
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

The first Newsletter of 2009 deliberately delayed so that the National Council Conference can be reported. Still doesn't stop Barrie giving me a kick where the sun doesn't shine because I am a tad late in getting this editorial prepared. So, let's begin.

Already this year there has been lots happening. In January, many of you attended the Memorial Service for Captain Mike Henry who was one of our Vice Presidents. I was honoured to be asked to deliver one of the eulogies to a man whom I considered to be one of the unsung servants of the Association.

He was appointed as National Honorary Vice President in the early 90's with special license to represent the President at the more northerly branches and the numerous and varied association events in Scotland, the North of England and not forgetting Northern Ireland. This task he undertook with zeal and fervour. He was particularly involved in the annual Untamed and Vandal Memorial services based in Dunoon and Lochranza, the K13 Memorial in Faslane and the K4, K17 Memorial in Anstruther in

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Fife. I don't ever recollect him missing any of these annual events. In fact his last public role as the Submariners Association Honorary Vice President was to speak in Meigle Church on the occasion of the dedication of the new Scotland North East Branch Standard. If ever we needed a voice or a bit of clout in the Clyde Submarine Base then Mike was your man. There were times when some assistance we needed wasn't forthcoming but after a quiet word in his ear, as if by magic we had what we wanted.

K13 MEMORIAL WEEKEND

The next big event for many was the annual K13 weekend hosted by the West of Scotland Branch. This how the weekend went as seen through the eyes of Jim Rae the Scottish Branch secretary. On Friday 23rd January 11 members of the Scottish Branch mustered in the Imperial Hotel in Helensburgh, and after suitable refreshment headed off in convoy to Faslane. After being photographed and issued with various passes we made our way by a mountain pass to the Senior Rates mess to be allocated accommodation. Then back up the mountain trail to the brand new blocks. The en-suite cabins are first class and just cannot be faulted, but don't forget your key if you leave the room because you cannot even re-enter the passageway without it! Back on the trail up to the new multi storey car park, then a scramble back down through a bomb site to the block, thence to the mess again for drinkies and a welcome from Jim McMaster, as the mess pres. was detained elsewhere. After a good nosh and umpteen more libations we tottered back to our beds. On Saturday morning after brekkies we were transported down to the jetty for a visit aboard the Victorious with a conducted tour by the Coxswain then back to the church for tea and stickies till the bar opened. After an early lunch we were ferried down to join a fleet tender for the trip down to the Tail O' the Bank, there to commit the ashes of our late President Alex Swinton to the deep. The service

was conducted by the Reverend Andrew Corness with a tribute and the Submariner's prayer read by Dennis Rawle. Wreaths were cast into the waters and the family dropped red roses at the site.

Back then to the mess, some to watch the football, others to have an hour's log sawing before dressing for a punch reception which was more a wallop than a punch and the mess dinner, hosted by the West of Scotland branch.

The famous bowler hat of our late National Vice Chairman Captain Mike Henry DL was placed on a side table and a candle of remembrance lit with a tot alongside.

The dinner was excellent albeit the same as was served to the rest of the mess and self service did not detract from it, in fact since people could take what they wanted and in the amount they wanted it was a bonus. There was a short address by Cdr. T Lamport RN Rtd followed by a presentation by Cdr Corbett otherwise known as 'Sooty' resplendent in a tie that he either got as a pressie or he was wearing it for a bet!

The party was thereafter invited to raise anything they wished which resulted in all sorts of ribald comments culminating in the Northern Ireland Chairman stating that Sooty was welcome in Ireland but on condition he took that @%\$**@ tie off as it was hurting his eyes! This he duly did and one of the Irishmen took off his branch tie and duly presented it. Wine there was aplenty and copious quantities of port were quaffed with due ceremony. Back then to the Kennedy bar to swing the lamp and catch a trim.

Sunday morning brekkie was followed by a church service then by bus to Faslane cemetery for the service of remembrance for those who lost their lives in the K13.

It was good to see the old lady, who I believe is now 105 years young, being pushed in her wheelchair to lay a wreath. She was a chambermaid in a hotel at the loch side in 1917 and actually witnessed the two Fairfield engineers Lane and Steele surface in a mass of bubbles. Unfortunately both were swept

away and died with only one body being recovered much later. There is a memorial in Elderslie Park Govan erected by Fairfields in their memory. On completion, it was back to the bar for a pint of repairs, a buffet, then a mountain climb to the multi storey and dispersal. How can a Chief Tiff get lost trying to exit a multi storey?? Easy he said!

Altogether a cracking weekend and considering it only cost £20 a head all in was great value. Well done the West of Scotland.

NATIONAL CONFERENCE

The conference this year was hosted by the Northern Ireland Branch and boy did they lay on a great weekend.

As they always do, the NI lads really pushed the boat out and anybody who didn't enjoy their hospitality must be really hard to please. Contrary to the doubters who complained about the cost and that nobody would attend because of this, the NI branch advised me that nearly 170 members, wives and friends attended. At the conference itself there were 35 delegates and about the same number of observers which is more than has attended in the recent years. One of the observers was none other than Captain Steve Garret CAPFASLOT who is also the NI branch President.

So what decisions were made? The Sunderland branch proposed that a sub-committee be set up to find a solution to prevent branches from folding (we lost 2 in 2008). This was almost unanimously agreed and I am pleased to announce that our Vice Chairman, Ted Hogben, has agreed to lead and chair that committee. If you have any ideas then please let Ted know.

The NMC after listening to a small number saying that there were too many national events and that the conference in particular was a financial drain on branches recommended that the NMC decide where the conference is held to take account of costs etc and that the National Draw be subsumed into the reunion weekend programme.

I was pleased that as regards the conference venue the silent majority voted heavily against the more vociferous minority so the venue will be decided by conference each year. Later during the conference the Dorset branch volunteered to host the 2010 conference and as there were no other volunteers the conference will be held in Weymouth on the last Saturday in March.

It was agreed by a small majority to hold the draw at the reunion as from next year.

I was returned unopposed as Chairman for the next 3 years and I thank you for your confidence. There were four nominees for the two NMC positions up for grabs. Roy

Dixon and Andy Morgan were both standing for re-election with Ian Atkinson (Sunderland) and Iain (Mad-dog) Mackenzie (West of Scotland) also throwing their names in the hat. The result of the election by all but four branches was that Roy Dixon was returned and Iain Mackenzie voted on to the NMC.

Andy Morgan therefore has had to step down and I would like to give a big thanks to him or all the work he did whilst on the committee particularly in his position as the Parade Marshall. Thanks from all of us Andy, and I hope to see you at many events in the future.

To Ian Atkinson, I would also like to thank you for putting your name forward and although not successful this time I am sure that your time will come.

CDR IAN FRASER VC

A Memorial Service will be held in St Martin in the Fields Church, London on Wednesday 22 April. I have seen the attendance list and it is pleasing to note that many serving and retired submariners mainly Submariners Association members are attending which is befitting our last VC and indeed the last Royal Navy VC.. Our own Patron Admiral the Lord Boyce GCB OBE DL will be representing the Queen and our President Admiral Sir James Perowne KBE will be reading one of the lessons.

A good number of our Standards will also be in attendance including the National Standard.

ESPAÑA LEVANTE

Although we have lost a couple of



Branches in 2008, namely Cambridge and London, it is really great to be able to announce that I was able to inaugurate a new branch although I had to travel to Spain to do it. Well somebody has to do it do they not?

The branch is based in Benidorm and as many of the members are spread about, they have decided to have 2 meetings a year but they do last a weekend, almost mini reunion really. They have timed the gatherings so that the hotel prices are the out of season prices to keep the cost down and hopefully attract some of us here in UK to go across and join them. They are a really friendly bunch and I would recommend a visit. Using the low cost airlines makes it affordable too. Well done Bob Head, secretary, for getting the branch off the ground, Roger

Parsons elected as chairman and Roy Baylis as treasurer

REUNION 2009

Once again, we are going to the Britannia Hotel in Nottingham.

When? Friday 9th to Sunday 11th October. Why? Simply because they gave us a great reunion last year, the prices are right and they listen to what we want. Of course, not everything is perfect and I am not naive enough to expect to satisfy all 400 attendees or indeed the general membership.

The NMC has listened to the feedback from last year, carried out own wash-up, discussed some of the shortcomings with the hotel and where possible we have tried to resolve the problem areas. The programme will basically follow that of the last two or three years so if you have been to one of our hotel reunions before you will have some idea what to expect.

One such feedback was that the Travel Lodge was not popular. We have been fortunate this year in being able to negotiate an acceptable price with the very adjacent Rutland Square Hotel for the overflow. The hotel rooms are very nicely furnished and they do have a number of single rooms which will help alleviate the biggest single accommodation problem we had last year.

For the past few years I have been fortunate in obtaining sponsorship for the reunion. Unfortunately this

The costs for the weekend are as follows:

3 night's Dinner bed and breakfast (Fri./Sat./ Sun.)	£145.00/ person
2 night's Dinner bed and breakfast (Fri./Sat.)	£115.00/person
Note; 2 night package only applies to Fri/Sat only	
1 night dinner bed and breakfast (Sat only)	£ 95.00/ person
Thurs and/or the Mon night can be added to the 2 or 3 night package (Bed & Breakfast) based on double occupancy	£60.00/room/night
Dinner only on Saturday	£30.00/ person
Entry Only	£5.00/ person
There is a single room supplement of	£15.00/person/night.
Coach Trip to Alrewas Arboretum Saturday (if enough takers)	£5.00/person

is not available this year for obvious reasons. It is for this reason there has been a small increase in the rates this year.

The Reunion Dinner (Saturday) will be inclusive of wine (1/2 bottle per person) and Port

There will be the usual 'Tot Time' on the Friday evening inclusive in the package costs. We will try and have miss-musters for late arrivals and those on the one day package.

There is an NCP Car Park adjacent to the hotel and reached by an adjoining entrance directly into the main bar area. Unfortunately, NCP has now withdrawn their discounts to hotel guests. The charges were exorbitant last year and we asked the hotel to negotiate with NCP on our behalf. This they did and NCP have said that they will give a one off rate for the weekend for the Submariners Association. At this time I do not know what their charge will be.

I have booked a coach on the Saturday to visit the Arboretum at Alrewas. This will cost just £5.00 per head.

The above is a summary of the reunion circular which has already been sent to branch secretaries in soft and hard copy and is also on the website along with the application form.

CPO Paul (Pabs) Burton, MBE

Pabs who joined the Dolphin Branch just last year was appointed MBE in the Queens New Year Honours List 2009 in recognition of his outstanding contribution to the Submarine Service in a long and distinguished career.

His citation reads, "A key member of the Submarine Escape Tank Training Tower over a protracted period, he played an outstanding part not only in the improvement of the submarine escape procedures but in the development of Combat Swimmer deployment. As Senior Instructor and Operator, his input to the design process and subsequent planning and delivery of operator training for the Dry Deck Shelter Capability was vital. Since joining the ASTUTE programme, his deep specialised knowledge and team-working spirit has been instrumental in sustaining the momentum of this high profile project. The vision, leadership and commitment you have

demonstrated in developing the Royal Navy's diving skills into a world class capability for the SSN flotilla are exceptional and in the finest traditions of the Service."

May I add a BZ from us all in the Submariners Association?

NATIONAL DRAW

The National Draw this year will be hosted by the Portsmouth branch and will be held at the Royal Beach Hotel opposite Southsea Pier on Saturday 4th July. Come along and join us, it has all the makings of a right good 'do'.

Please make every effort to sell your allocation of tickets as it not only provides a valuable income for the Association but a third of all the proceeds you raise is retained by the branch. It could be a good little earner for you. Sell £100 of tickets and you keep £33 for little or no overhead cost.

Ordinary Cox'n Andy Gillon

Cox'n Andy Gillon is looking for sponsorship for a charity cycle trip that he and a couple of his colleagues will be making. They will cycle from Sword Beach to Berlin along the route taken by the advancing Allied Troops after the D-Day landings. I hope you can 'dig deep' and help.

The cycle ride will take place between 6th to 16th Jun 2009, in a bid to raise money for the Erskine Hospital, Combat Stress and the Children's Leukaemia charities. The cycle ride will start at Sword Beach in Normandy and aim to complete the 900 mile ride under the Brandenburg Gate in Berlin. The aim will be to raise £30K for each of the charities and we will be joined by teams from the "20 Minuters" and Pongos as well as a team from the civilian walk of life! (There will be no competition for first place, honest). Two of the volunteers will join me in the cycling effort and three will form part of the support team. The route will take us past and through some of the key milestones of the push to Berlin by Allied forces after Jun 6 1944. Erskine and Combat Stress are both very worthy causes and deal with the consequences of war on a daily basis; furthermore they have taken a back seat in terms of donations due to the huge success of H4H

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which is very much in the public eye. Children's Leukaemia speaks for itself. I also intend this as an opportunity to blatantly publicise the Submarine Service

Taking part in this event are the three forces however we have not involved our Surface brethren. We have had special shirts made by Fleet and adding massive dolphins on them to help promote our Submarine Service (CDR Piers Barker's idea).

Further details can be found on the website www.nb65.co.uk

As an aside Captain Garrett and I were pondering this on the way home from the conference.

If you have separate dinners for men and women at the annual reunion what's going to happen when Female submariners arrive? Given current manning problems it will be a lot sooner than most anticipate.

Yes Andy, it is certainly food for thought.

That's all for now, finished with engines. Cox'n. Pipe leave to the Tiffs and Stokers – fore-endies turn to and load fish.



Dave

From the Editorial Team

Here is your latest Issue of 'In Depth' specially timed to ensure that you get the news from the 2009 Annual Conference in Northern Ireland as soon as possible. We have included a variety of Submarine related in this edition – including a few more of the more light-hearted type. There is still a shortage of Tiffy and Coxswain jokes – so come on and send a few in.

Thank you to all who have provided 'Copy' for 'In Depth No. 24' – more articles are needed as this is your Newsletter and it is your items which are needed to keep it interesting for all our Members. At present we have more material than can be used in

one Issue and we have had to be selective. However nothing is thrown away and if the item you were expecting to see is not in this Issue it will probably be in the next. We can always use some feedback from you as well to let us know if

the balance of articles we include is about right or if there is anything else we should be printing. Send your stories, 'dits' and comments (polite ones only - as usual - please) to us as follows:

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The President's Address to the 2009 Conference

Deputy Mayor, Chairman, Members of the NMC, Branch Delegates. I would especially like to welcome Captain Steve Garrett as Captain Faslane Flotilla. It is a real pleasure to see you here and I hope you enjoy the weekend with us. Deputy Mayor. Please pass our thanks to The Mayor as I thought the Mayor's reception last night was excellent and has set the tone for this year's Conference Weekend.

Yet another year has passed since we had our last conference at Barrow. I am so pleased that so many members have managed to make it over here to Northern Ireland not only because it is a great place and the NI branch always look after us so well, but also to show our faith in the peace process after the three brutal murders a few weeks ago, and to join those who live here in saying that we will not be intimidated back to the days of the Troubles. I have to say we did check with both the Navy and the NI Police Service who said all would be well and gave us a green light. It is just under three years since we were over here for that memorable Magennis dinner at the City Hall in August 2006. If anything showed how far the Province has come, it was that dinner.

I would like on your behalf to thank the NI branch for all the arrangements they have made to ensure the smooth running of this year's conference. We are all looking forward to tonight's social and entertainment which I am sure will be another Irish party.

This year has been a bit like the Curate's egg – good in parts. Barrow Branch looked after us all very well not just at the Conference but also at the National Draw in July. The Reunion in Nottingham was a great success and, as you know, we will be going back there this year so if you missed one of the best reunions ever you have a chance to go this year. I do recommend it, the hotel was so friendly and helpful and even the Bear did not have to assemble the furniture in his room.

On the less good side, we said goodbye to Rear Admiral David Cooke as RASM, who I think was a great supporter of the SA and also could out drink me and stay up later, in fact in his two years in office, I never was there to bid him goodnight when he left as it was always well in to the small hours. He is replaced by Rear Admiral Mark Anderson whom I know well and he is a very worthy successor and I am sure you will also enjoy spinning dits and having a drink with him as well.

On an even sadder note, there was the death of Capt Mike Henry, one of our Vice Presidents and a towering supporter of the SA. He covered all the events in Scotland that I was unable to attend and right to the end did all he could to help and promote the SA in Scotland. He will be very much missed.

This year also saw the death of the Royal Navy's and the Submarine service's last VC, Ian Fraser, of XE3 fame. All who have met him know that he was the most unassuming, self effacing man you could meet. He was always so dismissive of the incredible attack that he achieved against the Japanese and said "I was only 24; it was all a game then." His memorial service will take place at St Martin's in the Field on 22 April and I am delighted at the large turnout from the SA planning to go.

Thank you all who are going as it is fitting that such a great man should be remembered. I would like to thank publicly the Liverpool branch for all they have done to support the family in these difficult times and especially at the time of the funeral.

This year also saw the closure of one of our prestige Branches, the London Branch. This was not due to lack of members, there were about 60, but lack of people willing to front up and put something into the SA by being a Branch Officer. Ian Tyson worked hard to keep the Branch going for as long as possible but lack of support from the members forced the closure. We have also lost the Cambridge Branch this year and, if you remember, last year I brought this up then with the closure of the East Sussex branch for the same reason. We in the NMC will be looking at how we can reduce the burden on Branch Officers and indeed it is a Proposal for discussion today.

There are many very successful Branches which although not large punch well above their weight. The Derby Branch has forged great links with the City of Derby and in 6 months raised £5000 for a guide dog for the blind which resulted in an excellent Mayor's reception with plenty of local publicity. Bas and Terry thanks not only for that but also for the work you did to improve and renovate the SM Memorial in the National Memorial Arboretum. The Scottish Branch and Scotland NE Branch are arranging a Memorial to be built in Dundee with a grand opening later this year; details will be given by Dennis Rawle later. The South Kent Branch has 22 members over here in Northern Ireland having applied for a grant from the lottery commission. There are many other proactive and worthwhile things going on and we need to look at promoting these sorts of activities more.

Our association with the Submarine Museum continues well and Marion Budgett has kept up the close association with us and attended the Reunion last November to increase her knowledge of us and what we stand for. Jeff Tall, helped by The Bear, has taken over as Regimental Secretary and has done much to keep the ethos of our service going. We now have a representative at both the Museum Trustees and also the Friends of the Museum Trustees. We are going to Portsmouth for the National Draw which coincides with the Friends of the Museum AGM and reception which I assure you is an excellent evening held in the Fieldhouse Building so if you are not a Friend of the Museum now, I suggest you join before July to be eligible to go.

I would like finally to pay tribute to Dave Barlow, who will be re-elected for the second time unopposed. In his six years as our Chairman, he has worked unflinchingly for the SA, has been a strong but compassionate leader and has moved the SA towards a new future as the demographics of the Association changes with the demise of those who fought the Second World War. Thank you Dave, from me personally for all you have done, but I am sure from all in the SA for your leadership and support and well done on your second re-election.

I would also like to acknowledge the hard work put in by all members of the NMC especially the Officers such as Treasurer and Secretary who put in large amounts of their own time to ensure the smooth running of the events and administration of the Association.

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

Confederate Submarine HUNLEY (Historic Sub's Fate a Cold Case File)

Monday, January 05, 2009

NORTH CHARLESTON, S.C.

It could be one of the America's oldest cold case files: What happened to eight Confederate sailors aboard the H.L. HUNLEY after it became the first submarine in history to sink an enemy warship?

Their hand-cranked sub rammed a spar with black powder into the Union blockade ship HOUSATONIC off Charleston on a chilly winter night in 1864 but never returned. Its fate has been the subject of almost 150 years of conjecture and almost a decade of scientific research since the HUNLEY was raised back in 2000. But the submarine has been agonizingly slow surrendering her secrets. "She was a mystery when she was built. She was a mystery as to how she looked and how she was constructed for many years and she is still a mystery as to why she didn't come home," said state Sen. Glenn McConnell, R-Charleston and chairman of the South Carolina HUNLEY Commission, which raised the sub and is charged with conserving and displaying it.

Scientists hope the next phase of the conservation, removing the hardened sediment coating the outside of the hull, will provide clues to the mystery. McConnell, who watched the sub being raised more than eight years ago, thought at the time the mystery would be easily solved. "We thought it would be very simple - something must have happened at the time of the attack," he said. "We would just put those pieces together and know everything about it." But what seemed so clear then seems as murky now as the sandy bottom where the HUNLEY rested for 136 years. When the HUNLEY was raised, the design was different from what scientists expected and there were only eight, not nine, crewmen, as originally thought.

The first phase of work on the HUNLEY consisted of photographing and studying the outside of the hull. Then several iron hull plates were removed allowing scientists to enter the crew compartment to remove sediment, human remains and a cache of artefacts.

Thousands of people, many re-enactors in period dress, turned out in April 2004 when the crew was buried in what has been called the last Confederate funeral. With the inside excavated, the outside of the hull will now be cleaned before the sub is put in a chemical bath to remove salts left by years on the ocean floor. The HUNLEY will eventually be displayed in a new museum in North Charleston. Archaeologist Maria Jacobsen said the HUNLEY is like a crime scene except that, unlike on television shows, there is no smoking gun. "If we

compare this crime site investigation with, say, a tragic plane crash in the mountains, that investigation would be a lot easier," she said. "You can go to the crash you can see the metal pieces and they have the fingerprints of the crash site."

In the case of the HUNLEY, some of those fingerprints may be covered with the encrusted sediment on the hull that scientists refer to as concretion. When the sub was found there was no window in the front conning tower, suggesting it had been shot out, perhaps by Union sharpshooters. But no glass was found inside the sub and the remains of the captain, Lt. George Dixon, showed no injuries to his skull or body consistent with being shot while looking through the window, McConnell said. The crew's bodies were found at their duty stations, suggesting there was no emergency resulting in a scramble to get out of the sub. And the controls on the bilge pump were not set to pump water from the crew compartment, suggesting there was no water flooding in.

After the attack both Confederates on shore and Union ships reported seeing a blue light, believed to be the HUNLEY signalling it had completed its mission. A lantern with a thick lens that would have shifted the light spectrum and appeared blue from a distance was found in the wreck. But after the attack, the USS CANANDIAGUA rushed to the aid of the HOUSATONIC and there is speculation that the light could have come from that ship instead. Could the CANANDIAGUA have grazed the HUNLEY, disabling her so the sub couldn't surface? A good look at the hull in the coming months may provide the answer.

Historians also know the HUNLEY needed to wait for the incoming tide to return to shore. "Were they waiting down there and miscalculated their oxygen and blacked out?" said McConnell. He said a grappling hook, believed to serve as an anchor of the HUNLEY, was found near the wreck. Cleaning the hull may produce evidence of a rope showing the sub was anchored, perhaps waiting for the tide to change.

Then there is the mystery of Dixon's watch, which stopped at 8:23 p.m. Although times were far from uniform in the Civil War era, the HOUSATONIC was attacked about 20 minutes later, according to federal time, McConnell said. One theory is the concussion of the attack stopped the watch and knocked out the sailors on the sub. Or the watch simply might have run down and was not noticed in the excitement of the attack. That could have led to a miscalculation of the time they were under water. Union troops reported seeing the HUNLEY approaching and the light through the tower window "like dinosaur eyes or a giant porpoise in the water," McConnell said.

If the HUNLEY crew miscalculated and surfaced too close to the HOUSATONIC on their final approach they would not have had enough time to replenish their oxygen before the attack, he said. The clues now seem to indicate the crew died of anoxia, a lack of oxygen, and didn't drown. "Whatever happened, happened unexpectedly, with no warning," McConnell said. Running out of oxygen can quickly cause unconsciousness. "One you reach that critical stage, it's like you flick a switch," he said. "It's that fast, like on an airplane."

SUBMARINE SAYINGS

According to Salvador Dali, a sardine on the seabed who, seeing a Submarine pass overhead, said to his children. "There goes our revenge; a great tin made of sheet iron in which men, covered in oil, are held inside pressed against one another."

A Submarine in harbour is a lifeless, dead thing. It lies quiet, waiting, but with the hidden menace of a sheathed sword.

From 'Down the Hatch' by John Winton

An early Royal Navy view of Submarine Officers

Submarine Officers – filthy, oil-stained and often smelling of their cramped living quarters, unwashed chauffeurs and pirates to their elegant quarterdeck contemporaries. The strict class divisions that applied throughout the Royal Navy in Edwardian times fall by the wayside as Submarine Officers are required to learn trades unheard of for a gentleman and work side by side with their men. Withdrawing from their peers in the surface fleet, submariners form a special brotherhood of elite professionals in what is known as *'the trade'*. Drawn closer by shared tasks, appalling living conditions and the very real dangers of service under the sea.

On a Submarine, more than any other type of ship, each of the men who will live together for a year or so has a very high stake in the welfare and efficiency of this boat – his own life. Every man in a Submarine knows that whatever future he has in life is bound to the fate of this Submarine. If the boat dies, the odds are three to one he dies with her. He therefore not only does his own job to the very best of his ability, he checks to see that every other man does likewise. There is no such thing as an unimportant job and everybody knows that a single mistake by any one of them can be the end for the whole lot of them. Everybody resents any carelessness or inefficiency because the guilty party gambles with all their lives when he does anything that risks his own. A crew can be reconciled to a daring skipper who takes long chances and wins great glory for them to share, but they can't tolerate a stupid shipmate who doesn't pull his weight in the boat. After a Submarine crew have made a couple of war cruises together, there is a bond between

them that lasts for life. It bridges whatever gaps there may be in their background, education and station in life, and makes them permanent members of an exclusive club who have shared certain experiences together that no other group in the world have shared. They may not all like each other, but for a certain period they pooled their lives together in a dangerous business and brought each other through it safely. They can therefore make allowances (ashore) for the failings of these shipmates which they wouldn't make for anyone else.

From –'Twenty Million Tons Under The Sea.'

Submariners are like cats. They never tell "who they were with last night" and they sleep as much as they can. If you board a submarine off duty you generally see a perspective of fore-shortened fattish men laid all along. The men say that except at certain times it is rather an easy life, with relaxed regulations about smoking, calculated to make a man put on flesh. One requires well-padded nerves. Many of the men do not appear on deck throughout the whole trip. After all, why should they if they don't want to? They know that they are responsible in their department for their comrade's lives as their comrades are responsible for theirs. What's the use of flapping about? Better lay in some cigarettes and magazines.

From Sea Warfare – by Rudyard Kipling

Hull and Damnation

A COLLISION between French and British nuclear-armed submarines in the Atlantic has led to the European powers asking themselves tough questions regarding their nuclear deterrents. First and foremost: should submarines drive on the right or the left?

Neither country appears willing to back down. Converting all British subs to left-hand drive or all French subs to right-hand drive would be an expensive exercise, military experts say. Not only would the wheel have to be moved but the periscope, glovebox, GPS unit, ashtray and, in the executive model, the button that locks the rear windows.

Military top brass fear such an operation would leave a massive hole in defence budgets, potentially reducing the amount of money that could be spent on nuclear weapons. Apparently this would be a bad thing.

HMS Vanguard, which can carry 48 nuclear warheads on 16 missiles, collided with Le Triomphant, potentially carrying 16 missiles of its own, on February 6th. News of the incident was leaked to British newspaper The Sun last week.

The vessels "came into contact at very low speeds" the British Ministry of Defence said. There were no injuries to the sailors and no damage to nuclear equipment.

"Nuclear safety has not been compromised," Admiral Sir Jonathon Band, Britain's First Sea Lord, reassured the world. However, it is understood both submarine captains will lose their no-claims bonuses.

It appears the French did not even realise Le Triomphant had hit another submarine, The Guardian reported. France's defence ministry had said on February 6th that its

sub "collided with an immersed object (probably a container)" when coming back from patrolling and its sonar dome was damaged.

Submarine mechanics worldwide collectively issued a slow exhalation and shake of the head as they estimated the cost of repairing a sonar dome, which are next to impossible to get second-hand and a real bugger to fit.

"You have to take the whole sonar assembly apart," a submarine repairs expert told The Sun-Herald, before adding something that sounded like "blah blah blah, camshaft, blah blah blah, blowtorch, blah blah blah, gearbox, blah".

The Campaign for Nuclear Disarmament (CND) described the collision as "a nuclear nightmare of the highest order".

This left the CND very little room to move in the future, analysts said. Should an accident occur in which there was a radiation leak, this would have to be described as "a nuclear nightmare of an even higher order than the highest order".

Should a warhead explode, it would be "of an even higher order than the higher order than the highest order", which as well as being a less-than-snappy sound bite would present considerable difficulties for headline writers.

The CND is under pressure to sign a hyperbole non-proliferation treaty and scale back its comments gradually under an embellishment disarmament program.

However, the CND was no doubt correct when it said the accident "could have released vast amounts of radiation and scattered scores of nuclear warheads across the seabed".

Commodore Stephen Saunders, a former Royal Navy officer and now editor of Jane's Fighting Ships, told The Guardian: "Friendly submarines should not bump into each other. Unquestionably it's a very serious incident."

The CND urged British Prime Minister Gordon Brown to end continuous nuclear submarine patrols. However, defence strategists said this was a defeatist attitude that would only play into the hands of Britain's nautical enemies: killer cod, mad mackerel and terrorists hiding in the bellies of whales.

The problem with modern submarines is they are far too clever for their own good, experts said. They use passive sonar, which receives underwater sounds but does not produce its own. This makes them virtually undetectable and therefore easy to bump into, a bit like Toyota Priuses, except with more boot space.

"We are silent but deadly," confirmed a submarine captain.

Saunders told AFP: "If you're listening for something that's making no noise, you can't hear it."

However, philosophers weren't so sure. As the eternal conundrum goes, if a nuclear warhead explodes, killing everyone within earshot, does it make a sound?

The murky depths were not the only scene of an embarrassing collision this month; in space (where no one can hear you scream), Russian and American satellites had a prang.

About 600 pieces of debris were created when the satellites collided 786 kilometres above Siberia, the first such incident involving two intact satellites.

This debris cloud will be monitored by NASA, which is already tracking about 18,000 pieces of debris, some as

small as a cricket ball, albeit a cricket ball travelling at 28,000 kmh.

NASA played down the risk of debris hitting the International Space Station, currently occupied by three astronauts.

"It gets down to probabilities," NASA spokesman Kelly Humphries told The Washington Post. "Space being very big, these pieces of debris being very small, the odds are very high that they're not going to collide."

In the meantime, the amount of space junk keeps growing and NASA is said to be in negotiations with the French Navy. Sources say you'd probably find a decent second-hand sonar dome up there if you looked hard enough.

A World War II Submariner reminisces

They were all good lads brimming with life and fun.

Rolling around the hostile sea, how would we anticipate our next run ashore?

The next one was always going to be the best yet.

Were we scared? You bet we were.

You see you have to have been there to know what it was like. I was proud to be a submariner and I always will be.

I missed the last trip through illness, the boat just disappeared.

Another statistic.

Yes they were a fine bunch! The faces come flooding back to me, sometimes with names, more often than not without.

But after sixty years I still think about those boys every day.

I look back on my days in boats with a mixture of affection and abject terror. I think often of my mates who were like brothers to me. I remember my friends in training class, all killed except for me and one other.

There can never come a time like the days we spent in boats, nor the comradeship, fear and endurance we knew then.

I think, perhaps, men are not like that now.....

Another Submarine Collision

An American nuclear submarine collided with another U.S. Navy vessel which spilled 25,000 gallons of oil into a strait in the Persian Gulf before dawn on Friday 20th March 2009.

Fifteen of the 110 sailors aboard the USS HARTFORD, a 'Los Angeles' class attack submarine, were injured. The Hartford also made international headlines in 2003 when it ran aground near Italy. Aside from the ruptured fuel tank, no injuries were reported aboard the USS NEW ORLEANS, the transport vessel struck by the HARTFORD, which was submerged at the time of the collision.

This is the second collision in the Straits of Hormuz involving an American nuclear submarine in the past two years. In January of 2007, the USS NEWPOT NEWS, another 'Los Angeles' class attack submarine, collided with a Japanese oil tanker, causing a hull breach. Although there were no injuries in that collision, the commander of the NEWPORT NEWS was relieved of duty.

The Strait of Hormuz is 34 miles wide at its narrowest point. The NEWPORT NEWS, the larger of the two vessels involved in the recent collision, is only 684 feet long.

It is understood that the Sail (Fin) of the HARTFORD has been seriously damaged and pictures on the internet

show a distinct 'list' on the Sail – probably preventing any mast or periscopes from being raised.

Friday's collision occurred just six weeks after the British and French nuclear submarines HMS VANGUARD and FRS LE TRIOMPHANT collided in the Atlantic Ocean in early February 2009.

Submarine Museum News

By David Ottley
(SA Representative SFRNSM)

A Committee Meeting of The Society of Friends of the Royal Naval Submarine Museum (SFRNSM) took place on 29th January 2009. The committee were addressed by Dr Dominic Tweddle the newly appointed Director of RN Museums, Roger Lane Nott Chairman of The Board of Museum Trustees and Marion Budgett the Director of the Submarine Museum.

Dr Tweddle informed that RN Museums would officially start on 1st April 2009 and that it would be an organisation that had the potential to cover all four naval museums (RN Museum Portsmouth, Submarine Museum Gosport, Royal Marine Museum Eastney and Fleet Air Arm Museum Yeovil).

The National Museum would have a financial framework set up with the Ministry of Defence (MOD) and the new organisation's objective would be to safeguard the individual identities of each museum whilst at the same time providing an overall strategy and vision for the future. It was intended that the four museums worked together for the common good. A strategy would be developed to look to the future in twenty years time and come up with various options for the way ahead. This work would be undertaken in conjunction with all four museum directors, through the Executive Group and trustees (through the NMRN Board – The Chairman of the RNSMM is a member). Dr Tweddle also informed that "Alliance" would be one of the jewels in the crown of the National Museum and that the museum would reflect both nuclear and diesel powered boats.

Roger Lane Nott informed the committee that the Trustees had much to consider apart the

conservation of "Alliance" and attracting more visitors, by for example, implementing a cross harbour boat service. The Board of Trustees were actively engaged in considering where the museum would be in 5 – 15 years time by carrying out the museum's own strategic review. This was a complex problem to consider because so many balls were in the air at this point in time. For example the future development of the adjacent Haslar site was a complex problem due to its many Grade 1 listed buildings. In addition, the future of the Blockhouse site was also unknown but there were elements of the site that were of particular interest to the museum such as the recently shut down SETT, the Chapel which is already under museum control and the return of Thames Block (also a Grade 1 listed building) and many artefacts. Discussions were ongoing with MOD regarding the future of both development sites because both were a part of Defence Estates. We are hoping that that the museum's administration would give up Torbay Block and move into Turbulent Block.

With regards to the National Museum Roger Lane Nott noted that future grant aid would be channelled through the organisation and that it would probably also be responsible for drawing up a Heritage Lottery Fund (HLF) priority list. Other potential options were joint museum marketing, promotion and financial control. Therefore, at this moment in time the Submarine Museum has yet to see the final options or decide whether to join the National Museum. The Royal Navy Submarine Trustees support the National Museum of the Royal Navy in principle but the options, advantages and disadvantages would have to weighed up carefully. Roger Lane-Nott did not

expect this decision to be taken before the autumn at the earliest.

The Museum Director, Marion Budgett, reported that current estimates of total costs of the Alliance restoration project including port side access were running at £5M and that a resubmission to HLF for funding was in progress. It was expected that HLF would cover around 75% of the costs as they had done with the Mary Rose and Cutty Sark projects. The total project would also cover a replacement building for the existing Weapons Gallery and the relocation of the Gift Shop. This would mean that the Appeal Fund needed to raise between £1M and £2M., however, the launch date for the start of the Appeal Fund was still open due to the current economic situation.

The Director informed that BAe Systems had requested the return of the Vanguard model to assist in future submarine design work. Ownership of the model lay with MOD and therefore the model will probably be returned to Barrow although a final decision was still pending.

With regards to the future development of Blockhouse, the Director expressed a hope that all or part of Dolphin's sports field could be incorporated into the museum complex so that that there would be an area on which events could be organised which in turn would increase visitor numbers. In the short term the museum would be spending funds on the conservation of documents including Alliance drawings and photographs, the restoration of a German torpedo, standardising visitor information display boards, LR3 conservation and interim improvements to the Weapons Galley to make it more visitor friendly. As of date the costs of these improvement projects had to be finalised.

Due to the aforementioned uncertain situations together with

the fact that the museum still had unallocated funds from 2007/8 the SFRNSM committee agreed that a 2009 donation could be held in abeyance for the time being. It was also agreed that there would be a potential option of putting all or part of existing available monies into the Alliance Appeal Fund.

An extract from a letter sent home by Signalman Gus Britton - HMS UPROAR – Med 1943.

'We have lockers about the size of coffins and also two smaller ones and a small table in the fore-ends. Hanging from the "ceiling" there are about 15 hammocks so if you want to move around you have to do so in a crouched position. In one corner there is a washbasin and to use it you have to squeeze behind the tail of a torpedo and put a hand either side of the Coxswains hammock. Potatoes and cabbages are piled in one corner and, as it is as damp as Eastney beach, after 6 days there is a horrible smell of rotting vegetables and refuse is only ditched at night; on top of that there is the smell of unwashed bodies. At the moment we are doing about 18 hours dived every day so you can guess it is pretty thick at night. Before I go don't think that I am complaining because I really love submarines and this sort of life and I wouldn't swop it for anything'.

What a blessed relief when, at night, comes the order "Diving stations" and about 10 minutes later the order "Blow 1 and 6". The boat shudders as the air goes into the ballast tanks and then up she goes! I am at the bottom of the ladder in the darkened control room and sing out the depth which I can see on the submarines depth gauge – 25 ft – 20 – 15 – 10 – 5; and then the Captain opens the hatch and up rushes all the foul air just like a London fog and if I don't hang on I would go up with it as well. Beautiful, marvellous air... we are provided with some top-notch waterproof gear but the water always seems to find a weak spot to trickle into. Up on the swaying bridge, with a pair of binoculars which you try to keep

dry to have a look round between deluges of water, soaked and frozen and saying to yourself "*why the **** did I join!*"

Then you are relieved, you clamber down the ladder, discard all the wet gear and go into the fore-ends, have a cup of cocoa, turn in and, as you fall asleep, you think "well it's not such a bad life after all".

Memorial Service Held to Honour Fallen Royal Navy Sailors

By Lt. j.g. Megan Isaac,
Commander, Submarine Force
Public Affairs, March 23, 2009

NORFOLK (NNS). A short memorial service took place March 17, at Ice Exercise (ICEX) 2009's Applied Physics Laboratory Ice Station (APLIS), in the Arctic Ocean, to honour two Royal Navy Sailors who lost their lives on HMS Tireless during ICEX 2007.

This year marks the first time Royal Navy personnel have returned to the arctic since the accident. Royal Navy Lt. Cmdr. John Aitken, Lt. Cmdr. Ian White, and Chief Petty Officer Lee Evans conducted the service and laid a wreath in memory of Operator Mechanic Anthony Huntrod and Leading Operator Mechanic Paul McCann, two British Sailors who were killed in an accident on board HMS TIRELESS in March 2007. At the time, TIRELESS was participating with USS ALEXANDRIA (SSN 757) and APLIS during ICEX 2007.

A moment of silence was held March 21st at the APLIS support site in Prudhoe Bay, Alaska., and on both USS ANNAPOLIS (SSN 760) and USS HELENA (SSN 725), the submarines currently participating in ICEX 2009, to pay respects to the memories and the families of the Sailors lost. The moment of silence came exactly two years after the tragedy.

Thoughts on a Submarine Life

The death of two British submariners has highlighted the extreme conditions endured by those who man the Royal Navy's www.submarinersassociation.co.uk

underwater fleet. What is it like to live and work hundreds of feet under the surface for months on end?

Just the bald numbers tell some uncomfortable truths. Eighty-five metres long, 10 metres wide and about the same again in height - the dimensions of one of the Royal Navy's Trafalgar class submarines. Aboard which, for several months on end, live and work a crew of 130 men. HMS Tireless, on which mechanics Anthony Huntrod and Paul McCann died in 2007, is just such a sub. On Tuesday a coroner ruled the men's deaths from an on-board explosion, had been caused by "systematic failures" of procedure.

The Navy has said it will learn lessons from the incident, but for many the most perplexing question is how people can willingly spend weeks at a time without glimpsing daylight, gasping fresh air or speaking to their loved ones - cocooned in a vessel about as long a football pitch and a fifth of the width. Britain has a fleet of 12 submarines - all nuclear-powered. With the old diesel-powered subs, patrols could last as little as a couple of weeks. But today their range is effectively unlimited, meaning operations are often six months at a time.

Life on board is structured by an intense working pattern of six hours on, six hours off, for an entire operation.

Stifling claustrophobia is a clear occupational hazard, and likely sufferers are usually weeded out in the selection process. If not, they may need to be grabbed and sedated until they can be landed ashore, says Ted Hogben, a Warrant Officer who worked on nuclear-powered subs for 20 years. Mentally, life on a submarine can be challenging and suits only certain temperaments.

Daily threat

"The Brits are well known for their phlegmatism which tends to help," says WO Hogben. "If you don't get on, you move on." This usually means transferring to the surface Navy." To many, life on a submarine would seem not unlike prison, trapped in a confined space for a six-month stretch with 100 or so other men. Worst still, you are

living with the daily threat of attack, drowning or fire. "The first week is a bit of a drag, as is the last week when you are thinking about getting home. But in between, time flies by. You sleep, work, watch movies and so on." Yet space is clearly at a premium, personal space all the more so. Most crew members have their own bunk, but juniors tend to have to take whatever's free - known as "hot-bunking".

The only personal possessions might be a family snap, books and DVDs. And there is a mess room for relaxation and recreation. In the past, crew would wear civilian clothes to work in and sleep in, so they could be ready in the event of an emergency. They were allowed to remove their shoes at bedtime. Inevitably there was a strong smell of oil and diesel mixed with body odour. Submariners today, by comparison, wear a uniform similar to that of a sailor. Bunks are a little more spacious and there are showers, toilets, and a small laundry. Yet while efforts are made to preserve the normality of life in some quarters, in others it couldn't be more stark. Communication with families ashore is one of the chief examples of this disconnect.

Information blackout

A submarine can be reached anywhere in the world via satellite or through encrypted radio messages. But a submariner cannot. No matter whether a crew member's father is dying, his daughter is seriously ill or his wife has run off with another man, it is likely he will be the last to know. While a family can get a message to the Commanding Officer on board, he may decide not to pass it on. Captain Mike Davis-Marks, Commanding Officer on HMS Turbulent from 1996 to 1999, says he often had to make just such tricky judgement calls.

"If you are deep on patrol and can't be surfaced, I would invariably sit on it until we arrived in the next port of call," says Capt Davis-Marks. "There's little point in telling someone bad news and making them fret about it. Sometimes they get annoyed with you, but you have to take a bigger view."

The pressure of being away from home for so long can take its toll on relationships. Marriage breakdowns are not uncommon, and these days there are fewer married quarters at base ports, making it harder still. The average age of a submariner is about 21. All are male and most are of an age when they are still single. But married crew members say it takes a special woman to be a submariner's wife. "She has to be a very different sort of lady. When I was away my wife used to do everything, from the electrics to the painting and decorating," says John Cumberpatch, a submariner from 1955 to 1964.

Jim McMaster, a submariner from 1965 to 1986, says you "have to learn to be satisfied within yourself and have peace of mind and confidence in your family." So what does a submariner crave most during the long stretches away at sea? "What any young red-blooded males crave," Mr McMaster explains, without elaborating.

New Australian Submarine Fleet A Long Way Off

*By Andrew Davies, abc.net.au,
March 18, 2009*

So far only a few things are clear – there will be a replacement for the Collins submarine, and it will be delivered sometime after 2020. There has been a recent flurry of media reports about the plans for Australia's future submarine fleet. Depending on who you read, the number of subs to be built is anywhere from six to 18, and the project budget is somewhere between \$12 and \$35 billion. So who is right? As it happens, the correct answer is 'none of the above' – yet. The road to a future submarine is a long one and there are many decision points to be negotiated before the final solution emerges. In fact, this project is a very good example of just how complex defence projects can be. It's easy to be critical in hindsight when projects like the Seasprite helicopters go wrong, but this is a good case study of just how hard it

can be to see the right path in advance.

So far only a few things are clear; there will be a replacement for the Collins submarine, it will be built in Adelaide and delivered sometime after 2020, and nuclear subs are out of the question. Pretty much everything else is still to be settled. Even very basic questions such as how large the subs need to be, what technologies they will have and who is going to design and build them are still to be answered. The complexities of the submarine project arise from a number of sources, but they all owe their existence to a single observation. There is no submarine on the world market that does what we want. When deciding to build the Collins class, the Australian government of the day decided that the country would be best served by having a submarine fleet that could conduct extended patrols thousands of miles from home. There is no suggestion that that requirement will be relaxed. In fact, the Prime Minister has stated that Australia's naval forces will be strengthened in order to play a role in an increasingly contested Asia-Pacific region, the countries of which will field dozens of new submarines over the next few decades.

The world's submarines fall into two broad classes - long-range and high-endurance nuclear subs and much shorter-range conventional ones. The only submarines that fall in between are our own Collins (a design now over 20 years old), Japan's fleet (constitutionally banned from export) and a South Korean design only just starting to take shape. So chances are that nothing on the world market will do the job we want. And even if it did, any submarine versus submarine engagement would look uncomfortably like an even fight if both sides were operating subs bought in the same marketplace. Australia is almost uniquely well-placed to do better than that. We have a close alliance with the United States that gives us access to sensitive systems, weapons and technologies, and we have a hard-won national capability to build those technologies into a European-sourced submarine

design. The Collins was based on a Swedish design. In other words, we can have the best of both worlds - US systems developed for their very capable but all-nuclear fleet coupled with state-of-the-art European conventional submarine technology. The resultant boat could give us the edge we seek.

But there is a very delicate balancing act to be performed in doing that. For a start, there are technical issues to be surmounted in marrying the different design philosophies. For example, nuclear submarines have essentially no power limitations, so equipment designed for them does not take into account the power budgets that have to be managed in conventionals.

But just as importantly, the Americans and Europeans hold their submarine technologies very

closely and don't want them to 'leak' - admittedly not a propitious word to use when writing about submarines - to other countries. Australia would have to manage the process very carefully to keep the potential providers confident that their secrets were safe with us. So the Australian Government will act as a trusted broker in government-to-government and navy-to-navy negotiations. Industry will be brought in progressively as the design firms up.

So where are we now? Basically, at step one. Defence has asked a number of submarine design houses for a 'concept design', essentially a high-level 'sketch' of what the future submarine might look like. That concept will be refined over the next two years, after which preliminary designs will

be refined for another couple of years. Between 2013 and 2016 the detailed design will be developed, with construction not starting until (at the earliest) 2016.

Before the concept is fully developed, there can be no firm decision on the number of submarines - after all, how do we know how many we need before we know what each one can do? Similarly, costs won't be known until the design is well advanced. And, of course, we need to be convinced that the manning and support of any expanded submarine fleet could be managed. So take any dramatic headlines in the near future about the size, shape and cost of Australia's future submarine fleet with a grain - or two - of salt.

JAPAN'S SUBMERSIBLE I-400 AIRCRAFT CARRIERS

In many ways HIJMS I-400 was decades ahead of her time. She was the world's largest submarine with a length of 400-ft and a surface displacement of 3,530 tons. Above her main deck rose a 115-ft. long, 12-ft diameter, hangar housing three torpedo-bombers. These float planes were rolled out through a massive hydraulic door onto an 85-ft pneumatic catapult, where they were rigged for flight, fuelled, armed, launched, and after landing alongside, lifted back aboard with a powerful hydraulic crane. The I-400 was equipped with a snorkel, radar, radar detectors, and capacious fuel tanks that gave her a range of 37,500 miles: One and a half times around the world. She was armed with eight torpedo tubes, a 5.5-in 50-cal deck gun, a bridge 25mm antiaircraft gun, and three triple 25 mm A/A mounts atop her hangar. The advent of guided missiles and atomic bombs transformed her from dinosaur to an overspecialized undersea menacing strategic threat.

The I-400 was originally designed so that it could travel round-trip to anywhere in the world, and it was specifically intended to destroy the U.S. controlled Panama Canal. A fleet of 18 boats was planned in 1942, and work on the first one was started in 1943 at the Kure, Hiroshima arsenal. Within a year the plan was scaled back to five and four (I-400, I-401, I-14 and I-13) were completed. The I-400's had aircraft storage and catapult for three M6A1 Seiran (Storm from a Clear Sky) torpedo-bombers. These specially-designed float planes had a length of 35-ft, a wingspread of 40-ft, a range of 654 miles, and a munitions payload of 1800-lb. Additional fuel and bombs could be carried by jettisoning the floats on one-way missions where the pilots and planes were to be expended. The sleek Seiran bombers, built by Aichi Kokuki at Nagoya, were stowed in the hangar compartment with floats detached and wings and tails folded. Actually with the stabilizers folded down, and the top of the vertical stabilizer folded over the overall profile

of the aircraft was within the diameter of its propeller. A trained team could rig a floatplane for launch fuel and armament in as short a time as seven minutes, in fact that same trained team could prepare all three planes, and have them in the air in under 45 minutes time. The planes were launched from a 120 foot catapult on the deck of the giant submarine.

Accommodation for a crew of 145 was designed into the capacious twin hulls, but on most occasions was much higher...somewhere in the 200+ range. The reason for the high number was to facilitate speedy submarine and aviation operations at sea. Even though the sub could surface, the trained crew could in fact could break out, assemble, fuel, arm, and catapult all three aircraft - more men was an "assurance" of that. Also the I-400's had great cruising range which enabled them to launch her three bombers within striking distance of targets as far from Japan as San Francisco, the Panama Canal, Washington, or New York. All of these missions were considered by the Tokyo Naval Strategists.

Below the hangar in the starboard twin hull was a special compartment equipped to conduct aircraft engine overhaul and test. An adjacent magazine stored four aircraft torpedoes, 15 bombs, and gun ammunition; more shells were stored topside in pressure-proof, ready-use lockers handy to the guns. Each of the two engine rooms housed a pair of 1900-hp diesels linked through Vulcan hydraulic couplings to drive the twin propeller shafts. A 1200-hp electric motor-generator on each shaft drew electricity from her storage batteries to drive her submerged. With a clean bottom this propulsion plant gave her a top speed of 18.7 knots on the surface and 6.5 knots below snorkel depth.

Meals for her oversize crew were prepared in a galley in the starboard hull, where large steam kettles turned out great quantities of rice. As in all long range submarines, a four month supply of food was stowed in every cranny,

including a layer of crates laid out on deck which the crew walked on until they'd eaten their way through. Supernumeraries slept on the deck wherever they could find a nook, being used to a floor and tatami mat.

OPERATIONAL HISTORY

Several surviving Japanese submariners have described the hopes that accompanied the completion of the top secret boats in late 1944. As they became available the four giant submarines were assigned to a newly created SubRon One, a ten-bomber strike force.

For their first mission V. Adm. Jisaburo Ozawa, Vice Chief of the Navy General Staff, selected Operation PX, a top secret plan to use SubRon One's ten aircraft to unleash bacteriological warfare on populous areas of the American west coast and Pacific Islands. Infected rats and insects would be dispersed to spread bubonic plague, cholera, dengue fever, typhus and other plagues. General Ishii's infamous medical laboratory at Harbin, Manchuria, had developed the virulent germ warfare agents and confirmed their lethality by infecting helpless Chinese and Caucasian prisoners.

On 26 March 1945, this sinister mission was cancelled by Gen. Yoshijiro Umezu, Chief of the Army General Staff, who declared that, "Germ warfare against the United States would escalate to war against all humanity." As an alternative the staff considered bombing San Francisco, Panama, Washington or New York, and decided to launch a surprise air strike against the Panama Canal's Gatun Locks. Destroying these locks would empty Gatun Lake and block the passage of shipping for months.

For the 17,000 mile round trip to Panama each submarine needed 1600-tons of diesel fuel, which was unavailable at Kure. I-401 was therefore despatched to Dairen, Manchuria, to bring back the needed oil. On 12 April she grazed a B-29 laid mine off Hime Shima Lighthouse in the Inland Sea and had to return for repairs. In her place I-400 successfully carried out the undersea tanker mission. By early June all four boats were fuelled, armed, equipped with new snorkels, and disguised with false funnels. They sailed north through Tsushima Strait and the Sea of Japan to Nanao Bay on the west coast of Honshu near Takaoka. Training there was hampered by B-29 laid mines. American submarines penetrating their training areas, and shortages of aviation gasoline, material and aircraft, but SubRon One managed to launch a number of simulated air strikes on a full scale model of the Gatun Locks erected at Tayama Bay.

While the submersible carriers were perfecting their tactics to cripple the Panama Canal, the position of the Japanese Navy was steadily deteriorating. Before the submarines could set sail for Panama more than 3,000 Allied warships and transports had reached the Pacific for Operation Olympic, the forthcoming invasion of Japan. This growing threat forced Tokyo strategists to reconsider the attack on distant Panama, which now appeared a questionable diversion. The I subs was ordered to abandon their carefully rehearsed canal strike and attack instead American Naval forces at Ulithi Atoll. In response to the new orders I-13 proceeded on 4 July, to the Ominato Naval Base on the northern tip of Honshu. There she loaded two crated Nakajima C6N2 Ayagumo (Colored Cloud) long range reconnaissance aircraft, then sailed into the Pacific through Tsugaru Strait bound for

Japan's island stronghold of Truk. After repairing a hot propeller bearing I-14 followed on 14 July. On the 23, I-400 and I-401 departed Ominato on separate tracks far to the east for a rendezvous at sea southeast of Ulithi in three weeks.

Suddenly, on 15 August, Emperor Hirohito broadcast direct from the Imperial Palace this dramatic decree ending hostilities. The I-boats crews were thunderstruck; their combat careers ended just as they reached the attack rendezvous. After a council of war meet, the shattered ComSubRon One reluctantly carried out Tokyo's orders to cease hostilities, hoist a black flag, and return on the surface to home port. The captains of the I-boats were ordered to jettison all documents and munitions, fire all torpedoes, and catapult all aircraft into the sea.

When I-401 surrendered to an American destroyer, the U.S. crew was astounded at its size. The commander of the submarine fleet, Captain Ariizumi, apparently decided on suicide rather than surrender to the Americans. He requested that his body be wrapped in the Japanese flag and buried at sea and shot himself. His body was never presented as proof of his death.

The U.S. Navy boarded and recovered 24 submarines including the four I-400 subs, taking them to Sasebo Bay to study them. While there, they received a message that the Soviets were sending an inspection team to examine the submarines. To keep the technology out of the hands of the Soviets, Operation Road's End was instituted. Most of the submarines were taken to a position designated as Point Deep Six, about 40 miles west from Nagasaki and off the island of Goto-Retto, were packed with charges of C-2 explosive and destroyed. They are today at a depth of 200 meters.

Four remaining submarines (I-400, I-401, I-201 and I-203 which achieved speeds double those of American submarines), were sailed to Hawaii by U.S. Navy technicians for further inspection. Upon completion of the inspections, the submarines were scuttled in the waters off Kalaheo near Oahu in Hawaii by torpedoes from American submarine USS Cabezon on May 31, 1946. The reason for the scuttling is apparently that Russian scientists were again demanding access to the submarines. The wreckage of I-401 was re-discovered by the Pisces submarines deep-sea submarines of the Hawaii Undersea Research Laboratory in March 2005 at a depth of 820 meters.

HMS AUDACIOUS

Keel Laying Ceremony

An age-old ceremony marked a significant step towards the delivery of the fourth Astute submarine at Barrow shipyard. North West Evening Mail Reporter JO DAVIES was among hundreds at Devonshire Dock Hall to witness the keel laying for HMS Audacious.

Many of the 800 workers who lined Devonshire Dock Hall's vast platforms for yesterday's keel laying ceremony witnessed a scene also played out before their parents and grandparents. The first submarine to be designed, built and commissioned at Barrow was Holland 1 in 1901, and more than 312 submarines have been built in Barrow since then.



The celebration marks a crucial stage in the development of the fourth Astute class vessel to be built at Barrow's shipyard, HMS Audacious. This long-standing marine tradition ought to bring good fortune for the submarine in its future journeys. And no naval ceremony would be complete without crowds of school children proudly waving their Union Jack flags. The next opportunity for pupils from Walney Comprehensive and Greengate Junior schools to visit the DDH will be during the Festival of the Sea weekend at the end of July.

Flanked by a guard of Barrow Sea Cadets, the dignitaries entered Devonshire Dock Hall to the accompaniment of Ulverston Victoria High School's band. Barrow in Furness MP and Secretary of State for Defence, John Hutton, and shipyard managing director John Hudson stepped up to the podium dominated by the keel, which loomed behind them shrouded by a huge Union Jack.

Mr Hudson said: "This is an important day for the company and the submarine enterprise. "It has taken a huge effort from the team here at BAE Systems Submarine Solutions, the MoD and our supply chain partners to meet challenging affordability targets. Everyone has worked incredibly hard to achieve the positive position we find ourselves in, and having the Secretary of State for Defence here to witness our progress is a privilege."

Traditionally the keel is laid in its final position on the berth to mark the start of the main construction phase. Nowadays it is the first unit into the Devonshire Dock Hall construction facility. Having the unit in an upright position, as opposed to the conventional horizontal position, has many safety and time-saving benefits. Cranes are now used to lower heavy machinery, modules and pipe work into a submarine unit, instead of having to manually haul them in and also allows 360 degree chest-high working conditions. It is one of the many innovations the workforce is bringing to the construction of this submarine, explained Mr Hudson. "The construction of a new ship or submarine is steeped in tradition and the keel laying is the important first event where, recognising the very real perils of the sea, we wish any new ship or submarine, good fortune," he said. "As good shipbuilders we respect those traditions, but we also

want to move our industry forward and embrace new ways of working to improve the way we do things and to reduce our costs. Fully recognising the defence funding challenges facing our government, we have introduced a programme called Design for Cost Reduction, which reduces submarine costs whilst maintaining, and in some areas, improving military capability. We have been able to reduce the cost of the submarine by nearly £200 million while increasing its value as a core part of the country's military capability. This is quite a remarkable achievement and sets the benchmark for future submarine orders. We are looking forward to working with the MoD to extend our current order book from four Astute-class submarines to seven."

The next key ceremony will be HMS Audacious' launch. Ahead of the most significant part of the ceremony, laying the keel block, Mr Hutton stressed how reliant Barrow and the Royal Navy are on maintaining a strong workforce. He said: "In August 1945 Housewife 49, our own Nella Last, wrote that there were "no big keels laid to make Barrow people feel secure". "She could have been writing about the 1990s, after Vanguard, as well. "We learnt the hard way in that decade that neglecting the workforce, its skills, careers and prospects, was ultimately damaging to individuals, the community, the defence industry and the UK itself. We know, here in Barrow, the importance on investing in a skilled workforce and we know what happens when you don't do that."

Today Barrow's shipyard employs more than 300 apprentices, almost the level of 20 years ago, and around 5,000 people are working on the project for the first four Astute submarines. Hundreds more workers are being recruited this year to work on the subs. The Astute's are the biggest and most powerful attack submarines ever ordered for the Royal Navy, capable of striking targets up to 1,000km from the coast with pinpoint accuracy.

"We will ask a lot of these submariners and the men who will serve on them," continued Mr Hutton. "They will provide support to the continuous at sea deterrent. The Astute's will have global reach, endurance, covertness, sustained high speed and the ability to conduct unsupported operations in hostile environments. Any or all of which will be required in tomorrow's world to keep our country secure." In conclusion he added: "So, Nella's words are not, I am glad to say, true today. "Today we have keels to make the people of Barrow secure."

Applause echoed across the DDH as Mr Hutton unveiled a plaque on a section of the hull which will form part of the reactor compartment of HMS Audacious. As UVHS band played The Final Countdown the Union Jack flag was slowly raised to reveal the inscription "Audacious Keel Unit" on the keel.

And That's When The Fight Started!

My wife and I were watching "Who Wants To Be A Millionaire" while we were in bed. I turned to her and said, "Do you want to have sex?" "No," she answered. I then said, "Is that your final answer?" She didn't even look at me this time, simply saying "Yes." So I said, "Then I'd like to phone a friend."

And that's when the fight started...

..*.*.*

I asked my wife, "Where do you want to go for our anniversary?"
 It warmed my heart to see her face melt in sweet appreciation.
 "Somewhere I haven't been in a long time!" she said.
 So I suggested, "How about the kitchen?"

And that's when the fight started...

*_*_*_*_*_*_*_*_*_*

Saturday morning I got up early, quietly dressed, made my lunch, grabbed the dog, and slipped quietly into the garage. I hooked up the boat up to the truck, and proceeded to back out into a torrential downpour. The wind was blowing 50 mph, so I pulled back into the garage, turned on the radio, and discovered that the weather would be bad all day. I went back into the house, quietly undressed, and slipped back into bed. I cuddled up to my wife's back, now with a different anticipation, and whispered, "The weather out there is terrible." My loving wife of 10 years replied, "Can you believe my stupid husband is out fishing in that?"

And that's when the fight started...

Indian & Russian Sailors Refuse to Board Cursed Boat (An Update on the AKULA Accident)

StrategyPage.com
 27th January 2009

The Russian Akula II SSN (nuclear attack submarine) that was supposed to be delivered to India this year is being delayed by difficulty in completing its sea trials. The problem is that Russians can't get enough qualified sailors and civilian technicians to serve on the boat. This is because, while undergoing sea trials last November, there was an accidental activation of the fire extinguisher system. This killed twenty sailors and civilians, and injured more than twenty. There were 208 people aboard the sub at the time, most of them navy and shipyard personnel there to closely monitor all aspects of the sub as it made its first dives and other manoeuvres. The source of the fatal accident was poor design and construction of the safety systems on the sub. This accident led to sailors and shipyard technicians being fearful of going to sea on the boat. So the sea trials have been suspended making the sub ineligible for transfer to the Indian Navy. A year ago, Indian officials acknowledged that it is leasing at least one Russian Akula II, which was to enter Indian service in 2009.

Late last year, Indian submarine sailors went to Vladivostok, the Russian city on the Pacific, near the naval base where the new Akula II boat is based. These Indian submariners are apparently the crew of the leased boat that apparently will be called the INS Chakra (the same name used by the Charlie Class Russian sub India leased from 1988-91. It's believed that the Indians have the option to back out if the sea trials don't work out. Traditionally, when a new ship loses lots of people during sea trials, it is regarded as "cursed" and unlucky. Sailors can be a superstitious, especially when there are dead bodies involved.

The 7,000 ton Akula IIs are recently built and each requires a crew of 51 highly trained sailors. The Indian money enabled Russia to complete construction on at least two Akulas. These boats were less than half finished

at the end of the Cold War. This was another after effect of the collapse of the Soviet Union. Several major shipbuilding projects were basically put on hold (which still cost a lot of money) in the hopes that something would turn up. In this case, it was Indians with lots of cash. The Indian crew was, apparently, to take possession of the INS Chakra this Summer and take it back to India. But until Russia can lift the curse from this boat and get enough sailors on board to complete the sea trials the Indians will have to wait. Talk around the Russian shipyard is that the trials will not resume until next year. Apparently the design of the Akula II is being reviewed and modifications are planned.

India also expects to complete construction of its own nuclear sub design in a year or two and begin sea trials and tests. This boat is based on Russian technology, but is basically Indian designed and built. The Russian Akula will basically serve as a training boat for India's new nuclear submarine force.

The new Indian SSN is called the ATV (Advanced Technology Vessel) class. There are to be five boats in the class - assuming that the first one works well. That first ATV SSN (nuclear attack sub) is not expected to enter service for at least another 3-5 years. In the late 1980s India leased a Russian nuclear sub for three years providing Indian sailors with an opportunity to become very familiar with the technology.

The ATV will be a 5,000 ton boat and comparisons are being made to the new Chinese 093 (Shang) class which is a 6,000 ton boat that entered service two years ago after more than a decade of construction. That was China's second class of SSNs. The first (the Han class) was a disaster. India is trying to learn from China's mistakes. That's one reason the ATV project has been kept so secret. Another reason for the secrecy was that so much of the ATV project involved developing a compact, light, water reactor technology that would fit in a submarine. One of these Indian reactors is being installed in a 5,000 ton Charlie II class submarine that was leased from Russia. This boat will be ready for sea trials next year. If that goes well the reactor will be installed in the first ATV.

Once the ATV SSN is proven a modified version will be built as a SSBN (ballistic missile carrying sub). This was

how everyone else did it - including the Chinese. Get an SSN operational - then modify the design to include some SLBM launch tubes.

HM SUBMARINE TAURUS - BATTLE WITH THE BULGARS

(By Captain M R G Wingfield, DSO, DSC, RN - skipper
of HMS/M TAURUS – 1943)

On patrol in 1943 we found ourselves in the North Aegean near the Greek-Bulgarian frontier, not far from the Dardanelles. We decided to have a look at a small port called Neo Playa, which we entered on the surface, as it was much to shallow to dive. The harbour was full and our trusty gun-layer Leading Seaman Starbuck, soon sank half a dozen ships. (We always called them ships if they were not actually rowing). The range was very short and Starbuck could put a row of hits along the waterline without much trouble. The gunnery officer, Lt Gibson, RNVR, gave the usual spotting orders – 'Up 200, right four, down 100' etc, but I don't think his contribution was very effective. I'm almost sure I heard Starbuck say '*why don't you shut up*'. We had almost completed sending the local merchant navy to permanent diving stations when we were surprised to hear a clatter of hooves. Coming down the mountainside in a cloud of dust was a squadron of cavalry in dress uniform with pennons flying and lances at the ready. When they reached the quayside the Bulgarian Life Guards, for such they were, unloaded point 5 machine guns from the animal's backsides and opened fire, much to our consternation. Soon the air was full of flying lead making those 'Whipp' noises which means they have missed.

At the Charge of the Light Brigade Lord Cardigan found him self alone and surrounded by Russians who attacked him fiercely. In his memoirs he writes "*It being no part of the duties of a General to cross swords with private soldiers, I turned my horse and left the battlefield*"

It occurred to me that it was no part of the duty of a Submariner to fight with horsed cavalry, so I turned seaward and rang down full ahead. Aft on the bridge of a 'T' class there was a 20mm Oerlikon, which had been firing steadily at the Household Cavalry. This was one of the few occasions when this quick-firing gun did not jamb after a few rounds. Suddenly our firing ceased. I was surprised to see our Oerlikon gunner coming forward on the bridge. I asked him what he was doing, he replied "he was wounded and off to see the Coxswain". I pointed out to him that he wasn't wounded badly and one was not supposed to leave one's gun in the middle of a battle. He insisted he was entitled to have his wound dressed; there was some surprise when he arrived in the Control Room and I am told that the comments of the crew were very critical to say the least. By this time we had sustained a number of holes in the upper works, personally I was all right as I was standing behind the forward periscope, the Officer of the Watch, Lt Gibson who was thinner than me, was sheltering behind the after periscope. I told him to take over the Oerlikon, with no more of a protest than "Who me sir?" he took his seat at the gun. Taking careful aim he put half a pan into the first floor windows of the Grand Hotel. Soon we were out of range of the horsemen and when we were in deep water we dived. It was my custom after a successful action to take a holiday

at 100ft. This appeared in the log as 'Continued patrol, nothing sighted'. It also gave us time for our knees to stop knocking together.

The Coxswain had his own ritual, "Complaints about the rum again sir", a couple of inches of 'neaters' tasted pretty good to me.

But what, you will ask, about our wounded gunner? He certainly had a bullet in his foot, so the first thing to do was to inspect the damage, which we did on the wardroom table. The crew plied the patient and surgeons with rum and removed the bullet with spanners, but the patient grew even more scared with the suggestion that he could be shot for cowardice and that it had happened to others. He had such a terrifying night that the captain decided that he had suffered enough by the next morning. Much of our time in the Aegean was spent in sinking caiques. These picturesque vessels were used by the enemy for shipping stores between the islands and were mostly under sail. They were legitimate targets but it was disagreeable work. We sank one once off Mitylene, which according to the charts was formerly Lesbos, we took three of the crew on board and set course for our base. I made the usual requirements on arrival signal, concluding with –

'Request accommodation for three Lesbian survivors'

MANUS ISLAND – 'R and R'

By Dave Summers (ex 2nd Cox'n and Chief UC1)

In the early fifties I was serving on the Submarine "THOROUGH" and, after an Exercise with our Far East Fleet plus Australian and New Zealand ships, we put into Manus Island for some 'R and R'. It had been a very exhausting exercise for us, and coupled with the facts that our Diving Area was right on the Equator and that we did not have air-conditioning and were on strict water rationing it was pleasant for us to go alongside and be billeted in the Base where we were able to properly cleanse ourselves and sleep in the fresh air (except for the duty watch of course). It also made us 'Ships Coy' and allowed us to use the base canteen, unlike "The Fleet" who had to anchor in the Bay and were given 'Canteen leave' in the afternoon's where the large open-air cinema was rigged as a giant Bar for the Fleet.

We however, being classed as 'Ships Coy' and, when not duty on the S/M, lived in thatched Donga's. Each junior rates donga had to have a Senior Rate to sleep there in a cabin at the end of room and the Cox'n was 'i/c' of ours. Arriving in the forenoon we cleaned through the Boat then had our Tots and moved ashore into our respective Donga's. As we were now 'Ships Coy' we went to the Wet Canteen and bought copious jugs of "onion beer"(local brew) some had lunch and some didn't bother. When the Canteen closed, the Fleet canteen opened in the Cinema and dispensed large bottles of Tiger and San Miguel. Thinking we might run out of beer at some stage we bought quite a few bottles and about half of it we buried, and as one would expect we never ever found it again! We got our heads down for a few hours and then after a big cleanse we went and had a meal in the Base and then back to the Canteen for more onion beer. Just before closing time we each bought an extra jug and moved away to sit by the outdoor pool. It was good

'Singing Beer' and we were having a great time. My adversary aboard was the killick of the Fore-ends and, being quite full of grog, he challenged me to swim a length of the pool for the next days Tot. We stripped to our underpants and then we were off like a 'Bondi Tram'. Me having won he offered me double or quits for the return length, and that left me two days extra rum! When he offered again double or quits I said that it was to be a weeks Tot or nothing. He agreed and I won yet again. This started the ball rolling and soon there were bodies flashing up and down the pool for future Rum. In the midst of all this we were suddenly surrounded by RPO's and Crushers with the duty watch etc. in Jeep type vehicles. There was no escaping so we were all captured. The senior RPO said, "Can't you stupid Pommy bastards READ"? We looked astounded and said 'Read what?' With this he shone a searchlight on a notice by the pool which in huge letters said "No swimming in the pool after sunset" and then said "We don't put these notices up for no reason." only in more colourful language. And with that then shone the lantern onto the pool! There looking at us were about ten sets of eyes and realized that these were crocodiles - it seems that they regard the pool as theirs after sunset and I must say that we never disturbed them again during our stay - and I still do not know who scared who the most!

We were given a warning and told to get to our Donga's ASAP. We set off through the jungle and were amazed at the size of the bullfrogs and the noise that they mad. In our cups we thought it would be a good idea to capture a few. So it was off shirts and we caught a good dozen. On arrival at our abode we then discovered that the Cox'n was still absent and, he having a great love for the Scotch Wine, we guessed that he would be pretty full by the time he returned. We thought it a good wheeze to

load all the frogs into his bunk and then tucked the mosquito net in all around to keep them from escaping. We then tried to stay awake to witness his discovery but we failed miserably. Next morning we heard this blood curdling scream and rushing into his cabin we saw him lying on his bunk with the netting all over himself. Some frogs were squashed and others that were trapped were jumping up and down making a hell of a din. The Cox'n thought that he had a dose of the DT's and we were falling about laughing our heads off. But not for long: we all suffered for our chuckles.

HMS GANGES - The New Guy!

The Master at Arms noticed a new Seaman one day... and barked at him, "Get over here!"

"What is your name?" was the first thing the M.A.A. asked the new guy.

"Paul," the new guy replied.

The Jaunty scowled, "Look, I don't know what kind of bleeding-heart, liberal pansy stuff they're teaching Sailors in the Training Base today, but I don't call anyone by their first name. It breeds familiarity and that leads to a breakdown in authority. I refer to my sailors by their last name only: Smith, Jones, Baker - that's all. I am to be referred to only as MASTER! Do I make myself clear?"

"Aye, aye, MASTER!"

"Good! Now that we got that straight, what is your last name?"

"Darling! Master!"

"Okay! Paul, here's what I want you to do..."

FROM THE GUEST BOOK

Date: 21/03/2009
Name: D Edney
Email Address: deedney@yahoo.co.uk
Location: Gosport Hants
Homepage: None
Referred By: Word of Mouth
Comments: Does anyone remember POWEA/CPO Gordon 'Seb' Coe from Repulse or Dolphin, late 80's early 90's? He's 50 this month and I am trying to get in touch with any past (not 'old!') shipmates as I know he'd love to hear from them. Anyone in the Gosport area would be especially welcome as I would like to try to arrange a surprise 'get together, even if it's only for a few folks. Please email me. Look forward to hearing from you...whoever you are!

Name: Dicky Dawson
Email Address: apdawson1@shaw.ca
Location: Canada
Homepage: None
Referred By: Search Engine
Comments: Hi Shipmate

Dick Dawson X COB Ursula and CHOPS diesel boats 1972-1996 Just to let you all know Topsy Paul Turney went deep for the last time last week after a long fight with cancer he we in diesel boats in the 70-80 before leaving and joining the Canadian Navy in the late 80s. He will be missed Dicky Dawson

Date: 28/02/2009
Name: Steve (Ginge) Mullins
Email Address: srmull@hotmail.com
Location: Oregon, USA
Homepage: None

Referred By: Word of Mouth

Comments: I was on Valiant 1969 to 1973, met a couple of the old crew in the last few years, Dave (donk shop rave) Richardson, Tug (Eddie) Wilson, Barney Barnes, Ginge Card, I see that Bomber (Graham) Bourne is a Member on here as well. Never had any civvies of his own, think he still owes me a shirt.

Date: 20/02/2009

Name: Robbie Robinson

Email Address: kanddrobinson@aapt.net.au

Location: Australia

Homepage: None

Referred By: Search Engine

Comments: G'Day from Down Under.

Thought it was about time that I signed your Guestbook. Joined boats in late 66, early 67. Was posted to SM4 as a Part 3 in Aug 67. Served on Tabard and took Trump back to the UK in Jan 69. Went to spare crew in Faslane with a pier head jump to Oracle and a couple of others (can't remember now silly old bastard). Anyway eventually they sent me to nukes where I brought out Dreadnought (2nd commission) - did the North Pole Trip and still got the Tie. In 1974 I emigrated to good old OZ, where I joined the RAN and eventually paid off as a WOUCSM in 1995. If there is anyone out there who would like to get in don't hesitate to drop me an email. Guys on D'Nought remember are Jan Harvey, Barry Seager, Little Robbie (I was known as Big Robbie), Thommo (Stoker) wife's name Margo, Harrowsmiths just to mention a few. Regards to all over there, Robbie Robinson Ex LSUCSM P090869

Date: 18/02/2009

Name: Stuart A. Clewlow

Email Address: saclewlow@yahoo.com

Location: Lancashire

Homepage: None

Referred By: Search Engine

Comments: I am looking for any former members or family of crew from 1938-1950 HMS/M URSULA. This is part of a ten year research project and I am now trying to tie up all loose ends and pull together the whole collection of information. I would be very interested to hear from anybody, no matter how insignificant the contact may be as it may well put me onto the track for further information, details, people, etc. Kindest regards, Stuart - Son of Robert Patrick Clewlow, ex- HMS/M WALRUS

Date: 04/02/2009

Name: John R Patrick

Email Address: johnpatrick@royal.navy.org.uk

Location: Almeria, Spain

Homepage: None

Referred By: Search Engine

Comments: Hi Fella Submariners. I am John Patrick, 'Ping Bosun' 1953/9 (Subtle, Artemis, Token, s/c Stalker). I now live in Paradise in Almeria Province, Southern Spain. I wonder if anyone can help me with a little information? I am thinking of having a 'Friday While' in the UK later this year. I would like to attend the Submarine Remembrance Parade on the Embankment on the 1st Sunday in November. If I were to stay in the Pompey area is there anyone or branch that travels up and back to The Embankment who I could scrounge a lift with? I am obviously willing to pay my way. Also I haven't heard from my 'Sea Dad' for a long time can anyone tell me if he is still OK? He is Soapy (Gerry) Watson, ex HSD, lives in Gosport and was an Alliance guide? Any help with either of the above please contact me on this site or at: johnpatrick@royal.navy.org.uk Keep the bubble level. John.

Date: 28/01/2009

Name: Alan Davies

Email Address: alwdavies3.kinnerton@virgin.net

Location: chester

Homepage: None

Referred By: A Link from another site

Comments: HMS RESOLUTION (PORT) 1980 /81, HMS SCEPTRE 1982/83. I was in the Comms Branch. I have numerous pictures of the sods opera on RESOLUTION and pictures of the lads. I also have pictures of HMS SCEPTRE surfaced at the Equator. Where do I send them ? !! Mobile No. 07935808699 or e Mail as above.

Date: 14/01/2009

Name: david lewis

Email Address: davedlews@aolo.com

Location: Rhodes, Greece

Homepage: None

Referred By: Search Engine

Comments: Nice to view the In Depth news letter and keep up to date with current and past events.
Many thanks, David

Date: 13/01/2009
Name: Brian Silverstone
Email Address: brian@absembroidery.co.uk
Location: Dagenham, Essex
Homepage: <http://absembroidery.co.uk>
Referred By: Word of Mouth
Comments: Hiya Sundodgers! Just browsing with general interest and was impressed at how well-kept and bang up to date your website is. If any of you have served in Survey Ships at any time (stranger things have happened) and are interested in our association, I'd be happy to pass on the details. All the best from a mere skimmer!!

Date: 06/01/2009
Name: Neville Pearson
Email Address: pearsonn@nb.sympatico.ca
Location: Canada
Homepage: <http://twinbirchlodge.ca>
Referred By: A Link from Another Site
Comments: Having a great time with all these old time friends (new found on the web) and being able to contact some of my old shipmates. Would love to hear from Brian Vine in Australia. Served with you on Aurochs (Bill & Ben the Flower Pot Men). Anyone can contact me I'd love to hear from you. A J Whetston signed my S 459 Dec 31st 1958.

Date: 05/01/2009
Name: Mick Allinson
Email Address: Mickyjim1@bigpond.com
Location: Adelaide, South Australia
Homepage: None
Referred By: A Link from another Site
Comments: Residing here in Sunny SA. Transferred to SA Australia from SA UK. Great bunch of guys, no different to us Pommy Submariners. Nice to get news of old shipmates. Difficult to get Pusser's rum here so any donations gratefully received!

Date: 27/12/2008
Name: Fred Tuck
Email Address: fredtuck007@btinternet.com
Location: Ixworth, Bury St Edmunds
Homepage: None
Referred By: Search Engine
Comments: Sad about Pete Passmore (Pigpen). Just reminded me of Odin days - great stuff. Fond memories of the great times 1974 - 1976.

Date: 24/12/2008
Name: Mariano Sciaroni
Email Address: marcantilan@yahoo.com.ar
Location: Argentina
Homepage: None
Referred By: Word of Mouth
Comments: Hello. I'm an amateur writer, and right now, I'm writing an essay about antisubmarine warfare from the Argentine perspective. I'm trying to contact former crew members of HMS Spartan, Splendid, Onyx & Conqueror to ask a few simple questions (I'm not interested in classified stuff, just things like atmosphere, thoughts, anecdotes etc.) If anyone is interested, please email me. Many thanks in advance. PS: By the way, a wonderful website you have!

LETTERS AND E-MAILS TO THE EDITOR

From: amleeks [\[mailto:amleeks@ntlworld.com\]](mailto:amleeks@ntlworld.com)
Sent: 16 January 2009 21:49
To: davebarlow84@tiscali.co.uk
Subject: 1st Submarine Squadron

Hi, my first ship as a baby sailor was HMS Forth in 1957, and was based in Malta. She was Depot Ship for the 1st Submarine Squadron. I think we had 4 "S" class and 4 "T" class subs. Names that spring to mind are Totem, Token, Sanguine and Sentinel. Could you, through your members, confirm the names of Forth's brood.

Tony L

Dundee Memorial Project - to commemorate the 9th Submarine Flotilla 1939 to 1945

Will you please let all Branch Secretary's know that the Project is proceeding and the Inauguration is provisionally set for the 17th of September 2009. Any information relating to members of the submarine service or their relatives who served at Dundee would be greatly appreciated. The nations involved are, UK, Dutch, Norwegian, French, Polish and Russian. Best Regards Dennis Rawle.

From: SETT-DepChief Instructor [mailto:ian.callow@FBIGS.MOD.UK]

Sent: 16 December 2008 08:56

To: davebarlow84@tiscali.co.uk

Subject:

Hi Dave, We are currently organizing a SETT Staff/Instructors 55th Anniversary Reunion on the 18th July 2009. I am attempting to notify as many Submariners that were Ex Staff/Instructors at SETT of which there is in the region of 250+. I was hoping you may be able to put a few lines in a newsletter or a notice on your website to help us spread the word within the Submarine community. There is a link on the www.subescapetraining.org website where any Ex Staff / Instructors can complete and submit a form to me at SETT. Regrettably this is only open to Ex SETT Staff. If you can help in any way it would be very much appreciated,
Ian (Curly) Callow, Deputy Chief Instructor, Foreign & Commonwealth Training
CPO, SETT 9380 65308 & 02392 765308

From: Robert McDowell [mailto:bobandvivienne@hotmail.com]

Sent: 08 December 2008 22:02

To: davebarlow84@tiscali.co.uk

Subject: How to go about tracing the boats a Friends father served on

Hi my name is Bob McDowell I am a Naval Architect and worked on the SIP project for S&T class plus some work on the Upholder class under the NAMCO project. I worked alongside Ted Hogben – give Ted my regards I bought him some cigars once for your dinner. Any way I have travelled to work on the train with a lady and this week she said her father was a Submariner. Susan never really new him as he was not around when she was growing up. His name was Edward “Ted” Finn from Langley in Berkshire. Susan his daughter would like to know how to go about tracing any records of his Service. All she could tell me was he also served on HMS Belfast at the end of the Second World War out in the Far East. My address is 21, Southwold Spur, Langley, Slough, Berks SL3 8XX. Can any one help? Bob McDowell

Dear Dave, I am writing to ask for the help of the Dorset Submariner's Association in tracking down any relatives of the crew of the M2 submarine. I make short history films for the BBC1's The One Show - an early evening chat show, which includes short topical features on a range of subjects from history to science. Over the next few months, we will be making a short history film to commemorate the centenary of the Royal Navy's naval aviation - and we want to focus the story specifically on the M2 submarine. For this, we are very much hoping to find a relative of one of the M2 crew who could go out in a boat in Lyme Bay with our presenter Dan Snow to lay a wreath at the site. Are you in touch with relatives from the M2? Or would you be willing to put an appeal on your website? Would be very grateful for any help you could give me.

Many thanks

Georgina Leslie

BBC Television - 'The One Show'

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Email: georgina.leslie@bbc.co.uk

Address: BBC Media Centre (MC4 C4) 201 Wood Lane, London W12 7TQ

Dear Dave, OPERATION DEADLIGHT. 'The One Show', presented by Christine Bleakley and Adrian Chiles, The One Show is developing a 4 minute film about Operation Deadlight – the scuttling of 121 U-boats off the North coast of Ireland in 1945. We are looking for veterans that took part in the operation and can recall the event to add a personal account of what happened and what it meant to them. If you remember this historical event or know someone who does please call: Gemma Metcalfe-Beckers – 0113 203 4075 gemma@reallife.co.uk

OBITUARIESCaptain Michael Beauchamp St. John, DSC, Royal Navy

Submariner who specialised in 'covert operations' and rescued two naked SBS men from the sea.

Captain Michael St John, who has died aged 93, was involved in a dramatic operation on the Island of Rhodes when his submarine landed part of an SBS section raiding German airfields in September 1942, he returned a fortnight later to rescue its two survivors.

St. John's TRAVELLER spent the intervening period off the Libyan coast where he sank the 1,245-ton Italian merchant ship Albachiara before returning to find the Greek island's hills and shoreline thick with enemy troops, while coastal craft searched the waters. He remained submerged until surprised to see the recognition signal flashed from the shore. Wondering if this could be an ambush he replied by shining a torch through the periscope, surfaced and entered the bay stern first, fearing enemy fire at any moment.

He was expecting the men to return in collapsible canoes, and was astonished to hear a stream of basic Anglo-Saxon coming shouted out of the darkness. Two naked figures were then hauled from the water over TRAVELLER's foreplanes: Major "Dinky" Sutherland and Marine John Duggan, who had been hunted, hungry and thirsty for several days. They had swum a considerable distance before being spotted from TRAVELLER which, as soon as they were recovered, St John crash-dived to avoid a patrol boat speeding into the bay.

While he manoeuvred to avoid a depth charge attack, Sutherland and Duggan were revived with tin mugs of rum. St John recalled that both men were so skeletal that it was difficult to find clothes to fit.

When in 1953 Lewis Milestone directed 'They Who Dare' Dirk Bogarde reprised Sutherland's exploits on Rhodes, and Harold Siddons played St John.

TRAVELLER was lost two months after the operation when it was under the temporary command of another Officer while St John was in hospital on Malta suffering from dysentery: he never got over the loss of his 70 comrades.

Michael Beauchamp St. John was born on May 13th 1915, the son of a soldier. He described himself as a mongrel Briton who could trace his ancestry back to the Normans via the longest line of un-discharged bankrupts in England. After being brought up between Oxfordshire and Aberdeenshire he went to Dartmouth in 1929.

St John joined the fleet as a Midshipman in the cruiser DORSETSHIRE just after the Invergordon Mutiny, and served in the Home Fleet and on the South African station before being appointed to the Submarine Service in 1935. From 1937 to 1939 he was a junior officer in the submarine PANDORA on the China Station, as he recounted in his 'Tale of Two Rivers' (1989). It described his family history and life in the pre-war Navy, when a young man could sign chits for anything, anywhere ashore, and expect to be billed at the end of the month.

When the war began St John was first lieutenant of the elderly training submarine L26; on completing his "Perisher" in 1940, he returned to take command of the

boat in dry dock during the blitz of Plymouth. After running aground in fog off the Isle of Mull, he was lucky to be exonerated. "We consider this young officer to have benefited from his salutary experience and he is to be congratulated on successfully salvaging his vessel," pontificated the Admiralty. St John also rescued escaping airmen by rendezvousing at night with a boat in the Brest fishing fleet.

His first war patrol was in TUNA, which fired a full salvo of torpedoes at long range on the battleship SCHEER. All missed, leaving St John wondering what his career might have been if they had hit.

At the end of the year St John reconnoitred the coast of Norway and, despite blizzards and wildly rolling seas, placed TUNA off Vaagso as a navigational beacon for Operation Archery, one of the first Commando raids under Admiral Louis Mountbatten's combined operations Organisation. The raid took place on December 27th 1941, causing significant damage to factories and warehouses, sinking eight ships and feeding Hitler's paranoia about an invasion of Norway. It also helped divert German surface ships from the North Atlantic convoy routes. After the loss of TRAVELLER in December 1942, St. John took command of the submarine PARTHIAN, in which he was awarded a DSC for bravery and skill in attacking coastal shipping and German warships in the eastern Mediterranean. In March 1945 he commanded OTWAY and then took TOTEM to Fremantle, Western Australia.

While returning home across the Pacific the ship was presented with a small totem pole by Micmac Indians in British Columbia. It was said that to sail without the totem pole would result in the loss of the ship, and when the original was stolen, another had to be carved quickly. When the Israeli Navy bought the submarine they left the totem pole behind, and TOTEM was lost with all hands on passage between Gibraltar and Haifa.

St John was promoted captain, but his appointment to command the cruiser CEYLON was cancelled when the Navy was divided into a "wet" and "dry" list. Declaring that he was not going to sit behind a desk, St John left the Navy in 1955 to join National Employment Mutual.

He enjoyed country life, especially shooting, and in retirement recorded more than 100 audio books for the blind.

Recalling late in life the distressing experience of writing to the next of kin of the dead, St John warned that while heroism and comradeship are worthy qualities needed to face danger and conquer fear, succeeding generations would do well to remember that, in his opinion, there was no glory in war.

Michael St John who died on January 23rd 2009, married, in 1944, Pamela Guinness, only daughter of Sir Arthur Guinness. She survives him with their son and two daughters.

Second Officer Audrey Roche, MiD, WRNS

The only woman decorated for wartime bravery at sea, for saving a sailor in danger of drowning

AUDREY ROCHE, who died on 13th January 2009 aged 90, is thought to have been the only woman decorated for bravery at sea during the Second World War; as a Wren whose ship had been torpedoed, she saved the life of a drowning seaman by giving him her lifebelt, and she was Mentioned in Despatches.

As Third Officer Audrey Coningham, she was one of 1,135 passengers in the 15,000-ton submarine depot ship MEDWAY, which, shortly after 8 am on June 30 1942, was torpedoed by Kapitänleutnant Heinz-Joachim Neumann's U-372 while being escorted by a cruiser and several destroyers from Alexandria to Haifa.

Hundreds of men were thrown into the water along with 47 torpedoes which had broken from their stowage (and were later salvaged and used against the enemy). Audrey Coningham, who had been one of three Wrens on board, swam towards the destroyer HERO, but so many people were crowded around the scrambling nets that she turned and swam towards another ship further off. She had been swimming for between 15 and 30 minutes when she saw two men clinging together. Only one had a lifebelt, and he was supporting the other, whose head kept disappearing beneath the waves.

Even though she did not know how long she would be in the water, Audrey Coningham, who had learned lifesaving at her convent school, managed to pull off her own lifebelt and put it on the drowning man. Leading Seaman Leslie Crossman, who had injured his legs sliding across the barnacles on MEDWAY's upturned hull, always remembered her words: "Lie still. You'll be all right. Trust me."

Audrey Coningham's selfless act enabled Crossman to stay afloat until he was rescued by a boat while she swam to the destroyer ZULU, where, after another 20 minutes adrift, she was plucked from the water. The smallest man on board gave up his spare shirt and shorts to dress her. Despite a recommendation from senior officers on the spot, and the strong, personal support of Admiral Sir Henry Harwood, Commander-in-Chief Mediterranean, for the immediate award of the Albert Medal (since replaced by the George Cross), it took the Honours and Awards Committee in London six months to deliberate. Eventually it was held that - as a strong swimmer - Coningham had not put her own life at risk, and that the witness to her bravery had helped in the rescue.

Instead Coningham was awarded a Mention in Despatches, and the committee recommended "some publicity". This blithely stated that she had been swimming in the sea when she came across a drowning seaman. It did not admit that there had been Wrens in MEDWAY or even that the ship had been lost. There

were 30 dead from MEDWAY. U-372 was sunk five weeks later by ZULU, and Crossman went on to earn the DSM later in the war and the BEM afterwards, and eventually became grandfather. Despite the grudging nature of the award, Audrey Coningham wore her Oak Leaf decoration with pride - to the outrage of at least one male officer, who could not believe that she was entitled to it.



Audrey Sylvia Coningham was born on July 12 1918 into a farming family in Sussex. After convent school she went to New South Wales to work as a ranch hand, where she heard that war had been declared. She returned home and joined the WRNS in 1940, becoming cipher officer. She worked on the Staff of the Captain of the 1st Submarine Flotilla in Alexandria and in Portsmouth, where she rose to Second Officer.

In 1946 she married David Roche, an officer in the Army in India, where they lived until Partition in 1947. The couple then emigrated to Kenya, packing their two small children and family possessions into an Austin A40 Countryman. They drove through war-ravaged France and Italy, then across the Egyptian desert, and rough Sudan and Uganda before arriving in Nairobi in 1951. As a keen golfer, she represented Kenya in international competitions and continued to play into her seventies. The Roche's returned to England in 1975, travelling solely by sea, and settled in Wiltshire. When a reunion was arranged between her and Crossman in 1987, she told him: "I can't pretend I would have picked you out. You weren't smiling when we last met."

In 2003 Audrey Roche opened an exhibition at the RN Submarine Museum, Gosport. On being asked if being in the WRNS was the most important part of her life, she replied: "Good heavens, no. My family is the best time of my life." Audrey Roche is survived by her five children.

JENNY Side Party, BEM

Generations of sailors who visited Hong Kong will mourn the death of Jenny. She was a much loved living legend who for all the colony's constant change, remained the same incomparable institution for over half a century. Much of her life was an enigma. However, the authors of

her twenty-seven Certificates of Service generally agreed that she was born in a sampan in Causeway Bay in 1917. Her mother, Jenny One, according to her one surviving Certificate of Service, which was copied in 1946 from an older, much battered and largely illegible document, provided serviceable sampans for the general use of the

Royal Navy and. was useful for changing money. She brought up her two daughters to help her.

Behind her perpetual great gold-toothed grin Jenny complained; "I velly chocker. All time work in sampan - no learn to lead or lite." But what she lacked in education she made up more than a hundredfold with her immense and impressive experience in ship husbandry, her unfailing thoroughness and apparently inexhaustible energy, her unquestionable loyalty and integrity, her infectious enthusiasm and her innate cheerfulness.

Officially Jenny's Date of Volunteering was recorded as 1928. From then until 1997 when the colony became a Special Administrative Region of China and the Royal Navy moved out she, and her team of tireless girls, who at one time numbered nearly three dozen, unofficially served the Royal and Commonwealth Navies in Hong Kong by cleaning and painting their ships, attending their buoy jumpers, and, dressed in their best, waiting with grace and charm upon their guests at cocktail parties. Captains and Executive Officers would find fresh flowers in their cabins and newspapers delivered daily and many a departing Officer received a generous gift as a memento from Jenny. For all of this she steadfastly refused ever to take any payment. Instead she and her Side Party earned their keep selling soft drinks to the ships' companies and accepting any item of scrap which could be found on board.

Jenny's huge collection of photographs - too big, she said, to be put into books - she stored in a large envelope. They dated back to the mid 20th century and showed her in the ships she so faithfully served, with Buffers and Side Parties, and with grateful officers, many of whom became

distinguished Admirals. In two thick albums she proudly kept her letters of reference all, without exception, filled with praise and affection for her. One was a commendation by the Duke of Edinburgh for her work in the Royal Yacht during her visit to Hong Kong in 1959. She has a Long Service and Good Conduct Medal presented to her in 1938 by the captain of HMS DEVONSHIRE and a bar engraved 'HMS LEANDER 1975'.

Most treasured of all Jenny's distinctions was the British Empire Medal awarded her in the Hong Kong Civilian List of the Queen's Birthday Honours in 1980 and with which she, formally named Mrs. Ng Muk Kah, was invested by the Governor of Hong Kong, Sir Murray MacLehose.

In later years Hong Kong was no longer visited by the great fleets of battleships and cruisers which gave Jenny and her Side Party their livelihood and she found it increasingly difficult to make ends meet. Yet she stayed fit and always willing to undertake any work available. To the end of the Royal Navy's presence in Hong Kong there could be seen in the shadow of the towering Prince of Wales building within the naval base, a small round figure in traditional baggy black trousers and high-collared smock, with a long pigtail and eternal smile who, regardless of time, remained it seemed for ever - just Jenny.

Jenny died peacefully in Hong Kong on Wednesday 18th February 2009. She was 92 years old.

Launch of a Submarine Boat at Barrow

(North Western Evening Mail - October 2nd 1901)

Today at half-past one the first of the five Submarine Boats ordered by the British Admiralty from Vickers, Sons and Maxim was launched from the Naval Construction Works by Miss Dawson - daughter of Lieutenant Trevor Dawson, the Ordnance Director of the Vickers Company.

This is the first Submarine boat built for the Admiralty and is of the 'Holland' type. Her measurements are 63 ft long and 11 ft 9 in beam. She is cigar-shaped and when afloat presented the appearance of a whale-back. Her motive power consists of gas engines actuated by volatile oils and of electric motors. Her horsepower afloat is 160, and submerged 70. Her speed afloat is eight knots, and when submerged seven knots. Her hull is fitted with all the machinery requisite for steering, sinking, rising and for the discharge of torpedo tubes.

She is the first Boat of the type launched for use in His Majesty's Navy and will be forthwith put through a series of trials which it is confidentially expected will prove highly successful. These trials will take place in the neighbourhood of Barrow. Each Boat will have a crew of six men. The new Submarine has neither been dignified with a name or a number. The other five boats building at the Barrow yard are in a forward state and will be launched later this year. It is confidentially expected that this new type of war vessel will form an important part of the defence of His Majesty's dominions.

After launching the submarine boat was taken in tow and docked in the Devonshire Dock where she now lies and in the course of a short time she will undergo her trials. Immediately after launching the new submarine was boarded by a crew of six or seven men.

The launch was very successful and the new submarine showed great buoyancy. Her entrance into the water was greeted with considerable cheering by the launching party and a crowd of workmen who had assembled in that part of the Shipyard.

Obituaries - Members 'Crossed the Bar' - 6th Dec 2008 to 31st Mar 2009

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
D (Danny) Anscombe	Chief Petty Officer Coxwain	Welsh	Feb 1947 to Jun 1963	AMBUSH, TOKEN, AURIGA, SELENE and ALCIDE
D R (Doug) Barratt	Petty Officer (TD2) (Ex LTO)	London	Aug 1941 to 1950	H31, P615, TELEMACHUS, ALDERNEY and TANTALUS
S R (Stanley) Bracken	Chief Petty Officer Electrical Artificer	Dolphin	Oct 1942 to Apr 1946	H28, STOIC and TRUANT
A J (Andy) Bruce	Chief Petty Officer (UW1)	Gosport	1968 to 1996	ONSLAUGHT, ORACLE, WALRUS, GRAMPUS, ONYX, OTTER and OPPORTUNE
J F (John) Cayzer	Leading Electrical Mechanic	East Kent	1965 to 1968	OPOSSUM and TIPTOE
T (Tim) Coop	Leading Control Electrical Mechanic	Barrow in Furness	Jan 1967 to Oct 1975	CHURCHILL, VALIANT and SOVEREIGN
J (John) Crisford	Petty Officer Telegraphist	Australia	N/K	H28, UNBROKEN and THULE
S J (Syd) Davis	Able Seaman (ST)	Sussex	Feb 1943 to Mar 1946	H33 and SIRDAR
A (Alan) Easterbrook	Leading Seaman (UW2)	South Kent	1955 to 1963	SLEUTH, SENTINEL, ARTEMIS and PORPOISE
R D (Roy) Grant	Able Seaman (UC3)	Oxford City	Oct 1950 to Jul 1953	TRADEWIND
F A (Francis) Grice	Able Seaman (ST)	Bury	1942 to 1946	ULTIMATUM, UPSTART and UNTIRING
G (Gerald) Horner	Stoker 1 st Class	Blackpool	Aug 1943 to Oct 1946	UNISON, UNBENDING and SEADEVIL
A (Peewee) Hunt	Petty Officer (UC1)	Dolphin	1961 to 1967	TACITURN, TRUMP, THERMOPYLAE, TOTEM, ARTEMIS and NARWHAL
J (John) Johnstone, MiD	Petty Officer	Scottish	Nov 1940 to Jul 1944	PROTEUS and UMBRA
J (Jim) Kelly	Leading Telegraphist	Basingstoke	Feb 1940 to Oct 1954	H33, OBERON, VORACIOUS and TALLY-HO
A R (Tony) Miller	Chief Petty Officer Radio Electrician	Gosport	1962 to 1974	ALLIANCE, THERMOPYLAE, OTUS and ONSLAUGHT
J (John) Mycock	Able Seaman (UW3)	West of Scotland	Dec 1958 to Jun 1960	AENEAS and NARWHAL
A (Anthony) Sanderson	Lieutenant	Dolphin	1948 to 1951	TRENCHANT, STATESMAN and TABARD
C (Chris) Sutton	Leading Telegraphist	Bury	1943 to 1944	H43 and TEMPLAR
A D (Alex) Swinton	Chief Petty Officer Coxswain	Scottish	Dec 1950 to Aug 1970	ANDREW, TIRELESS, THERMOPYLAE, ASTUTE, TALLY-HO, SEADEVIL, TRUNCHEON and PORPOISE
W (Bill) Woodhouse	Telegraphist	Blackpool	Jan 1951 to Dec 1955	SCORCHER, SELENE, SOLENT, ASTUTE, TUDOR and TEREDO

New Members joining the Submariners Association - 6th Dec 2008 to 31st Mar 2009

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
J F (John) Addison	Petty Officer WEA	Plymouth	2005 to ****	TIRELESS and TRAFALGAR
R (Bob) Archer	Stoker Mechanic	Blyth & Wansbeck	1945 to 1948	STORM, THERMOPYLAE and SAGA
R (Bob) Arthur	Chief Petty Officer MEM	Barrow in Furness	N.K	REVENGE, SUPERB and TRAFALGAR
P T (Piers) Barker	Commander	West of Scotland	March 1990 to ****	TALENT(CASO)(90-91), TORBAY(NO)(92-94), TIRELESS(TSO)(94-96), TRAFALGAR(XO)(96-98) and VIGILANT(XO)(03-05)
R C (Roy) Baylis	Petty Officer (SA)	Espana Levante	July 1971 to Oct 1975	*SEE WELSH CONQUEROR (72-74) and REVENGE (74-75)
S (Steve) Brickwood	ME(1)	Sheffield	1962 to 1970	GRAMPUS, ANCHORITE and ALCIDE
M L (Martin) Browning	Lieutenant Commander	Northern Ireland	1976 to 1990	ORACLE, OTUS, SEALION, OCELOT, RESOLUTION, REVENGE, RENOWN, SPARTAN and SCEPTRE
K (Ken) Brumby	LME	Barrow in Furness	Oct 1963 to Mar 1971	AUROCHS, TOKEN, RESOLUTION, CHURCHILL and COURAGEOUS
B J W (Brian) Busch	Petty Officer (MEM)	Espana Levante	1961 to 1983	AMPHION, AMBUSH, ANDREW (62-63), OPOSSUM (63-66) & (74), OBERON (66-69), RORQUAL (70), GRAMPUS (77) and ORPHEUS (78)
K J (Kevin) Butler	EM(1)	Espana Levante	Jan 1962 to May 1966	GRAMPUS (62-64), PORPOISE (64) and TURPIN (64-65)
P D (Peter) Butler	Petty Officer Writer	Medway Towns	May 1970 to Mar 1981	RENOWN (70-72), RESOLUTION (72-74), CONQUEROR (76), VALIANT (76-77), OBERON (79) and SCEPTRE (79-80)
J R (Jim) Carlill	OM(TSM)1	Bromley	Sep 94 to ****	TALENT, TORBAY and TIRELESS
B W C (Barry) Charlton	Chief Petty Officer (TAS)	Espana Levante	1966 to 1980	OPPORTUNE (67-68), REVENGE (68-74) and SWIFTSURE (75-78)
S (Stephen) Collins	Chief Radio Supervisor	Manchester	Apr 1969 to Jul 1989	RENOWN (70-76), CONQUEROR (78-81), RESOLUTION (81-83) and TIRELESS (83-87)
D M (David) Crothers	Commander (E)(WE)	Dorset	Oct 1969 to Jan 1999	OTTER (69), REVENGE (70-72), VALIANT (75) and SPLENDID (79-82)
J (John) Dale	Chief Petty Officer Ordnance Electrician	Gosport	Jul 1952 to Dec 1971	ASTUTE, SENESCHAL, SERAPH, TRESPASSER, THULE, SENTINEL, ARTEMIS, THERMOPYLAE and ACHERON
J (Jack) Daniels	Petty Officer (Sonar)	Lincoln	Feb 1987 to ****	TORBAY (87-91) & (93-95), SPARTAN (97-98) & (04/06), SPLENDID (98-01) and VANGUARD (P) (06-08)
R J (Roger) Dawes	Chief Petty Officer ME(L)	Espana Levante	1968 to 1979	COURAGEOUS (69-73) and CHURCHILL (76-79)
T E (Tom) Dixon	Weapons Mechanician 1	West of Scotland	May 1968 to Sep 1981	REPULSE (70-74) & (77-79)
K (Keith) Duncan	Charge Chief MEA(M)	Essex	1977 to 1991	DREADNOUGHT (77-83) and TRENCHANT (86-91).
J (John) Edgell, OBE	Captain	Plymouth	Feb 1978 to ****	SUPERB (78-80), TRAFALGAR (80-84), SEALION (84-86), ONSLOW (RAN) (88-89), TALENT (91-92) and TIRELESS (94-96)
P W C (Bill) Elliot, MBE	Able Seaman (LR2)	Medway Towns	11/42-01/46	H44 H50 Sunfish Visigoth Templar
G A (Gerry) England	Petty Officer (ME)	Espana Levante	1967 to 1983	REVENGE (68-71), SOVEREIGN (71-72), RENOWN (73-76), REVENGE (73-76) and RESOLUTION (76-83)
G (Gordon) Faithfull	Able Seaman (AA3)	Medway Towns	Apr 1943 to Apr 1946	SIBYL, SIMOOM, STOIC and SPUR

A R (Andrew) Fegan	ET (ME)	Northern Ireland	2001 to 2008	TRIUMPH and TURBULENT (Loaned)
A J (Tony) Fitt	Chief Petty Officer (Sonar)	Gosport	Jan 1968 to Nov 1997	ALARIC (69-70), WALRUS (70-71), CHURCHILL (77-78) & (80-81), WARSPITE (82-85), COURAGEOUS (83) and OLUMPUS (86-89)
S W (Stephen) Garrett, OBE	Captain	West of Scotland	Sep 1982 to ****	SUPERB (82-83), TIRELESS (84-86), OSIRIS (87-88), REPULSE (89-92), SMCC (92), TRIUMPH (92-94), TORBAY (97) and TURBULENT (CO) (99-01)
P R B (Peter) Greenfield	Leading Signalman	Australia	1953 to 1958	SEASCOUT (53), SENESCHAL and TALLY-HO (53-58)
T A (Timothy) Greensides, MSM	Warrant Officer Radio Supervisor	Espana Levante	Jan 1977 to Jan 1995	RENOWN (S) (77) and RESOLUTION (S) (80-82)
S (George) Gregan	MEM	Blackpool	Oct 1973 to Sep 1978	RENOWN.
R H (Ronald) Gurr	Petty Officer (TASI)	Espana Levante	1966 to 1973	TIPTOE (67), REVENGE (67-70), RORQUAL (71) and SOVEREIGN (71-73)
R E (Bob) Head	Leading Seaman (RP2)	Espana Levante	Jul 1965 to Dec 1972	* SEE DOLPHIN TRUNCHEON (66-68), OSIRIS (68) and OPPORTUNE (69-72)
G R (Ron) Heather	Chief Petty Officer (MEM)	Southampton	Apr 1966 to Oct 1986	ALDERNEY (Spare Crew), ARTFUL, AMBUSH, SEALION and OTUS
P (Peter) Jay	ME(1)	Southampton	May 1957 to Jul 1962	TACTICIAN and ARTFUL
B S (Brian) Johnston	Acting Petty Officer REL	Manchester	1963 to 1966	TIPTOE (63-66)
N B (Nick) Kirby	Captain	Dorset	1965 to 1977	WALRUS (65), GRAMPUS (65-66), VALIANT (67) & SWIFTSURE (72-75)
P (Paul) Lambert, CB	Rear Admiral	Merseyside	Apr 1976 to ****	CONQUEROR (79-81), WARSPITE (81), SPLENDID (81), SCEPTRE (82-84), ORPHEUS (84-86), SWIFTSURE (86-88), ONYX (89-91) (CO) and TIRELESS (91-91) - RASM(04-06)
F J (Jan) Lay	Chief Petty Officer Mechanician 1	West of Scotland	Sep 1965 to Aug 1972	PPRPOISE (66)(Pt 3) and ODIN (66-72)
J (John) Lidiard	Petty Officer M(E)	Gosport	1957 to 1973	SCORCHER, SEA DEVIL, TABARD, TIRELESS, AUROCHS, SEALION and ANDREW
P (Peter) Lindley, MBE	Lieutenant Commander	Espana Levante	Sep 1958 to Jun 1978	TOKEN (59-61), ORQUAL (61-63) & (64), SEALION (64-66), ARTFUL (67-68), USS GATO (68) and ONSLAUGHT (73-75)
W (William) McLaughlin	Chief Petty Officer MEM(M)	Barrow in Furness	1965 to 1986	OLYMPUS (66-68), RESOLUTION (68-73), SUPERB (74-79), SPLENDID 79-82), TURBULENT (82-85) and TORBAY (85-86)
F K (Fred) Morgan	Stores Accountant	Welsh	Feb 1974 to May 1979	OLYMPUS (74-79)
J (John) Morris	Petty Officer Cook.	Plymouth	Sep 1968 to Aug 1983	ASTUTE (69-70), ACHERON (70-71), ONYX (72-77) and SOVEREIGN (79-83)
G J (Geoffrey) Mounstephen, OBE	Chief Engine Room Artificer/Commander	Espana Levante	Aug 1963 to Jul 1993	TABARD (64), TACITURN (64-66), ARTFUL (EO) (68), ONSLAUGHT (EO) (70), CHURCHILL (72), WARSPITE (DMEO) (72-73) and RESOLUTION (SEO) (74-78)
A (Tony) Mountford	Chief Steward	Gosport	1978 to 1997	REVENGE, REPULSE, OTTER, SEALION, VALIANT and

				TURBULENT
M A (Micheal) Muggeridge	Petty Officer Cook	Australia	1962 to 1982	TALENT, AURIGA, SEALION, RESOLUTION and REPULSE
A (Al) Parker	Petty Officer Telegraphist	Medway Towns	Jul 1952 to Jul 1960	SCOTSMAN, ALARIC, AURIGA, SENTINEL, TOTEM and TIRELESS
J R (John) Parrock	Leading Stoker Mechanic	Dolphin	Mar 1950 to Oct 1955	SUBTLE, TALLY-HO, ASTUTE, SENESCHAL and ALLIANCE
R (Roger) Parsons	Radio Supervisor	Espana Levante	Feb 1964 to Oct 1973	*See SHEFFIELD GRAMPUS (64-65), ANCHORITE (65-68), WALRUS (68-71)
C T (Chas) Pennington	Leading Seaman (UC3)	Dolphin	Oct 1955 to Jul 1966	ALARIC, SOLENT, ASTUTE, RORQUAL, TIPTOE and TALENT
J W (John) Rogers	Chief Petty Officer MEA (M)	Barrow in Furness	1978 to 1989	SUPERB (78-89), SPLENDID (82-85) and TRENCHANT (86-89)
V J (Vincent) Rumsey	Chief Petty Officer	Espana Levante	1986 to 2008	SWIFTSURE (87-92), SPARTAN (94-96), SPLENDID (99-01), TRAFALGAR (02-05)
J E (John) Sanderson, MSM	Warrant Officer Radio Supervisor	Espana Levante	1970 to 1995	*See EAST KENT ACHERON (70), RORQUAL (71-74), ONYX (77-80), ORACLE (77-78) and OBERON (78)
F (Fred) Sayer	LWEM (M)	Plymouth	Sep 1978 to Jan 1990	SUPERB (79-86) and SOVEREIGN (86-90)
J T (John) Scarrott	Leading Seaman (UC)	Cheltenham	Apr 1959 to Mar 1963	THULE (59-61) and AMBUSH (61-63)
R C (Bob) Seaward, OBE	Commander	West of Scotland	Sep 1969 to May 2000	OTUS (69-71), RESOLUTION (72-74), OPOSSUM (74-76), OTAMA (RAN) (79-80) (CO), RESOLUTION (80-83) (XO), REPULSE (86-89) (CO) and REVENGE (91-92) (CO)
E A. (Ted) Selby	Able Seaman (SD/R)	Dolphin	Oct 1943 to Sep 1946	TIRELESS and TURPIN
J (John) Sheridan	Lieutenant (E)	Australia	1958 to 1962	TACTICIAN, SCYTHIAN, (Israeli Navy for SPRINGER (TANIN) and SANGUINE (RAHAV)) and TAPIR
A (Tony) Shipp	Petty Officer Radio Supervisor	Australia	Mar 1956 to Jul 1965	ARTFUL (56), THULE (57), TRESPASSER (57), ANCHORITE (58-59), TELEMACHUS (59-60), ORPHEUS (61), SERAPH (62) and ALLIANCE (63)
P C (Peter) Strand	Chief Petty Officer (RP1)	Dolphin	1958 to 1980	ARTEMIS (58-59), TRUNCHEON (59-62), TOTEM (62-65), TRUMP (65-67), TABARD (67-68) and CONQUEROR (69-74)
A F (IT) Tinson	Leading Radio Operator	Essex	Jun 1961 to Aug 1968	WALRUS 61-62), TABARD (62), TAPIR (62-63), TACITURN (64) and WALRUS (65-68)
B (Barry) Ward.	LME	Dolphin	Nov 1965 to Dec 1970	ALDERNEY (65-67) and ALARIC (67-70)
D K (Danny) Watts	Chief Petty Officer 2	Dolphin	Jan 1988 to Aug 2008	UNSEEN, OKANAGAN (RCN), OJIBWA (RCN), ONONDAGA (RCN) and VICTORIA (RCN)
C A (Charles) Whinney	Radio Mechanician 1	Dolphin	N.K.	OBERON and ANCHORITE
P A (Phil) White	Chief Petty Officer (W)	Plymouth	Jul 1984 to Jan 2007	SPLENDID (85-88), TRAFALGAR (90-98), VICTORIOUS (00-02) and VENGEANCE (02-04)
K. (Kenneth) Williams	Radio Operator 1 (G)	Barrow in Furness	1968 to 1975	WARSPITE (twice), COURAGEOUS, ODIN and OTTER
I P (Ian) Wright	Leading Seaman (Sonar)	Dolphin	Nov 1980 to Jul 1990	PORPOISE and ONSLAUGHT

**** - indicates a Serving Member