dated 1st Oct 1916. He was appointed to HMS DOLPHIN 'for Drafting and Instructional Duties' to date 1st Dec 1916. In December 1918 he was serving in the Submarine Depot Ship HMS LUCIA (10th Submarine Flotilla) at South Bank, Middlesborough 'as First Lieutenant' and, additionally, 'for Duty with Submarines' to which he had been appointed on 5th Jul 1918. He had left this appointment by July 1919.

Wilfrid Pirie was promoted to Commander on the Emergency List on 11th Nov 1918 and reverted from Active Service to the Emergency List on 1st Jan 1919. He then joined the family firm of Alex Pirie and Sons who were papermakers in Aberdeenshire later becoming the Production Director. Wilfrid Pirie and his wife Leonora (Nora) had six children. There were four sons - Donald (born 23rd Mar 1914), Lindsay Arthur (born 1st Oct 1917) – George (born 22nd Dec 1918) and Roger (born 26th Jan 1920). There were also two Pirie sisters – Esther and 'Buffers'.

The papermaking firm of Alex Pirie & Sons merged with Wiggins Teape in 1922. Wilfrid Pirie, who had become the Group Production Director of Wiggins Teape, was not recalled for Naval Service during WWII but worked for the Ministry of Supply. Wilfrid Pirie is reported to have died at the age of seventy one on 4th March 1960.

Submarine H1 – Patrol Report – Dardanelles/Sea of Marmora

H.M. Submarine "H1"
2nd November 1915.

Sir, I have the honour to submit the following report of the proceedings of submarine H.1 from October 2nd to October 31st 1915. All times given are 2 hours fast on G.M.T.

Saturday October 2nd

- 2-45 A.M. Left Kephala escorted by "Pincher".
- 4-35 A.M. "Helles" abeam.
- 5-15 A.M. Dived two miles west of Suan Dere 6 knots 80 feet.
- 6-10 A.M. 20 feet – fixed position – shaped course for Kilid Bahr found compass 6° out 80 feet.
- 6-50 A.M. 20 feet – took bearing of Kilid Bahr.
- 7-25 A.M. Kilid Bahr abeam 150 yards. Whilst rounding Kilid Bahr full helm was used for 1½ minutes at 6 knots before checking a swing to starboard apparently an eddy.
- 7-31 A.M. 80 feet
- 8-05 A.M. 20 feet – shaped course to pass through net – trim had altered to such an extent that main ballast tanks had to be partially blown to obtain sufficient buoyancy to make an observation.
- 8.06 A.M. 80 feet – speed 8 knots.
- 8-12 A.M. Hit bottom and was thrown up 28 feet – hard a starboard stopped port – ships head was brought round to West when she gradually slid off into deep water. After some further difficulty in fixing position again shaped course for net.
- 8-44 A.M. Passed through, net wires were heard to come taught and after slight pause to part, control only briefly affected. (a wire was heard to foul one propeller) the wire was observed through the conning tower and estimated at 2½) (on coming to the surface it was found at the jumping wires were intact but it had been forced down by Net wire which had grooved the periscope standard and parted on it) 80 feet speed 6 knots.
- 9-00 A.M. 20 feet - for observation – was fired on immediately – 80 feet.
- 9-36 A.M. Stopped and turned out hydroplanes – boat came much easier to handle – 6 knots.
- 10-00 A.M. 20 feet – immediately fired on and when going down again heard propellers close overhead.
- 1-25 P.M. Gallipoli abeam – no big ships seen during passage, but observation was limited by oily calm making one easily seen – a propeller frequently being heard.
- 4-20 P.M. Surface charging.
- 4-30 P.M. Put down by T.B.D.
- 4-50 P.M. Rose charging batteries and proceeded eastwards.
- 5-15 P.M.
- to Tried to communicate by W/T
- 6.00 P.M.
- 9.00 P.M. Dived for the night.

Sunday 5th October (Should be 3rd October)

- 5.30 A.M. Surface – proceeded towards R.V. charging – remounted gun – remained in vicinity of R.V. all day without sighting E.12.

Monday 4th October

- Examined Peramo and Panderma Bay diving – sighted one small steamer but could not get within range.
- 2.00 P.M. Surface. Proceeded to R.V.
- 4.00 P.M. Examined small sail containing 6 refugees which we let go as she had no boat.
- 4.40 P.M. Sighted smoke – closed it and met E.12 and arranged programme.

Tuesday 5th October

Examined coast from Mara Burnu to Sursurlu Chai destroying three sail by gunfire.

Wednesday 6th October

Examined Gulf of Mudania – torpedoing and sinking steamer alongside western side of Mudania Pier – steamer about 1,000 tons, one black funnel, two masts – now submerged to upper deck. Was fired in from end of pier observed another steamer eastern side of pier, semi submerged a yellow funnel and two (sic - two) masts visible.

5.00 P.M. Put down by a Samsoun class T.B.D.

10.45 P.M. Whilst submerged for night heard slow single screw pass overhead.

Thursday October 7th

10.00 A.M. R.V. with E.12 – arranged programme – hands bathed.

Friday October 8th

Proceeded in company with E.12 to San Stephano – E.12 going to Makri Kioi while H.1 examined Kuchuk Chekneje, observed a factory having a very new appearance West of San Stephano close to waters edge. Came to surface shortly after sunset and sighted tug with two lighters – attacked her but light failed.

Saturday October 9th

6-15 A.M. Surface examine dhow, jettisoned cargo but let vessel go as there were eight men and no boat. Searched Gulf of Mudania in company with E.12.

Sunday October 10th

Strong N.E. wind. Examined Buyuk Chekmedje, diving – in evening destroyed two masted sail.

Monday 11th October

Discovered leak in batter tank – so proceeded to centre of Sea of Marmora and opened up two main ballast in search for leak without result. Put down by destroyer just after replacing door – rigged temporary section to battery tank which proved capable of dealing with leakage – found water in spare F.W. tank unfit for use.

Tuesday 12th October Examined, diving, Topche Bay entrance to Gulf of Ismid and Tuzla Bay – only one small steamer seen out of range rain squalls and mist limited operations.

Wednesday 13th October Heavy wind and sea and rain squalls so remained submerged most of the day.

Thursday 14th October Chased one dhow – hit her once but she escaped owing to steering gear failing – heavy wind and sea all day.

Friday 15th October Heavy wind and sea all day proceeded to R.V. nothing in sight.

Saturday 16th October Met E.12 and took in ½ ton fresh water – arranged programme bathed and dried out boat.

Sunday 17th October

7-15 A.M. Proceeded in company with E.12 towards Ismid. Sighted smoke – dived at small gunboat – fired at 900 yards torpedo missed owing to gunboat altering course.

8.45 A.M. Sighted E.12 on surface chasing so rose and chased on opposite quarter.

9.50 A.M. E.12 opened fire – gunboat turned towards H.1 – 4th and 5th shots appeared to hit.

9.54 A.M. H.1 dived steering to prevent enemy doubling. On observing enemy to pass down Western side of Kalolimno rose and steamed down Eastern side to cut her off Gulf on Mudania.

11.20 A.M. Two guns on Kalolimno opened fire on me so increased range rapidly – nearest shot being 400 yards short.

11.40 A.M. Enemy in sight steering towards Mudania but she altered course on seeing that we could cut her off. E.12 had been seen to dive to the Westward of Kalolimno and we endeavoured to drive enemy over her position. During heavy rain squall escaped into Panderma keeping very close under the shore. On realizing that E.12's opportunity of attack had passed I signalled enemy's movements by Fessenden sound signalling on receipt of which E.12 rose. A plan of proceedings is attached.

3-45 P.M. On weather clearing I dived in and examined Panderma but light was still not good enough to pick out gunboat close under land. Sighted steamer in harbour covered by mole.

8.00 P.M. Dived for the night informing E.12 by F.SS of our movements.

Monday 18th October

7-45 A.M. Destroyed by fire large sail, during this operation observed what appeared to be a large explosion in Panderma and the splashes indicating gunfire (from later observations decided that had been deceived by exhaust and smoke from a pile driver and train.)

9-30 A.M. Joined by E.12 who then proceeded to examine Panderma.

11-00 A.M. Dived on observing two columns of smoke which turned out to be two Samsoun class T.B.D.'s steaming at high speed for Constantinople – just failed to get within range.

Tuesday 19th October

R.V. with E.12 and arranged work, proceeded to pass to Northward of Marmara Island.

12.20 P.M. Sighted smoke off Kharirsis Ada, attacked, fired at gunboat range about 750 yards. Torpedo broke surface at 150 yards but appeared to run straight track apparently passing under her – it may have missed just ahead – or through being too deep – though set for 4 feet the heavy sea running may have effected it depth keeping. Went at 70 feet for the night boat still had considerable motion.

Wednesday 20th October

Dived and examined Sar Kioi found two large and one small steamer – torpedoed largest steamer about 5,000 tons, one yellow funnel, two masts, black hull, white upper lines flying three large Turkish ensigns at the fore, main and ensign staffs. Reloaded and torpedoed second steamer about 1,500 tons, one black funnel, two masts, two holds. Again loaded and fired at small black steamer, one funnel aft and hold forward – torpedo was set to 4 feet ran quite straight apparently under, a

moderate sea was running at the time. The steamers sank rapidly, the first ones stern remaining above the water, the second had only funnel and masts visible. Proceeded into Gulf of Artaki.

Thursday 21st October

Diving, examined Karabunga Bay, Artaki Bay nothing seen – dived Eastwards through Marmara Channel – very heavy sea running.

Friday 22nd October

Proceeded to R.V. sea moderating – met “TURQUOISE” and later E.12 and communicated with them.

Saturday 23rd October

Whilst proceeding with E.12 to communicate met E.20 and “TURQUOISE”. E.12 communicated by W/T. H.1 passed mail to E.12. Put down by T.B. Made F.S.S to E.12 this signal was intercepted by E.20 45 miles distant.

Sunday 24th October

Met E.12 and received W/T message. Then proceeded into Gulf of Artaki for a lee to ventilate boat which had been very damp.

Monday 25th October

Dived and examined Sar Kioi – the proceeded to R.V. attacking steamer which turned out to be a hospital ship.

5.00 P.M. Weather having become fine corrected compass and swung for deviation.

Tuesday 26th October

Steaming towards R.V. examined sail found to be full of female refugees so released her. The “TURQUOISE” rose about a quarter mile to the northward – we closed and communicated with her.

P.M. Examined coast from Peramo Bay to Sursurlu Chai, the only sails seen were hauled up on the beach and appeared to be laid up.

Wednesday 27th October

6-15 A.M. Surface – sighted smoke coming through Marmara Channel. Dived.

7-10 A.M. Made out large steamer close inshore and gunboat convoying on seeing enemy altering for Panderma I shaped course to pass between Ay Andrea and Mudania speed 10½ knots. Depth 40 feet. After 20 minutes rose to 20 feet and found gunboat was only 300 yards astern so dived 40 feet. Gunboat was zig-zagging keeping steamers between him and the shore.

8-15 A.M. Fired at gunboat – torpedo missed – Enemy had altered course – attempted to get a steamer but hampered by gunboat was unable to get in shot before she reached the shelter of the mole. Attacked gunboat for over an hour in Panderma Bay but failed to get suitable chance.

10-39 A.M. Retired and dived out to the Eastward.

P.M. R.V. with E.20.

Thursday 28th October

Closed weather shore with E.20 and went on board. Arranged programme.

11-10 A.M. Dived into Panderma to attack steamer – a hospital ship overtook me on the way up and on turning to fire found the latter anchored in a position that rendered shot impossible. Communicated with E.20.

Friday 29th October

6-15 A.M. Saw hospital ship leaving Panderma.

12.00 P.M. Dived into Panderma – by hugging Western shore and turning at latest possible moment got an end shot at the bow of steamer – hit her starboard bow – had to avoid several small sail in entrance. After firing a Samsoun T.B.D. came out from behind steamer and passed several times overhead during the next hour. The chart of Panderma appears very out of dated (sic) not showing railway on the correct line or the length of the mole. Steamer was about 7,000 tons and black with red and white mark on top.

7-00 P.M. Informed E.20 by F.S.S. which was received at 30 miles and noted very distinct.

Saturday 30th October

Destroyed by fire one sail the R.V. with E.20. Proceeded in company with E.20 to communicate. Dismantled gun and fixed two extra jumping wires and guards. Received W/T message.

Sunday 31st October

2-15A.M. Heard steamer pass overhead for direction of Gallipoli.

3-30 A.M. Surface – calm – proceeded on surface towards Gallipoli.

5-30 A.M. Dived about 3 miles from Gallipoli.

7-00 A.M. Passed Gallipoli in rain storm – just able to make out houses – observed. Gunboat on starboard bow.

7.14 A.M. Saw three small Brigantines in Chardak Linan.

8-30 A.M. Observed two steamers, one large in False Bay sunk and one smaller in Bergaz Bay could not be certain whether sunk.

8-50 A.M. Port main motor sparking badly and on examination found unfit for further use.

9-37 A.M. Observed large hospital ship in Ak Bashi Liman and T.B.D. astern.

9-53 A.M. Fixed position, found T.B.D. very close astern and coming straight for us – passed overhead as we reached 30 feet. Dived to 80 feet for passage through net – increasing speed to about 7 knots safe maximum for one motor.

10-56½ A.M. Passed through net – fouling the heavy wires – observed through Conning Tower scuttles wires estimated at 1½. Made D.R. until 10-35 when fixed position was fixed by Kilid Bar and Chanak. Observed small hospital ship near Kilid Bahr. Went to 60 feet for rounding Kilid Bahr obstruction indicated by W/T signal.

11-00 A.M. 20 feet – fixed position which coincided with D.R. Kilid Bahr was rounded at about 300 yards and no obstruction met with – 80 feet for minefield.

1-00 P.M. Surface off Seddul Bahr – closed “Pincher”. Fired on once by Asiatic gun.

Submarine K.26

‘The Queen of the Seas’ or ‘The Steam Pig’

By J98553 (‘Nick’ Carter)

"Good morning". It is the 8th of January 1974 - a Tuesday - and at my side are two diaries - one for 1929 - one for 1950. I notice my handwriting was bold and round at the time, although I had finished with school some ten years before that date.

My hat size - six and seven eighths, size in boots 8-6s. My feet are flatter now, a bit longer, but I no longer take note of the circumference or diameter of my head.

January, 1929. The crisis year. I was a seaman aboard H.M. Submarine K.26. The King - George V. A Leading Torpedoman trained in H.M.S. VERNON and H.M. Fort Blockhouse to work with torpedoes, mines, and the electrical equipment of submarines.

A nobody with a number, the prefix J meaning 'A Seaman', the five figure number giving a clue to the number that had gone before me. I had trained in 'H' Class and 'L' Class submarines. I had my notebooks, and diagrams, my drawings and the all important details of what went on in these two types of widely differing submarines. The 'H' type being of American design and the 'L' type very English, indeed it was said to be an enlarged version of the 'E' Class. A very successful class in the First War.

I took passage in HMS DARTMOUTH out to Malta to my first operational submarine, joining it via the CYCLOPS, the Submarine parent ship. The Spare-crew regulating Cox'n said, "K.26 - join sartnoon". I packed my bag and staggered down the gangplank.

A Quartermaster there obviously thought I was going to go across the next plank and aboard an 'L' boat. I stood there feeling in my slum for my draft chit. Here it was, the Quartermaster smoothed it out. "Vice Snaesby K.26", he read. "ang on here", and he went below through the For'd Torpedo hatch. A few moments later a boyish looking Sub Lieutenant came up the hatch and the Q.M. followed him. "Shun, Able Seaman.....log torpedoman joining sir". The Sub blinked a bit, I guessed he had been asleep when the Q.M. had called him. "Hev you got all your geah". "Yes Sir!" "Carry on then". I saluted, lifted my hammock and treading on one of its nettles I fell down. The Sub smiled as he slid down the hatch, I had entered on the wrong foot. The Q.M. laughed, said "Upsy daisy" and obligingly carried my bag along the tank tops aft. He said, "under below" and threw my bag down the motor-room hatch. I followed the bag with my hammock and went below. The Q.M. said, "See the Cox'n after quarters. "I was in the Motor room of an entirely different type of submarine to those I knew about. I had of course seen K boats a few years ago, before an economy minded Government had thought fit to scrap

them because of their high running expenses. They had kept just one and this was it. Let me explain. The 'K' Class - dating from 1916 were unusual, at that time because on the surface they used steam power. K.26, the last one had been laid down in 1918 and only very leisurely completed. So here it was, in Malta, tied up alongside the CYCLOPS with two stumpy funnels sticking out of the top and a lot of flat casing space that looked curious. Three four inch guns, and two hydraulically operated wireless masts and a conning tower that looked like a Wren pulpit surrounded with brass rimmed portholes. The fore-end sloped up like a whale's back to a little bull-ring and a tall jackstaff. It looked like one of two things - a large destroyer pretending to be a submarine, or a large submarine pretending to be a destroyer.

I found Snaesby in the Motor room mess. I said, "I'm your relief". He replied, "You play football?" I said, "No, I don't, I do have a go at water-polo." Snaesby said, "It might help in the summer, but I'm centre half and we'd asked that dumb Cox'n in the CYCLOPS if he could work us an LTO and a Footballer in the same being see?" I saw. Snaesby took me round the boat, it being a make and mend only a couple of people were awake. We went through the Turbine Room saw the funnel operating gear which was most important as a non shutting funnel could sink the boat in a few short minutes.

A look down the fore-ends at the six 21" tubes and then down the Beamery - the Midship Torpedo Tube Compartment - with the four 18" torpedo tubes. "These four fish are yours" he said. I nodded. I did not welcome this news, I rather fancied myself as an electrical wizard, not so much as a mechanical operator of that bugbear of the old Navy the superheated steam torpedo. We poked around here and there, I asked nervously, "What's the POLTO like?" The POLTO of a submarine is the boss torpedo man on the electrical side. The Torpedo gunner's mate was the chief of the Whitehead or torpedo side. My boss was going to be mainly the POLTO, or as the initials suggested, the Petty Officer, Leading Torpedo Operator, which somehow meant a Petty Officer who never touched a torpedo, but with his LTOs - Leading Torpedo Operators - looked after all the electrical workings of the submarine from the telephones to the motors that put the funnels up and down. "O.K." said Snaesby, "old Harrison, he's fine, good chap, always grumbling but like I say a very good POLTO". We went down the mess at a quarter to four, people were rolling off lockers yawning and rubbing their eyes. I nodded at them though there was nobody I knew. I had not been in submarines a dog

watch. The motor room was fairly narrow, a big main motor switchboard each side, a long table down the centre and cushioned lockers each side for the seamen to sit at the table, and as you sat, the big black handles of the main motors touched your back just above where the three rows of tape of your collar would come, if you were wearing that sort of gear.

Someone shouted "Quartermaster!" and held the tea urn up inside the motor-room hatch, a pattering overhead and the tea urn whipped up as the Q.M. seized, it and took it to the galley, in a few minutes the Quartermaster called down "Below there in the Navy here's your tea my lucky lobsters, not too much sugar in mine". Someone poured the Q.M. a cup of tea, dosed it with Ideal milk and up the hatch it went. Snaesby said "No wasted effort Nick, he's on watch he'd just as well wet the tea for us his messmates, good bloke Tims, he carried your bag didn't he?" As he said this the Bosn's call shrilled and Tims piped, "Hands to tea and shift into night clothing". Then he lowered his voice and called in a simpering voice "Go on chaps a jolly cup of tea, and get into your evening dress". We sat down. As I did so a big Stoker came from aft and pushed my head forward towards the table and walked across the lockers to get forward. He pushed the others in their turn and jumped down to the deck hurrying forward into the Turbine Room.

A chubby faced LTO sitting next to me said, "My name's Single, this is the only gangway at sea and we have to put up with it, some of 'em go up and round but if they push through we don't mind. They are half afraid of being electrocuted but the fuses are dropped." I smiled, my name's Carter, always called Nick." I actually shook hands with Single, I don't know why. But I now know that he was the finest Leading Torpedoman in ten navies. He had light hair and a humorous face, he would have made a good eighth dwarf with Snow White, that is if you had shortened him a bit. Bert Single, from Bertram mind you, not after the Prince Consort.

I slid a plate out of the rack that swung over the end cylinder of an 850 H.P. centre line diesel generator and poured my tea. I sliced a chunk off a good sized piece of cheese that was on a plate in the middle of the table and buttered some bread. Single kept me talking, once a very thin apologetic stoker crept across the lockers and said "sorry mate", as he made aft to the Stoker's Mess back aft in the tail. The Cook's dished up the cups and saucers, Single ushered me up the Motor Room hatch then, we helped Snaesby up with his gear to the CYCLOPS. I took my blue collar off, I was thus automatically in night-clothing. The relief Q.M. piped "Hands to evening quarters" and I fell in with Single and his division. The POLTO stood at the front, he had a good suit on but he looked a bit worried. He said to me "Long in boats?" I answered, "Well no P.O. only just done training in L's and H's." He nodded seriously, "Don't you worry laddo, you'll soon learn to like the steam pig, and old Bertram here will put you wise. It was the first time I had heard it called a steam pig but with four smaller L boats alongside it did look like a sow with piglets. The O.O.D. came round inspecting. He raised his head saying "Name?" "Carter Sir". "Very good". I relaxed, we fell out, most people went off the upper casing but Bert nodded me over to the stump mast where they raised the wooden skiff. "Nick" he said quietly. "You mad a bit of an

innocent 'fow parr' (that's as it sounded) today teatime." "That slab of cheese was sort of private. Plaskett that's the Senior Gunlayer and old Bud Fisher, the other LTO who is ashore this afternoon, buy a big slab from old Demicoli the contractor and whack it on a plate at tea time, where they dig out on it." "From time to time just as a friendly gesture like you'd give a peppermint to a friend, they will chop a piece off and stick a knife in it and dab it on the plate of someone they think might like a bit of cheese". "But it's a gift, it's not the mess's cheese". "I see" I faltered. "I helped myself to the old Military Pickle too". Bert laughed, "That's all right Nick, the pickles are on the Mess bill, you pay for them at the end of the month." I could see that Bertram was a friend worth having. It was only about two weeks later that Plaskett sawed off a generous bit of cheese and transferred it to my plate. "Have a bit of bungs Nick old man." I smiled, "Thanks Guns." We were at sea on our way to Gibraltar for the Spring manoeuvres and rolling quite a bit and the Motor room as hot as hell, but never had cheese tasted sweeter, both going down and coming up.

Coxswain 'Vic' Preece (Founder Member - Lincoln Branch)



The above is a photo of one of the Founder Members of the Lincoln Branch - Coxswain 'Vic' Preece - taken just before our last meeting. Because of health problems this was the first Branch meeting he had been able to attend for a few years. He is checking the new exhibits in the Submariner's Corner of the Lincoln RNA club where the meetings are held. Vic is now 90 years young and has some wonderful tales of submarine WW2 patrols of which he did 29 - both in the Atlantic and in the Mediterranean running out of Malta on the Submarine P46 [UNRUFFLED] as part of the 10th Submarine Flotilla during the Siege of Malta.

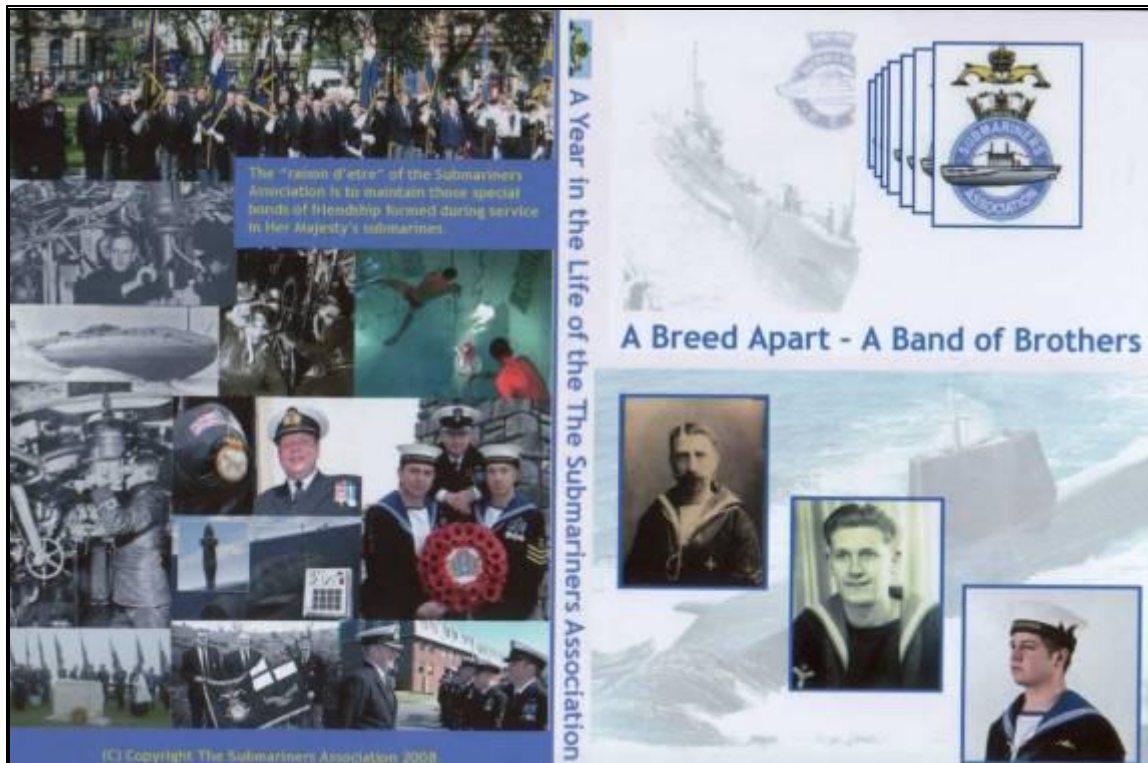
Vic is the last known member of the crew [he can still name every one of them!] of UNRUFFLED left still alive. John Wingate, DSC in his book called "The Fighting Tenth" mentions him for his "gun layer" skills in a night gun action against the coastal railway line on the Calabrian [Italian] coast. A train was hit and derailed messing up the weekend leave for many Italian servicemen. The train logo was interesting on the "Jolly Roger" on return to Malta.

Vic broke his lower back [not correctly diagnosed for 4 years] whilst being retrieved back on board the boat (after diving overboard with just a heaving line as his lifeline) to save the RAF crew members of a crashed Sunderland

flying boat which had just lobbed sacks of flower to simulate depth charges at the submarine during an ASW

exercise. The aircraft crashed right alongside after losing two of its engines - oily tiffs fail again!

The Submariners Association DVD
'A Breed Apart - A Band of Brothers'
(A Year in the Life of the Submariners Association)



This 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 is now available. 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.

The Ping Bosun's Log

(Mick Jones)

Dear Friends and Members,

As I sit here each month to write these blockbuster newsletter logs I often sit for hours gazing at the screen of my word processor waiting for the Muse to inspire me and when inspiration finally comes I tap away with my right forefinger until it resembles a Cumberland sausage. The finished article used to be proof read by the lovely **Shirley Collins** who would correct my grammar, spelling and punctuation. You know it is amazing how many famous authors cannot spell, sure Shakespeare himself couldn't spell microwave to save his life.

Two Italian chappies Michael and Angelo got the job of painting the Cistern in a Chapel in the Vatican, and they painted it lying on their backs. I fancy they must have been at the old communion wine. Frankly, I would have thought it a lot easier for them to have used a roller but there you go.

Still on the subject of painting related matters this must have been one of the least successful naval repairs ever. In September 1978 a paint scraper worth around 30 pence was accidentally dropped into a torpedo launcher of the US nuclear submarine *Swordfish* and jammed the loading piston in its cylinder. For a week divers tried to free the piston while *Swordfish* was waterborne but all attempts failed. She had to be dry-docked and subsequent repairs cost 171,000 dollars (£84,000). Perhaps in future our ASW skimmers should take to dropping paint scrapers instead of depth charges - what do you reckon? Thought I would talk a little about **CPO Coxswain (SM) Gordon Selby, DSM, MiD, BEM** a submarine legend of WWII. Gordon served through six years of the war in boats and led a charmed existence whilst engaged in many actions on various boats for which he earned gallantry awards. He was second Coxswain on the soon to become top scoring boat *Upholder* under the command of another submarine service legend Lt. M D Wanklyn, later to be promoted to Lt. Commander and subsequently awarded the Victoria Cross and Gordon was awarded the DSM. *Upholder* was lost in April 1942 on her final patrol en-route to England for refit. Providentially, Gordon was drafted from *Upholder* just before she sailed, to remain in the Mediterranean as Coxswain of another boat.

He was first Mentioned in Despatches "*For selfless devotion in twice returning to a sinking vessel to provide others with life-saving apparatus*". The 'sinking vessel' was in fact *Olympus*, on which he was a passenger and which had struck a mine, in May 1942, about six miles south of Malta. She was sinking by the bow; survivors of the explosion were gathered on the casing, and Gordon went below, via the conning tower, to fetch as much escape apparatus as he could carry, on two occasions, before she went down. He and eight others managed to swim ashore. They were the only survivors. On September 1944 he was again Mentioned in Despatches "*For undaunted courage, skill and devotion to duty in successful patrols in one of HM Submarines in Far Eastern waters*". The submarine was *Storm* commanded by Lt. Commander Edward Young, RNVR whose excellent book 'One of Our Submarines' was required reading for all young aspiring peacetime submariners.

On June 5th 1945 he was awarded a bar to his DSM "*For marked courage, devotion to duty and coolness in action in successful patrols whilst serving in one of HM Submarines*". Again, this submarine was *Storm*, in which, mercifully, he safely finished his six years war service at sea. He received one further award and that was the BEM in 1956 in recognition of his "*outstanding contribution to the training of young submarine officers*".

In a remarkable career, few episodes would be more remarkable than the manner in which his life was spared on four providential occasions. The first was his draft from *Upholder* before her loss with all hands in 1942. The second was his escape from *Olympus* in 1942. The third was his drafting from *Truculent* to *Alliance* about three months before the former boat sank with all hands by collision at night in the Thames. The fourth being his inexplicable collapse and transfer to RNH Haslar, half an hour before he would have sailed in *Affray* on her final, fatal, voyage. A truly remarkable man and submariner who would surely have forgiven his old mate, **Gus Britton, MBE** his once jocular remark in saying that he wouldn't have sailed on the Gosport ferry with Gordon at any price. Of course he was only winding him up – but that's what oppo's are for aren't they?

To all of you who are well, keep on being that way, and to those of you who are not so well we wish you all the best. Well sailor's, that's your lot for this issue, take care of yourselves and God bless.

Mick.

An American View

Subject: Gordon Brown

Gordon Brown flies into Washington, still an unknown quantity to most people in the U.S. despite his bizarre appearance on American Idol recently. In advance of the trip, profiles of the Prime Minister have been appearing in the U.S. This column tuned in by satellite to Eye-Witness News, Palm Beach, for a preview of the visit:

'Good morning America, how are you? This is your favourite son, Chad Hanging, reporting.

The President of Englandland, Norman Brown, is arriving in our Nation's' capital this afternoon to meet with President Bush. But just who is this guy? Let's cross to our special correspondent Brit Limey.'

Hi Chad. As you can see, I'm standing in the world-famous Trafalgar Circus, with the House of Fayed directly behind me.

So what can you tell us about Norman Brown?

Well, Chad, he has been President for some nine months now. He used to be Chancellor.

What, you mean he's, like, German?

No, that's what they call their Treasury Secretary over here.

And is he a Conservative, like President Tony Blair?

No, Chad. He's Labour. President Blair wasn't a Conservative either. He only pretended to be.

So how did Brown get the job?

He just kept shouting at President Blair until he stood down.

But he won an election, right?

No, Chad, there wasn't an election. He did think about calling one, but decided against it because he was frightened he might lose.

How can you change Presidents without having an election? I mean, it's not like President Blair was assassinated.

That's just the way it works in Englandland. The leader of the Party with the most seats in the House of Lords gets to be President.

So Norman Brown was elected leader of the Labour Party?

Negative, again, Chad. He did raise money and have a Leadership Campaign, but no one stood against him. What, nobody? No primaries, no general election, nothing?

Affirmative, Chad.

Let me get this straight. His party hasn't elected him, the country hasn't elected him, yet he still gets to be President. Sounds like a Tinpot Commie dictatorship to me.

You could say that, Chad. Norman Brown doesn't really like anyone being given the chance to vote on anything.

Someone must have voted for him, some time.

Oh, yes. He was elected to the House of Lords by his constituents in Scotlandland.

He's Scoddish, then?

That's a big Ten-Four, Chad.

So is he President of Scotlandland, too?

No, that's a guy called Alan Salmon.

Hang on, if Brown's from Scotlandland, how can he be President of Englandland?

That's just the way it goes in this crazy country, Chad. Brown can make laws for Englandland, but not for his own people in Scotlandland. Not that it matters much because Brown has signed away most of Englandland's lawmaking powers to unelected European bureaucrats in Brussels, Belgiumland.

That would be like stripping Congress of the power to make laws in America and handing it over to Mexico.

I guess so.

How in the Hell did the people of Englandland vote for that.

They didn't. Brown wouldn't let them, even though it was a solemn promise in his party's manifesto the last time people were allowed to Vote.

Couldn't the Supreme Court have stopped him?

Not really. The Supreme Court of Englandland is now in Strasbourg where the geese come from.

Isn't there any opposition?

There's a guy called Boris.

Sounds Russian.

I wouldn't be surprised, Chad. There are millions of Eastern Europeans living here now, mainly in Peterburl. Englandland has seen mass immigration over the past ten years, but no one voted for that either.

What in the name of Ulysses S. Grant is going on over there, Brit? We're talking about the country which gave us Magna Carta, saw off the Armada, stood alone against Hitler and invented parliamentary democracy. How does Norman Brown get away with it? He must be a popular guy.

Far from it, Chad. According to the latest opinion polls, he's the most unpopular President ever. His approval ratings are even worse than George Dubya Bush. There's talk about him having to stand down soon. He's already promised the job to some guy who works for him - name of Balls.

Say again, Brit, you're breaking up.

Balls.

You're damn right there, buddy.

USS DOLPHIN BECOMES A MUSEUM BOAT

By Rose Creasman
 UNION-TRIBUNE WASHINGTON BUREAU
 9:03 p.m. September 18, 2008



Union-Tribune file photo
 Dolphin is seen at its decommissioning ceremony in 2006.

WASHINGTON, D.C. – After more than a year of inactivity and an uncertain fate, the Dolphin is returning to San Diego. But in its second life, the record-setting submarine will welcome museum-goers.

Ownership of the one-of-a-kind research vessel was transferred Thursday to the Maritime Museum of San Diego in a ceremony that participants likened to a wedding service, with Navy officials on one side and museum representatives on the other.

“This is an exciting day for us,” said Raymond Ashley, director of the museum. “We are using ships to tell a story here in San Diego.”

Navy Capt. David Tungett, program manager for the Navy's Inactive Ships Program, said the Dolphin “will highlight America's technical expertise and dedication to the advancement of science.”

Commissioned in 1968, the 65-foot Dolphin was the Navy's last diesel-electric submarine. It set numerous

records that have yet to be broken, including deepest launching of a torpedo and deepest depth ever reached by a research vessel. With an operating depth in excess of 3,000 feet, it was one of the world's deepest diving submarines.

Rep. Brian Bilbray, R-Carlsbad, said the Dolphin will play an important educational role.

“People too often think of museums as static,” he said. “But (the museum) is dynamic. It's information you use daily.”

Rep. Susan Davis, D-San Diego, hosted the ceremony in a House Armed Services Committee office.

When the Dolphin was decommissioned in 2007, former crew members wondered about its fate. The submarine had spent more than 30 years based in San Diego.

John Benya, a retired Navy engineer who spent his entire career on the Dolphin, said reports the vessel would be sunk as part of a torpedo exercise came as a jolt to fellow sailors he described as the “Dolphin family.”

“Anybody who knew anything about the Dolphin came unglued,” he said. “A lot of us went and talked with the museum and tried to get them to dialogue with Washington about a donation.”

Prompted by the crew's efforts, Ashley wrote to former Assistant Navy Secretary Dolores Etter. He urged her to consider donating the submarine to the museum, a request that ultimately was approved.

The transfer ceremony capped an application and review process that took more than a year and a half.

“The Dolphin has a zillion unique features, and she's in pristine condition,” Benya said. “Everyone here is just tickled pink to see her come back home.”

The submarine is expected to go on display by the end of the year.

LETTERS AND E-MAILS TO THE EDITOR

Mr. Alan Edmund Jones
 101, York Road
 Weston Mill
 Plymouth
 PL5 1AU
 01752 201583
stokerjonesCOB@blueyonder.co.uk
 August 2008

Dear Dave

When S/M.2. ‘Paid Off’ and became COMDEVFLOT, a group of us got together and decided to mark the occasion. We booked a venue, at Nil Cost, to hold an unofficial ‘De-Commissioning’, which was supported by some senior members of S/M.2 staff. It was decided that any profit made by this event would be donated to the R.N.B.T. (Submarine Memorial Trust).

www.submarinersassociation.co.uk

This event has now blossomed into an annual Re-union which has raised a fair amount for the Submarine Memorial Fund as you can see.

2002 - £ 68

2003 - £200.00

2004 - £257.47

2005 - £240.00 (also in 2005 we raised £125.00 for the refurbishment of the A8 Graves in Ford Park Cemetery)

2006 - £274.05

2007 - £326.21

2008 - £304.00

These donations are reported to the Submariners Association, to demonstrate that we who organise this event have collected money by Submariners for Submariners, because after all we're all Buddies in Boats.

Yours Sincerely
Alan Jones

From: David Ottley

To: davebarlow84@tiscali.co.uk

Sent: Tuesday, July 29, 2008 5:06 PM

Subject: Submarine Museum

Dave

Last night I attended the opening of a new exhibition at the Museum and report as follows -

HMS Alliance - Preserving the Silent History

The evening of the 28th July was warm and sunny and heralded the opening of a new exhibition at the Submarine Museum. The evening also incorporated the launch of the DVD "A Breed Apart – A Band of Brothers".

The event was well attended with guests able to enjoy an excellent buffet, fine wine and the convivial company of many fellow submariners.

The proceedings were opened by Marion Budgett, the Museum Director, who welcomed the guests and outlined the new exhibition installed in the Frazer Room adjacent to the museum's cafe. The display's aim to highlight the heritage that is Alliance since she is our only remaining direct link to the submarines of the two world wars. Unfortunately, it can be argued that lack of foresight failed to preserve any vessels from the S, T or U classes.

Visitors to the museum will find the displays really interesting since they make a valuable contribution to informing the public what Alliance, the last of the "A" class and 61 years old is all about and how, after restoration, she will be displayed. The exhibits are complimented by a video where several members of the Submariners Association recall their experiences of life aboard the boat.

Ray Anderson, who commanded Alliance between 1967 and 1968 followed Marion Budgett to the dais recalling life onboard and some of the highlights of her career such as the 30 day tropical snort undertaken from 9th October to 8th November 1947 during which she travelled 3,193 miles. On the other hand he also reminded guests of more sombre events such as the time spent grounded on Bembridge Ledge and the 1971 battery explosion.

Before guests proceeded to view the new exhibition Ted Hogben informed the thinking behind the aforementioned DVD and the fact that it was being continuously being shown in the ground floor of the John Fieldhouse building where the reception was held.

Attending submariners who had served on Alliance were invited to sign a copy of an exploded cross section drawing of an "A" class submarine which will be added to the new displays. This drawing (together with a similar one of the Holland class) will be on sale at the museum, and when framed, will become the must have memorabilia for all those who have served on "A" class boats.

Association member, Jim Onions, ex Alliance Chief Stoker and a long serving Alliance volunteer guide features in the new exhibition video and sums up his time in submarines with a few words that say it all, "Once a Submariner - Always a Submariner". Words that ring very true for all those that have had the privilege of serving on conventional boats. Let's hope that the same applies to the nuclear navy.

Regards
David Ottley

From: Michael Pitkeathly [<mailto:pittkskimmerkiller@blueyonder.co.uk>]

Sent: 26 July 2008 07:05

To: Dave Barlow

Cc: Ted Hogben; Andy Buchanan

Subject: Remembrance

As many of you may know the Submarine Museum have got an Area of Remembrance which lists all submariners that died on service in war and peace. It is apparent that unfortunately there are names missing from the list which is most unfortunate and I believe should be rectified.

If any of you know of any submariners who were killed in service on board submarines please forward details to me with as much information as possible and I will ensure that the S/M Museum at least get the information to act on and up date their list in due course.

My email remains: pittskimmerkiller@blueyonder.co.uk

Telephone number 01752 849326

Pitt.k (former naval person)

From: Alexandra Geary [<mailto:artefacts@rnsbmus.co.uk>]

Sent: 01 September 2008 11:55

To: Colin Way (E-mail)

Subject: Know anyone from Resolution?

Do you know anyone who was on Resolution class around 1984-1988? I have a plaque in the collection which is called the Bob Whittle Memorial trophy. I'd like to put it into my bunk space display but I don't know what it was awarded for. Do you know anyone who could help?

Cheers!

Alex

Mrs Alexandra Geary AMA

Keeper of Artefacts

Royal Navy Submarine Museum

tel: 02392 510354 ext 227

fax: 02392 511349

www.rnsbmus.co.uk

FROM THE GUESTBOOK

Date: 13/09/2008
Guest: 1 (Reference ID: 1738062)
Name: Brian David Ives
E Mail Address: briandavid@homecall.co.uk
Location: Shotley Gate
Comments:

Invitation to Shotley Remembrance Parade on 9th Nov 2008 to all Submariners current or former 1000 hrs start. Waterside Service 12:30

Date: 01/09/2008
Guest: 2 (Reference ID: 1736297)
Name: John (Bushy) Bushell
E Mail Address: johnb732@live.com
Location: Victoria, Australia
Comments:

G'Day all, If memory and the documents to hand serve me right I served in the following: Joined submarines 31/07/1953 (Training Course) - 18/09/1953. Additional Dolphin 12/10/1953. Maidstone 15/10/1953. Tradewind 3/11/1953. Scythian 28/11/1953. Spare crew Maidstone 05/04/1954. Tally Ho 14/02/1955. Sea Scout 25/03/1955. Alliance 05/09/1955. Spare crew Maidstone 26/01/1956. Thermopylae 26/01/1956 till March 1957. Any shipmates out there please contact me on johnb732@live.com

Date: 01/09/2008
Guest: 3 (Reference ID: 1736268)
Name: kerry

E Mail Address: kerry_syrett@yahoo.co.uk
Location: Hull
Comments:

Hi! I'm looking for someone called Eirion Edge also known as Wedge. He served on Splendid during the 80's and early 90's and married a lady called Vivienne. Could anyone please help?

Date: 26/08/2008
Guest: 4 (Reference ID: 1735309)
Name: Nick "Scouse" Brough
E Mail Address: nbrough@manx.net
Location: Isle of Man
Comments:

Great Site. I served on Oberon, Otter and Opossum in the 70's and 80's as a UC - any one who remembers me please contact me.

Scouse

Date: 06/08/2008
Guest: 5 (Reference ID: 1732330)
Name: Frederic West
E Mail Address: fredric.west@orange.fr
Location: France
Comments:

I wonder if any of your members can help me please. I have, as a few people know on web sites I patronise been putting together a database of information of all British

conventional submarines. I have been doing this now for three years and have got many thousands of hours of researched info. The info I have is boat names, class, pennant number, yard/hull number, builder, laid down launch and completion dates, fates with dates, events with dates, Skippers with dates.

In fact the database the Submariners web site at Barrow is based on the info I gave the web master some two years ago. The trouble is I am missing lots of info like dates and yard numbers etc. I have been in contact with ship yards etc and some places like VSEL and the Canadian yard that built the 'H' class have given me some info but not enough. I NEED MORE INFO if any one can help I am prepared to impart some of the info I have in exchange. I would like to put all this info into a book and get it published. I have loads of books etc but.....Yes I'm an anorak!!! If any one has any old Fleet bridge cards etc that'll also be helpful.

Thanks mate. Oh by the way give my regards to Uncle Roy (Dixon). Fred West ex sonar maintainer P&O boats

Date: 28/07/2008
Guest: 6 (Reference ID: 1731165)
Name: AB (TS) (SM) WHITE
E Mail Address: Billy_white86@hotmail.com
Location: HMS/M Sceptre Faslane
Comments:

Hello, I am AB White off of HMS SCEPTRE. I was given an HMS ODIN zippo lighter from a family member. I have been informed that only 50 or 60 were made for each "O" boat. I am willing to sell it to someone who would appreciate more than I do as I have (Obviously!) never served on an "O" boat being only 21 years old. My E-MAIL is Billy_white86@hotmail.com if anyone is interested. I thought I would come to this site first as I would prefer an actual submariner/ex-submariner who served on "O" boats to have it rather than a civilian collector.

Yours Aye.

AB (TS) (SM) 1 White, HMS/M Sceptre

Date: 28/07/2008
Guest: 7 (Reference ID: 1731067)
Name: Taff Davies
E Mail Address: colindeeps@hotmail.com
Location: South Wales
Comments:

I was a LRO(G) and served on Resolution (Starboard), Cachalot and Valiant. I was in boats from 1968 to 1976 when I left the Andrew. Always happy to hear from old buddies.

Date: 14/07/2008
Guest: 8 (Reference ID: 1728892)
Name: Bob Head
E Mail Address: bobhead737@yahoo.co.uk
Location: Mazarron, SE Spain
Comments:

G'day all to Upsidedown Sludgemariners on the dark side. Just ambling about Cyber Space having become bored with Barrow SA site, RR and ROMFT this afternoon. I am Ex L/S RP2 Truncheon 65/68, Osiris 68, Finwale 68/69., Opportune 69/72. I have had two visits to your fair land and am to return again this Christmas. Ex Cambridge SA - now belong to Dolphin as Colin is excellent at keeping us in touch.

My contact in Perth tells me you are having a bit of a cold spell, well wrap up warm lads and I may just bring over a litre of Woods for your summer.

You all take care now and do not let that nasty Mr Rudd grind you down.

Bob (Nutty) Head

Date: 11/07/2008
Guest: 9 (Reference ID: 1728537)
Name: Mac McKinley
E Mail Address: billmckinley@blueyonder.co.uk
Location: Between a Rock and a Hard Place
Home Page: <http://hmscourageous.co.uk>
Comments:

Good Morning.....did 20 out of 22 years on boats, Sealion and Opossum being 2 of them. Still trying to find any photographic evidence that (either) Opossum or Sealion had most of the casing/fin/escape hatches painted WHITE for DSRV Trials with AVALON when we docked with a bomber. Was one of those fortunate enough to go along for the ride. Standing on the casing in your Eights when the boat is bottomed out at approx *** feet was a bit strange! Mac.

Date: 09/07/2008
Guest: 10 (Reference ID: 1728183)
Name: Patrick (Donny) Donovan
E Mail Address: donny-donovan@hotmail.co.uk
Location: Kent
Comments:

I was saddened to here of my old "sea dad" (Otus '77) Ziggy Belton 'Crossing the Bar' to his eternal patrol in the waters below earlier this year. I'm sure he'll watch over us on 2nd August. We will remember you at the reunion in Guzz deeps. Same for you Lestahh!! (Robin (Lester) Piggott who crossed the bar only two months after leaving the Ozz mob and 33 years in boats. We will never forget you and I know you'll be there at least in spirit - probably every one we sink!!!

Through the Boat

Leave the jetty
 Cross the planks
 Along the casing
 Above the tanks

Down the hatch into the fore-ends
 The chief maintains the torpedoes with his friends
 A twill trunk escape hatch is right there,
 Stacks of tin-fish, they are spare

Into the Control Room we enter,
 The periscopes are in the centre
 Pipes and valves are everywhere,
 It's the diving panel over there

Now the 'donk-shop', diesel engines two
 The throb and clatter as the turn the screw
 The motor room is just aft
 Those huge motors, when dived, turn the shaft

Pass the messes, along the passage we go,
 There are stores and a battery down below
 The tidy wardroom, hardly room for four
 Step right through another door.

The wireless is along the alley
 So is the chef's little galley
 Heads and washbasins can be seen
 Stainless steel and Oh! So clean!

Through into the after torpedo compartment
 Many a lone watch in here is spent
 That completes a quick look
 To log it all would take a book.

A Submariners Prayer

O Father, hear our prayer to Thee
 For your humble servants, beneath the sea
 In the depths of oceans, as oft they stray
 So far from night, so far from day
 We would ask you Guiding Light to glow
 To make their journey safe below
 Please oft times grant them patient mind
 Then 'ere the darkness won't them blind
 They seek thy protection from the deep,
 Please grant them peace when 'ere they sleep
 Of their homes and loved ones far away
 We ask you care for them each day
 Until they surface once again
 To drink the air and feel the rain
 We ask your guiding hand to show
 A safe progression sure and slow
 Dear Lord, please hear our prayer to thee
 For your humble servants beneath the sea.

OBITUARIES**Lieutenant Commander Ian E Fraser, VC, DSC**

Lieutenant-Commander Ian Fraser, who died on Monday 1st September 2008 aged 87, won the Victoria Cross as captain of the midget submarine XE3 in Operation Struggle, a daring attack on the Japanese 10,000-ton heavy cruiser Takao in the Johore Straits, off Singapore Dockyard, just before the end of the Second World War.

Takao had previously been damaged in action. But it was thought she could be repaired and used as a floating gun-battery to defend the Straits.

Towed by the submarine Stygian, XE3 sailed on July 26 from Labuan, off Borneo. "Tich" Fraser and his crew — Sub-Lieutenant "Kiwi" Smith (RNZNVR), Artificer Charles Reed and the frogman diver Leading Seaman "Mick" Magennis — transferred from Stygian on July 30 to relieve XE3's passage crew. That night, at 11 pm, the midget sub slipped its tow at the eastern end of the Singapore Channel.

The party now set off on an intricate and dangerous passage of some 40 miles. They passed shoals and wrecks and crossed minefields to proceed between Singapore Island and the Johore mainland. Had they fallen into Japanese hands they would probably have been executed as spies.

XE3 made a steady five knots on the surface and passed the Johore listening posts just after 2am on July 31. At 4.30am Fraser had to dive hurriedly to avoid a tanker and its escort which came looming up out of the dark, and XE3 hit the bottom at 36ft. This damaged the logs which measured speed and distance on which Fraser relied for his dead-reckoning navigation. In the heat and confinement of the X Craft, conditions were extremely unpleasant. The men kept themselves going by sipping orange juice from the refrigerator before taking Benzadrine tablets at 6am.

Three hours later, Fraser sighted the line of buoys which marked the boom, and, waiting outside, managed to follow a small, unwary trawler through. As XE3 worked her way steadily up the Straits at 40ft, Magennis began to dress in his rubber frogman's suit, assisted by Fraser. Inside the submarine, the temperature was 85 degrees and the air heavy and sticky.

At 12.50 Fraser saw the shore of Singapore Island to his left, some buildings ahead, and then the target — Takao. "Although she seemed to appear with the suddenness of an apparition," he recalled, "I had the feeling that I had been staring at her for a long time. She was heavily camouflaged and she lay in the exact position I had plotted on my chart."

An hour later, when the crew had been submerged for nine hours and had been 19 hours without proper sleep, he began his attack.

Takao was anchored with her stern only 100 yards from the Singapore side of the Straits. The depth of water around her was between only 11ft and 17ft, but she lay across a depression in the seabed some 500ft wide. Fraser had somehow to get XE3 across the shallows and into the hole below Takao (though he had told the depot-ship staff that this would be impossible).

The first attack on Takao's bow was too fine. Fraser retired and at 3am he tried again. This time he slid XE3 neatly under the target. Magennis went out through the "wet and dry compartment" (which could be flooded and pumped to let a diver in or out of the submarine) and began to fix limpet mines to Takao's bottom.

Since the plates were covered in marine growth, he had to chip and clear away for more than half an hour before he could place his six mines properly. But their magnets were unaccountably weak, and the mines kept floating up and away, with Magennis swimming after them.

When Magennis came back to the sub, Fraser's next task was to release the two side-charges, each two tons of Amatol explosive. The port charge dropped away cleanly, but the starboard side stuck. So, too, did XE3, underneath Takao. Fraser and his crew had a frantic few minutes' manoeuvring before the submarine came free.

Fraser wanted to go out to release the remaining charge, but Magennis insisted that he was the diver and he would go. Armed with a spanner, he climbed out again and in five minutes — the longest five minutes of Fraser's life — he released the charge.

XE3 returned to Stygian and was taken in tow again, reaching Labuan on August 4. The charges duly detonated and blew a great hole in Takao's bottom. Fraser was dismayed to find there were plans for him to repeat Struggle. He felt he had done enough and more than enough, and was greatly relieved when the end of the war made the operation unnecessary.

On his way back to Britain, Fraser passed through Singapore and was shown over the remains of Takao. To his bitter disappointment, he found that there had been only a skeleton crew on board. The Japanese Navy had written her off. Nevertheless, he and Magennis were both awarded the Victoria Cross.

Ian Edward Fraser was born on December 18 1920, and was taken at a few months old to Kuala Lumpur, where his father was working as a marine engineer. He went to the Royal Grammar School, High Wycombe, and then HMS Conway, the training ship in the Mersey.

In 1938 he joined the Blue Funnel Line and went to sea as a cadet in Tuscan Star and Sydney Star. After joining the battleship Royal Oak as a midshipman, RNR, for what he thought was to be four months' training, he was aboard for the Fleet Review in Weymouth Bay, Dorset, in July 1939.

When war broke out, Fraser served in the destroyer Keith. He was in the destroyer Montrose at Dunkirk, and in another destroyer, Malcolm, when she and other escorts sank U-651 in the Atlantic on June 29 1941.

Then — "for no valid reason which I can now recall" — he volunteered for submarines. He served in P35 and H43 before joining Sahib in the "Fighting Tenth" submarine squadron in the Mediterranean.

He won a DSC in April 1943 after Sahib, west of Corsica on January 21 1943, sank U-301 as well as several Axis supply ships. At a post-patrol party aboard a depot ship, somebody threw a heavy brass ashtray which broke a bone in Fraser's foot. As a result he was not on Sahib's next patrol, in which the sub was lost and all but one of its crew became PoWs.

Fraser was appointed first lieutenant of the old submarine H44 which, after refitting at Sheerness, went to Londonderry, where escort commanders on the surface practised trying to find him. This led to his volunteering for X Craft. He trained in X20 in Loch Cairnbawn before, in November 1944, taking command of XE3 — unofficially named “Sigyn”, after the ever-loving wife of Loki in Norse mythology. It adopted the motto “Softly, softly, catchee monkey”.

In 1945 he was appointed an Officer of the US Legion of Merit, and the borough of Wallasey raised more than £300 by public subscription for Fraser and presented him with a Sword of Honour.

It had been Fraser’s ambition to transfer to the regular Royal Navy after the war, but it became clear that he was not going to be offered a permanent commission and, in 1946, he withdrew his application. He was discharged the following year.

The VC had changed Fraser’s life, and he used it intelligently and resourcefully to give himself as good a start as possible in his new civilian career. With other ex-frogmen and service colleagues he formed his own company, Universal Divers, and became its managing director and later chairman.

To finance the company, Fraser organised a troupe of frogmen, who went through their underwater paces, re-enacting their wartime experiences in X craft in a 20,000-gallon glass-sided tank at such venues as Belle Vue, Manchester, and the Shakespeare Theatre, Liverpool.

The act unashamedly traded on Fraser’s VC, and was fiercely criticised as “commercialising” the award. But while upset by the disapproval, he remained unabashed, and continued with his performances.

With Universal Divers and North Sea Diving Services, which he formed in 1965, he expanded into the field of exploration and maintenance of North Sea oil and gas rigs. After selling out to the Blue Star Line in 1975 he served with Star Off-shore Services until 1982.

Fraser remained in the RNR rank until he retired as a lieutenant- commander in 1966. He was awarded the Reserve Decoration with Long Service Bar, became a JP and vice-president of the Merseyside Branch of the Submarine Old Comrades’ Association.

In addition he was a Younger Brother of Trinity House and, since 2002, had been United Kingdom vice-chairman of the VC/GC Association. His memoirs, Frogman VC, were published in 1957.

Ian Fraser married, in 1943, his childhood sweetheart, Melba Hughes, who was serving as a Wren at Pwllheli on the north Wales coast when they met. They had four sons and two daughters, one of whom recently predeceased him.

George Standen, OBE

George Standen’s obituary in the Liverpool Daily Post called him “the father of British nuclear submarines” so it is surely right that the Submarine Service should record an appreciation of his life.

George was born in 1916 and educated at Ulverston Grammar School where he won a scholarship to Liverpool University. There he graduated with First Class Honours in Mechanical Engineering. He met Muriel at that time and married her in 1940. His first job was with the Royal Aircraft Establishment at Farnborough. In 1942 he moved to Boscombe Down where he measured the stress in the wings of bombers such as Wellingtons and Lancasters and helped to develop self sealing petrol tanks. He was justly proud of having given a lecture which was attended by Barnes Wallace, the inventor of bouncing bombs which burst the dams in the Ruhr Valley.

In 1947 George was recruited by Vickers and moved to the Admiralty Development Establishment, Barrow (ADEB). He was part of the joint MOD/Vickers team investigating the use of High Test Peroxide (HTP) which the Germans had been developing at the end of World War 2 to achieve submarines capable of high speeds, dived, without any outside air supply. Our forces had found their experimental submarine and it was towed to Barrow for trials and renamed Meteorite. The decision was made to build 2 British HTP submarines, Explorer and Excalibur and George became the Chief Test Engineer for this Project under the Vickers Director, Dr. Forsyth. As a result the Royal Navy gained invaluable experience in the handling of high speed submarines though there were many problems with the handling of HTP. These were dealt with successfully by ADEB and

the ships Engineers but, perhaps unfairly, Explorer became known as Exploder. She was the fastest submarine in the world for 2 years though her endurance was only about 3 hours at full power.

It was in this job that George developed his natural talent as a team leader. The task required him to work as a technical advisor and manager in joint harness with a profit making shipbuilder, a scholarly scientific enthusiast, a bunch of Admiralty experts, and a ships company of submariners, all required to tame a temperamental, and potentially hazardous, propulsion unit in a dangerous environment. He is remembered by those involved as a wise, level headed, warm hearted friend, who had the knack of taking the steam out of discussions to admit the cooling air of common sense.

I first knew George in America in 1959 where he was heading the Vickers team which was there to gain experience in building and commissioning nuclear submarines. In 1958, the US/UK Agreement for Co-operation in the Uses of Atomic Energy had been ratified, at President/Prime Minister level. This was largely thanks to the rapport developed by Admiral Mountbatten as First Sea Lord with the famous USN Admiral Rickover. As a result, the MOD was able to purchase an entire propulsion plant from the States for installation in our first nuclear submarine, Dreadnought. The aim was to advance our nuclear submarine programme, which was well underway but years behind the USN, where Nautilus had been at sea since 1955.

The deal included provision for British contractors to work alongside US shipbuilders in their shipyards, to gain installation and commissioning experience, and for key RN officers and senior rates to qualify as nuclear

watchkeepers in USN submarines. I was part of the RN team and my wife and I stayed with George and his wife, Muriel, for the last week of my 8 months in the States. They could not have been kinder and they even lent us a car. They were equally kind to other members of the team and took in Roger Berry's 6-month old son for a few days so that his parents could have a brief holiday.

When the British nuclear submarine programme was approved George was the obvious man to head the Vickers testing and commissioning team. He went to the States in 1959 and established an excellent rapport with the Americans which was to stand him in good stead later, particularly with Dreadnought's American Machinery. He returned to Barrow in 1960 to become the Engineering Production Manager and Chief Test Engineer for Dreadnought. Dreadnought's keel had been laid by the Duke of Edinburgh on 12th June 1959 and she was launched by the Queen on Trafalgar Day 1960. A painting of the launch, by Terence Cuneo, is on display at the Submarine Museum.

The installation of the machinery and systems proceeded rapidly after launch and the real challenge for George was to start soon. The initial testing of machinery and systems was by Vickers engineers prior to their handover to Dreadnought's crew for further tests. Previously, shipbuilders had tested and operated conventional machinery up to, and including, taking submarines to sea before handover to the Navy. With nuclear submarines, only the RN personnel were qualified to operate the plant. This meant that they had to take over before the reactor was installed and had to carry out the test programme under Vickers' direction as if they were Vickers employees. This was formalised by Vickers paying our Captain, Peter Samborne £1 for our services. He framed the pound note and it was mounted in the wardroom.

It is greatly to George's credit that he not only managed a very complicated test programme, but also directed the handover of each system from his own engineers to ship's staff at the optimum time. He wrote a report, Dreadnought Test Organisation 1 (DTO1), laying down in detail the procedure to be followed in the commissioning programme. Four Test Groups, with representatives from Vickers, Rolls Royce and Associates, Admiralty Overseers and ship's staff, were required to produce detailed test documents authorised in writing by test group members. The report was re-titled Dockside Test Organisation 1 (DTO1) and used for Valiant and her successors. Thus the practices necessary to meet the nuclear safety requirements, which were learned in the States, were transferred successfully to the British programme and form the basis of systems currently in use at Barrow.

Dreadnought went to sea for one day's Preliminary Sea Trials in December 1962 and for 3 week's Contractor's Sea Trials in January 1963 before final commissioning on St. George's Day in April 1963. From early 1961 until commissioning in 1963, with testing taking place night and day, there were few nights when George was not called in by shift managers, or at least contacted by telephone. He carried a very heavy load calmly, and with never failing good humour. He also deserves great credit for integrating so well with the Rolls Royce and Associates team led by Ted Collins and Hugh Eaglesfield.

"With his talented deputy, Arthur Roberts, they made a formidable team", to quote test engineer Gordon Bushell. He carried an even heavier load with Valiant. None of her crew had ever operated a nuclear plant before, the systems were far too complex and unproven and the Dounreay Submarine Prototype was seriously behind schedule. George, with Nick Warne, the Senior Technical Officer, integrated the crew into the Build Test Programme and allowed them to build up their experience and successfully commission the boat. This was a greater achievement than commissioning Dreadnought which had experienced key personnel and proven machinery. To quote Nick Warne, "He was a true friend who gave us that final opportunity to complete a unique training programme on the job".

I am convinced that the US/UK Agreement of 1958 advanced the British nuclear submarine programme by several years, and helped the progress of all the British designed machinery which went into Valiant and her sister ships, the Resolution Class and all the later classes. George Standen was a vital part of this, and it would not have been achieved so successfully without him. Admiral Rickover had achieved his dream of a nuclear powered submarine by creating a new culture of management and control, with new standards of quality and excellence in engineering, which were necessary to satisfy nuclear safety requirements. George was helped by all the people, civilian and naval, who went to the States as part of the Agreement and saw Rickover's principles in action, but he led in establishing the same standards from the outset in our nuclear programme.

George was appointed a local director of Vickers in 1966 and continued to make a huge contribution to the British nuclear submarine programme until his retirement in 1981. His greatest achievement, however, was with Dreadnought and her immediate successors when he laid the foundations of the British nuclear submarine building programme.



George was dined out as Guest of Honour in HMS Dolphin in October 1981 and was toasted, after dinner, by the seven Admirals who were present. The debt that the Royal Navy owes to him was never recognised as fully as he deserved. It is, in my opinion, no exaggeration to call him "the father of British nuclear submarines"

Footnote:- This article could not have been produced without the help of Ian Standen, Lance Bell Davies, Nick Warne, Vic Buxton, Chris Walker, Roger Berry, Bob Hill, Dom Young, Nobby Clegg, Gordon Bushell and others.

Spam Hammersley

Obituaries - Members 'Crossed the Bar' – 24th June 2008 to 22nd September 2008

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
M (Maurice) Ashby-Harvey	Leading Telegraphist	Middlesex	1944 to 1947	UTHER, DAASTA (Italian)
R C (Roger) Batchelor	Warrant Officer (Radio Supervisor)	Dolphin	1962 to 1987	AUROCHS (62-63), FINWHALE (63-64), VALIANT (67-70), REPULSE (S)(67-70), OTTER (72-73), REVENGE (P)(73-76) and SCEPTRE (83-85)
J D (James) Carter	Chief Radio Supervisor	Colchester	1940 to 1954	CACHALOT, THRASHER, SUPREME, SEANYMPH, ALDERNEY, TANTALUS, SEASCOUT, SIDON, TRENCHANT and TALENT
B (Bruce) Collins, MBE, MiD	Lieutenant Commander	Central Lancs	1941 to 1951	UMBRA (P35), TRADEWIND, SEAWOLF (CO), U889 (CO), UNIVERSAL (CO), U1105 (CO), SPORTSMAN (CO), SEANYMPH (CO), THULE (CO), TABARD (CO), THERMOPYLAE (CO), TOKEN (CO) and ASTUTE (CO)
G D (George) Cuddon	Leading Telegraphist	Dolphin	1943 to 1951	TERRAPIN, THERMOPYLAE, TRUNCHEON, TEREDO, U1064, THULE and THOROUGH
I A (Ian) Fraser, VC	Lieutenant Commander	Merseyside	1941 to 1946	P35, H28, H43, H44, Sahib and 'X' Craft
F (Frank) Golding	Cook	London	Not known	SCYTHIAN
F (Frank) Harkness	Stoker	New Zealand	1943 to 1945	OTWAY, TAKU and TALENT
D C (Don) Lydon	LME	London & Northern Ireland	1958 to 1970	TOTEM, ASTUTE and OSIRIS
A M K (Tony) Morgan	Able Seaman (GL)	Welsh	1954 to 1957	TRADEWIND (Part 3) and ALARIC (54-57)
I D (Ian) Shepherd	LME	Blyth & Scotland North East	1955 to 1960	SENTINEL, STURDY, TOTEM, THERMOPYLAE and TALENT
A F (Arthur) Skilling	CPO Stoker Mechanic	Middlesex	1940 to 1948	OBERON(1), TELEMACHUS, STRONGBOW and SHALIMAR
S (Sid) Smith	Stoker Mechanic	Hull	1947 to 1950	TURPIN and SENESCHAL

Members joining or rejoining the Submariners Association 24th June 2008 to 22nd September 2008

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
P (Paul) Barnes	LMEA	Portsmouth	2003 to ****	VENGEANCE (03-06)
R (Bob) Bartlett	Charge Chief MEA (ML)	Dolphin	1967 to 1991	OPOSSUM (68-73), SOVEREIGN (77-78), SUPERB (79-82) and TRAFALGAR (84-87)
C (Corey) Burgher	LET	Barrow in Furness	1997 to ****	VANGUARD (97-99), SCEPTRE (99-03), SUPERB (03-04), SCEPTRE (04-07) and ASTUTE (07-**))
M D (Matt) Clark	LMEM	Royal Berks	1997 to 2003	TURBULENT (98-01) and VANGUARD (02)
P A (Phillip) Collins	Radio Operator 1	Dolphin	1972 to 1976	OLYMPUS (72-74), ONYX (75) and CHURCHILL (75-76)
L A N (Lewis) Dodds	Leading Radio Operator	Australia	1959 to 1966	NARWHAL (61), TAPIR (62-63) and TACITURN (63-64)
S J (Steve) Dooley	LMEM	Merseyside	1967 to 1974	SEALION, CACHALOT and WALRUS
M S (Michael) Hughes	LS (WS)T	Barrow in Furness	2000 to ****	SUPERB (00-01), SPLENDID (01-03), SOVEREIGN (04-06)

				and ASTUTE (07-**))
R T (Ronald) Jenkins	ME1	Plymouth	1965 to 1968	ASTUTE, ALCIDE and OPPORTUNE
K (Karl) Lemar	CPO MEM(M)	Dolphin	1975 to 1993	CACHALOT (76), SOVEREIGN (76-80), SPARTAN (82-86) and TRENCHANT (90-92)
P T (Paul) Meakin	Acting Chief OEA	Australia	1966 to 1972	REPULSE (S)(67-71)
D R M (Jan) Mounce	CPO MEA(ML)	Plymouth	1965 to 1986	TIPTOE (66), RESOLUTION (66-71), SWIFTSURE (75) and SOVEREIGN (78-84)
I A (Ian) Murphy	LMEM(L)	Exeter	1972 to 1980	PORPOISE (72), ORACLE (72-74), GRAMPUS (74-75) and OPPORTUNE (75-80)
K (Kenny) Strobe	WEM(R)	Merseyside	1990 to 1994	REVENGE (91-92) and RESOLUTION (92-94)
C S (Carl) Tolley	LLogs (SC)	Nottingham	1991 to ****	RESOLUTION (91), REPULSE (92-93), VANGUARD (94), VICTORIOUS (97-99) and SPARTAN (03-06)
R (Bob) Tuck	Leading Radio Operator	Dolphin	1963 to 1970	PORPOISE, AMPHION, ALLIANCE, ALCIDE and ANDREW
J R (James) Walton	WO2	Royal Berks	1986-2005	TURBULENT (86-96) and TALENT (98-02)
J B (John) Williams	Acting Charge Chief WEA	Northern Ireland	1970-1988	CONQUEROR (71-73) & (80-82), WARSPITE (76-77) and VALIANT (85-87)

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