
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

From the Editorial Team

Here is your July 2009 Issue of 'In Depth' this time targeted to coincide with the Submariners Association Annual Draw in Portsmouth. We hope that you all (well some of you) won a prize.

Having recently seen all seventy five copies of SOCA News/ Submariners News (complete with the informative and sometimes irreverent additional sheets by Gus Britton) - it is quite striking how few letters there are nowadays from the Membership and also how few are the stories sent in by Members. As we have said before every submariner has a story to tell - well some have more than one! So come on, put your thoughts and reminiscences down on paper and let's share them with everybody.

Thank you to all who have sent in items for 'In Depth No. 25'.

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 Barrie or Joan.

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CHAIRMAN'S CHAT

I have changed the front page slightly. For the last year Barrie Downer and Joan Fraser have been helping to put the newsletter together so it is only right to put them on the header as the editors so that you know how to contact them if you need to.

Just home from the National Draw - and what a great weekend! This one was hosted by the Portsmouth Branch and they really went out of their way to make sure we all enjoyed ourselves. This will be the last in this format as from next year the National Draw will be subsumed into the Annual Reunion and the National Committee will make all the arrangements. So what about this weekend? During the afternoon, the NMC met for a committee meeting in a pub called the Sir Loin of Beef owned by one of the Pompei Branch members. It was great that Ray Gritt was able to attend and I hope that he will be able to make more.

The evening went well and just to be different, instead of the usual small band or DJ, we had Morris Dancing. Yes, you read right, Morris Dancing. The highlight of that was when they dragged our very own Scottish Morris dancers, Jim McMaster and Maddog Mackenzie, up to help them. I haven't laughed so much for years.

So who won in the draw? Billy Dobson, that wee ex Coxn from down Guzz way, won the holiday, so congratulations to him. There was even a winner from the new



Spanish branch España Levante. The Dolphin Branch seems to have won the most prizes which to be fair reflects the number of tickets they sold, by far the most of any other branch. Well done, Bear. Thanks to all those who sold their tickets which will have brought much needed funds to the respective branches. Those that didn't sell any, well, all I can say is you are missing out on earning money for your branch for very little outlay. The full list of winners and prizes is later on in this newsletter. As I am finishing off this editorial, I have been informed that all prizes have been posted.

A blind man enters a Bar at a Coxn's reunion in York by mistake. He finds his way to a barstool and orders a drink. After sitting there for a while, he yells to the bartender, "Hey, you wanna hear a Coxn joke?"

The bar immediately falls absolutely quiet. In a very deep, husky voice, the chap next to him says, "Before you tell that joke, sir, I think it is just fair, given that you are blind, that you should know five things:

The bartender is a Coxn. The bouncer is a Coxn.

I'm a 6 feet tall, 200 lb. Ex Coxn with a black belt in karate.

The guy sitting next to me is an ex Coxn and is a professional weightlifter.

The chap to your right is an ex Coxn and is a professional wrestler.

Now think about it seriously, Mister - do you still wanna tell that joke?"

The blind man thinks for a second, shakes his head, and declares: "Nah. Not if I'm gonna have to explain it five times."

REUNION 09

The arrangements for the reunion are well in hand.

The take up has been a bit slower this year than in the past, probably www.submarinersassociation.co.uk

the recession beginning to bite. There are still plenty of spaces so if you haven't made up your mind yet then there is still time, but please be quick as I will have to release rooms not required very soon.

The hotel is negotiating with the NCP a reduction of their car parking fees but to date these are still ongoing.

Listening to feed back from many who attended I have arranged a video link between the two dining rooms so that those in the mixed dinner can hear the speeches in the Members dinner if they so wish. There will be the usual break prior to the speeches to allow those who wish to depart the mixed dinner.

RASM Rear Admiral Mark Anderson, our VIP guest, and our President Sir James Perowne have agreed to introduce themselves in person to those attending the mixed dinner immediately prior to the dinner being served.

**ROYAL NORWEGIAN
SUBMARINE SERVICE
CENTENARY**

This year the Norwegian Submarine Service is celebrating their centenary having formed in November 1909.

They invited half a dozen UK veterans over for a weekend to help them in their celebrations.

We flew in to Oslo Torp from 3 different airports on the Friday afternoon. Picked up and taken to Horten, which used to be the main base before the submarines all moved up to Bergen. We were put up in an old fort much like a mini Fort Blockhouse really. Each gun emplacement had been converted to a small four man mess with two sets of bunks. We were allocated three in each room with a Norwegian host. We had Jacob Børresen who had done his 'Perisher' in Sealion in 1973. A most amenable host indeed.

After a presentation from Capt Eric Bøe their equivalent of Capt SM of their history, we enjoyed a traditional meal washed down with a local brew following which we were whisked off to a champagne



is the Utsira, one of their Kobben Class submarines. It is well preserved and in excellent condition.

One of their newer ULA class submarines Uthaug was alongside and most of us took the opportunity to visit her. The submarine is a lot smaller than ours with a crew of 24 plus a few passengers or trainees.

They even had a female crew member, with no separate accommodation for her either.

The weather was very much like what we have been witnessing here in the UK, so lunch was an open air affair with loads of drink to wash down the fresh prawns and chicken legs.

Back to the fort to recharge our batteries for the evening festivities - and our only mishap. One of our number, having had a quick kip, tried to get out of the top bunk, slipped and ended up with a big gash in his leg and copious amounts of blood over the floor. Suffice to say he spent the evening in the local hospital and missed the wonderful formal dinner with reindeer being on the main course.

I was privileged to be asked to propose the toast to King Harold, which is traditionally done by a guest. A very proud moment indeed.

Sunday, morning saw two of us make our weary way home whilst the other four stayed an extra day due to the lack of planes to their UK airport.

All in all an excellent weekend.

DUNDEE MEMORIAL

The Scottish and Scotland NE branches in conjunction with Dundee Council have commissioned a memorial to honour the submariners from Britain, France, The Netherlands, Norway, Poland and Russia who sailed on operations from Dundee and to commemorate the 288 sailors and commandos who are "Still on Patrol".

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reception. We then went to an open air concert performed by the Royal Norwegian Naval Band, which is a bit like our RM Band i.e. a professional band. The evening concluded about half past midnight with a musical firework display, which was most impressive.

Submarine Memorial



Well when I said concluded, that was before we returned to our rooms and laid into the duty frees we had brought with us.

Up early on Saturday morning looking for a couple of aspirins, then breakfast. An early start as we then bussed to the Norwegian Naval Museum, which is the oldest naval museum in the world. The highlight for me was a short but poignant memorial service to those lost in the only submarine they lost to enemy action during the hundred years. That was Uredd which had been based in Dundee before her last fateful voyage. I would say that the main attraction

Many of the Norwegians I met at the centenary are coming across to Dundee so it will be nice to renew friendships again.

HRH The Duke of Gloucester KG GCVO will carry out the unveiling at the City Quay at 11.00 am on September 17th. Branch Standards and members of the Submariners Association are very welcome but due to the lack of space it is imperative that you inform them. The SA liaison and principle point of contact is Dennis Rawle of the Scottish Branch and he can be contacted on 01224 733249 or by email at tweddle.r@btinternet.com. If you want to attend please call Dennis now.

NEW BRANCH

It is great to be able to report that we have another new branch in Spain. This one is known as Indalo in Spain and meets further to the south. The Indalo Man is a prehistoric, Neolithic symbol found in the caves (La Cueva de los Lateros) in the Province of Almeria in Spain. It appears as a figure of a man carrying a rainbow between his hands (above his head). Indalo's original meaning and purpose have been lost, but it most likely represents a 'Shaman of a God figure'. It is closely associated with the village of Mojacar and is used as a figure of good luck and good fortune and will ward off evil spirits from you.

The Branch meetings will continue at lunchtime, every two months, at a venue throughout the area, Almeria to Murcia, to be arranged by a volunteer at the previous meeting. John Patrick is Secretary and can be contacted at

Tele: 950064302.

Mob: 609857686

Skype: john.ross.patrick

Email:

johnpatrick@royal.navy.org.uk

If you are in Spain and wish to attend one of their meetings please contact John. Any visitor will be made more than welcome.

Jim McMaster, representing the NMC, attended the inaugural meeting on the 17th June and had a great time, he tells me.

USS Constitution

Some little known American Naval History.

The U.S.S. Constitution (Old Ironsides), as a combat vessel carried 48,600 gallons of fresh water for her crew of 475 officers and men. This was sufficient to last six months of sustained operations at sea. However, let it be noted that according to her log, on July 27, 1798, the U.S.S. Constitution sailed from Boston with a full complement of 475 officers and men, 48,600 gallons of fresh water, 7,400 cannon shot, 11,600 pounds of black powder and 79,400 gallons of rum.

Her mission: to destroy and harass English shipping. Making Jamaica on 6 October, she took on 826 pounds of flour and 68,300 gallons of rum.

Then she headed for the Azores, arriving there 12 November. She provisioned with 550 pounds of beef and 64,300 gallons of Portuguese wine.

On 18 November, she set sail for England. In the ensuing days she defeated five British men-of-war and captured and scuttled 12 English merchantmen, salvaging only the rum aboard each.

By 26 January, her powder and shot were exhausted. Nevertheless, although unarmed, she made a night raid up the Firth of Clyde in Scotland. Her landing party captured a whisky distillery and transferred 40,000 gallons of single malt Scotch aboard by dawn.

Then she headed home.

The U.S.S. Constitution arrived in Boston on 20 February, 1799, with no cannon shot, no food, no powder, no rum, no wine, no whisky.... and 38,600 gallons of stagnant water !

GO NAVY!

IN DEPTH

The newsletter has been in its present format for a few years now and the committee feels it is time for a revamp.

It has been suggested that there is too much emphasis on general submarine articles of interest and not enough on the Association itself. As Barrie mentioned in his introduction, compared to years ago when Ray had his Submariners News, there are now very few readers letters. I would welcome any suggestions on the content and what you would like to see featured. You will note that we, as from the last issue, have converted the newsletter to a pdf format. I have had no adverse feedback so I assume that it has been received OK.

LOOKING FOR EMPLOYMENT?

One of our objectives is to assist guys leaving the service and hopefully this article will help somebody somewhere. If you are interested please contact Vikki direct but of course I would like to know if this bears fruit.

Established in 1983, Capital International IT Staffing is a specialist staffing company sourcing the very best technical professionals for a wide range of world class organisations. Operating in the UK, mainland Europe and the Middle East, Capital International supplies the Marine, Aerospace, Defence, Space, Telecoms, Oil and Gas, Electronics and Transport industries.

We are looking for experienced Sonar Engineers to work for a leading marine company in Europe. These contract positions are long term.

This defence client is working on new Sonar systems for both Civil as well as Military purposes. The Development of Sonar systems is increasingly utilising Digital Signal

Processing Algorithms and Mathematical concepts as well as the ever present challenge of Physics.

To support their team they are looking for several Engineers with a good knowledge of Sonar technology as well as Acoustics and Digital Signal Processing (DSP). As this role requires conceptual thinking, specifically using Maths and Physics, they are looking for people with the following background:

- Sonar
- Acoustics
- DSP (Digital Signal Processing)
- Mathematical and Physics

The Engineers will have a good understanding of all aspects of Sonar Systems such as the information gathering (Sending and receiving via Antennae's) aspects of the system, as well as the processing and extraction of the information/data.

For more information about these positions, please call Vikki Chadwick on 0044 1444 238935. If you wish to apply for one of these positions, please send your CV to vchadwick@capital-itstaff.com.

For any further information about our company, please visit our website www.capital-itstaff.com.

Vikki Chadwick

European Account Developer
Capital International IT Staffing Ltd

That's all for now. Finished with engines. Coxn, pipe leave to the non duty watches especially the tiffs and stokers as they deserve it more.



Dave

SUBMARINE REMEMBRANCE SERVICE

This year's Submarine Remembrance Service at the Submariners Memorial on the Embankment will be on Sunday 1st November 2009 and I would just like to remind everyone that I will be collating the orders for poppy wreaths again this year. For a donation of £25-00 Branches can obtain a Wreath and a Cross for the Field of Remembrance at Westminster Abbey.

Please make all cheques payable to RBL Poppy Appeal, NOT (repeat NOT) the Association, forward them to me by 30th September at the latest. I will not deal with any requests made after that date. If you send the cheque early it can be post-dated to any date in October for example as I don't pay the RBL until November. Please be as generous as you can this year as there is an even greater call on Legion Funds thanks to Iraq and Afghanistan. Ted Hogben, 62, Kitchener Road, Strood, Kent ME2 3AP. Tel 01634 715635 and E Mail to: mayted@blueyonder.co.uk

Thanks in anticipation - Ted Hogben

Royal Naval Submarine Museum News

The Society of Friends of the Royal Navy Submarine Museum held their 2009 AGM at the Gosport Museum on Friday 3rd July.

The meeting was opened by the first lady of the Submarine Service, Lady Midge Fieldhouse, who welcomed around 167 attendees from far and wide.

The Chairman of the Committee, Paul Hoddinott and Bob Mealings (Deputy Director of the Museum) gave a general overview of the past year's activities –

- Friends membership numbers had remained steady at approximately 735, but new members to this strong and active part of the Museum would always be welcome. It was highlighted that the All Round Look and Harbour Stations magazines, published annually, and sent free to all members were worth the membership fee alone.
- Only a relatively small donation had been made to the in the past year. This was to cover the costs of framing and conserving Upholder's Jolly Roger, but it also meant that a considerable sum of money was still available to assist with Museum projects or be donated to the Alliance Appeal Fund when that gets underway.
- It was confirmed that a fully detailed and comprehensive £3 million grant request had been submitted to the Heritage Lottery Fund (HLF) in respect of Alliance. A decision was expected by 21st July 2009. It was considered that the Alliance restoration project, which includes the extension of the jetty out underneath the boat in order to improve maintenance access and visitor experience and a new Weapons Gallery and Shop / Reception

Area stood a good chance of success, but unfortunately the Museum was just one of several organisations competing for scarce HLF funds which were insufficient to meet all requests. Therefore, success could not be guaranteed. In conjunction with HLF monies the Museum would be launching its own Appeal Fund in autumn 2009 with objective of raising a further £2.5million.

- A decision has yet to be made by the Trustees whether or not the Museum will join the National Museum of the Royal Navy (NMRN). The Trustees had consulted the Friends for their views. This had resulted in a list of 10 questions being put to the Trustees in respect of the form that membership would take along with a request that they be answered prior to signing up. It was noted that the NMRN will be responsible for distributing grant aid to all four naval museums and that grant aid represented approximately ¾ of the Museum's income. The Trustees will be meeting before the autumn in order to make very important decisions on whether or not to join the NMRN and the acceptable joining terms and conditions if a decision to join is made. A deadline of 1st January 2010 for that decision has been set by the NMRN.
- Visitor numbers were down and had steadily declined since the highs of 2001 Centenary Year. To counteract this, an experienced Marketing Manager, Ms "Bill" Sainsbury had been appointed to better publicize and market the Museum. The outgoing Museum Director, Marion Budgett, who was in the post for only a year, had as yet not been replaced and for the foreseeable future Bob Mealings will remain in charge.
- A Financial Statement for the period 1st April 2008 to 31st March 2009 was presented by the Treasurer and accepted by the membership.
- The committee were re-elected en bloc.

Commander Andy Cole, OBE (Captain of Astute) ended the meeting by giving a highly enlightening and interesting power point presentation of the new Astute, a submarine for the 21st century. The virtual tour through the command module was a real eye opener for the many ex submariners present and it was unfortunate that there was insufficient time to answer the many questions arising. However, their frustration was somewhat compensated for by the awaiting array of fine wines and other refreshments guaranteed to recall memories of submarine days gone by. So, as usual, the evening closed with smiles all round and a jolly good time being had by all.

Next year's AGM is scheduled for Friday 2nd July 2010.

David Ottley (SA Rep Friends Committee)

Rear Admiral Submarines

Rear Admiral Mark Anderson, BSc



Rear Admiral Mark Anderson, BSc

Rear Admiral Mark Anderson took up the post of Commander (Operations) to Commander in Chief Fleet on promotion in January 2009. In this role he has three broad areas of responsibility: On behalf of CINCFLEET he exercises operational Command over all operational Fleet units worldwide, including Royal Marines, outside the PJHQ JOA. In addition he is **Rear Admiral Submarines** and "Tribal Chief" of the Submarine Service, and the NATO Commander Submarine Forces North (COMSUBNORTH or CSN).

Mark Anderson joined the Royal Navy in September 1974 as a Weapon Engineering Officer, gaining a BSc in Electrical Engineering and Electronics (UMIST). On completion of initial training, for which he was awarded the Queen's Sword in 1978, he specialised in Submarines. In September 1985 he transferred to the Executive Branch in order to fulfil his Command ambition. After Submarine Command Course (Perisher) in October 1988, he served as Executive Officer in HMS TIRELESS and, on promotion to Commander, as Commanding Officer of HMS TALENT in 1993.

Subsequent shore appointments included the MOD Defence Policy Directorate during the 1997 Strategic Defence Review, and as the Submarine Flotilla Operational and Budget Programmer. In June 1999 he was selected for promotion to Captain and, after two short studies in the MOD he was appointed in June 2000 as the Military Assistant to the first Chief of Defence Logistics - General Sir Sam Cowan - two months after the formal establishment of the Defence Logistics Organisation.

In August 2002 he took Command of the Type 23 Frigate HMS MARLBOROUGH, and in January 2003 led the ship during OP TELIC providing Naval Gunfire Support to 40 Commando, Royal Marines on the Al Faw peninsula. For this action, he was awarded a QCVS by the UK and the Bronze Star by the USA.

Commodore Anderson returned to the MOD in April 2004 as Director Equipment Capability (Underwater Effects), with responsibility for projects as diverse as

ASTUTE and NIMROD, before his third exposure to major organisational change as the military lead on the Defence Acquisition Change Programme. Most recently he has been the UK Chief of Defence Staff's Liaison Officer to the US Chairman of the Joint Chiefs, working in Washington on the Iraq and Afghanistan campaigns. He has attended both the Higher Command and Staff Course and the Royal College of Defence Studies.

Mark Anderson is married to Ailsa and has three children. His activities include yachting (RYA Yachtmaster (Offshore)), walking and escaping to the country, but he will also shoot and fish (mostly unsuccessfully) given half a chance!

New 'Elizabeth Cross' honours families of fallen Servicemen & Women

Her Majesty The Queen has given her name to a new form of recognition for the families of British Service personnel killed while serving their country, Defence Secretary Bob Ainsworth has announced today, Wednesday 1st July 2009.



The new Elizabeth Cross and miniature are to be awarded to the relatives of Her Majesty's Forces personnel killed on active service, together with a Memorial Scroll signed by Her Majesty The Queen [Picture Sgt Andy Malthouse, Crown Copyright/MOD 2009]

The Elizabeth Cross will be granted to the next of kin of Armed Forces personnel killed on operations or as a result of terrorism in a mark of national recognition for their loss.

This is the first time the name of a reigning Monarch has been given to a new award since the George Cross was instituted in 1940 by King George VI for acts of bravery by both civilians and the military. Prior to this, the Victoria Cross was introduced by Queen Victoria in 1856 for acts of gallantry by the Armed Forces.

Next of Kin will receive the Elizabeth Cross - a sterling silver emblem in the shape of a cross over a wreath - plus a Memorial Scroll signed by The Queen which will bear the name of the person who died. The Elizabeth Cross and Memorial Scroll will not just be granted to families who have lost loved ones in the recent operations in Iraq and Afghanistan; The Queen's recognition will also be available to the families of those who died in conflicts dating back to 1948, including the Korean War, the Falklands conflict and operations in Northern Ireland.

In a message to Her Armed Forces, Her Majesty The Queen said: "As I talk to you today I am conscious that my words are being heard simultaneously across many time-zones, climates and terrains. Wherever you are deployed in the world, you should be assured that I and the whole nation are deeply thankful for the part you play in helping to maintain peace around the globe. In these present times, no less than in previous years, the men and women of our Armed Forces undertake their duties in the knowledge that danger often lies ahead. They know that many have died in the service of our country and that difficulties are ever present.

"With this in mind, the Armed Forces have recommended that for those servicemen and women who have given their lives during operations, a special emblem and scroll will be granted to their next of kin. I am pleased to be associated with such an initiative, which is in keeping with a tradition established during the First World War. And so I have asked that this emblem should be known as the Elizabeth Cross.

"This seems to me a right and proper way of showing our enduring debt to those who are killed while actively protecting what is most dear to us all. The solemn dignity which we attach to the names of those who have fallen is deeply engrained in our national character. As a people, we accord this ultimate sacrifice the highest honour and respect.

"Around the world Prince Philip and I have always been impressed by the way the Commonwealth War Graves Commission tends to the graves and memorials of those servicemen and women who lost their lives during the First and Second World Wars. And now, the Armed Forces Memorial, established at the National Memorial Arboretum, bears the names of each of the British Service personnel who have died on operations since that time.

"To these collective memorials we now add a new and deeply personal commemoration. I greatly hope that the Elizabeth Cross will give further meaning to the nation's debt of gratitude to the families and loved ones of those who have died in the service of our country. We will remember them all."

The new Elizabeth Cross



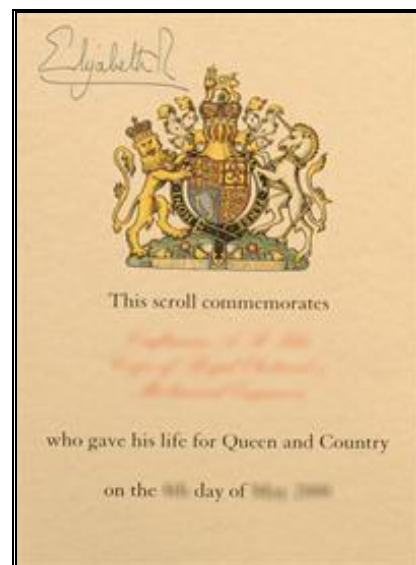
[Picture: Sgt Andy Malthouse, Crown Copyright/MOD 2009]

Chief of the Defence Staff, Air Chief Marshal Sir Jock Stirrup, said:

"I hope that the families of those who have given their lives will wear the Elizabeth Cross with pride and pass it on to future generations so that they too might know the

price that has been paid for their freedom and way of life."

Defence Secretary Bob Ainsworth said: "We owe so much to those who have died to protect our country and our way of life. The Elizabeth Cross was recommended by the military chiefs to Her Majesty to recognise the huge debt this country owes to the families those brave individuals have left behind." The arms of the Elizabeth Cross bear floral symbols representing England (Rose), Scotland (Thistle), Ireland (Shamrock) and Wales (Daffodil). The reverse of the cross will be engraved with the name of the person in whose memory it is granted. The scroll is on parchment-style paper, headed with the Royal Coat of Arms and the following words: 'This Scroll Commemorates... who gave his/her life for Queen and Country on...'. The scroll will bear the signature of Her Majesty The Queen in the upper left-hand corner.



The Memorial Scroll signed by Her Majesty The Queen is to be awarded to the relatives of Her Majesty's Forces personnel killed on active service, together with the new Elizabeth Cross

[Picture: Sgt Andy Malthouse, Crown Copyright/MOD 2009]

The Elizabeth Cross and Memorial Scroll have been inspired by precedents from the First and Second World Wars. A scroll and memorial plaque were presented to the families of those killed in World War One. A scroll was given to the families of those who died in World War Two and in the Korean War in the early 1950s. In June 2008 the MOD announced plans to introduce a new national form of recognition for those Armed Forces personnel who die on operations or as a result of terrorist activity whilst on duty. These plans were based on the recommendations of the military Chiefs of Staff and the final details have been confirmed today.

2009 Submariners Spring Cruise

A report by Rick Rothwell

Taking heed of the predominant wishes of those who travelled last year, a return visit was arranged to Bruges. A last minute deal from P&O secured a refund of £7.50 per head bringing the all up price to a reasonable £104.50, a few rebated beer tokens was appreciated by all travellers. I can now say that as usual (3 years) the weather was perfect, albeit at 3pm a fair wind from the east was blowing resulting in quite a chop on the River Humber; this abated with the tidal change by six pm and all was calm. Those who over imbibed at lunchtime in the seedier bars of Hull failed to surface for the evening soiree but their absence was more than made up for by the hardened stalwarts.

The evening meal and drinks were as usual very good and enjoyed by all, we even challenged the York Rugby Club touring side to a sing off but when they realised we were submariners they declined and a large number of them decided to use the other bar. Social chatter and drinking went on until the hours (I am told) followed by an early breakfast, some even managed to cock up the time change and nearly missed the meal.

Bruges is a beautiful city, the Venice of the North, although a slight breeze was apparent the sky was blue throughout the day, plenty of walking, shopping and of course drinking took place and yet again everyone turned up for the coach on time. The return trip was pretty much like the outbound trip BUT most people were knackered and it soon became apparent that an early night was in store for some, yet again the stalwarts held the fort. Remember Spike Hughes from Manchester Branch who confused the exhibition of 'schips' with 'ships'? Well Spike was at it again this year- on booking in at the terminal in Hull he decided that enough was enough about the misspelling of his name. He had recently been contacted by his bank's call centre in Bombay and they had great difficulty in understanding that his name was spelled H U G H E S - so when Spike received his boarding card and saw the name H U Z E he was particularly miffed. Without further ado he launched into a tirade aimed at the booking clerk about how to spell his name. Whilst pausing to draw breath the astute girl smiled, Spike retorted that it is not a laughing matter, the girl's reply is unprintable - H U Z E is an abbreviation of **HULL ZEE**brugge. Well done Spike!

SUBMARINE ESCAPE RECORD

Deep escape trials were carried out from the 'Oberon' Class Submarine HMS ORPHEUS in the Mediterranean between the islands of Malta and Gozo over a two week period in the 1960's. The Escape System was tested down to a depth of 500 feet by a team from the Submarine Escape Training Tank (SETT) at HMS DOLPHIN. Escapes from this depth set a World Record for successful escape from a dived submarine beating the previous record (set by the United States Navy by some 182 feet. The Escape Equipment used was a wholly British developed system which had previously been proved in the Submarine Escape Training Tank at HMS

DOLPHIN where escapes had been demonstrated at depths of 100 feet.

The Trials were conducted under the supervision of Lieutenant Commander 'Jimmy' Hamlyn (44) from Alverstoke in Hampshire. Lieutenant Commander Hamlyn had commanded seven Submarines (HMS UNRULY, SERAPH, TEREDO, TALENT, AMBUSH, SENECHAL and OPRHEUS). The team of ten Escapees (all qualified Submariners from the SETT) was led by Lieutenant Commander Matthew Todd from Titchfield in Hampshire. Lieutenant Commander Todd had previously commanded the midget Submarine XE8 and the 'S' Class Submarine HMS SLEUTH. Others members of the team (known in submarine circles as 'swim boys') taking part in the Trials were:

Chief Petty Officer Norman Young (36) from Stubbington, Hants

Chief Petty Officer Norman Castle (36) from Gosport, Hants

Chief Petty Officer Ivor Jones (33) from Fareham, Hants
Petty Officer Barry (Brum) Priest (26) from Gosport, Hants

Petty Officer Michael Davis (28) from Bedfont, Middlesex

Petty Officer Thomas Trueman (32) from Shanklin, Isle of Wight

Petty Officer John Robson (26) from Alton, Hants

Petty Officer Roger Juckes (26) from Leicester

Petty Officer William Brierley (20) from Gosport, Hants

The escapes were carried out using the Single Man Escape Tower fitted in the Torpedo Compartment of HMS ORPHEUS with the escapees wearing Submarine Escape Immersion Suits. The first escape was made by Lieutenant Commander Todd who was followed by other members of the team at approximately four minute intervals. The ascent to the surface took about a minute from 500 feet. Each member of the team made between four and six escapes from 500 feet. After successful completion of the trials several members of the Ships Company of HMS ORPHEUS were permitted to make escapes from depths of 120 feet. This demonstrated that the escape system could successfully be used by ordinary submariners not just by the highly trained staff of the SETT.

One of the SETT Team - Petty Officer Michael Davis said:

"One doesn't actually feel any sensation coming up. I could see the submarine and the divers in the Gemini Boat waiting for me on the surface as I shot up."

Lieutenant Commander Hamlyn said after the Trials:

"The successful trials mean that all Royal Navy Submarines now in service will have escape towers fitted during refits. The Trials have been a complete success. This means an outstanding British advance in that all future submarine disaster crews will have a seedier and safer method of getting out alive."

He went on to say that:

"The Royal Navy was several years ahead of other navies as regards individual ascent escape systems. It was most likely the Navy would now go ahead with plans for escape from even deeper depths, probably around 600 feet, over the next two years."

Note by Editorial Team

Royal Navy Submarine Museum - News Release

Son comes face to face with his dad, the iconic face of the Submarine Service

Paul and Annette Read from St Clement, Jersey visited the Royal Navy Submarine Museum in Gosport Hampshire to finally come face to face with the image of the iconic "Submariner Statue" They had only recently discovered Paul's father Reginald had been the model for this statue. The "Submariner" has become an iconic representation of the Royal Navy's Submarine Service and has been reproduced in a multitude of materials including, bronze, porcelain and even the lead from the batteries of Holland I (Royal Navy's first submarine 1901). Her Majesty the Queen was given a silver replica of the "Submariner" on 8th June 1958 when she presented the Queen's Colour to the Submarine Command. Mr George Malcolmson, Archivist at the Royal Navy Submarine Museum said:

"Leading Electrical Mechanic (Leading Torpedo Operator) Reginald Lawrence Read was picked to model for the artist Gilbert Ledward RA. How he was chosen remains something of a mystery but the popular story is that Reginald's handsome looks and fine jaw line meant that he was volunteered."

Paul's father died in 1987 and only one member of his family ever knew about his connection with the statue. A casual remark by Paul's elder sister Mavis, led Annette Read to contact the museum Archivist George Malcolmson. The story began to unfold and after several years the couple have now managed to visit Gosport from their home in the Channel Islands to see the museum and the traditional home of the Royal Navy's Submarine Service. After his visit to the RN Submarine Museum and tour of HMS Alliance, Paul Read said:

"Looking at the confined space my father must have worked and lived in, I can now finally understand why he always chose to work out doors when he left the Royal Navy"

Reginald Read had served with the Royal Navy Submarine Service throughout the war from 1939 until he was discharged in 1947. He served on the submarine HMS SEALION (1940-1942) under the Command of the famous Captain Ben Bryant, HMS SEA DOG (1942) and HMS VARANGIAN (1943-1944), HMS UTHUR 1944-1945) and HMS STORM (1945)

The above information was provided by the son of Petty Officer John Robson. John Robson, who served in TACTITURN and TRUMP between 1961 and 1966, 'Crossed the Bar' on 28th Jan 2009 at the age of sixty nine

As predicted by Lieutenant Commander Hamlyn the 500 foot record was later broken and, in Norwegian waters, the escape system proved to be viable at 600 feet.

The sculpture was originally designed as part of the memorial installed in Westminster Abbey to commemorate the men of the Submarine Service of the Royal Navy, the Commandos, the Airborne Forces and Special Air Service. The World War II memorial was unveiled on May 21st 1948 and Winston Churchill gave a speech at the unveiling and dedication service.

LOUIS BLERIOT and SUBMARINE B8

By Peter Warren (ex RAF)

This following is an extract from my granddad's diary - part published in the Naval Review (April 1932) as "Terra Nova" by Fred Parsons.

"We left the Thames at the end of the review, and were on our way back to Plymouth when, one day in the morning watch we chanced to see one of the events which are now part of history. While off the cliffs of Dover, we saw Bleriot flying the channel, passing over the latest thing in fighting ships, returning from its first-long distant cruise. Strangely, this is something I have never seen mentioned in print - the conquest of the new element had over-shadowed the glory of the old. Of course, we were all greatly excited, and every man who could leave his post below came up on the conning tower to see. We watched the aviator flying round for a while, before he landed on the cliffs."

The Submarine I believe was the 135-foot HMS B-8 - the first class of submarine fitted with hydroplanes. The cruise was from Devonport to Newcastle then back via the Thames review.

Fred Parsons was Chairman of the Plymouth branch of your Association. At his funeral, his coffin was draped in the Association flag. The pallbearers were his submarine comrades.

Secondly, in his dairies he mentions making a film called "The Submarine Story" for the BBC the producer being a Mr. Flemming.

Part of the film was made in Portsmouth at Fort Block House, the Officers Wardroom and Shepperton Studios. It took three days to make including a trip in a submarine. The Flag Officer, Submarines of the day discussed with granddad and a new Sub Lieutenant about life in submarines.

The date is of the film making unknown but must be in the 1950 or 60's. I have found no media mention of a submarine being present at the Bleriot crossing nor any trace of the BBC film.

By Editorial Team

July 25th 2009 is the Centenary of Lois Bleriot crossing the English Channel in an aeroplane. If any one can shed any light on the B8 and Louis Bleriot story or can help

with details of the film 'The Submarine Story' they are requested to contact Barrie Downer.

National Draw 2009 Prize Winners List

No.	Prize	Ticket No	Name	Branch (Sold By)
1	£750 Travel Vouchers Thompsons	0023790	B Dobson	Plymouth
2	Cheque for £500	0020351	F Bridges	Norfolk
3	Cheque for £250	0007851	P Cubitt	Gosport
4	£50 M&S Vouchers	0001591	Mrs Halford	Bath
5	£50 Boots Vouchers	0018128	R Grove	North Staffs
6	£50Garden Centre Vouchers	0006284	R Law	Dolphin
7	Bottle Pussers Rum	0001724	B Foster	Dolphin
8	Bottle Malt Whisky	0009120	D Edwards	Portsmouth
9	Bottle Mandarine Napoleon Brandy	0004820	G Moore	Dolphin
10	Box of Luxury Chocolates	0008945	B Hanney	Gosport
11	Memorial Plate 100 years Submarine service	0000602	W Coles	Dolphin
12	Portable DVD Player	0005715	A Olive	Dolphin
13	Desk top Submarine Model	0005448	H Tait	Dolphin
14	2 Bottles Whisky	0007550	Mrs J Verdi	Gosport
15	Submarine Print from Barrow Heritage Centre	0021364	Mr K Van Hegan	Bristol
16	6 Bottles Wine	0024977	J Sanderson	Espana Levante
17	Bottle Champagne	0017741	E Gibson	Sunderland
18	Bottle woods Rum	0009300	B Kerr	Portsmouth
19	Weather Jacket With Submariners Logo	0000923	H Buchanan	Dolphin
20	Garden dining Set	0019886	B Glover	Norfolk
21	6 Free Entry Tickets To Various Attractions	0016771	Mr Hollands	Medway Towns
22	Bottle Malt Whisky	0005493	M Tanner	Dolphin

UK WINS SUBMARINE RACES

Gazette.net 1st July 2009

By Erin Donaghue

The concept is simple. Design a human-powered submarine, build it, and propel it down a 100-meter underwater course. Putting the idea into practice, however, is a bit more complicated. And therein lies the beauty — and the educational impact — of the International Submarine Races, organizers say. The competition draws teams of high school and college engineering students biennially to race their handmade subs for the best time at the David Taylor Model Basin, one of the world's largest indoor test tank facilities at the Naval Surface Warfare Center, Carderock Division.

"There's no textbooks on this, there's no manual — it's all made from scratch," said Daniel Dozier, the acting department head of the Ship System Integration and Design Department at Carderock Division. Dozier first got his start as a contestant at the races in 1991. He's been a contestant in every race since, and now acts as the liaison between the Carderock Division and the Foundation for Underwater Research and Education, which organizes the races. *"There's only one rule — get a human-powered submarine 100 meters."*

For the students, learning about concepts like hydrodynamic design and propulsion in the classroom takes on a whole new meaning when they are suited up in SCUBA gear in a fully submerged submarine. Some have propellers connected to foot pedals; others have mechanical oars, wing-like devices or other means of pushing the subs through the water. The crafts can fit one or two people. This year, 19 college and high school teams from across the country and the world competed at the

racers, which launched June 22 and wrapped up Friday. The teams are all independently sponsored and include the University of Maryland, Texas A&M University, and the returning champions from the University of Quebec at Montreal's Ecole de Technologie Superieure.

"*It's really a huge application of the skills they've already learned, and a whole lot more*," said Christopher Lang, a teacher at New Jersey's Sussex County Technical School. His team of junior and senior engineering students designed and built the "Umptysquatch-4," a submarine modelled after a brightly coloured fishing lure. Teamwork, he said, was a key ingredient while putting the craft together. "*No one person — myself included — could have done this on their own*," Lang said.

Local students are also racing this year. "*It's exhilarating whenever you cross the finish line*," said Nate Leibolt, 16, a Richard Montgomery High School student who was piloting a bright yellow, one-person craft dubbed the Scuba Doo II this year for his team, Wheaton Submarine Works. His father, Wheaton resident Edward Leibolt, is managing the team, which draws on county high school and middle school students. The most challenging part of the race? "*Probably just getting down the course*," Leibolt said.

According to Dozier, most teams return year after year, and many are only able to race at competitive speeds after they already have a race under their belts. Mishaps like submarines running into walls are a common occurrence. "*That's all part of the learning process*," Dozier said. The races launched in 1989. Back then, contestants competed at Singer Island, near Riviera Beach, Fla. They moved to the model basin in 1995 and have returned there every two years since, largely because the facility — several basins housed in a 3,150-foot-long building, used by the U.S. Navy for development and testing — provides a more controlled environment for submarine racing, Dozier said. But even though the crafts are designed to manoeuvre underwater, they don't lack flair. One resembled a fighter jet; another was imprinted with the image of a mermaid. "*It's not just engineering there's art to this*," said Dozier.

Safety is also of key concern. Students must become SCUBA certified prior to the races. The submarines are evaluated prior to their run, and Navy divers are on hand to help out if needed. According to Chelsea Shupe, 18, a senior at the Sussex County Technical School, the key take-away value is the hands-on learning experience. Shupe is planning to attend college as an engineering major in the fall. "*This helped me to see a project from beginning to end*," Shupe said. Winners of the International Submarine Races are broken into crafts with and without propellers and subs that fit one and two people. Those who are declared winners in one of the categories made it down the underwater course with the fastest time; measured in knots. And this year's Winners were:

One person, propeller and non-propeller: The "Sulis" submarine, designed by the team from the University of Bath, England

One person, non-propeller: The "Omer 6" submarine, designed by the team from the Ecole de Technologie Superieure at the University of Quebec at Montreal

One person, propeller: The "Talon" submarine, designed by the team from Florida Atlantic University

Two person, non-propeller: The "Omer 7" submarine, designed by the team from the Ecole de Technologie Superieure at the University of Quebec at Montreal

China Accused of Secretly Salvaging Sunken British Sub Containing 18 Lost Sailors

By Julian Ryall, Daily Telegraph (United Kingdom), June 12, 2009

China has been accused of secretly salvaging a sunken British submarine with the remains of 18 dead sailors on board. HMS Poseidon sank in 130ft of water on June 9, 1931, after a collision with a Chinese merchant steamer 20 miles north of the British naval base at Weihai.

Relatives and survivors had always thought the vessel remained on the sea bed along with the lost men. But American historian Steven Schwankert claims the Chinese salvaged the vessel without fanfare in the early 1970s to test the skills of their naval special forces and newly formed underwater recovery units. He has been investigating the fate of the Poseidon since coming across references to its salvage in an obscure Chinese magazine titled "Modern Ships" in 2005. He says that while the submarine itself almost certainly went for scrap, there is no indication of what happened to the crew who did not survive.

The suggestion that a Royal Navy vessel containing the remains of its crew has been raised by China without the

British government being informed has provoked concern in London and among the relatives of the dead. A Foreign Office spokesman said the ministry was investigating the reports to try to confirm the fate of the vessel. Captain Andrew Tate, Royal Navy attaché to the British Embassy in Beijing, said: "Clearly if the submarine has been raised we would have expected there to have been some discussion with the United Kingdom and the Ministry of Defence and our concern would be over the bodies that still remained in the submarine." Calls to China's State Council and the National Defence Ministry in Beijing were not returned.

Grainy photos taken from other Royal Navy ships taking part in the same manoeuvres as HMS Poseidon in 1931 show the helplessness of crews on the surface who are unable to assist their colleagues on the seabed 130ft below. There are images of the 30 men who managed to scramble into the water before it sank being brought aboard the aircraft carrier HMS Hermes wrapped in blankets and others images showing bubbles from the submarine breaking the surface. More than three hours after the submarine had settled on the bottom, eight men equipped with the new Davis Submerged Escape Apparatus, a rudimentary underwater breathing system, managed to leave a bow compartment. Two failed to

reach the surface and another died later. More photos from the date of the accident show the subsequent memorial service at sea for the victims and the burial of two men whose bodies were recovered.

Mr Schwankert said he began investigating the fate of the submarine after spotting a description of its salvage in a naval magazine in China. *"I first saw evidence of a salvage in very late 2005,"* says Schwankert. *"Early on, it didn't make sense and, at the time, I didn't think it was possible or that China wouldn't have had the technology to do it. The material I saw was published in a magazine that could have been purchased on any news-stand. Anyone could have bought a copy,"* said Schwankert. Subsequent research turned up further clues, including a passing mention of operation to recover vessel on the Shanghai Salvage Bureau website.

Schwankert believes the references in little-known sources means that no-one has previously pieced together the puzzle. The biggest unanswered question is over the remains of the 18 crew who were unable to escape when the submarine, built by Vickers in Barrow in 1929, sank. *"It's a very good question,"* said Schwankert. *"There would almost certainly have been the remains of the 18 crew who died aboard the Poseidon entombed within it at the time of the salvage. I feel sure they are buried somewhere near Weihai, but there are at present no indications where."*

Schwankert, who is writing a book on his research, does not believe that HMS Poseidon was salvaged in order to learn any technological secrets that it might have contained as Chinese submarines were already based on more advanced Soviet vessels.

George Malcolmson, a historian with the Royal Navy Submarine Museum in Gosport, said: *"The Chinese obviously knew where the wreck was, so they wanted to recover it for military training. As it was in their territorial waters, they dearly didn't feel the need to ask anyone to go ahead and do just that. I do not think they will see it as interfering in a war grave and they might say that they brought it up but claim that there were no remains in it."*

Relatives of two men who escaped HMS Poseidon were in the city last week to attend a commemoration service, with Capt Tate reading the Submariners' Prayer aboard a vessel off the former Royal Navy base on the island of Liugong. The relatives later tried to locate the graves of the men whose bodies were recovered but were forced to leave the colony cemetery by Chinese naval personnel.

David Clarke, an IT expert from Lancashire, attended the ceremony close to the spot where his grandfather, Petty Officer Reginald Clarke, was one of those who was in the sunken vessel for three hours before making the perilous ascent to the surface. *"He had nightmares for years afterwards, although he didn't talk about it very much, and he suffered very badly from his exertions deep underwater and the pressure. Technically it is a war grave, even though it was not sunk in combat, but the issue of whether it was raised is less important than the question of where the sailors' remains ended up."*

Doreen Ridsdale's father, Walter Jeffery, was a Chief Petty Officer Telegraphist aboard the submarine and kept a diary of his 25-year Navy career, including the sinking of his first ship. *"He wrote in the diary that he was told to get out of his radio room and if he had not got that message then he would probably have gone down with the boat,"* said 77-year-old Ridsdale, who was born in Leamington Spa but now lives in Prince Rupert, Canada. *"He wrote about the concern he felt*

about his shipmates as he looked at the spot where the ship had gone down, but I never remember him talking about it to me," she said. Jeffery died in 1978. *"If the Chinese did raise the submarine, what did they do with it and where are the remains of my father's shipmates?"* she said. *"I wouldn't like to think about how I would feel if it was my father's remains involved."*

By Editorial Team

Further checks indicate that HMS POSEIDON may have been recovered as long ago as 1972. Questions have been raised in Parliament and with the Chinese Government. If any more information comes to light on this subject it will be reported in future Issues of 'In Depth'

Ministers are sea blind - the Navy can't go anywhere else, says Admiral

By Jasper Gerard *Daily Telegraph, Saturday 13th Jun 2009*



Admiral Sir Jonathon Band says he will not be going into politics.

BRITAIN'S most senior naval figure has accused ministers of "sea blindness", telling them that the Navy "can't go any more places".

In an interview with *The Daily Telegraph*, Admiral Sir Jonathon Band, the First Sea Lord, said there is a pressing need to hold a debate on the country's defence priorities. He disclosed that he has had to remind ministers - keen to set more missions for the Navy while simultaneously culling the fleet - that a ship cannot be in two places at once.

Sir Jonathon, who is stepping down after three and a half years, said: "I think government could continue to learn. Until recently there's been sea blindness."

He warned politicians who see defence as ripe for cuts: "Looking around the world, I don't see it calming down. There is bound to be a limit on ship building, that's fine. All I'm saying, with the size of fleet, I can't go any more places. Turn the clock forward 20 years and we will be worrying about Asia and the west Pacific. If you cut the naval cake too far you just say. 'OK, we won't go to the Far East.' Strategically, that would be incredibly stupid." The cost of war in Iraq and Afghanistan has led Britain to cut capabilities. The First Sea Lord has seen his order of 12 Type 45 destroyers halved. In a clear swipe at ministers, he ridiculed the view that says "My god, a Type 45 is very expensive." He said: "If you want to protect a task group, that's what you need. And then, it's jolly cheap."

He said that Britain must place the sea at the heart of its thinking. "There is a world out there with a huge maritime element. I mean, we call it earth; we should call it the sea."

It frustrates Sir Jonathon that ships are one of the few things Britain does better than anyone, yet the Government is cutting the fleet drastically, leaving it with less than a quarter of the 413 warships it enjoyed in 1964. The hitherto diplomatic First Sea Lord admitted that sailors are "frustrated" at the failure to recognise the Navy's contribution. Last winter, up to 40 per cent of our forces in Afghanistan were from the Navy, but because Royal Marines are described as "troops" and helicopter

pilots are assumed to be from the RAF, the other services were credited with carrying the burden of Labour's adventurism.

The First Sea Lord declared he will spend his retirement as he spent his career, "messing around with boats", but in a clear sign that his battles with defence ministers have left him listing, he concluded: "I can assure you one thing I won't do is go into politics."

And That's When The Fight Started!

A woman was standing nude, looking in the bedroom mirror.
She was not happy with what she saw and said to her husband, 'I feel horrible; I look old, fat and ugly.

I really need you to pay me a compliment.'

The husband replies, 'Your eyesight's damn near perfect.'

And that's when the fight started....

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

I took my wife to a restaurant. The waiter, for some reason, took my order first.

"I'll have the strip steak, medium rare, please."

He said, "Aren't you worried about the mad cow?"

Nah, she can order for herself."

And that's when the fight started....

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

My wife and I were sitting at a table at my high school reunion.
I kept staring at a drunken lady swigging her drink as she sat alone at a nearby table.

My wife asked, 'Do you know her?'

'Yes,' I sighed, 'She's my old girlfriend.'

I understand she took to drinking right after we split up those many years ago.

I hear she hasn't been sober since.'

'My God!' said my wife, 'who would think a person could go on celebrating that long?'

And that's when the fight started....

THE FINAL HMS/M THETIS MEMORIAL SERVICE

31 May 2009 Wirral, Merseyside
by Peter Johnson, Standard Bearer, SA Derbyshire

On the 1st June 1939, the brand new submarine "Thetis", went out into Liverpool Bay on acceptance diving trials but never returned. On her first dive the for'ard two compartments of the submarine became flooded and she was unable to return to the surface. Only four of the 103 men onboard managed to escape. You might wonder why the "Thetis" had such a large crew, but she hadn't. Diving trials were considered a bit of jolly, with the dockyard laying on a lavish spread of food, so as well as dockyard staff, anyone else who could get onboard for the treat did.

People like myself, and possibly others, who might ponder why the "Thetis" was so called. Thetis was the mother of Achilles, who dwelt in the depths of the ocean, but from time to time, brought him to the surface to see the other world. Very appropriate for a submarine.

Memorial services were regularly held for relatives of the crew who perished, but ceased in 1999. The Wirral Metropolitan Borough Council decided to hold one more service at the Priory at Birkenhead to mark the 70th anniversary of this tragic event.

Armed with an Ordnance Survey map and a compass Joyce and I set off for Birkenhead on Sunday morning.

The recommended route is motorways to Liverpool, then duck under the Mersey to Birkenhead, but from a just a glance at the map, the obvious route is to leave the M6, drive to Chester, then pick up the M53 to Birkenhead, which was our route. We arrived at the Priory just after noon, where we met up with Maria Normington who had organised the event, and she explained the programme of events.

Trevor Thomas our National Standard bearer was there, as well as standards from Birkenhead, Llandudno, Lincoln, Blackpool, Wallasey, West Bromwich, The West of Scotland and the North Wales WRNS Association. There were 14 in all, and Trevor quickly filled us in as to what the drill was. We marched round to the side of the Priory, where the congregation were seated, and formed a semi circle round the dais in front of them. On the dais was a painting of the "Thetis", draped with a Union Jack, and to one side of the dais was the gleaming "Thetis" brass bell mounted on a wooden stand; which was on loan from Liverpool National Museum. As the Mayors, attired in their robes and wearing their gold chains of office, solemnly walked to their seats, the Salvation Army band played very sombre hymns. Then Admiral Sir James Perowne took his seat, followed by three Royal Navy Commanders, who we assumed were from the "Astute" and "Ambush". Other dignitaries and relatives of the "Thetis" crew were already seated. The local sea cadets from TS "Astute" formed the guard of honour, and were very smartly turned out and a credit to their unit. It was a hot and sunny day, and I sympathised with the cadets in

their naval uniforms, which freeze you to death in the winter, and bring you to boiling point during the summer. The service was conducted by the Rural Dean of Birkenhead, Canon Ian Davenport, and after the usual prayers and supplications to God, the names of all those who perished on the "Thetis" were slowly read out. As each name was announced, a Royal Marine Cadet struck the "Thetis" bell, sending out a melancholy thought provoking sound. Whilst their names were called out wreaths and flowers were placed round the dais. It was during this part of the service that Dave Devins, the Merseyside standard bearer fainted. The standard bearer next to me gave me his standard and rushed to assist. The service carried on, as you would expect, but I now had two standards, one in each hand. When all the names had been read out, the band struck up in readiness for the Last Post. I had no option other than to place my additional standard on the ground and come to the carry in readiness for the dip. Prior to marching off, I retrieved my additional standard, and marched off with a standard on each shoulder. Paramedics arrived to attend to Dave who was still unconscious, and he was taken to hospital by ambulance. We were assured later that Dave was OK, and also amused, as while he was laying unconscious on the ground, his mates were casting lots for who should have his blazer, shoes or hipflask! There was another service at the Priory in its small chapel, which could only accommodate the principal guests, so our duties as standard bearers were over. I'd found the service very moving, so was glad to have been able to attend. Just as we were about to leave, Trevor told us a reception was laid on at the Birkenhead RNA, where we were all expected for refreshments. Not knowing where it was I told Trevor we would give it a miss. When Trevor told us a mini bus would pick us up at the Priory, then bring us back at 6pm, we had no hesitation in accepting the kind invitation. Marvellous thinking on someone's part - who I would like to thank.

I was intrigued that the RNA Club shared a large detached house with the RBL, which could make economic sense. We were greeted as we entered the club, and standard bearers were given a chit for a tot. He kindly gave Joyce one too. The room we were directed to had a stage at one end, and was colourfully decorated with Union Jacks, White Ensigns, and the English flags,

making you feel very proud to be an ex service man, or woman, as the Wrens association were well represented. The West of Scotland branch was very much in evidence together with Campbell Hunter, their smart standard bearer, resplendent in his kilt. I also recognised some of the West Bromwich S/A. A first class buffet was laid on, which we were invited to tuck into immediately, as entertainment was to follow. We were then entertained by a bubbly, friendly, female singer, who had chosen songs she knew we liked, and could join in. Despite the room being very full, some got up to dance, and one of the West Brum group had found a most attractive partner. She was a serving soldier home on leave from the troubled Middle East. If there is reincarnation, I'll join the army next time round! There was an interval when the singer left the stage, but left the microphone switched. Jack, quick as a flash, was up there, giving us renderings of "The Oggie Song", "Oh Mr Fisherman", plus a few more. When order was restored the raffle took place for a few bottles of the hard stuff. Most branches won something but us, so we were given a consolation prize, courtesy of the RN recruiting office, and if Terry doesn't upset Joyce, he may get it for his raffle.

There was a serious side to our visit to the RNA Club. The Llandudno branch presented the club with a bottle of Pussers for past services rendered. Then the West of Scotland branch presented the club with a copy of the "Honolulu Star-Bulletin" last edition, dated Thursday 1st June 1939, with the headlines "British Submarine Reported Sunk". This will be loaned to a suitable organisation in Birkenhead for display to the public. Both branches were presented with a Birkenhead RNA plaque. Then to my horror (I love speaking in public), I was asked to collect a plaque for our branch. Joyce pulled my chair from under me and pushed me on the stage. Don't ask me what I said, but I received a round of applause; not out of sympathy I hope. At 6pm the mini bus took me and Joyce back to our car at the Priory. Now Sunday night is my card night at the Evington club, so we threw away our map and compass and returned to Derby via the motorways in about two hours. It had been a worthwhile day in so many ways.

BLETCHLEY PARK CODEBREAKERS TO BE HONOURED WITH A MEDAL

By Benedict Brogan

THE "secret heroes" who cracked the German Enigma codes and played a decisive role in the Second World War are to be formally honoured by the Government. Up to 5,000 surviving codebreakers and other staff who worked in top secret conditions at Bletchley Park and its outlying stations around the world will receive a service medal for their efforts. The success of a discreet campaign to secure an honour for those whose work is judged by historians to have tipped the balance of the war is about to be confirmed by Gordon Brown.

The Prime Minister is understood to favour a formal recognition of a service that has remained in the shadows. GCHQ, the Government's secret communications centre, is finalising plans to issue a medal. Designs have been confirmed and a formal announcement could come as early as next month. One possibility is for a ceremony at Downing Street to honour recipients, although there may be pressure to involve the Queen or the Duke of Edinburgh, both of whom served during the war.

More than 10,000 people worked at Bletchley Park. Selected for their linguistic and mathematical abilities, one recruitment test was the ability to solve *The Daily Telegraph* crossword in less than 12 minutes. While a few of the analysts who broke the Enigma and Lorenz Codes knew what their work was achieving, most had no idea. For the majority of staff, at what was known for a while as Station X, their work involved handling vast quantities of indecipherable German signals and processing

them using machines designed for the purpose. After the war they were told to go home and never speak about their role, much of which remains classified. It is only recently that historians have discovered the extent of their achievements. As the minister responsible for GCHO, David Miliband, the Foreign Secretary, has given his approval to the new service medal.

It was at Bletchley Park that the team led by Alan Turing broke the Enigma code that helped the allies stem the losses of Atlantic convoys to U-boats. It also played a central role in helping Montgomery win at Alamein, and in the D-Day landings. The decision will be a boost for Bletchley Park which is now run by Charitable trust that has struggled raise funds to prevent the buildings from falling down.

This week it issued a formal application to the National Lottery's Heritage fund for an ambitious programme of redevelopment. "Secrecy has been the Achilles' heel of Bletchley," said Simon Greenish, the director leading the campaign to secure the site's future. After the war the machines were dismantled, the records burned and those who worked here were told to home and never speak again about what they did here. "By rights, Bletchley Park should have disappeared from history. Mr Greenish believes it is the single most important British site of the Second World War. He is up against Government indifference, but his vision is compelling: to use Bletchley's legacies of rigour and selfless service to lead a renaissance in the teaching of mathematics and the idea of public service.

"If we look at what was done at Bletchley, proper maths, proper analysis, everything recorded and accounted for, and if we look at the morality of those who worked here who never spoke a word about what they did and when asked to keep the secret for the rest of their lives, have done, it is an example for the nation," he said. The truth about the struggles to break the German war codes only began to emerge in the 1970's and, even now vast chunks of it are classified. Bletchley Park became a training centre for British Telecom but was abandoned in 1992, and the site was to be sold off, razed and redeveloped.

Enthusiasts stepped in by setting up the charitable trust and taking over, but with no endowment, it struggled to stay afloat as the buildings slowly fell apart. It's these volunteers who rebuilt, using their own resources as well as a few faded photographs and some wiring diagrams kept by an engineer in his attic, a working model of the code-breaking computer Colossus. This clattering marvel was arguably the world's first digital computer and broke the Lorenz code – more difficult than Enigma - used to carry Hitler's personal messages.

GUIDE DOG PRESENTATION

The presentation of the Submariners Assn (Derbyshire) Guide Dog Puppy 'Derby' is to be made to HMS/M Ambush Commanding Officer at Derby County Pride Park Football Stadium on Saturday 22nd August 2009 during the football match with Plymouth.

Preparations for this event are now being arranged with the Club hoping for a Guard of Honour of Ambush Crew and for the Ambush Football Team who have with the help of the SA Derbyshire been kitted out with a full 'Rams' Football kit. The actual symbolic handover of Puppy 'Derby' will be conducted by the Mayor of Derby and our Submariners Association President, Admiral Sir James Perowne with the Commanding Officer of HMS/M Ambush accepting the dog on behalf of the

submarine to mark the affiliation and close ties that the City of Derby has with its adopted submarine.

Representatives of the Submariners Assn (Derbyshire) and other submariners and supporters who helped raise the £5,000 sponsorship in just six months will also parade on Pride Park pitch which will see the final conclusion to the branch's worthwhile efforts to have a living walking memorial to our close links with Ambush. Any Full Submariner Association Member who made a donation to this project is invited to contact the Derbyshire Hon. Secretary to apply for a place to parade on Pride Park, which unfortunately will be subject to first come first served to available places. God bless this little dog and all who walk him.

**Terry Hall, Hon Secretary,
Submariners Assn (Derbyshire)**
Contact

nobbyderbysa@yahoo.co.uk or

address and telephone via your branch secretary

Note: The Plymouth match was picked because of the Submarine Naval Port connection and the fact the match is in the warmer months (hopefully) especially relevant given the comments of our own older members about the cold. It is also one of only two Submarine Squadron bases so this was considered an important link. We also needed to consider the dog growing up and losing its 'Ahhh factor' so that was also relevant. Sheffield Wed and Sheffield Utd matches are home 'Derby's' and normally sell outs which would of meant no seats available - again a consideration for older members. I have no doubt it will be a great occasion to raise both the profile of the Submariners Assn and the Submarine Service and the Royal Navy as a whole.

FROM THE GUEST BOOK

Date: 19/05/2009
Name: Andy Pender
Email Address: AndyPender@hotmail.co.uk
Location: Gosport
Homepage: None

www.submarinersassociation.co.uk

Referred By: A Link from Another Site
Comments: Could anybody help me find Leading Writer John Grindle please? We were on submarine OLYMPUS together in the 80s. I am getting married in the summer at the Submarine Museum and I would like my old mate there. Please use my e-mail address. Cheers Andy-p

Date: 07/06/2009
Name: harry hartnett
Email Address: suenarry@blueyonder.co.uk
Location: plymouth
Homepage: None
Referred By: Search Engine
Comments: Like to contact anyone from ORPHEUS (70-74) especially Bert Clisby, Paddy Lucking (after endy). I was killick forendy!

Date: 12/06/2009
Name: Matjaz Jerman
Email Address: matjaz.jerman@pu.t-com.hr
Location: Croatia
Homepage: <http://www.podmornicar.hr>
Referred By: Search Engine
Comments: Hallo, I am ex Yugoslavian - Croatian submariner. I served on Submarine P-821 - name "Herroj". I'm president of Submarine Association of Pula, Croatia and would like to make contact with other submariners. Our web address is <http://www.podmornicar.hr>. Our web site is new and we not translate our site on english yet. Salute!

Date: 18/06/2009
Name: Rod Cartledge
Email Address: rscartledge@aol.com
Location: North Wales
Homepage: None
Referred By: Search Engine
Comments: Hi to all submariners past and present. I was on Repulse (Stbd) from 69 to 74. Anybody who remembers me can contact me at my email address. J J (Ritchie) if you are reading this - I want a word with you!!!!

Date: 11/05/2009
Name: Paul F Gicquel
Email Address: pfgicquel@talktalk.net
Location: Staffordshire
Homepage: None
Referred By: A Link from Another Site
Comments: I am interested in contacting anyone who served with my late father -PETER DENYS GICQUEL- from Jersey C.I. on HMS Counton (?) and HM Submarines Talent & Tapir.

Date: 30/04/2009
Name: Bob Johnston
Email Address: btrader@iafrica.com
Location: Simon's Town, SA
Homepage: <http://www.picasaweb.google.com/johnston393>
Referred By: Word of Mouth
Comments: I am looking for any-one who can help with the history of the following submarines. These were docked in the Selborne Dry Dock during the period 1940 to 1945(?) and some-one painted the badges of them on the seaward dock wall by the steps. I am busy writing a book on all the vessels that were in the d.d. The subs are: HMS AMBUSH; HMS FINWHALE; HMS OTWAY; HMS AENEAS; HMS ANCHORITE. The man who painted the Anchorite badge has made contact, but I would like more info especially over the time period they were docked. If you can help, please contact me by email at btrader@iafrica.com. All material received will be acknowledged in the book. Many thanks in advance.

Date: 25/04/2009
Name: michael piert (pancho)
Email Address: moggypiert@tiscali.co.uk
Location: retford, notts
Homepage: <http://tiscali>
Referred By: Word of Mouth
Comments: Hi. My name is Mick Piert - ex submariner of Taciturn and Trump fame - Aussie in 62-64. Also served with Narwhal, Talent and Alcide on other dates. I'm looking for Harry Wellman who was on T'urn and Trump during those brill years with me and F and Bagsy Baker

Date: 25/04/2009
Name: Les Young
Email Address: younglesc@yahoo.co.uk
Location: France
Homepage: None
Referred By: Word of Mouth
Comments: Hi, Can anyone help? I am looking to find BERNARD PEACOCK. He served on HMS THULE in the mid 50's. Anyone remember him or still in contact?

Date: 20/04/2009
Name: Alan Davies
Email Address: alwdavies3.kinnerton@virgin.net
Location: Chester
Homepage: None
Referred By: Search Engine
Comments: I have put over 100 pictures on the "NEW" HMS RESOLUTION (Port) 1981/82 WEBSITE. Take a look its a great site.

Date: 19/04/2009
Name: John Patrick
Email Address: johnpatrick@royal.navy.org.uk
Location: Almazora, Spain
Homepage: None
Referred By: Word of Mouth
Comments: Hi all my Submariner Friends. Reference my previous message - I have been in touch with my 'Sea Dad' thanks. He is still alive and kicking, he still does a sub for the Gosport Branch 'Anna carrying the Banner' so he must still be alive and well? He has arranged for me to attend the Embankment Remembrance Parade in November if I can make it over to the UK? Hope to meet up with friends then? Lastly, our little group of ex-submariners in Spain still get together regularly, we meet for lunch every two months - the next one being next week the 21st April in Turre. So if there are any ex-submariners in the Almeria/Murcia area give me a shout. I hear that there has been another group set up farther along the coast in the Costa del Sol but that is not our area? Anyone who knew me in boats (Subtle/Artemis/Token) give me a call. 'Standby to surface' - The Ping Bosun

Date: 16/04/2009
Name: Alex Menzies
Email Address: celtically44@yahoo.co.uk
Location: Perth, Scotland
Homepage: <http://yahoo.uk>
Referred By: Search Engine
Comments: Great to see some of the names from the past. I joined Odin on 8th February 1963 as an RO1. Left boats in 1979. My last boat was Oberon as RS. Would love to hear from any old muckers from the world of diesel! Best regards!
 Alex

Date: 16/04/2009
Name: Bryan Martin
Email Address: pincher56@aol.com
Location: Exeter
Homepage: None
Referred By: Search Engine
Comments: Hi all - served on Superb ...Spartan...Tireless between 1977 and 1986 - also 3 month loan draft to Opportune approx 1980-ish... great days and very missed! Keep safe...regards Pincher

Date: 15/04/2009
Name: frank fletcher
Email Address: fletcher.j3@talk21.fsbusiness.co.uk
Location: Esher, Surrey
Homepage: None
Referred By: Search Engine
Comments: Ex SPO - served on Cachalot, Rorqual & Odin (2 commissions)

LETTERS AND E-MAILS TO THE EDITOR

From: [mailto:pj40@kent.ac.uk]
Sent: 02 June 2009 15:53
To: davebarlow84@tiscali.co.uk; davebarlow84@tiscali.co.uk
Subject: Request for Assistance

My name is Peter Johnston and I am a doctoral History student at the University of Kent, Canterbury. I am currently carrying out research into the Falklands War and am looking to compile a study based on the experiences of British servicemen. In order to do this, I'm looking to interview as many veterans as possible. So far, I have enjoyed some success in interviewing members of the Army but I am looking to compare their experiences with those men who served in the Navy, and specifically those who served on *Conqueror*, *Spartan*, and *Splendid*. I am looking to personally interview any veterans of the Falklands War who would be willing to discuss their experiences with me, particularly aspects of why they joined the Navy, and their experience of combat. I fully understand the difficulties many have with discussing their memories and experiences, and I assure you that I have no desire to upset or anger anyone. I will only speak with those who are completely comfortable answering my questions.

To that end, I am writing to you in order to request your assistance. Having come across this e-mail address on the Submariners Association website, I was wondering if perhaps you could include this message in your next general correspondence or newsletter, with your members, and give them the opportunity to contact me if they wish to do so, as I would not presume you are able to freely give out any contact information for me to write to them directly. Any help you can provide would be greatly appreciated. I look forward to hearing from you.

Yours Sincerely,
 Peter Johnston 9, Glenside Avenue, Canterbury, Kent CT1 1DB Tel: 07763 609092 E Mail: pj40@kent.ac.uk

From: c.savigny@web.de [mailto:c.savigny@web.de]
Sent: 10 June 2009 14:41
To: davebarlow84@tiscali.co.uk
Subject: SubmAssoc: Eye witnesses Submarine PORPOISE, Dec. 9, 1941
Importance: High

Dear Dave Barlow

Sir, the Imperial War Museum and George A. Malcolmson from the Royal Navy Submarine Museum recommended us to contact you. We urgently need an advice regarding the following matter:
 For a project "Rommel's Africa Campaign" are there veterans still alive from the British submarine PORPOISE? The Commander was Captain Lt. Cdr. E.F. Pizey, December 9th, 1941, when the PORPOISE attacked the Italian SS JASON (SEBASTIANO VENIER). Besides any veterans still alive are there maybe written or recorded memories of eye witnesses that you know of?

The famous submariner JOEL BLAMEY was on the PORPOISE in 1941 but in his book "A Submariner's Story" we don't find anything about the JASON incident Dec. 9, 1941, so obviously he was not on board on that day. Maybe we can post a request in your submariner's veteran association or what do you recommend?

Thank you very much.
 Carl Werner von Savigny

MPR Film und Fernseh Produktion GmbH
 Dr. Carl Werner von Savigny
 Prinzregentenstr. 75
 D-81675 München
 Germany
 Ph. +49-89-455554-0
 Fax +49-89-455554-55

From: oz bunkers [mailto:abmm2@bigpond.com]
Sent: 27 May 2009 06:47
To: davebarlow84@tiscali.co.uk
Subject: Fraser island ww2 z-special/ commando school
Importance: High

Dear Sir,

I am writing to you to let you know that the Australian Bunker & Military Museum Pty Ltd has uncovered and then re-mastered some 16-mm footage of the former Z Special and Commando training camp from World War II. As you would be aware, many submarines were used when dropping these equally brave men behind enemy lines. We are planning a reunion

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of Z Special and Commando and Submariners who took part in either training at the former camp or who went behind enemy lines in the fight against the Japanese.

The United States of American would have veterans still alive like we do who rightly deserve this chance to review the former top secret and lost heritage. We have the DVD /CD-Rom sets showing the footage and a CD Rom showing training manuals and map. This helps raise funds much needed to give this reunion to these brave men. Sadly many won't be there in person, but one who would how in spirit if nothing else. We have about 100 descendants willing to come and this number grows each to this to see where their much loved dad or uncle brother who trained and so gave their life for while others never got to tell the truth about what they did. You can go to our web site **Error! Hyperlink reference not valid.** view short sections of this footage. This can be viewed at <http://www.youtube.com/user/ozbunkerproject>. We are seeking interest from any veterans who may have taken place in these operations anywhere to come to Australia and stay on Fraser island for the reunion. Furthermore, should your Association wish to take pride and place in the forthcoming gathering which for most will be the last time they see each other and most likely catch up on old time. We will be shooting a documentary with the veterans who were involved in many operations and any input from your veterans would complete the picture. All the diggers we have interviewed over the last 20 years have also spoken fondly of the guys in the steel coffins as they called them. But it should be noted that your subs saved hundreds of Aussie lives and you too had many pay the highest price one can pay. I look forward to your reply and you can see the benefits to open this to both the veterans and your Association. With international and local media covering this, it will help promote what our veterans went through and the value to both Allied history by making sure this is recorded one and for all and for all the right reason. Due to our debt we are sure we can bring back many veterans at no charge.

Kind Regards
Daniel Hultgren
Founder
The Australian Bunker & Military Museum Pty Ltd
Acn 113 424 794

A REQUEST FROM RICHARD CHANNON

In the obituary for Captain Michael St. John in the April 'IN DEPTH' it mentions a book he wrote called "Tale of Two Rivers". A chum of mine is researching British ideas and attitudes about the Japs between the wars for a Doctorate, and this book may have interest for him. I can't find it on a book search website, so could you possibly find out for me from the obit writer rather more about it - e.g. ISBN number, publisher, the name M B St. J actually used as an author?

I'd be grateful for a steer.

Many thanks - and thank you for your comprehensive and fascinating IN DEPTHS
Richard Channon

Can anybody help Richard Channon with information on the above request? Any information to the Editorial Team please!

SPEAKING UP FOR HEROES

'Speaking Up For Heroes' is a 'one off' evening at the Royal Institution that draws together some of the finest speakers in the UK. They will speak of the nature of heroism, and celebrate the work of our Armed Forces. Already confirmed is BBC legend John Simpson, round the world yachtswoman Dee Caffari, and Monty Halls (from BBC2's Monty Halls Great Escape). Two other top speakers will be confirmed by the end of this week. The aim of the event is to raise £107,000 for the treatment and rehabilitation of our veterans. I think the best way to look at 'Speaking Up For Heroes' is that a night out in London invariably costs a couple of hundred quid anyway, and because just about everyone involved in the evening (the speakers, the venue, the caterers etc) are giving their services for no fee, the entire ticket price goes directly to treating the wounded Servicemen and Women from Iraq and Afghanistan - great stuff. It's just like making a large donation and having a humdinger of a night out at the Royal Institution into the bargain! The night involves a reception (with drinks and finger buffet) beforehand, attended by the speakers themselves and (more importantly) a number of the wounded Servicemen the charity is assisting. After the lectures there is a further drinks party at the venue. There will also be the unveiling of a painting commissioned specially for the evening to celebrate the heroism of the British Forces in Iraq and Afghanistan. The website to book tickets is at **Error! Hyperlink reference not valid.** - tickets can be purchased directly from this website.

FOOD FOR HEROES COOK BOOK

The 'Food For Heroes' Cook Book is now available. It is available in paperback only at the moment at a price of £14.99 - 50% of which is donated directly to the charity. All profits are being donated to the 'Help for Heroes' Charity and the initial aim is to raise £100,000. The Cook Book is the brainchild of Sqn Ldr John Pullen, RAF but there are many contributors from all three services both past and present.

"So much more than a charity cook book - 'Food For Heroes' is a celebration of Britain's war heroes past and present."

The Prime Minister and his political rival David Cameron join a list of more than 80 celebrities, politicians, sporting heroes, war veterans, serving military personnel and celebrity chefs to reveal the food they would serve up to their personal heroes in new charity cookbook Food For Heroes.

Published by independent publisher Accent Press Ltd to coincide with the first Armed Forces Day on 27th June 2009 'Food For Heroes' is the cookery book equivalent of the 'X Factor' chart-topping single 'Hero'.

* More than 100 contributions from celebrities, chefs, politicians and war heroes. It includes a contribution from a currently serving Submariner – Commander Ian Roberts.

* Published by Accent Press on 22nd June 2009 to coincide with the first Armed Forces Day. ISBN 9781906373801 Priced at £14.99

* Published in hardback, September 14th 2009 ISBN 9781907016042 Price at £19.99

Please support this very worthwhile cause if you can.

Food For Heroes: The Official Cook Book for the Help for Heroes charity
<http://defenceintranet.diiweb.r.mil.uk/NR/rdonlyres/38FB67B2-D2E8-4F68-B5D1-371AB4DC103B/0/HelpforHeroesCookbookCover.jpg>

VC Dinner

The Northern Ireland Branch is staging a Naval VCs' Dinner on Friday the 25th September 2009 at Windsor Park Social Club, Belfast. If any members wish to attend with guests/wives etc., please contact D. George, NI Branch, 02891 862111 at earliest opportunity; numbers will be on a first come, first served basis, as the club can only cater for 120.

We appreciate this is very close to the Reunion weekend, and both can be a financial strain. We look forward to hearing from those who wish to attend. Remember first come, first served gents.

It is hoped Melba Fraser will be a guest of honour on the night. The cost will be £20.00 per head, including dinner. A non-returnable deposit of £10.00 will be required.

I would appreciate it if you could put this information on the next In Depth.

Yours Aye
 Davy George
 Secretary NISA

OBITUARIES

Lieutenant Commander Max Shean, DSO*, RANVR

X-Craft Submariner

Max Shean, who has died in Australia on 15th June 2009 at the age of ninety, was one of that small band of gallant young men who, volunteering for "special and hazardous service", manned X-craft and, by their coolly audacious attacks on shipping and installations in harbours and inshore areas, carried the sea war into the enemy's closely guarded waters. That so small a body of men were awarded no less than four Victoria Crosses, 11 Distinguished Service Orders (two of them to Shean), six Conspicuous Gallantry Medals and over 40 other fighting decorations and medals reflects the hazard faced and the successes achieved despite those hazards.



Interrupting his engineering studies at University to join the RANVR his early training in Anti-Submarine
www.submarinersassociation.co.uk

Warfare focussed his interest not only on the operation of the equipment but also on its functioning. This served his corvette HMS BLUEBELL well in the arduous battle protecting merchantmen against the U-boats in the Western Approaches in the often foul weather of the North Atlantic.

With his combination of engineering and seamanship skills, Max, probably without realising it, was ideally suited to submarines. He added to this the courage to volunteer for an unspecified but obviously perilous service.

He commanded HMS X-24 and in April 1944, after being towed by HMS SCEPTRE (Lieutenant I S McIntosh, DSO, DSC, RN), attacked the floating dock in

Bergen that was much used for the repair of German U-boats. In an otherwise model attack, unfortunately the dock remained unscathed. X-24 had laid her charges under the 7800 ton BARENFELS lying nearby. She also destroyed another ship of 1,692 tons, blocking the coaling berth for the rest of the war. He received the DSO for this attack. (Historical note: HMS X-24 again towed by HMS SCEPTRE - this time under the command of Lieutenant Percy Westmacott,

DSO, DSC*, RN carried out a second attack in September 1944 and sank the floating dock. HMS X-24 is now preserved in the Royal Navy Submarine Museum). In June 1945, in command of HMS XE-4, Max Shean took part in a coordinated operation to cut the Singapore-Saigon-Hong Kong telegraph cables. At the time the Allies were able to decrypt practically every message sent by radio by the Japanese. Messages sent by cable, however, could not be intercepted and so could not be

decrypted. If the cables could be cut, then all traffic would have to be sent by radio and exploited. HMS SPEARHEAD (Lieutenant Commander R E Youngman, DSC, RNR) released XE-4 fourteen miles off Saigon where she successfully grappled both the cables to Hong Kong and Singapore and cut them, bringing back a one-foot length of each. For this exploit Shean was awarded a bar to his DSO. In his Naval service Max Shean also served in X-9 and X-22

Rear-Admiral Derek Spickernell, CB

Rear-Admiral Derek Spickernell, CB, who was the Director General of the British Standards Institution from 1981-86 was born on 1st June 1921. He died on 14th May 2009 at the age of 87.



Firstly in the Royal Navy and then secondly at the British Standards Institution, Rear-Admiral Derek Spickernell worked to improve the quality and safety of military and industrial equipment. Later in his career he helped to prepare for the introduction of the ISO 9000 quality assurance regime.

Direct experience of naval accidents had left a lasting impression on him. He was on board the submarine ALDERNEY in 1952 when an explosion in the engine room injured four ratings. But for a last-minute change of plan he would have been conducting a trial in the submarine TRUCULENT in January 1950 when she was sunk in collision with an oil tanker in the Thames estuary with the loss of 63 lives, including dockyard workers. More relevant to design shortcomings was the loss of the submarine AFFRAY with all hands including a complete Officers' Qualifying Class in the English Channel in April 1951 because of a fracture in its snort mast. Spickernell had been on board at sea the day before.

Spickernell went on to work in a succession of roles as a naval engineer. He was struck by the absence of channels through which dockyards could learn from the experience of those testing and operating naval hardware. He identified the dangers that came because of weak, or sometimes non-existent, communication between those who made specification requests and those who

undertook research and development. He identified the importance of working out the cost of projects and the budgets that might be made available. He observed that safety and quality could be endangered if corners were cut. Trouble was avoidable, he said, if those involved maintained clarity of purpose and had firm understanding of costings.

Project managers, he believed, should consider issues that might arise through the entire working life of a piece of equipment and the risks posed if proper maintenance was not carried out. Allowances had to be made, he said, because prototypes made in laboratories or workshops could be substantially different from equipment made by contractors, especially those that won work by offering to do it cheaply. It was vital, he thought, to assess contractors' procedures and controls before allowing them to bid for work. It was also important to assess contractors' financial strength, because, as he once said: "It would be catastrophic if a contractor went bankrupt while building a ship."

Spickernell also worked to convince colleagues that huge overall savings, in human as well as financial terms, would be made if relatively small sums were spent in the early design and building phases.

Derek Garland Spickernell was born in 1921. He trained as an Artificer Apprentice and was selected for a commission in 1939. He graduated from the Royal Naval Engineering College at Keyham, Plymouth, as a Lieutenant (E) in 1942 and was appointed to the fast minelayer ABDIEL in the Mediterranean. ABDIEL had an adventurous career laying minefields in such places as the Sicilian narrows, using her speed to escape air attack before daybreak. Later in 1943 he transferred to the support vessel WAYLAND based in North Africa before volunteering for submarines. After Submarine training in the UK he arrived at Trincomalee in Ceylon, joining the submarine TALLY HO commanded by the much decorated Commander L. W. A Bennington and taking part in several successful actions against Japanese shipping. When TALLY HO returned to the UK in October 1944 Spickernell transferred to the STATESMAN as Engineer Officer. STATESMAN's war patrols were extraordinarily active with many enemy vessels sunk by gunfire. She also had the distinction of firing the last British torpedo of the Second World War.

After the war he served in the submarines TELEMACHUS, TUDOR and ALCIDE. By 1951 he was in charge of submarine refits at the Portsmouth Dockyard and by 1960 was Deputy Captain Superintendent of the Underwater Weapons Research Establishment at Portland, where his leadership qualities in a mixed scientific and serving officer community were much valued.

Promoted Captain in 1962, he counted as one of his most enjoyable tours his command of the Artificers' Training School, HMS FISGARD. From 1967 to 1970 Spickernell was Deputy Director of the Naval Ship Production Department at Bath. In 1970 he was promoted Commodore and was Chief Executive of the Defence Quality Assurance Board at the Ministry of Defence. He was promoted Rear Admiral in 1971 and from then until retiring from the service in 1975, was Director General Quality Assurance at the MoD (Procurement Executive). He joined the British Standards Institution after meeting Bob Feilden, the former Director-General, after a lecture he had given at the Rolls-Royce plant in Derby. The BSI was, and is, responsible for setting industrial standards and promoting the employment of high-quality operating practices. It also tests products and awards authorising certification.

Spickernell served first as the BSI's Technical Director and was Director General from 1981 to 1986. At a time when many BSI staff were ex-military, Spickernell insisted that military titles were no longer used in the office to make it a more egalitarian workplace.

Spickernell brought the MoD standard for quality assurance to BSI where it was published as BS 5750. BS 5750 became known as ISO 9000 in 1994. In the world of standardisation, Spickernell is remembered as the "father" of ISO 9000, an international management system introduced to help companies to build quality and safety into the way they work.

An important part of the BSI's work continues to be in registering companies to the popular management system. Spickernell is remembered warmly by those who worked with him at BSI. He was well liked, treated everyone equally and established a good rapport with BSI staff. From 1986 to 1988 he was Vice President of the International Organisation for Standardisation (ISO) in Geneva. He was appointed CB in 1974. Derek Spickernell married Ursula Money in 1946. She died in 1997. He is survived by his second wife, Lyn, whom he married in 1998, and by a son and a daughter of his first marriage. A son of his first marriage predeceased him.

Professor Louis Rydill

Naval Architect and Marine Engineer who designed DREADNOUGHT, Britain's first Nuclear Submarine

PROFESSOR LOUIS RYDILL, who has died aged 86, designed Britain's first nuclear submarine, and founded the world-famous school of naval architecture at University College London.

The Royal Navy had researched fast submarines based on the German Walther design and using nuclear propulsion, but the cost and availability of fuel delayed a decision until the Americans built the world's first nuclear submarine, USS NAUTILUS, in 1954.

Three years later the Admiralty formed a project team, with Rydill as its senior member under Sir Rowland Baker. The design challenges were enormous, and there were delays in building the British reactor. Lord Mountbatten, the First Sea Lord, deployed his persuasive powers on Admiral Hyman Rickover to obtain the sale of an American S5W reactor, and the British were allowed to see the methods used for the Skipjack class of nuclear submarines: but the sheer scale and complexity of design and the need for "acoustic hygiene", or quietness, were unprecedented.

Rydill's design for the fore-end of the new submarine had to be married to the American stem where the machinery spaces were so crowded that one-fifth scale models were built in plywood to ensure that all would fit together. When the boat was launched on Trafalgar Day (21st October) in 1960 it was named DREADNOUGHT by the Queen. Rydill was appointed OBE after its sea trials were completed.

The Americans subsequently adopted several British nuclear submarine features, and Rydill's "Concepts in Submarine Design" (1994), written with Professor Roy Burcher, is the basis for UCL's submarine design course.

Louis Joseph Rydill was born on 16th August 1922 in New York, where his father, a former soldier, had gone to seek work. While he was an apprentice at the Dockyard School in Devonport, his intelligence and analytical mind were spotted, and he was selected in 1942 to be a Cadet in the Royal Corps of Naval Constructors, studying at the Naval Colleges at Keyham and Greenwich.

In 1959 Rydill was awarded the Gold Medal of the Royal Institution of Naval Architects for his paper, "A Linear Theory for the Steered Motion of Ships in Waves". This drew on his work at the Admiralty Experiment Works at Haslar, Gosport.

In the 1960s Rydill started to design a large aircraft carrier of more than 50,000 tons, which again required his innovative skills as the project's chief designer. The design risks were great and the project was under resourced, prompting Rydill's unguarded outburst when CVA01, as it was known, was cancelled by the Labour government in 1966. He said it was "the happiest day of my life". Nevertheless some of his ideas are being incorporated into the present Queen Elizabeth class carriers.

Rydill was Professor of Naval Architecture at Greenwich when the Ministry of Defence decided to end degree-level engineering courses there, and he had to find a new home for them. He rewrote the syllabus, and transferred the five-year constructors' course to UCL, where he had the chair of Naval Architecture.

Under his leadership from 1967 to 1972 the MSc course became world-renowned, and he added a successful sister course in Marine Engineering and unique postgraduate studies in submarine design.

Returning to the Ministry of Defence in senior appointments, Rydill oversaw the development of the SWIFTSURE and TRAFALGAR nuclear submarine designs, and he chaired the navy-wide Ship and Weapons Design Co-ordination Group.

On retirement from the RCNC in 1981, he served a second term at UCL as Professor of Naval Architecture until becoming Emeritus Professor in 1985. He was a Fellow of the Royal Institute of Naval Architecture and of the Royal Academy of Engineering.

British and overseas students at UCL continue to attend a course which still bears Rydill's strong focus on advanced

ship design. Work which has spun off from research at UCL includes offshore engineering and tri-maran ship design. In 2008 he was made an Honorary Fellow at UCL, where many of his students remember him as father-figure.

Convivial and cultured, Rydill supported many theatrical and musical events and charities in Bath, and was a passionate fan of early New Orleans jazz, and Irish, American and Jewish folk music.

Louis Rydill, who died on 21st March, married, in 1949, Eve Newman. She survives him with their two daughters, the fantasy novelists Jessica Rydill and Sarah Ash.

HMS TALENT

On Wednesday 24th June 2009 HMS TALENT returned to her home port of Devonport, Plymouth, after a deployment of nearly six months. One of seven 'Trafalgar' Class submarines based in the West Country, HMS TALENT sailed from Plymouth in January. After a brief spell exercising off the snowy coast of Scotland, the boat deployed and exercised in both the Mediterranean and the Middle East in support of the 'Taurus 09' Task Group.

Made up from 12 ships and a Royal Marine detachment the Task Group was the largest that the Royal Navy has assembled in more than a decade. The deployment saw HMS TALENT involved in a series of international exercises that took place off the coasts of a number of countries, including Cyprus, Italy and Turkey, as well as in the Indian Ocean.

During this period HMS TALENT conducted a wide range of tasks including the provision of a target for anti-submarine warfare training, beach reconnaissance in support of an amphibious landing exercise and intelligence collections from both sea- and land-based assets. Commanding Officer of HMS TALENT, Commander Simon Asquith, said:

"It is good to be back amongst family and friends after such a busy and varied deployment. At a time when the Royal Navy is busier than ever, it is great to have been able to play our part and my team should be very proud of what they have achieved."

Red Faces After Astute Jetty Damaged

North West Evening News 09:22, Tuesday, 14 July 2009

A £150M floating pier built for Barrow's nuclear powered 'Astute' Class submarines has been damaged. Red-faced Royal Navy and contractor's officials at the Faslane nuclear submarine base were angry at the leak to the Scottish press about the damage to the recently completed Valiant jetty where the class of ASTUTE boats will ultimately dock and be serviced between operations. Water flooded into two of the seven sections of the pier during an operation in which steel piles taller than Nelson's Column were being attached and pile driven into the bed of Gareloch where the base is located. An estimated two million pounds-worth of damage was done when water flooded into the hollow concrete pier sections damaging vital cabling. A naval bases spokesman said there will be a delay in commissioning the massive 40,000 tonne pier which is longer than two football pitches and is designed to float up and down the piles as the tide rises and falls. But he said: "They are saying in the press there was a blast but there was categorically no blast. The water leaked into the first section and flooded it and there was some flooding of the second section, causing some damage to the electrical work."

He said the incident and rectifying it was a matter for contractor Morgan Est. Despite the delays to the completion of the Valiant Jetty the Navy says the ASTUTE submarine programme's timescales won't be affected. The first ASTUTE submarine is expected to leave Barrow this summer – though a date has not yet been given.

The Faslane spokesman said: "We are still assessing the situation. There is likely to be some delay but it won't affect the Astute submarine programme. The jetty was never going to be the point of arrival for ASTUTE. That was never the programme." The big base has several other jetties, including those used by Trident submarines.

THE SUBMARINERS ASSOCIATION DVD

'A Breed Apart – A Band of Brothers' (A Year in the Life of the Submariners Association)

In case you didn't take the opportunity to buy your Copy the first time around the Submariners Association DVD is still available.

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

Priced at £10.00 per copy (plus £1.00 P & P) send your order with your payment (cheques payable to the Submariners Association) to Barrie Downer, 37, James Watt Terrace, Barrow Island, Barrow in Furness, Cumbria LA14 2TS.

Obituaries - Members 'Crossed the Bar' 1st Apr 2009 to 30th Jun 2009

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
D (Derrick) Allsopp	Telegraphist (T/O)	Sheffield	1943 to 1946	UNSHAKEN & TALLY HO
A (Andrew) Brown	Chief Petty Office Electrical Artificer	Dolphin	Aug 1952 to Dec 1968	TUDOR, AENEAS, SCORCHER & ALLIANCE
J E (John) Dixon	Chief Marine Engineering Artificer (P)	Barrow in Furness	1940 to Apr 1972	SEVERN, U1023, SEA DEVIL, STURDY, THOROUGH, TRADEWIND, TRUCHEON, FINWHALE & OTWAY (RAN)
I G (Ivor) Gaulton	Leading Mechanic (Engineering)	Bristol	Feb 1947 to Dec 1953	TEREDO, TRESPASSER, AMBUSH & SCYTHIAN
B (Ben) Godfrey	Chief Radio Supervisor	North Staffordshire	Mar 1962 to Dec 1979	ONSLAUGHT, RORQUAL, AMPHION, COURAGEOUS & RENOWN (S)
J (Jim) Halliday	Leading Seaman (ST)	Bury	1941 to 1943	PORPOISE, P34 & UNISON
P (Pat) Harmsworth	Telegraphist (TO)	New Zealand	Mar 1945 to Mar 1948	STORM, TACITURN, TACTICIAN & TELEMACHUS
J P (John) Haworth	Able Seaman (ST)	Central Lancs	1943 to 1946	P556, TIPTOE & UMBRA
R A (Bob) Hemsley	Able Seaman (RDF/SD)	Gatwick	Mar 1943 to Mar 1946	P319 (TANTIVY)
J M (Jack) Macnish	Leading Signalman	West of Scotland	Jul 1952 to Nov 1958	TUDOR, SCORCHER, TACTICIAN, SEASCOUT, TIRELESS & TIPTOE
C J (Jack) Pollard	Leading Telegraphist	Gatwick	Apr 1943 to Nov 1945	H32, SEALION & STRONGBOW
D (Don) Ritchie	Able Seaman (UW2)	Bromley	Oct 1954 to Oct 1962	TIPTOE, TRENCHANT, SEA DEVIL, TALENT, ARTEMIS & TIRELESS
M H (Max) Shean, DSO*	Lieutenant Commander (E), RAN	Australia & Royal Berkshire	1943 - 1946	X9, X22, X24 & XE4
G A (George) Underwood, MiD	Leading Stoker	Northants	1940 to 1952	OTWAY, SAHIB, TUNA & SCYTHIAN
D G (Des) Voisey	Chief Petty Officer (MEM)	Medway Towns	1958 to 1977	THULE, TIPTOE, ORPHEUS & OPOSSUM
B F (Bernard) Warwick	Able Seaman (ST)	Blackpool	Dec 1942 to Mar 1946	TELEMACHUS
D (Dave) Webster	Leading Seaman (UC2)	Blyth & Wansbeck	1961 to 1964	NARWHAL & ONSLAUGHT
E C (Ernie) White	Leading Electrical Mechanic	Bedfordshire & Hertfordshire	1952 to 1957	SIDON, SANGUINE, SEA DEVIL & SOLENT

New Members joining the Submariners Association 1st Apr 2009 to 30th Jun 2009

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
J A (Jim) Barwood	Captain	Bath	NK	SOLENT, XE12, SIDON & SENESCHAL
R A (Richard) Berridge	Leading Marine Engineering Mechanic (M)	Lincoln	1980 to 1991	RESOLUTION (82 to 90)
S J (Stuart) Bird	CPO WEA	Brierley Hill	Aug 1980 to Jan 1999	OCELOT (twice), ORACLE, REVENGE & REPULSE
M W (Tom) Blomeley	Chief Petty Officer MEM(M)	Manchester	1961 to 1980	ANDREW (61 to 63), AMBUSH (64 to 66), TIPTOE (67 to 68), ONSLAUGHT (68 to 69 & 76 to 79) & CACHALOT (74 to 76)
A (Andrew) Burrill	Petty Officer Stores Accountant	Hull	1987 to ****	REPULSE, SPARTAN, VANGUARD, VICTORIOUS, VIGILANT, SOVEREIGN & TRIUMPH
K (Keith) Coleman	Charge Chief Weapons Engineering Artificer (W)	Espana Levante	1972 to 1986	VALIANT (73 to 75) & CHURCHILL (80-85)
M A (Michael) Cowherd	Radio Operator 1 st Class	Espana Levante	1977 to 1982	REVENGE (77 to 79) & (81 & 82)
K (Keith) Crisp	Leading Stores Accountant	Portsmouth	1973 to 1990	SOVEREIGN (74 to 76), ONYX (79 to 83) & SEALION (85-89)
J (John) Dandie	Petty Officer M(E)	Australia	1961 to 1969	AUROCHS (62 to 64) & ALCIDE (64 to 66)
N P (Norman) Debonnaire	Chief Petty Officer Mechanician (L)	Gosport	Oct 1953 to Apr 1970	TIRELESS, ASTUTE, SHRIMP, SPRAT, AMPHION, SERAPH, ARTEMIS, OLYMPUS & AENEAS
W (Billy G) Gibson	Petty Officer (MEM)	Portsmouth	1965 to 1986	RORQUAL (65), AURIGA (66), ALCIDE (68), GRAMPUS (71), OPOSSUM (73) (2) & OCELOT (77) (2)
D R (Derek) Green	Able Seaman (TS)	Hull	1983 to 1988	RESOLUTION (P)
P J (Peter) Head	Stoker Mechanic	Colchester	1949 to 1953	ALCIDE (50 to 52), AENEAS (52), STURDY (52), SANGUINE (53) & SENTINEL (53)
M (Spider) Kelly	Leading Weapons Engineering Mechanic (E)	Bath	N/K	ONSLAUGHT & REPULSE
A K (Andy) Knox	Chief Petty Officer Coxswain	West of Scotland	1984 to ****	TRAFALGAR (84 to 87), TRENCHANT (87 to 91), VANGUARD (92 to 95), VIGILANT (00 to 03) & AMBUSH (08)
G (George) Newman	Leading Radio Operator	Portsmouth	N/K	SELENE, SLEUTH, SENESCHAL, SCYTHIAN & ASTUTE
S J (Seth) Newson	Leading Radio Operator	South Kent	1991 to 2002	TRENCHANT, VANGUARD, VIGILANT & TALENT
C A (Colin) Redknap	Fleet Chief Petty Officer Stores Accountant	Portsmouth	Apr 1968 to Apr 1980	RENOWN (70 to 74) & REVENGE (75 to 76)
J (John) Reeve	Warrant Officer Weapons Electrical Artificer	Australia	1965 to 1992	FINWHALE (65 to 66), PORPOISE (66 to 67), WARSPITE (69 to 74) & COURAGEOUS (76 to 80)
A (Anthony) Revitt	Chief Petty Officer	Nottingham	1963 to 1967	ONSLAUGHT (62 to 63) & VALIANT (63 to 66)
J (James) Rodd	Leading Medical Assistant	Dorset	2005 to ****	TALENT (07 to **)
A (Daisy) Roots	Chief Petty Officer (MEM)	Portsmouth	1974 to 1996	NARWHAL (74), WALRUS (75), ONSLAUGHT (76 to 78), OTUS (83 to 86) & OTTER (90)
J E (Ben) Sharp	Lieutenant	South Kent	1988 to 1996	OSIRIS, UNSEEN & VALIANT

E (Edward) Usher	Fleet Chief Petty Officer ME (L)	Espana Levante	1978 to 1984	REVENGE (P) (twice)
J (John) Watson	Warrant Officer 1 Marine Engineering Artificer (P)	Dolphin	1968 to 1988	CHURCHILL (69 to 71) & RENOWN (S) (71 to 75)
M R (Martin) Webb	Leading Marine Engineering Mechanic (M)	Southampton	Oct 84 to Apr 94	VALIANT (85 to 91) & VANGUARD (91 to 94)
E (Eric) Willoughby	Chief Petty Officer ME (N)	Gosport	Sep 53 to Sep 86	TRESPASSER, TRENCHANT, TACTICIAN, PORPOISE, GRAMPUS & RORQUAL
I (Ian) Winstanley	Leading Radio Operator (G)	Barrow in Furness	1971 to 1976	REPULSE (S)
J (Jeff) Wroblewski	Lieutenant Commander	South Kent	1978 to 2008	COURAGEOUS, SUPERB, TALENT (2), TRENCHANT (2), VICTORIOUS, TRIUMPH & TRAFALGAR

**** - indicates a Serving Member