
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

CHAIRMAN'S CHAT

Fellow Submariners

What a mad rush to get this edition out in time for the reunion. It seemed dead easy a couple of weeks ago but time seems to go so fast and all off a sudden, the deadline is almost on me.

The NMC had a feeling that the newsletter doesn't always reach the parts that others do if the oft said remark that "I didn't know anything about this or that" when it was in this newsletter. Secretaries, put your hand on heart and state whether the newsletter or at least the parish notices are spread to your members. The same must be said of Jim McMaster's 183 too. I send this to a large email distribution and Tex Golding does the same for all the branch secretaries and others on his wider list. The serving rep sends a number of copies to every submarine, the base messes and offices so it is distributed widely.

Hopefully in the latter case it doesn't just end up in somebody's top drawer or under a bunk but does get round to everybody. The amazing thing is there are still those who maintain that they have never

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heard of the Submariners Association.

Heard of the Edinburgh Fringe? It is an integral part of the Edinburgh Festival and is where many artists start off, on the route to stardom. There are some 2500 such acts each year taking place in halls all round Edinburgh. One of our own members according to "The Times" review came in the top ten which is a fantastic achievement. Read about Eric's Tales of the Sea later in this issue. Alias Glen Barrack

NMC

It is sad to report that two members of the NMC have reluctantly tendered their resignation.

Roy Dixon will retire as from the next conference in March 2010 for personal reasons. Roy is our representative on the Board of the Museum Trustees with the additional task of administering the production and distribution of the Association diaries. Roy has carried out both these tasks with the utmost diligence and he will be sorely missed.

Barrie Downer has also offered his resignation as from the completion of the reunion this year. To be honest, with the amount of submarine related voluntary work that Barrie has taken on over the last few years I am surprised he has lasted as long as he has. The nail in the coffin is the increase in his real paid work on HMS Astute and that obviously has to take precedence especially as the SA NMC is purely voluntary. Barrie has said that he will continue to produce the 'In Depth' and complete the tasks he is currently working on. I am grateful for that and accepted his offer immediately. Again, Barrie will be sorely missed and I am sorry to see either of them go, but I fully understand and accept the reasons.

What this means of course is that at the next conference there will be two vacancies which need to be filled. Are you up to it? Do you want to be involved in the implementation of the policies agreed at conference? If you do, get the blessing of your branch and put your name forward to the

National Secretary by the end of December. I must say though the pay is not very good. In fact it is worse than that, it is nil. Don't just sit at your branch and moan, come and join the NMC and do something about it.

However you are not expected to be out of pocket so reasonable travel expenses are paid to attend meeting and such like.

DUNDEE MEMORIAL

I suppose the biggest recent event has been the unveiling of the Memorial, by the Duke of Gloucester, in memory of those who lost their lives, who sailed from Dundee during the Second World War in the 9th Submarine Flotilla. I have to say it is unusual but nevertheless most impressive.

See later for the fuller report.

MAGENNIS VC

On Saturday 27th Sept the Northern Ireland branch had its celebration dinner in remembrance of James Magennis VC. Although I couldn't get along myself the NMC were represented by our serving rep WO Coxn John Hendren who accompanied CAPFASFLOT Capt McKendrick who is as is traditional is the NI Branch president.

By all reports it was an excellent function as only the Irish can do.

*An Irish Outside stoker to O.O.W.
"Permission to blow stop drain tank Sir."*

O.O.W. to Stoker:

"How much is in it?"

Stoker to O.O.W.

"Its two turds full Sir."

On hearing this the coxswain fell off the after planes with laughter, he could not catch the bubble as the boat leapt around like a porpoise

GUIDE DOG DERBY

The culmination of the Derbyshire Branch fund raising for a Guide Dog for the Blind reached its zenith on a glorious August day at Pride Park in Derby.

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RETIREMENT BONUS,

Navy Style

The Navy found they had too many Senior Ratings and decided to offer an early retirement bonus. They promised any SR who volunteered for retirement a bonus of £1,000 for every inch measured in a straight line between any two points in his body.

The SR got to choose what those two points would be.

The first, a Warrant Officer Coxn, who accepted, asked that he be measured from the top of his head to the tip of his toes. He was measured at six feet and walked out with a bonus of £72,000.

The second an Ordinary Coxn, who accepted, was a little smarter and asked to be measured from the tip of his outstretched hands to his toes. He walked out with £96,000.

The third one was a grizzly old Chief Tiff who, when asked where he would like to be measured replied, 'From the tip of my weenie to my testicles.'

It was suggested by the pension man that he might want to reconsider explaining about the nice big cheques the previous two Coxns had received. But the old Chief Tiff insisted and they decided to go along with him providing the measurement was taken by a medical officer.

The medical officer arrived and instructed the Chief to 'drop em,' which he did.

The medical officer placed the tape measure on the tip of the Chief Tiff's weenie and began to work back.

'Dear Lord!' he suddenly exclaimed, 'Where are your testicles?'

The old Chief calmly replied, 'Vietnam'

The Submariners Association was represented by our President Sir James Perowne in the Directors box with the people of Derby represented by the Mayor of Derby.

Guide Dog 'Derby' which so many of the Association supported was symbolically presented to Cdr Peter

Green RN the Captain of HMS Ambush, Derby's affiliated submarine which saw our Guide Dog Puppy 'Derby' presented with his Submarine Dolphins which we hope he will wear on his harness throughout his working life. A large contingent of crew members of HMS Ambush, SA Members led by our National Chair, representatives of HMS Sherwood and TS Kenya all who helped on the project also paraded.

Well done Derbyshire Branch. – For a small branch you certainly box above your weight. Keep it up.

REUNION 09 AND THE FUTURE

As I write this I am just preparing to go down to Nottingham with Jim McMaster to make the last minute arrangements for the reunion. As you read this, you will know if they have been successful or not. If not, constructive criticism will be welcomed. One interesting fact that has emerged is that there are a number who have decided not to attend because we still do not have one big mixed dinner and an equal number who are not attending because it isn't purely for the full membership only. A conundrum which I don't know how to resolve. Actually, I do and that is an idea that has been banded round the committee. Have a think about this one and let me know what you, the membership think. It is suggested that we make the traditional October date a "Family Weekend" which is open house to the full members and their families and friends. We then make the Conference weekend a Full Members only reunion which incorporates the conference and a Full Members only dinner in the evening. This has the added aim of hopefully attracting more branches to attend the conference yet having a really good 'submariners only' reunion more like the old days in Dolphin. This is just a conceptual idea at the moment, dates can be changed, it would give us more scope and flexibility with venues especially with the full members only one where we might be able to have the conference and the dinner

A Typical NI Branch Meeting

Two men were sitting next to each other in the RNA. After awhile, one guy looks at the other and says, 'I can't help but think, from listening to you, that you're from Ireland.'

The other guy responds proudly, 'Yes that I am!'

The first guy says, 'So am I! And where about from Ireland might you be?'

The other guy answers, 'I'm from Belfast, I am.'

The first guy responds, 'So am I! 'Sure and begorra. And what street did you live on in Belfast?'

The other guy says, 'A lovely little area it was. I lived on McCleary Street in the old central part of town.'

The first guy says, 'Faith and it's a small world. So did I! So did I!'

And to what school would you have been going?'

The other guy answers, 'Well now, I went to St. Mary's, of course.'

The first guy gets really excited and says, 'And so did I. Tell me, what year did you graduate?'

The other guy answers, 'Well, now, let's see. I graduated in 1964.'

The first guy exclaims, 'The Good Lord must be smiling down upon us! I can hardly believe our good luck at winding up in the same bar tonight. Can you believe it? I graduated from St. Mary's in 1964 my own self!'

About this time, Vicky walks into the RNA, sits down and orders a beer.

Brian, the bartender, walks over to Vicky, shaking his head and mutters, 'It's going to be a long night tonight.'

Vicky asks, 'Why do you say that, Brian?'

'The Murphy twins are pissed again.'

in a base even though we might not to be able to be accommodated in the base.

As I say, this is just an idea at the moment and for those attending the reunion perhaps a subject of discussion whilst downing the amber nectar. Let me or any of the committee have your thoughts.

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The Coxn's Association has been operating this concept for a number of years now albeit on a smaller scale than we would need to, but it is proving to be very successful.

If your secretaries have briefed you properly then you will know that as a result of the Sunderland Branch successful motion at conference the NMC has formed a Sub Committee to look at the reasons why branches are falling by the wayside and what can be done to prevent that happening. It has taken on a wider role with some lateral thinking about how the whole Association can be more effectively organised and run to reduce the burdens on branch officers. I am not going to steal their thunder before they are ready as at the moment they are in the collation stage of the raw data and haven't reached any conclusions or made any recommendations yet, but they are on programme to have the full report published as planned in time for the next conference.

The sub committee has recently sent out a questionnaire to all branches to clarify some of the comments that have been coming in so please take time out to complete it and help us to come up with the right answers and conclusions. Yes, I know it is one more task that we have burdened the secretaries with but the long term aim is to reduce that burden and we want to do it in the right way and most beneficial for us all.

2010 DIARIES

The 2010 diaries are ready for distribution/sale.

By far the best way to get them is to attend the Reunion in October and buy them their in bulk for branches, thereby reducing the cost by 25p per diary. The cost remains at £2.00 per diary when purchased at the Reunion or at the Embankment Parade in November but will be £2.25 per diary via inland mail.

It is important that all members know that the Association does not seek to make any profit from the sale of diaries as this is considered a 'service to our members' but at the same time we aim to 'break even'.

MUSEUM TRUSTEES REPORT

Part from the fabulous news that the Heritage Lottery Fund has given us a 1st stage grant of £3M and a development grant of £165K there is not a great deal to report from the Museum. There is of course an air of excitement a sense of relief that, subject to our own fund raising success we can hopefully look forward to a virtually new beginning for Alliance. Vice Admiral Sir Tim McClement as Chairman of the Appeal committee will now be able to be more proactive in his quest for financial backing and sponsorship. He has been working very hard on the fund raising portfolio and gave the impression of quiet confidence when I spoke to him on Friday 18th Sept.

On this occasion I, along with many of our own Board of Trustees, attended the formal launch of the National Museum for the Royal Navy. At the risk of repeating myself, I would remind you that the formation of the NMRN brings together all four Maritime Museums, The Royal Navy Submarine Museum, The Royal Marines Museum, The Royal Navy Museum and the Fleet Air Museum under one umbrella. There have been sceptics whose criticism was fiercely rebuffed after careful examination of the facts and the Union of all these Museums will give strength and mutual support without any of them losing their individual identities.

Each one has something similar to our own Friends of the Submarine Museum organisation which as you know is invaluable to us. Words like ethos and tribalism have been bandied about since the NMRN initiative came out of the 2nd Sea Lord's office a couple of years ago and I, along with virtually all the Board of Trustees had serious misgivings relating to the time scale proposed for this landmark occasion. The outcome is now history and after careful consideration, professional guidance and advice from several sources I believe we have achieved the best possible outcome.

Bob Mealings continues to act as Director of the RNSM and at the same time has his other 'hat' because he is still the Curator of the Museum too; a time consuming juggling act to be admired.

The unsung heroes of the Submarine Museum I believe are the Guides. They are at the 'sharp end' and are the only members of staff who are in direct contact with the visitors on a daily basis. Their expertise and humour play a very large part in the quality factor of visitor experience and this is despite the average age being over 70!

The majority of the Guides live within a few miles of the Museum but there are a few stalwarts who live further afield and are to be commended. We have one Guide who turns up from Australia every year in our summer and acts as a Guide for 3 months; some of you might know him...Keith Howe: I thought he was worth a special mention for his considerable effort.

My only regret is that I am leaving the NMC for personal reasons and the Constitution only permits a member of the NMC to be on the Board of Trustees. This is an exciting time for my successor which will be sometime soon after the 2010 National Conference in Weymouth.

50 YEARS OF NUCS

On Trafalgar Day in 2010 we will see the 50th anniversary of the launch of HMS Dreadnought our first Nuclear Submarine. Doesn't seem that long ago does it?

Barrow Borough Council will make sure that this momentous occasion will not be forgotten. Whilst the events are still in the planning stages I do know that the Festival of the Sea in June 2010 will feature the 50 years of Nuclear Submarines and later in the year in October there will be a civic reception and other events.

Barrow is very proud of its record of building submarines in general and the complexity of building Nuclear Submarines in particular.

As the plans unfold the Submariners Association will be

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kept fully informed and involved in all aspects of the events.

As soon as I know, you will know.

SUBMARINE REMEMBRANCE SERVICE

A reminder to everyone that this year's Submarine Remembrance Service at the Submariners Memorial on the Embankment will be held on Sunday 1st November 2009. Parade falls in at 10.00 for the service at 10.25. Don't forget your hip flask.

STOP PRESS

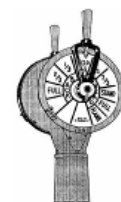
I know we are a non political organisation but the recent buzzes about the future of Trident submarine fleet is disturbing. Yes the government needs to make cuts but I believe it is a big mistake making them in the defence of the realm. Oops better get off my soap box before I am knocked off.

AND FINALLY

There are a number of you out there who are not in the best of health. Colin 'Bear' Way has recently had another all clear which has perked him up whilst Mac McNeil from Central Lancs is in and out of hospital having chemo and more exploratory tests.

To these two and all the others that I am not aware of I really wish you the best for improved health.

That's all for now. Finished with engines. Coxn Pipe leave to the Stokers while the sailors store ship.



Dave

PS Oh, by the way I nearly forgot; for those not already aware I have changed my home email address – see the front page.

From the Editorial Team

Your October 2009 Issue of 'In Depth' has been brought forward to be released at the Submariners Association Annual Reunion in Nottingham. Copies should be available at the Hotel for you to read in between pints and tots!

After our previous appeal quite a few submissions have been made for publication in this issue with a few more left over for Issue No. 27 in December. A big thank you to all those who took the time to put your thoughts and memories down on paper and send them in. There is still plenty of time for all of the rest of you to do better than you 'oppo' and send in your items for 'In Depth No. 27'.

We have had some feedback from Members and, to date it has all been positive. Just write or e mail and let us know if the balance of articles we include is still 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:

The Vanishing Spring

By Ben Skeates

The Captain of the Tenth Submarine Flotilla, short title "Captain S10, ('Shrimp' Simpson)", was thought by the lads to be a little eccentric. For instance, as you approached the base from Sliema side, you had to cross over a small bridge to get on the Island. Right in front of the bridge, fixed on high poles, and measuring about six foot high by four foot wide was a black painted notice board.

It contained the following message in large white letters, quote "All unauthorised persons will be challenged; prisoners attempting to escape will be shot. Persons killed or wounded will be reported to my office at 0900 daily."

The Notice was signed by the Commanding Officer 10 S/M flotilla.

The reason for this rather drastic notice became fairly obvious shortly after, when we were renewing the 'UTMOST's' heavy rope springs. The rope was very long and was passed along the catamaran from one man to the next until it arrived on the submarine's fore casing. From there it was passed down inside the casing, just forward of the fore hatch, for coiling down and securing on the pressure hull.

In that position it was normally quite safe. I say normally, because almost immediately after the spring had been stowed, the duty officer arrived to inspect it, and the rope was not there. It appears that as we fed the spring along the cat and down into the casing, the character who was supposed to be coiling it down, was passing it straight out under the casing to a waiting Dghaisa man.

He was hidden from shore-sides behind the boat, and promptly made off with it. There was a charge made but the result escapes me.

DUNDEE MEMORIAL **(9th Flotilla)**

On Thursday 17th September the Submarine fraternity from many countries descended on Dundee to witness the culmination of years of hard work by the local Submariners Association branches in having had erected a fitting memorial to those lost when they sailed from Dundee during the second World War.

Seventy years on from the start of the Second World War, diplomatic representatives, serving personnel, submarine veterans and their families from the six nations that formed the Dundee submarine flotillas came together to honour all who sailed on patrol from the Tay during that conflict. In particular, we gathered to commemorate those who are Still on Patrol. This was, one of the largest naval gatherings in the city since 1945.

Dundee Submarine Memorial is a striking and beautiful tribute to the vital contribution to Allied victory made by Dundee-based submariners. It will inspire the young of today and tomorrow to study the truly remarkable story of the Dundee flotillas and, in years to come, it will serve as the focus for remembrance of the two hundred and ninety-six Allied sailors and commandos who gave their lives in the noble cause of freedom from tyranny.

As we paused to remember some of those whom war poet Siegfried Sassoon once immortalised as 'the unreturning army that was youth,' I would particularly like to thank Unicorn Property Group. Without their generous and unstinting support, this fine memorial could never have been built. I would also like to thank artists Paul Grime and Jeremy Cunningham for their brilliant design and the Royal Navy, the Royal Netherlands Navy and the Apex Hotel for helping to make today's dedication a fitting and memorable tribute.

It was really a most impressive gathering. HMS VENGEANCE and the building submarine AMBUSH provided the guard whilst the Royal Marine band provided the music. The Duke of Gloucester arrived with full fanfare and then before the formalities started, came across to the large Submariners Association contingent to 'inspect' us. I was honoured to be able to take him round. He spoke to many particularly regarding any medals they wore. He seemed to know them all. One light





hearted moment was when he asked Coxn Andy Gillon if he had served in Dundee. I know he looks old with his scraggly beard but after all he is still serving. He also inspected the large number of veterans and dignitaries from the allied countries that had also sailed from Dundee. After a short memorial service the Duke then unveiled the memorial. The Memorial is a plain slab with the silhouettes of the six submarines of the 9th Flotilla that were lost. Unusual but very effective. Around the memorial were further plaques with the names of all the crew members that had lost their lives.

The final act was to toast those that had gone with everyone present receiving a tot of rum which was well received. The many TV cameras present made this a special part of their report on the local evening news programmes. On completion the Duke of Gloucester, Rear Admiral Submarines Rear Admiral Mark Anderson, Sir James Perowne representing the Submariners Association and other VVIPs retired to HMS Portland for lunch whilst the Submariners Association and other veterans retired to the adjacent Apex hotel for lunch and drinks.

The fact that it was glorious weather made the day even better. Walking round in shirt sleeves in Dundee in September was not what was envisaged at all. I was particularly pleased to see so many of the Submariners Association present with members from as far afield as Portsmouth and Bromley. Later in the afternoon

many of us took the opportunity to visit HMS Portland and see how the other half lived. The crew were most welcoming and revelled in telling us how good they were at anti submarine warfare. We, of course, were far too polite to contest that. What was interesting was that there were four ex submariners in the crew. Met three of them and I asked each why he went back to Gens. One was bounced back because he was deaf but didn't really want to go back. The other two both went back because they wanted to be able to keep in touch with their respective wife and fiancée. On HMS Portland they could email home whenever they wanted and could use their mobile phones most places they were. One had done 20 years in boats too. It is maybe something the Submarine Service needs to look at, but how they resolve that one I just don't know.

DUNDEE SUBMARINE BASE 1939-1945

As war clouds gathered in the summer of 1939, the Royal Navy's powerful 2nd Submarine Flotilla arrived at its war station in the River Tay. Dundee submarines were soon patrolling the North Sea, and the city would remain a vitally important Allied base for six years of war as British submarines were joined by others from Poland (below), Norway, France and Holland when each of these countries fell under the Nazi heel.

From April 1940 the submarines of the 9th Flotilla defied appalling weather, minefields, marauding aircraft and patrol vessels as they patrolled the North Sea and North Atlantic. Enemy warships were attacked, one Dundee submarine damaging the battle cruiser Gneisenau and another blowing the stern off the cruiser Prinz Eugen. Dundee submarines patrolled far inside the Arctic Circle to protect convoys carrying vital war supplies to the Soviet Union, their most feared opponent on these perilous missions the mighty German battleship Tirpitz.

Using intelligence from Enigma code breakers and resistance agents, Dundee submarines harried U boats heading for the North Atlantic convoy routes, sinking several before they could attack Allied shipping in the critical period before the D-Day landings. Working closely with the RAF, Dundee submarines attacked convoys carrying supplies vital to the Nazi war effort. And MI6 agents, Special Operations Executive saboteurs and supplies were landed under cover of darkness deep inside enemy-held fjords.

Commanded by the redoubtable Henri Rousselot, the Free French submarine Rubis laid minefields and torpedoed enemy shipping in Norwegian waters and the Bay of Biscay. Another French submarine, Minerve, limped back to Dundee badly damaged after being smashed into the seabed by depth charges. HMS Satyr's numerous victories included sinking a U-boat, while HMS Venturer is the only submarine to ever have sunk another while both were submerged. And these are just a few of the tales of courage and endurance on the part of the Dundee submariners. But this success came at considerable cost and six submarines, their crews and parties of commandos, 296 men in all, were lost on operations from Dundee.

The Royal Navy's first loss of the war, HMS Oxley, sailed from Dundee on 4 September 1939, the day after war broke out. On 10 September, Oxley was sunk in a tragic case of mistaken identity after she strayed into the adjoining patrol area of another Dundee based submarine, HMS Triton. All but two of Oxley's fifty-five crew were lost.

The Dutch O 13 disappeared with her thirty-four Dutch and British crew, possibly in a German minefield, during a North Sea patrol in June 1940. The large British minelaying submarine HMS Thames and her crew of sixty-two suffered a similar fate, also probably in a German minefield, while returning from an unsuccessful attack on the Gneisenau in August 1940. Another Dutch submarine, O 22, was lost with her forty-five Dutch and British crew, again probably to a mine, off south-west Norway in November 1940.

Twelve British and Norwegian commandos were landed by the Free French submarine Junon for Operation Muskatoon, a raid on a power station near Bode, in September 1942. One Norwegian commando was killed in a fire and seven British commandos were captured after laying charges that wrecked the power station. Held briefly at Colditz Castle, the seven were taken to Sachsenhausen Concentration Camp. There, they were executed and their bodies were thrown into the crematorium ovens.

The Norwegian Uredd left Dundee in February 1943 to land commandos for Operation Seagull, a mission to sabotage Norwegian factories vital to the German war effort, and an agent for Operation Upsilon, an MI6 wireless network sending intelligence on enemy shipping. Uredd fell victim to a mine while inbound to the landing point near Bode and all seven commandos died along with her thirty-five Norwegian and British crew.

And the Soviet submarine B-1, the former HMS Sunfish which had been loaned to the Russian Navy, sailed from Dundee in July 1944 bound for Polyarnoe. Sadly, she was sunk by the RAF in another tragic case of mistaken identity and Captain Izrael Fisanovitch (left) and his fifty Russian and British crew were lost.

The extraordinary story of the Dundee submarines' contribution to Allied victory in the Second World War has remained unknown since 1945. Now, however, Dundee Submarine Memorial will form a permanent tribute honouring the gallantry of all who went on patrol from the Tay and commemorate the sacrifice of 296 sailors and commandos who are 'Still on Patrol'.

UK SUBMARINE OPERATIONS 2008-2009

by
Rear Admiral Mark Anderson
Rear Admiral Submarines

Since my predecessor's last annual update, the period 2008 - 2009 has again been one of a high tempo for the boats and people of the UK Submarine Service. Again, demand for your submarines has outstripped supply and we have had to set hard priorities for their employment. They operate in support of UK Defence and Security in many fields; inevitably most we cannot speak about.

SSBN FORCE AND CONTINUOUS AT SEA DETERRENCE

Continuous At Sea Deterrence (CASD) has been maintained throughout by HMS *Vanguard* and HMS *Vengeance*. Indeed *Vanguard* made the news in the Spring following an underwater collision. No one was injured, the crew responded magnificently and *Vanguard* continued with her deterrent patrol, a testament to the construction of our submarines and the training of our crews. On completion of her patrol her superficial damage was repaired in Faslane and returned to the operational programme in time to meet her next commitment. HMS *Victorious* since the last update has continued with her post refit trials programme, culminating in a successful demonstration firing of a Trident D5 missile off Cape Canaveral. After a base maintenance period and a further period of consolidation training she will return to the operational cycle later this year. HMS *Vigilant* is now deep in her Long Overhaul Package in Devonport Dockyard.

HMS SCEPTRE

The oldest sea going vessel in the Royal Navy at 32 years service, *Sceptre* is ready for patrol after successfully completing an intensive ten-month maintenance and defect rectification work package. Since Jan 09 *Sceptre's* crew and Faslane Base Staff including Babcock Marine Clyde have stripped equipment and inspected areas of the submarine which are usually inaccessible. The Design Authorities, based at Abbey Wood in Bristol, also used the period to inspect the vessel, certifying that *Sceptre* is safe for the rest of her operational life. The opportunity was also taken to upgrade weapon and electronic systems in *Sceptre* ensuring that the vessel is kept at the cutting edge of war fighting capability. Crewmembers also took the chance to catch up with leave, professional courses and Adventurous Training before heading back to sea.

Since the recent decommissioning of HMS *Superb*, *Sceptre* is now the oldest seagoing vessel in the Royal Navy, with the notable exception of HMS *Victory* which is still a fully commissioned vessel albeit not floating! *Sceptre* is also now the last Swiftsure Class Submarine in the Fleet with two years left to serve until decommissioning late in 2010 and believed to be the oldest fully operational nuclear Submarine. Just as well - I have plenty of work for her!

With *Sceptre* back in fleet time the crew have been carrying out a significant package of training including practice torpedo firings, safety and operational training to bring the crew back up to full capability. After this *Sceptre* will be conducting the full range of SSN operational duties, as directed by Fleet, for the final two years of her life.

HMS TIRELESS

Tireless has been alongside in Devonport where the ship's company, Babcock Marine and a number of other contractors have been carrying out nuclear repairs, deep maintenance and a major capability upgrade programme. Despite the significant demands of this work package, the ship's company has found time to contribute in other ways. You will recall that two of their shipmates tragically lost their lives when operating under the ice. A close association with the families left behind continues and members of the crew have been raising money for the Paul McCann Fund for Needy Children and other charities through feats of long distance hill walking. In other activities, a team of 11 sailors from the ship's company won this year's RAF Cosford marching competition by trooping 50 miles over 2 days around the Oxford countryside. This is a preliminary stage to participation in the prestigious Nijmegen Marches event later in the summer. However, *Tireless's* success has not been limited to walking. The senior Chef onboard, Petty Officer Bailey, also fought off stiff competition from the Army and Air Force to win the coveted Armed Forces Caterer of the Year Award for 2009. Over the next six months the minds of the crew will be focussed towards training and materiel preparations for going to sea. The first challenge early in 2010 will be to complete operational sea training before the submarine returns to the Fleet, probably for tasking East of Suez.

HMS TORBAY

After completing Christmas leave, *Torbay* sailed from her home port of Devonport late January 2009 for a short period of self training and inspection before deploying East of Suez; a station we have maintained for more than a year now and which will continue for some time. Before transiting the Suez Canal, and whilst en route through the Mediterranean Sea, *Torbay* contributed to Operation Active Endeavour (OP AE), in support of Article 5 (the defence clause) of the NATO Treaty, as part of the global fight against terrorism. On completion of operations East of Suez, *Torbay* enjoyed an Operational Stand Down in Fujairah (UAE) where many of the Ship's Company took the opportunity to fly out members of their families. Back through the Suez Canal, *Torbay* once again took part on OP AE whilst transiting through the Mediterranean, stopping for a short visit to Soudha Bay (Crete) before arriving home at the end of April for a much needed maintenance period and delayed Easter Leave. As I write she has turned around and is just settling back on station East of Suez.

HMS TURBULENT

Turbulent completed Basic Operational Sea Training in January completing her regeneration from an extended maintenance period last year. She then completed a short period of Fleet Trials in the Mediterranean before a port visit to Lisbon, Portugal. *Turbulent* deployed in March to conduct a very successful operational patrol which demonstrated we can still perform at the most demanding level. A diplomatic visit to Bergen followed where *Turbulent* represented the United Kingdom at the Royal Norwegian Navy's Submarine Centenary. Other nations represented were Germany, Russia and the United States. Another period of operations followed and she returned to Devonport in early June for further maintenance and leave.

HMS TRIUMPH

Triumph is drawing to the close of an extremely busy Long Overhaul Period (Refuel) in Devonport where the ship has been refuelled, refurbished and re-equipped with new and updated systems. The testing and commissioning phase of the engines and secondary systems has been completed, with the testing of the nuclear reactor primary systems now taking place. The ship's company has grown rapidly from the skeleton refit team towards the full seagoing complement. There is a great deal of team training and team building planned for the next 6 months to prepare for sea trials and work-up prior to rejoining the Fleet fully ready for operations in mid 2010.

In the midst of providing expert support to the contractor and training for sea, the ship's company has also been involved in numerous extra-mural activities. 12 adventurers from *Triumph* planned and completed Exercise Kiwi Summit which was a 3 week mountaineering expedition to New Zealand. *Triumph* has recently cemented an affiliation with the Worshipful Company of Upholders and adopted the Royal Star and Garter as the ship's charity. A new relationship has been struck with the Bodmin and Wenford Railway who operate a railway engine named 'Triumph' after the submarine. Time has also been used to renew previous affiliations with sea cadet units and the local councils of Newton Abbot and Hinkley, promoting the Royal Navy to the British public.

HMS TRENCHANT

Trenchant has arguably been the busiest of the running submarines, conducting successive Christmas patrols and missing 2 summer leave periods in a row. More currently, she came back from the Gulf in late February 09 and redeployed only 3 months later in early June. During this very busy period she has undertaken successful duties as an intelligence-gathering platform against narcotics trafficking in the Caribbean in July 08 before embarking the Submarine Command Course ('Perisher'). But for most of her time she has been employed on maritime security and anti-piracy operations in the Arabian Sea and Horn of Africa as part of the operational requirement to maintain a continuous Submarine presence in the Indian Ocean.

HMS TALENT

Talent sailed from her base port, Plymouth, in Jan 09. Initially conducting crew training and a high profile sonar trial off Scotland, she undertook a short defect rectification period in Faslane before deploying outside of UK waters for 5 months.

Talent transited to the Mediterranean where she participated in Exercise Noble Manta. This involved a large NATO group of ships, submarines and aircraft in which the UK was represented by HMS *Talent*, HMS *St Albans* and Nimrod Maritime Patrol Aircraft. It presented opportunities to exercise Anti-Submarine and Anti-Ship Warfare, Inshore Operations, Periscope Photography and Intelligence Operations.

Talent then joined the deployed Taurus 09 Task Group in the Mediterranean. As part of this group, she offered herself as the target in the continued development of Anti-Submarine Warfare capability. Additionally, she provided beach reconnaissance in support of an amphibious landing exercise on Cyprus and opportunities for the temporary exchange of personnel between units. Exercise Egemen, the final exercise in the Med, allowed the Taurus Task Group to take part in a scenario based exercise alongside the Turkish Navy. *Talent* provided intelligence collection and acted as an opposing force as the situation developed from the deployment of a peacekeeping force through to full-scale hostilities. Having transited through the Suez Canal with the Taurus 09 Task Group, *Talent* once again acted as an aggressor in a series of exercises designed to build upon previously learnt Anti-Submarine Warfare lessons.

The Tomahawk Land Attack Missile (TLAM) capability was exercised throughout the deployment and *Talent* became the first RN submarine to achieve integration with both US Mediterranean and Indian Ocean Fleets in over 5 years. The deployment saw *Talent* enjoy 4 Operational Stand-down Periods, including Soudha Bay in Crete (twice), Aksas in Turkey and Fujairah in the UAE. *Talent* returned to the UK in Jun 09 to undertake a period of extended maintenance which includes a period in dry dock.

HMS TRAFALGAR

The first of the Trafalgar Class is now coming to the end of her service in the Royal Navy, and this year she has taken part in the Taurus Deployment and fulfilled essential tasking around home waters. She will host the Perisher later this year and Decommission in Devonport in early December thereafter having completed sterling service in Defence of the Realm.

HMS ASTUTE

Astute is now in the process of starting Reactor Trials in Barrow and went critical for the first time in early September 09. When these trials are complete she will leave Barrow on the next available tide for Faslane and commence her post build trials programme. Her arrival alongside is now expected in October and the huge capability she will bring into service is eagerly awaited by my submariners.

Finally, my predecessor Rear Admiral David Cooke retired from the Royal Navy in April. Admiral Sir Mark Stanhope (my Teacher!) has moved on from his tenure as CINCFLEET and is now the First Sea Lord and Admiral Trevor Soar (my predecessor in command of HMS *Talent*) has taken on the mantle of CINCFLEET. Thus the officer corps of the Submarine Service continues to punch above its weight and be represented at the highest levels of the Naval Service. Recruiting to the Submarine Service continues to improve, but more work remains to be done and our story needs wider telling. In April 09 we celebrated the life of Lt Cdr Ian Fraser, VC, DSC, RD* RNR in a Service of Thanksgiving at St Martins-in-the-Fields, followed by a proper submarine party with the family in the Crypt. In mid-September I attended when the Duke of Gloucester unveiled a long overdue memorial to the Submariners who served in HMS Ambrose and the 7th and 9th Submarine Flotillas in Dundee during World War II. It was a memorable occasion and provided another focal point to remember our history.

Mark Anderson

By the Editor: This article was published in the latest issue of the SOA (formerly SOLMA) Newsletter and has been 'borrowed'!

HMS TIGRIS MEMORIAL SERVICE 2010

Newbury Town Council, and the Newbury and District Branch of the Royal Naval Association, have for several years hosted a Memorial Service for HM Submarine TIGRIS. This Submarine was in fact adopted by the town of Newbury, during Warship Week in 1942, and was lost with all hands in February 1943. The next Memorial Service will be held at 1130 hrs Sunday 28th February 2010. Any Submariner/Branch Standard Bearer, or other reader, wishing to take part will be most welcome, full details either by e mail to bobmcguinness@btinternet.com, or via landline of 01635580208.

Full speed ahead for Submarine Museum restoration plan for HMS Alliance

Awarded £3M by Heritage Lottery Fund in Round 1 pass

The Heritage Lottery Fund (HLF) has given the green light to the Royal Navy Submarine Museum, Gosport to work up plans to restore and conserve the Museum's most important asset, the WW2 submarine HMS *Alliance*. It was announced today that the Museum has been awarded a £159,700 Development Grant to help progress their plans towards achieving the £3 million restoration grant.

Bob Mealings, Acting Director of the RN Submarine Museum said:

"We are of course absolutely delighted that HLF have recognised the value of HMS Alliance and the importance of the project. The Staff, Trustees and Volunteers at the Museum have all worked long and hard to reach this stage. Now we look forward to moving onto the detailed planning work"

"HMS Alliance is in desperate need of restoration, suffering from severe corrosion and decay. The grant will allow the Submarine Museum to realise ambitious plans not only to restore the vessel but to build a hard standing platform under the vessel that will make its care and maintenance sustainable for the long-term as well as increasing the level of access that visitors have to the submarine and the fabulous waterfront of Portsmouth Harbour".

Rear Admiral Roger Lane-Nott, Chairman of the Trustees of the RN Submarine *Museum* said:

"This is tremendous news and I am very grateful to the Heritage Lottery Fund for their support on such a worthwhile project. We are confident that we can restore HMS Alliance for future generations and in a sustainable way. We have much to do but this is a very important milestone."

HMS *Alliance* is the only surviving WW2 submarine preserved in the United Kingdom. The vessel's importance to Britain's maritime heritage was confirmed by her inclusion in the 'core collection' of the National Historic Ships Register. *Alliance* first went on display to the public in 1981 and remains the Museum's most important heritage asset. Over 1 million people from all over the UK and the world have visited the submarine. It is recognised as a valuable educational asset and is used in a variety of ways for both formal and informal learning. The submarine is also a Memorial to all RN submariners lost while on active duty.

The HLF first-round pass means that the Royal Navy Submarine Museum can now progress to the second stage of the HLF application process. The Museum has up to two years to submit more detailed plans and apply for the £3million grant that will be critical to funding this urgently needed project which in total will cost £4.8million.

Disorder in the American Courts

The following dits are from a book called '*Disorder in the American Courts*' and are things people actually said in court, word for word, taken down and now published by court reporters that had the torment of staying calm while these exchanges were actually taking place.

ATTORNEY: Are you sexually active?
WITNESS: No, I just lie there.

ATTORNEY: What gear were you in at the moment of the impact?
WITNESS: Gucci sweats and Reeboks.

ATTORNEY: This myasthenia gravis, does it affect your memory at all?
WITNESS: Yes.
ATTORNEY: And in what ways does it affect your memory?
WITNESS: I forget.
ATTORNEY: You forget? Can you give us an example of something you forgot?

ATTORNEY: What was the first thing your husband said to you that morning?
WITNESS: He said, "Where am I, Cathy?"
ATTORNEY: And why did that upset you?
WITNESS: My name is Susan!

Bottom Bouncing AMPHION

A very likely story by B Dobson - possibly loosely based on some truth

I was on the AMPHION 1968 out the Far Flung, leaving harbour, transiting the Straits of Malacca on a sixteen weeker (yes, Florrie we done them even then, but under harsher conditions). We did have an ACU (which didn't work) but we had a rubber bladed fan with a long lead that was passed round the grot (sorry, I digressed, as I will a few times later). On letting go of ropes etc; we started our "Fast Cruise". Once clear of the harbour you kept a close eye on the Casing Officer (Sandy Sandford) my run ashore oppo and 'Inky Penn' - one of the RO's (Digress time). Sadly, only today I received notification of Ben Godfrey who was the RS onboard the boat has 'Crossed the Bar', so long Pal, you're well remembered.

While we, the Casing Party up top - were squaring away for sea, down below, Jimmy the One ('Skin' Dinnin), was busying himself trying to work out the trim requirements for our first trim dive, lest we forget, Sandy was a sly "B",

he would creep up on you and hoof you overboard, bouncing you off the saddle tanks into the 'oggin'. Hopefully, someone other than Sandy noticed this and yelled up to the bridge that we had a Man Overboard, then, hopefully again that the correct orders were given, understood and carried out correctly, because "A" Boats were a wee bit shorter and the screws used to go round like a gone wrong wind turbine. The next problem was that the "Chosen One" was got back onboard before the poisonous sea snakes got him - it is reported that the only true way to treat a sea snake bite properly was catch the blighter that bit you, and take it to the local pharmacy for identification purposes as there are many different species requiring different antidotes.

"Bridge, Captain here, press the klaxon twice". One mad scramble ensues, "Upper voice pipe cock shut, control room----B****, they can't hear me". OUGAR! OUGAR! "Get the hell down that hatch, watch my glasses you fat backside fellow shipmate." Clang, "Upper Lid shut two clips, two pins". Down to 90 feet & back to PD. "How far?" "Hush foreplanesman." Just do it you Part Three! Just press the front bit of that handle you're holding. "After ends - Control Room, load and fire a shallow white kitten" (they were cheaper than candles!), Whooshhhh! CCCon Cccontrolll roooooom AAA AAAAfter SSSSSSe FFFFFired, SSSStore GGGGone (Roger Brocklesby had a stutter). "How do you stop at 90 feet Cox'n?" "When I tell you to reverse the planes, just do it, ok, reverse the planes you little ****. 100 feet, 110, 120! "Panel put a little guff of air somewhere quick". "Aye Aye Sir, a guff it is!" "Dinnin, what kind of a trim do you call this you ****?" "My best guesstimate, sir! "Well it's ****, get it sorted, I'm off!" "The Jimmy has the boat"

Fast forward a pair of hours, calm or as calm as one can be on patrol, I find myself up the fore-ends peeling spuds with Billy Billet, the fore-endy on watch. "Emergency Stations, Emergency Stations, Shut bulkhead Doors, Fore-planes in hand emergency" I'm now legging it into the tube space and Billy shuts the Torpedo Loading Hatch bulkhead door, leaving me with the Port Side anti collision door to shut and clip. Now for people who have not had the pleasure of serving on an "A" boat, let me set the scene. Up the pointy bit, you have six tubes, like a six blank domino on its side, two top tubes, two middle tubes and two bottom ones. The anti collision doors are a bit like the wet & dry man/woman on an old clock where if it's due to be dry the man comes out and vicky verky if it's wet. Two upright oblong doors rounded at the top - the Stbd door was always kept shut at sea, Port one open because that's where the Fore-planes in 'hand emergency station' was. There was a portable handle that you had to ship and there also was a Rise & Dive indicator called the Evershed, hence the saying, "follow evershed". The Control Room used to relay how much Rise or Dive they wanted on the fore-planes and you duly replied by cranking the crank handle like Billy-O to follow the Control Room indicator. As soon as you cranked the handle the pressure in the line decreased making it a bastard of a job, but hey, all your ship mates were relying on you! (Trumpet Call). The Jimmy had not got his sums right, the angle was outrageous, everything in the fore-ends that wasn't secured came rattling into the bulkhead I'm in front of. I by the way am standing on the rear

door of number six tube giving me a better purchase, there was a weird sucking noise then nothing except a deep THUNK!!!! We'd hit the bottom and gone in amongst the soft mud, the mud was up to the back corner of the fin when we finally got free, but, that wasn't for another three and a half weeks. The Captain (No Jimmy, confined to the bun-run), the Engineer Officer, Navigation Officer and the Cox'n (laughing boy Frank ('Tinned Spaghetti') Collins had a Pow-Wow and decided that seeing as we were just out on patrol they could self sustain and wait until help arrived from the Med and keep everything hush-hush. No need for escape, nothing, the only concern was me in the front bit, I had to eat. At low

tide, the snort mast was above the water level, we were on some charted sandbank. I digress again, if you've never seen me before, I have a prominent split in my lower lip. I got this from sucking spaghetti through the voice pipe of the fwd anti collision bulkhead for three and a half weeks Ha!

Disclaimer :- no animals were injured making this dit, the true bit was, I did peel spuds from time to time, the rubber bladed fan was true, and I received my split lip boxing in the NCB championships aged ten, it took me six years to win it, but win it I did.

Memorial to K4 & K17

Anstruther 25th July 2009

By Tex Ranger

On a beautiful sunny day we were welcomed back by the RNLI to Anstruther to remember those who lost their lives in K4 & K17 in the accident known as the 'Battle of May Island' on the 31st January 1918. Members of the Scottish Branch, Scotland North East, Anstruther RNLI and the local Sea Cadets Corps supported the service. The Rev Pat Lang conducted the Service with the support of Vice Chairman Dennis Rawle (Scottish) & Secretary Allan Collins (North East).

Brief History

On the night of 31st January 1918 an accident resulted in two Submarines sunk, two others damaged and a Light Cruiser being seriously damaged with the tragic loss of many lives and without a shot being fired in anger



Standards and the Bugler

The Ships were sailing in Radio Silence and Minimum Navigation Lights when K22 at the head of the column had to go to Emergency Stations to avoid ramming a patrolling Minesweeping Trawler, which emerged out of the darkness. Her rudder jammed causing her to go out of control, setting off a chain of collisions and near misses, which culminated in the Cruiser HMS FEARLESS striking K17.



The Parade

Submarine K17 sank in 8 Minutes. All the crew managed to escape but were run down by the following destroyers and all but nine, perished. Subsequently, K6 trying to avoid K12, ploughed into K4 who sank immediately taking everyone on board with her.

In the series of accidents it should also be remembered that K22 rammed K14 resulting in the flooding of a forward compartment and the drowning of two of the crew.

Book Review

This Month's Book review looks at 'Warships 2009' by Conway - ISBN No. 978-1-84486-089-0 priced at £30.00.

When I was first asked to review this book I thought that it would be a reasonably easy task! That proved not to be the case. The book is crammed with well researched articles, photographs and drawings on a wide range of Naval and Maritime subjects. As it was it was far too easy to get side tracked into the details - many of which were

fascinating. The Articles range from an amazing description of how the Royal Navy (in Victorian times) managed to provide coal to power its Warships (*Fuelling the Victorian Steam Navy*) - wherever they were in the world - to the horrific accident in Japan in June 1943 in which the giant Battle Ship MUTSU accidentally blew up at

anchor in a safe harbour some 25 miles from Hiroshima with the loss of some 1,121 personnel (*MUTSU: An Exploration of the Circumstances surrounding her Loss*). This accident was initially thought to be the work of an American or a Royal Navy Submarine but when it dawned on the Japanese Authorities that it was an accident their reaction was a 'cover up'.

On the journey through the 208 pages we find an article about the Ships and Submarines built at the John Brown Shipyard on the Clyde during the First World War (*A Shipyard at War: John Brown & Co. Ltd, Clydebank, 1914-18*). As well as Battle Ships and Destroyers we learn that they built the engines and machinery for Submarines K1 and K2 and three 'E' Class Submarines and that, although the Yard 'laid down' the Australian Submarine Depot Ship HMAS PLATYPUS on 6th April 1915 construction was suspended later the same month so the Yard could concentrate efforts on completing the Battle Ship HMS BARHAM! But perhaps that didn't matter too much as, by that time, both of the Australian Submarines - AE1 and AE2 - had both been lost - AE1 in a mysterious accident in the Pacific in September 1914 and AE2 in the Dardanelles Campaign in April 1915.

Possibly the main interest to the Submarine aficionado is found the Article '*The Royal Navy and the Evolution of the True Submarine 1945 - 1963*'. This well researched Article discusses the streamlining modifications and battery experiments with 'S' & 'T' Class Submarines, the trials with captured and surrendered U-Boats, from the refitted HMS METEORITE through the development and trials of Submarines E14 and E15 - better known as HMS EXPLORER and EXCALIBUR - also known by their crews as 'EXPLODER' and 'EXCRUCIATOR'. The article also refers back to the World War I 'R' Class Submarines developed as high speed underwater 'Anti-Submarine' Submarines capable of 15 knots dived and with a bow salvo of six twenty one inch torpedoes.

Other articles cover the Japanese Hybrid Battle Ship/Carriers of WWII, Italian Fast Coastal Forces 1914-1986, the Russian KIROV Class Cruisers and Royal Navy 'Turret' Battle Ships in Victorian times. One Section reviews Naval Books of the Year and others have notes on Warships and Warship design detail and a review of

World Navies. The book opens with tributes to David Brown who died in April 2008. He was a renowned Naval Architect and a prolific author of books on Naval and Maritime matters. For all those interested in the detail of the design and development of Warships and Submarines his passing is a great loss.

All considered Conway's 'Warship 2009' is well worth the £30.00 price tag and will be a welcome and essential addition to any book collection.

By *Barrie Downer*

Seasickness

By Lieutenant Geoffrey Larkin, RNVR - Charioteer

(Written six days out after my last meal to be kept - for more than thirty minutes)

I can feel, see and hear for a space,
The blindness and the deafness both have gone
Again I feel a love towards my race,
Who recently I hated loud and long;
I feel an urge again to smell and eat.
The faintest of a half felt urge to sing,
Strange, since my recent thoughts have been delete
And minus, strike out - leave not anything --
I know this saneness probably will last
And flourish, just as long as we remain,
At rest, though still I hope this daily dying's past,
I feel tomorrow's dawn will see again
The same insensate blankness - nothingness.
A life of one dimension - of complete
And utter soul destroying hopelessness,
Longing for death, and spared that final treat
Now for a while - tho' 'tis but short and sweet.
I smell and taste, and can appreciate,
The beauties of this life - and can create.
When she begins to roll - I terminate.

ATTENTION HMS TRAFALGAR CREW MEMBERS!

HMS TRAFALGAR decommissions at Devonport on 4th Dec 2009. The ceremonial events will take place at No. 9 Wharf, Devonport Naval Base starting at 1000. Tickets are available for all who served in HMS TRAFALGAR or who have a strong interest in or links to the Submarine. Tickets will include entry to a buffet lunch in HMS DRAKE Senior Rates Mess on completion of the De-commissioning ceremony. Requests for tickets are welcome until the end of October 2009 and tickets will be sent out in November.

A Wardroom Mess Dinner open to all serving and former Officers of HMS TRAFALGAR and their partners will take place in HMS DRAKE Wardroom on 4th December. Charges are to be finalised but a nominal charge of £5.00 is expected for those attending the De-Commissioning

Ceremony and £40.00 per person for those attending the Dinner.

If you are an ex TRAFALGAR and wish to take part in the events arranged to mark this event you should contact the De-Commissioning Officer - Lieutenant R Phillmore, Royal Navy with details of your connection with the submarine and your contact details.. He can be contacted at:

HMS TRAFALGAR, BFPO 404 (snail Mail) or on 404-tso@admi.mod.uk or by phone on 01752 552750.
For Serving Members details are in RNTM 136/09

A RUSSIAN SUBMARINE IN HOLLAND?

By Sam Morrow – West of Scotland

The NDSM docks/Shipyard (Nederlandsche Dok en Scheepsbouw Maatschappij - Dutch Dock and Shipbuilding Company) was a Shipbuilding yard in Amsterdam from 1946 to 1984 and, apart from other vessels alongside, is now the new home of the "Amstel Botel", a floating hotel that was once housed just outside Amsterdam Central Station. However, due to development, the Botel was moved to its new location at the NDSM Pier 3 in January 2008. Is this a SAGA advertisement for a holiday or a dirty weekend in Amsterdam I hear you ask? Well, no! However if you are thinking of staying or have stayed on the Amstel Botel you cannot miss the Russian Submarine that lies about 50 meters off its Port side.

Why is it in Amsterdam?

The Soviet Project 611 (or NATO reporting name, Zulu V Class Submarine) B-80 was bought by a group of submarine enthusiasts and was towed to Holland. It was incorrectly renamed Foxtrot by the company who owned it and was to be used as a Museum ship. However, exploitation was probably too expensive and the submarine was sold and used as a party boat. She now lies decaying and, unfortunately, much of the interior has been dismantled for all of its original instrumentation to make room for a very large bar - or as large as you can get into a Zulu.

B80 – Type 611

Builder - Sevmashpredpriyatiye, g. of Molotovsk (now Severodvinsk). Laid down as Ship Number 50 (Shipyard Number 402) in Molotovsk on 1st Feb 1956, Launched – 16th Jan 1957, Commissioned – 13th Jul 1957, Decommissioned – 19th Apr 1990, Crew disbanded – 1st Oct 1990. Sold to Holland in 1992 parts of the boat were stripped out to make way for a large bar. During its time in Holland the Submarine has moved several times to different locations. Its last move before Amsterdam was to Den Helder in 2002. It was moved to Amsterdam for 56,000 Euros to be used as a Museum.



What was Project 611 - Zulu Class

Ambitious German plans to build Walter-designed ocean-going submarines, such as the 1,600-ton Type XVIII, were thwarted by the unsuccessful course of the war. The Type XVIII was modified into the highly successful Type XXI "Elektroboots" ["electro-boat"] in which larger batteries provided a submerged speed of 17 knots, which could be maintained for 90 minutes. That innovation and the adoption of the snorkel yielded a potent combination that strongly influenced the post war design of conventionally-powered submarines on both sides of the Iron Curtain. Type XXI U-boats were the first submarines designed to operate entirely submerged and could dive to nearly 1,000 feet rather than as surface ships that could submerge as a temporary, awkward mode of operation. Following the Second World War it was the German U-Boat that provided the Soviet Navy with many technological improvements.

During the five years following the end of World War II Soviet exploitation of the Type XXI lagged significantly behind America fears. US intelligence initially foresaw in 1946 a force of 300 Soviet Type XXI equivalents by 1950. But it was not until 1949 that the first post war Soviet submarine designs - the Whiskey and the Zulu (Project 611) put to sea. The Zulu was a true Type XXI, equipped with a snorkel and capable of 16 knots submerged and possessing the size, habitability and range necessary for long range, blue water interdiction operations. A total of 26 boats were built with the first entering service in 1952 - 8 of them at Leningrad and 18 at Severodvinsk.

The world's first SLBM submarines were the Soviet Zulu-class, armed with two SS-N-4 missiles. Six were converted in 1956 to become the world's first ballistic missile submarines, one armed with a single F-11FM Scud missile and five others with two Scuds each. The missiles were too long to be contained within the boat's hull and were incorporated extended into the enlarged sail. The Soviet Submarine B-67 successfully launched a missile on the 16th September 1955.

SUBMARINERS GRAVES IN HASLAR ROYAL NAVAL CEMETERY

If you are ever visiting Gosport the Royal Naval Cemetery in Clayhall Road in Alverstoke is well worth a visit. The Cemetery contains (amongst others) the graves of the Submariners who died in Submarines A1 - lost 18th Mar 1904 (11 graves), Submarine A3 - lost 2nd Feb 1912 (14 graves), E13 - lost in the Baltic on 19th Aug 1915 (8 graves) and Submarine L55 - lost in the Baltic on 9th Jun 1919 (one mass grave for the whole crew). All these graves are in a small section of the Cemetery which also includes one HMS THETIS grave – that of Leading Seaman Hambrook. There are also numerous individual graves for Submarine personnel lost over the last one hundred and eight years in other areas of the Cemetery. There is a Memorial Obelisk which commemorates the Submarine personnel lost in Submarines A1, A3, A5 and A8 – although it should be noted that the A5 casualties are buried in Cork in Ireland (except for the First Lieutenant who is buried in his home town of Bedford) and the A8 casualties are buried in the Pennycomequick Cemetery in Devonport. The Memorial Obelisk is in generally good condition but exhibits some damage including to one of the four plaques with the names of those lost in the four submarines.

The graves and markers for the submarine personnel lost in Submarines E13 and L55 are in good condition although the engraved names for the E13 personnel would benefit from some re-carving.

The condition of the graves/grave stones for the victims of Submarine A1 and A3 gives some cause for concern. The graves of Lieutenants Loftus Charles Ogilvy Mansergh and John Preston Churchill (both Submarine A1) and Lieutenants Leonard Faber Richardson and Ernest Jones Vernon Thornton (both Submarine A3) are in reasonable condition – given the age of the graves but would benefit from some general refurbishment and cleaning. The whereabouts of the graves of Lieutenants Francis Thompson Ormand and Donald Patrick Colin Campbell (both Submarine A3) are unknown but there is one grave close to that of Lieutenant Thornton which is damaged and unmarked which might be related to one or the other Officer.

The condition of the grave stones for the Ratings of Submarines A1 and A3 give great cause for concern as

most are damaged with broken or missing components and crosses, unreadable names and, in some cases, missing names. These are the graves of the following personnel:

Submarine A1

Petty Officer William Dudgeon O/N 123005
 Petty Officer George Gibson Baker O/N 158859
 Petty Officer Vivian William Lake Roberts O/N 168656
 ERA 3rd Class William Joseph Parkinson O/N 268715
 ERA 4th Class Clinton Parker Baly O/N 270491
 Chief Stoker Albert Bertram Fleming O/N 144822
 Able Seaman Charles William King O/N 184404
 Able Seaman Peter Scott Wallace O/N 186888
 Stoker Albert Benjamin Ellis O/N 149151

Submarine A3

Petty Officer 1st Class George Wilder O/N 166859
 Leading Seaman Charles Farr O/N 193220
 Able Seaman Parker Kelly O/N 205230
 Able Seaman William Thomas Barden O/N 206027
 Able Seaman Charles George Page O/N 219763
 Able Seaman Edwin Frederick Campton O/N 228021
 CERA 2nd Class Arthur Ernest Good O/N 269500
 ERA 3rd Class Charles Elliot Armstrong O/N M277
 Leading Stoker Alfred William Gent O/N 295847
 Stoker George Herbert Fowler O/N 302987

In recent years the graves of those lost in Submarine A5 (in the Cemetery at Cobh in County Cork) and those lost in Submarine A8 (in the Pennycomequick Cemetery at Devonport) have been carefully restored. These graves are in local authority Cemeteries. The Submarine A1 and A3 graves are in a Royal Naval Cemetery which is generally very well maintained (almost immaculate) and the reason for the poor condition of the A1 and A3 Submariners grave stones/markers is not known but should be of concern to the Submarine Service and the Submariners Association.

FROM THE GUEST BOOK

Date: 14/09/2009
Name: Bryan(Scouse) Wallace
Email Address: bryanvilnius@yahoo.co.uk
Location: Lithuania
Comments: Donk shop horse Revenge(P) - all patrols except the first of first comish -then Outside Wrecker Renown (P) until end of 1976. Managed to see off MOD(N) by living long enough to get my pensh! Now live in Lithuania. When working in Moscow made acquaintance of a number of ex Soviet submariners. Strange to say they were all like us. Their final toast was always to "those still on patrol" which was especially poignant because we were having a few beers when we heard of the "Kursk". Would be nice to hear from (especially Nobby or Jess-Renown Wreckers) or the

inimitable Henry Herron (Revenge) who was my best man

Date: 12/09/2009
Name: David Cockman
Email: dpcockm@hotmail.com
Location: Australia
Comments: Served in Tireless, Tiptoe, Talent, Finwhale and first commission on Valiant. I would like to hear from anyone who remembers me

Date: 10/09/2009
Name: Eric (FEZZ) Parker
Email: razzledazzle104@hotmail.com
Location: Lymington Hampshire

Comments: Trying to contact my old buddy Dave Hallas (ex HMS Crane) we both volunteered for Submarines at the end of the Crane's commission, made contact then lost touch. I have a couple of photos of Dave during our Far East commission not looking to good (Tiger beer perhaps). Can anyone pass this on to Dave for me, so he can get in touch again with me? I remember I sat on Dave's legs as he had a tattoo on his chest at Pinkies in Hong Kong. Thanks, FEZZ

Date: 02/09/2009
Name: Nick Carter
Email: telemachus7@hotmail.com
Location: Australia
Comments: Submariner Killick Bunting 1953 to 1962. Served on Upstart (Part 3), Untiring, Sturdy, Sanguine, Aurochs, Telemachus, and Andrew. Swimboy in the SETT 1960 to 1962. Does anybody remember me? If so get in touch. Cheers, Nick Carter

Date: 31/08/2009
Name: Lisa Henshall
Email: lisa.henshall@gmail.com
Location: Knutsford, Cheshire
Comments: My dad served on the Grampus, Porpoise and Otter around 1959/65. His name is Eric Wright and I'm looking for any photos of him. Sadly he died in 1998 aged only 63. He loved his time in the subs. Does anyone remember him?

Date: 15/08/2009
Name: Bob Bragg
Email: bob.bragg1@ntlworld.com
Location: Ipswich, Suffolk
Comments: We are still looking for Ex Ocelot crew from the first commish 1964—1967. We have 14 so far and get together for a weekend once a year. Anyone knows the whereabouts of Ron Lucas, Mick Small, Ray Short, Dave Lloyd, (last heard of in Spain) - stokers Kitty Lester, Buster Brown, Ian Scanlon to name but a few. Any help no matter how small would like to hear from you. Contact Bob Bragg 01473 404336 or Email or Billy Defurey 01274 788088 - Chuffs and Puffs welcome Are you still about Bungy Edwards (Forends P.O)

Date: 12/08/2009
Name: Colin Genders LEM
Email: seadevil@shaw.ca
Location: Chilliwack BC Canada
Comments: Third Submarine Flotilla out of Rothsay 1953. HMS Aeneas - Malta 1954 - 57, HMS Teredo, HMS Seadevil. Good times, great shipmates and wonderful memories.

Date: 03/08/2009
Name: Roy Williams
Email: patroywill@paradise.net.nz
Location: New Zealand
Comments: Another good old shipmate gone. Ah, the good days of 1953/56. Tactician running out of Sydney. Jack McNish kellick bunting tosser. The memories are still strong Jack, R.I.P. Bungy Williams (Sparker)

Date: 27/07/2009
Name: Bob Head
Email: bobhead737@yahoo.co.uk
Homepage: <http://submariners-spain.yolasite.com>
Comments: Make a Long Week in Spain this November. The "España Levante Branch" is holding its next meeting on the weekend Friday 20th November 2009 to Sunday 22nd November 2009 at: THE BRISTOL PARK HOTEL, Plaza Doctor Fleming 2. 03501, BENIDORM.

Discounted prices on this Hotel can be booked using www.alpharooms.com. The following rates have been negotiated with ALPHAROOMS. When making your booking state in the comments field. "Submariners Re-Union". The rates are for the first 10 twin rooms booked, and the first single. These rates are per room and include taxes:

Three Night stay. Half Board 20th, 21st and 22nd Nov 2009

Single room: £127.88 or 149.62 euros Twin room: £157.12 or 183.82 euros

Two Night stay. Half Board 20th and 21st Nov 2009.

Single room: £85.22 or 99.70 euros. Twin room: £104.70 or 122.49 euros

Note: apparently Half Board costs no more than Bed and Breakfast, and it is possible to trade your Dinner for Lunch.

Visit our web site www.submariners-spain.yolasite.com or contact the Secretary, Bob Head at bobhead737@yahoo.co.uk

A provisional programme to date is still being finalised but is as shown below. Retail therapy is also readily available in Benidorm.

Friday 20th 12:00 Informal meet-up for early arrivals in hotel bar or terrace with TOT at 13:00 followed by lamp swinging.

14:00 Trip (to carpet factory????)

18:00 Get together for drink in hotel than proceed to Beer Barrel.

20:00 Meal in Queens dining room (10€ menu) drinks not included.

Saturday 21st. 12:00 Tot Time, Gather for drinks in hotel
 13:00 Meeting of members present to discuss any items for A.G.M. followed by Up spirits

14:00 Trip to (to be confirmed)

19:00 Drinks

20:00 Meal (venue to be confirmed)

22:00 Visit a show bar Sunday 22nd 12:00 Tot Time, Farewell drink at hotel (for those not staying Sunday night)

13:00 Lunch at hotel

14:00 Trip to (to be confirmed)

In evening visit to the "Chappito" circus at Benidorm Palace.

Date: 18/07/2009
Name: grant baldwin
Email: grantbaldwinmail@googlemail.com
Location: oxfordshire
Comments: Hello! Is there anyone out there who served on HMS Venturer, Spur or Seneschal between 1943 -1946 who remembers my late father Cyril John

Baldwin (ASDICs operator) who sadly passed away on 25th June 2009 aged 85? I have let the Scottish NE Submariners Association know he has "passed over the bar". I know he was one of the last handful still alive a year or two ago but not sure if anyone else who knew him is still around. I was hoping to compile a history of his service from some of the papers and recordings he left me. I know the story of the attack and sinking of U864 by Venturer - although by then he had moved boats to Spur. Thank you- apologies if I have got any of the terminology wrong.

Date: 12/07/2009
Name: Tony & Sonia Woodward
Email: tonyandsonia.riversdale@yahoo.co.uk
Location: RAMSGATE KENT

Comments: I, my wife, my sister & bother-in-law, travelled down to Guildford on Thursday 9th July 09 to attend the funeral service of a very special person, OUR DEAR UNCLE BERT [WOOTTON]. We were so overwhelmed on seeing your Association Members in attendance. He is missed so very, very much. LOVE YOU UNCLE - GOD BLESS! Tony, Sonia, Jean, Barry & families

Date: 01/07/2009
Name: John Sanderson
Email: dubelut@hotmail.co.uk
Location: Spain
Comments: Very sad to hear of the passing of John Mackenzie ex WO(RS)(SM) my condolences to Marge and the children, RIP old buddy

LETTERS AND E-MAILS TO THE EDITOR

PHD RESEARCH REQUEST

I am about to embark on a research programme leading to a PhD at the University of Portsmouth to examine the experiences of naval wives and families at the time of the Falklands War. I am trying to make contact with wives/mothers/girlfriends of naval personnel who served in the Falklands at that time who would be willing to answer a questionnaire or be interviewed.

This research as well as adding to the historiography of the war will also have MoD relevance, as a case study of

servicemen and their families has a bearing on skilled work force recruitment and retention. Re-evaluation of the Falklands War from a hitherto unexamined aspect will have ongoing value for the Gulf and Afghanistan operations. If you could help me with my research, or would like more information please contact me:

Vicki Woodman, MA

University of Portsmouth

E-mail: v.woodman@ntlworld.com Tel: 023 92 640098

HMS STRATAGEM in the Red Sea

By Ben Skeates

HM S/M Stratagem was on passage from Malta to Port Said, and the Captain gave the order to dive; when he was using the periscope he remarked that the colour blue was transformed to bright silver when dived and easily distinguishable by aircraft. He said we would re-paint the boat green at Port Said. The first thing we did even before anyone went ashore; was to get the paint and then completely re-paint the boat. All hands were occupied painting including the officers. There were a number of ships in harbour at Alexandria, Mountbatten's destroyer was in, and several cargo vessels were being loaded by gangs of men and women.

We left for Port Suez and the Red Sea as soon as the painting was completed, and the first incident on passage to Aden on reaching the Bitter Lakes; a large expanse of water part way down the Canal there is an ANZAC Memorial Obelisk from World War 1. There we saw the bulk of the Italian fleet securely anchored and having a great time; there were a number of naval vessels, large and small, all at anchor. They probably had grown so much 'grass' on their ships bottoms through being stationery that they would be severely handicapped, even if they had wanted to get out of there.

As it was, they offered no opposition, in fact they lined the decks and cheered like mad, all waving their caps as we passed each ship. No wonder we had a job finding them in the Mediterranean when out there with the 'Utmost'. After leaving Port Suez a large Dhow was travelling from Eritrea to the North, and as she was passing across our

bow four or five individuals dived over the side, and made for the Stratagem. The Captain gave the order to "Dive" and when we later surfaced he offered the explanation that the people were lepers being taken to an Island. The lookout on the Conning Tower noticed a massive black cloud over the mountains to the South, and as it drew nearer it suddenly commenced to dive down towards the boat. The Duty Officer again gave the order to "Dive" and before we had time to close the Conning Tower hatch it was jammed full with Locusts! Having cleaned up the control room and surfaced again the cook ask permission to dump a bad tin of meat. As he was half way up the tower ladder he dropped the tin and the rotten meat scattered over the control room; shortly after it was cleaned I reported an echo on the radar screen and the captain checked but was not convinced and ordered me to strip the radar and report any defects. I spent almost 24 hours checking every part of the system (after many hours I was vomiting into a bucket alongside me due to fatigue) but the echo was still there. The Captain then ordered a signal to be sent to the Radar department at Aden to send the staff to check the gear. The final outcome was given to the Captain several days after we arrived at Aden. The echo was traced via numerous scans to be from Mount Sinai. The Captain was not convinced and ordered me to plot the complete harbour including vessels as we left Aden; this I did and finally he was satisfied. The Radar was one of the first (a 291W) and had a very short history.

UNDER THE ICE

by Colin Wood

(Borrowed from the Derby Branch News Letter)

At the end of January, 1954, HM Submarine Alcide was ordered to proceed to the Arctic with a scientific expedition of six boffins and a doctor. We also carried 16 experimental torpedoes which were fuelled with a new propellant. These were to be subjected to extreme cold conditions; one to be fired whilst we were in the Arctic, one to be fired at Cape Wrath in the North of Scotland on our way home. The remainder were to be stripped down at the torpedo factory, minutely examined and all parts measured to assess the effects of the cold. Prior to sailing from Scotland we were issued with Long Johns, long sleeved high necked vests, Kapok trousers and jackets, knee length leather boots, with 1" thick rubber soles and a supply of knee length sheepskin lined coats, caps and mittens for the bridge watch keepers. We all had a good laugh about the Long Johns saying "wouldn't be seen dead in them things." We little realised at that time that within four days, our everyday dress would be Long Johns, long sleeved vests, sea boot stockings, leather boots, Kapock trousers and jacket and that when we turned in; we would only remove boots and jackets.

We ran into cold rough weather as soon as we left harbour; for three days none of the boffins left their bunks until finally the doctor had to threaten to force feed them, to get them on their feet. As soon as we crossed the Arctic Circle, we signalled the Admiralty that we were diving for 28 days as agreed. Once a day we would let them know we were OK. Submarines at that time used to receive signals from the admiralty via the GPO transmitter at Rugby and part of our experiments consisted of checking at what depths and how many degrees either side of a true line with the transmitter, we could still receive signals. Once we were North of Iceland our routine usually started by roughly lining up the boat's bow with Rugby at a depth of 40ft, and slowly turning the boat to starboard until we lost communication, then repeat the process to port. Down another 10ft. and try all over again. The best results were obtained at a depth of 75ft. 25 degrees out of a true line. After this we would continue our dive to a depth of 800ft. taking Bathythermograph readings, this gives you a graph readout of water temperature and depth.

We would then surface to allow some of the boffins to release meteorological balloons and take readings. This was our most hazardous time, half an hour on the surface was sufficient to allow six inches of ice to form on all exposed metal, and with an open bridge that meant 6" inside and outside. Rapidly the boat was becoming top heavy and turning, over diving would be tricky too, so every 20 minutes on the surface, one part of the crew had to chip off the ice with special hammers. Whilst we were surfaced, we used to send our 'safe' signal to Admiralty. This became increasingly more difficult as the days passed (ours was a very small transmitter in comparison with the GPO. one). The Arctic weather conditions meant that radio waves bounced in different directions, two days running we

were answered by an Australian radio station, three days via Canada, once by a South American naval station and once by an American coast guard ship off Antarctica.

Fifteen days after our arrival in the Arctic, radio communications became nonexistent for us, we tried for five hours without success. It was tiring for everybody, the wireless office were flogging a dead horse and at some time every crew member had spent at least 20 minutes on the bridge chipping ice away. The skipper decided that it was getting dangerous staying on the surface and that Admiralty would realise our radio difficulty and wouldn't panic, so we would carry on with our experiments, starting with a slow deep dive to get rid of all the ice we had accumulated on deck.

Several hours later we were back up to periscope depth to charge our batteries. A conventional Submarine's engines need air to run them, so you can only run them when you are on the surface with the bridge hatch open or at periscope depth with your snort mast raised. This is a steel tube 1 ft. in diameter at its base, tapering to 8" at the top, with a float valve. Normally you have about 4ft. of snort mast above the Surface. If the sea is a bit rough and comes over the top of the mast the ball valve shuts, so stopping water entering the boat, it also stops the air supply and if the engine room staff are a bit slow in shutting off, the engines draw all the air out of the boat and eardrums disappear down the passageway into the engine room. So, there we were at periscope depth, snort mast raised. Engines running and we were in an area of numerous icebergs, the skipper was on the main periscope, Navigating Officer on the attack periscope. Radar mast raised and operating, when there was the most unholy crashing noise and the sound of tearing metal the lights went out and we were all thrown off our feet.

"What on earth can have happened someone asked (or some similar nautical expression). "Stop Main engines." "Go deep," "Diving stations, shut all watertight doors, report damage." Water pouring by the ton through the snort mast inlet, but this stopped as soon as the valve was shut. A few slight leaks here and there, no panic, but as we passed the 100ft. mark. Water started pouring out of the periscope eye pieces. Obviously we had hit a submerged ice floe, so the thing to do was reverse course for one hour, surface and check the damage. We went on a reverse course for one hour and slowly started to rise, BUMP, we were still under the ice. Another hour, same course, BUMP, obviously a moving ice floe, try a different course. Ten minutes we altered course, ten times we crept slowly up, BUMP. How big is this ice floe? No panic, but we were beginning to sweat a bit, mainly because the air was getting a bit thick with lack of oxygen, burn a couple of oxygen candles and start the hydrogen eliminators, it helps a little.

Around about this time someone at Submarine Headquarters started to get concerned, they had not heard from us for 40 hours. So the Norwegian Air Force were asked to send an aircraft over the area at a given time and a signal was sent telling us to proceed on the surface to a certain position. The idea being aircraft

sees sub, everybody waves, everything OK, just a communication breakdown! Snag was, we were under the ice and could receive nothing. So, aircraft searches whole area for four hours, no Submarine. Admiralty hit the panic button, "submarine missing, believed Sunk". More aircraft sent out to search, nearest surface craft two days distant, BBC announce we are missing, panic stations for wives and families.

Back on board, we were still trying to find a way out from under the ice, air was getting thicker, and we hadn't eaten for 16 hours. Although nobody fancied food, we couldn't brew up, as this would have used precious oxygen and we were still extremely tired with aching eyeballs from staring at depth gauges for hour after hour, as long as we didn't go below 75ft. the leaks through the periscope lenses were kept at a manageable level. Finally, 13 hours and 22 minutes after the collision we surfaced and opened the hatches. Fresh air never tasted sweeter, even though it was freezing. On the bridge we found periscopes bent at 90 Degrees and fractured (hence the leaks), radar mast gone completely, radio aerials smashed, snort tube fractured and the raising gear shattered. We spent the next five hours lashing everything down and rigging a jury aerial - 20 minutes on deck and 20 minutes below to warm up. We must have made a good job of the jury aerial as our very first morse signal was answered by half the radio stations in the northern hemisphere and most of the NATO Fleet.

We remained in the Arctic for two more days to allow the boffins to complete their work, but we could not dive deep, and had to scrap the rest of the programme. On the way back South we dived to periscope depth and fired one torpedo at Bear Island, and we immediately dived deeper just in case it turned round and came back at us. (It was a live warhead). No problems, everything worked OK, the second torpedo we used to blow a small hole in Cape Wrath, before proceeding back to base.

Before entering harbour the skipper said he'd often wondered if he had a crew of Submariners or idiots! The Arctic had proved we were the former. We, the crew, often cursed the Skipper for volunteering us for all the lousy, jobs, but we knew that when it came to the crunch there was none better. We had a few days in the floating dock to check our hull for damage, then on to Chatham Dockyard for repairs. Replacement parts and leave before sailing to Canada, but that's a different story.

Ironically and sadly, six months after our Arctic trip, one of our sister Submarines was tied up alongside the depot ship in Portland Harbour preparing to do a similar expedition in the Indian Ocean, when a torpedo in her forward tube exploded suddenly, killing six of the crew and sinking the Submarine, the fuel proved to be very unstable.

SUBMARINER ERIC - COMEDIAN'S SUCCESS AT THE EDINBURGH FESTIVAL

Submariner Eric performed his one Man Show at the Edinburgh Festival this year. The following is a glowing review of his Show – and his performance - which appeared in a National Newspaper:

"Funny and tender, informative and absorbing, *Eric's Tales of the Sea* is the sort of surprise that makes the Edinburgh Fringe special. Subtitled *A Submariner's Yarn*, it is a set of stories about underwater life by Eric, who served in the Royal Navy for 17 years before turning stand-up comic.

He tells us of the humiliating initiation rites that the older sailors played on him when he joined at the age of 16. He tells us of the submariner's privations — sleeping above torpedoes; eating a meal of baked potato and Mars bar. But this is no cynical exposé. When you are all breathing the same canned air, everyone has to get on. Eric's affectionate, inclusive tales are of friendship and loyalty as much as they are of protocol and pranks.

As befits a naval man, Eric gives us personal information on a need-to-know basis only. The Official Secrets Act stops him from telling us too much about how deep the sub can go or how fast it can travel — although, as he illustrates, you can go to the Royal Navy's website and find a lot of this stuff out for yourself. But it's Eric who chooses to tell his stories so tightly and so wittily. It's Eric who gives us the details of how to pull off an underwater escape, in a life-or-death opening anecdote worthy of an action thriller. And it's Eric who stubbornly declines to reveal his surname. (I asked him. He won't

tell.) If this is a Boy's Own story, it is a heroically unheroic one. Swimming by his nuclear sub one day - with fresh water at a premium, that's how submariners wash themselves - he bumps up against a shark. It takes him two more years to re-enter the water.

He paints a vivid, loving portrait of his best friend, a silver-tongued shipmate who can talk his way out of anything. Anything, that is, until he attempts the world record for escaping from a sub from just beneath the Continental Shelf.

These are matters of life and death, jokingly told in a room that is kept in a sub-aquatic murk as we enter. Sonar pings. Eric, all beard and curls in a cream jumper better suited to the mid-Atlantic than to a torrid Edinburgh room, is affable but disciplined. Every word is chosen with care. He trusts in his stories, knows not to get in their way. Will it knock them dead at a comedy club? Maybe not. This is well-sustained comedy storytelling, not a laugh riot, which is perfectly suited to its semi-theatrical setting. Endearing but never ingratiating, amusing yet deftly emotional, Eric immerses us in his world. A quietly wonderful show."

www.ericdotcom.co.uk/

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

Captain Sir Edward Archdale, DSC, Royal Navy

CAPTAIN SIR EDWARD ARCHDALE, 3rd Bt, who has died aged 87, was a submariner and gunnery officer noted for his excellent eye. In 1942-43 Archdale completed 12 war patrols, mainly in the 600-ton submarine P42, *Unbroken*, which was commanded by Lieutenant-Commander Alastair Mars. Within moments of surfacing, its three-inch gun would be manned, and Archdale would be able to hit a target while the water was still draining off the boats casing. His first victim, on April 26 1942, was the Italian sailing vessel *Vale Formosa*, damaged off Bordighera Liguria.

Another typical target was a railway at Longobardi in southern Italy. In his book *Unbroken: the Story of a Submarine* (1953), Mars described what happened when Archdale opened fire: "The shell screamed through the air and exploded with a tremendous crash. A hit, by God! There was a vivid blue flash as the overhead wires were brought down, and in its brilliance I saw the engine detach itself from the coaches and idle down the track.

"Again the gun roared, and again. After five rounds, all of them hits, the carriages and trucks were crackling merrily with dancing yellow fires. The signal lights were out - the power was off. Archdale transferred his attention to the engine and methodically blew it to pieces."

Archdale was at the "fruit machine", the submarine's analogue computer, when Mars attacked an Italian squadron in the Ionian Sea, having penetrated the heavy screen of destroyers and aircraft. With one salvo of four torpedoes, the submarine damaged both the heavy cruiser *Bolzano* and the cruiser *Muzio Attendolo*.

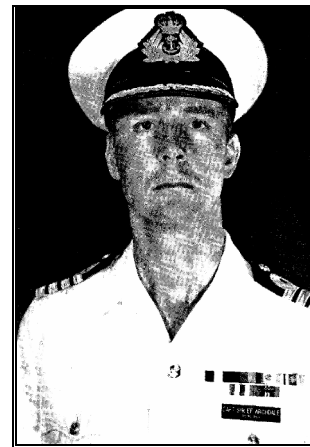
Archdale was awarded a DSC for his outstanding bravery, skill and devotion to duty.

Descended from a Plantation family in Northern Ireland, Edward Folmer Archdale was born at Portsmouth on September 8 1921. His grandfather had been a Tory MP at Westminster and later a member of the Northern Ireland parliament, becoming the province's minister of agriculture; he was created a baronet in 1928.

Edward's father was a First World War submariner who subsequently became Vice-Admiral Sir Nicholas Archdale, 2nd Bt. He served as an ADC to King George

V and was later general inspector with the ministry of home affairs in Northern Ireland from 1931 to 1946.

Teddy Archdale's Danish mother sent him to Copthorne prep school in Sussex, from where he entered Dartmouth in the Rodney term of 1935. He continued his training in the cruisers *Vindictive* and *Edinburgh* after war broke out, and in early May 1940 was sent as a midshipman to the destroyer *Sabre*, under the command of Lieutenant-Commander Brian Dean. On May 30 *Sabre* made two voyages to Dunkirk, in which she embarked 1,500 men despite damage sustained from heavy air attacks.



After temporary repairs, *Sabre* made several more trips to the beaches, and on June 2 she answered Vice-Admiral Sir Bertram Ramsay's call for volunteers: "The final evacuation is staged for tonight and the nation looks to the Navy to see this through."

By the time *Sabre* returned to Dover she had brought her tally of soldiers borne to safety to 5,765. Dean was awarded a DSO on June 6 for helping to organise the withdrawal under fire to England of 335,490 officers and men, and Archdale was mentioned in despatches for his part in it.

Six days later *Sabre* was sent on Operation Aerial, the evacuation of troops and civilians from ports in north-west France and the Bay of Biscay; and on June 23

Archdale helped to carry some 1,400 people from Alderney to Weymouth.

After completing his training in the battle cruiser *Hood* and the destroyer *Bulldog* Archdale volunteered for "the trade". When his time in *Unbroken* was up he returned to general service, teaching at the gunnery school, HMS Excellent, and serving in the Naval Ordnance Department. He was gunnery officer of the first-of-class large destroyer *Daring* and was fleet gunnery officer on the staff of the Commander-in-Chief, Mediterranean, from 1956 to 1958. Archdale was a member of the directing staff of the Royal Naval Tactical School from 1959 to 1962 and then served for two years at the Admiralty. He attended the Joint Services Staff College at Latimer, the Senior Officers' War College at Greenwich, and the Canadian National Defence College at Kingston, Ontario.

His last appointment was as Captain of the Dockyard and Queen's Harbour Master, Chatham before he left the Navy to work in the somewhat shadowy world of defence sales.

After retiring from the Ministry of Defence, Archdale became involved in local politics in Northern Ireland, favouring a power-sharing agreement between the rival factions. As a councillor at Comber, outside Belfast, he was a strong supporter of the Comber Charity's aim to build better futures for children with disabilities. Freed from the restraints of service life, Archdale was a trenchant letter-writer to *The Daily Telegraph*, particularly in

defence of the Navy. He described John Nott's proposed cuts in surface ships, which were subsequently scuppered by the Falklands War, as a dazzling sleight of hand.

"A 12 per cent cut in manpower cannot be explained as strengthening our defences," he declared - while the loss of two aircraft carriers could not be compensated for by the retention of two land-based Buccaneer Squadrons already in service. He remained strongly suspicious of RAF ambitions to secure a disproportionate share of the defence budget.

He also defended the Irish language against suggestions that it is a bogus invention of schoolmasters and clergymen. A Conservative for much of his life, he sympathised with the philosophy of Social Credit. On moving back to England in his later years, he gave his political allegiance to UKIP. His former commander Alastair Mars who won a DSO for his service in *Unbroken*, rated Archdale 'very fair, very precise'; and friends appreciated Archdale's direct and determined character, his strong sense of humour and his ability to defuse the tensest of situations with a flippant remark. His children remember the magic tricks he performed at the breakfast table to persuade them to eat their boiled eggs.

Edward Archdale died on July 31. He married, in 1954, Elizabeth, daughter of Major-General Wilfrid Boyd Fellowes Lukis, Royal Marines. The marriage was dissolved in 1978. One daughter predeceased him, and he is survived by another, Lucinda, and by a son, Nicholas (born in 1965), who succeeds in the baronetcy.

Don Richie (1935-2009)

A personal tribute to the late Don Richie -Medway Towns Branch - by his long time friend - Les Willcox.

"Don Ritchie was my friend of twenty and more years, mainly through my time at London SOCA and the Submarine War Memorial on the Embankment. We first met in 1985.

Don joined HMS Ganges on 5th June 1951. Then he served on three aircraft carriers HMS Indefatigable (a training ship), HMS Triumph and HMS Glory. Over to small ships - HMS Leeds Castle - and then to HMS Vernon and finally back to Chatham Barracks where he was drafted into submarines. In April 1955 he joined HMS/m Tiptoe, followed by Trenchant, Sea Devil, Talent, a spell back at HMS Vernon in 1958, then HMS/m Artemis and Tireless. Unfortunately, at that point Don failed an eye test and his then Captain, Lt Woodward (later Admiral Sir John Forster 'Sandy' Woodward, commander of the South Atlantic Task Force in the Falklands War) could only offer him re-classification as a Cook or Steward, so he left the Royal Navy.

In the 1980s as I was trying to nationalise London SOCA and the Submarine War Memorial; I relied heavily on Branch Standard Bearers to multiply and lead our yearly tribute to our comrades. Don was always on parade, and covered the funerals of many old comrades who passed away. I know from Dixie (his wife) that he worked nights so as to ensure he was available; on one day he attended two separate services.

I well recall 1990, when I was more or less promised that the Parade & Service might have a Royal Marine Band. Our long time Parade Marshal was retiring at 80 years of age, after a long and faithful service to the Memorial. I was joined by a proper PO GI. Don approached me about the growing numbers of Standard Bearers we were now attracting (27 that year) and would I appoint a Standards Marshal. This I did by appointing John Huntley. Don was happy.

Over the years I have known Don, I well respected his enthusiasm for his service to ex RN Associations, especially SOCA, the RNA and, of course, the biggest 'single ship' Association in the world, the HMS Ganges Association. Don and Dixie and Eileen and I would meet socially at the HMS Ganges Association reunions -the last in 2005 when we celebrated "100 years of Boy's ashore" at Ipswich.

Don was also a Founder Member of the annual Truculent Memorial service.

Finally, I last saw Don at the Lt Cdr Fraser VC Remembrance Service. Don was a very private person and only now, through Dixie, am I seeing the personal and sometimes awkward times, away from the ceremonial occasions we enjoyed. I regret very much that I was not able to say farewell to Don at his funeral. Dixie had left a distraught message on my answering machine and it took days to decipher, then Eileen spotted the name Don. Dixie phoned me again after the funeral and, unfortunately, no-one else had let me know.

Thank you, Don for all your friendship and service to SOCA/SA - especially as a Standard Bearer."

Obituaries - Members 'Crossed the Bar' 1st Jul 2009 to 25th Sep 2009

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
C J (Cyril) Baldwin	Able Seaman (HSD)	Scotland North East	Apr 43 to Mar 46	VENTURER, SPUR & SENESCHAL
G (George) Fennell	Stoker Mechanic	Bristol	Dec 46 to Aug 49	THOROUGH, TOKEN & TEREDO
J (John) Megaw	Leading Stoker	Northern Ireland	June 46 to Jan 48	THERMOPYLAE (46) & RG (L) (47)
G S (George) Munro, BEM	Chief Petty Officer (TASI)	Northants	Jan 50 to Jun 73	ATERMIS, ALLIANCE, SCYTHIAN, SENESCHAL, SEA DEVIL, TOTEM & TRUNCHEON
H (Jolly) Rogers	Telegraphist (T/O)	Exeter	Oct 43 to Mar 48	OBERON & AMPHION
R A (Bob) Tidd	Able Seaman (Torpedoman)	Bath	Oct 42 to Dec 46	OBERON (1), TRUCULENT, TRUANT & AURIGA
K H B (Burt) Wootton	Stoker Mechanic	Gosport	Dec 42 to Jan 46	H34 & TANTIVY
F J (Fred) Dyer	Chief Engine Room Artificer	Dolphin	1939 to 1953	H28, L26, L27, SSEALION, STURDY, P552, ARTFUL, AFFRAY, TELEMACHUS & TRUSTY

New Members joining the Submariners Association 1st Jul 2009 to 25th Sep 2009

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
D (David) Adams	Able Seaman (UC*)	Dolphin	1970 to 1975	VALIANT & DREADNOUGHT
D J (Dennis) Buller	Operator Mechanic 1	Beds & Herts	1989 to 2005	REPULSE, RENOWN, VANGUARD & VIGILANT
D (David) Cattroll, MBE	Lieutenant Commander (MESM)	Barrow in Furness	1978 to 2008	REVENGE (79-80), RENOWN (81-94), SPARTAN (95-98) & SOVEREIGN (03-06)
R K (Roy) Cheshire	Chief Petty Officer (UW1)	Indalo Spain	1959 to 1979	TRUMP (58-60), TIPTOE (60-63), ARTFUL (64-66), AURIGA (66-68), ANCHORITE (68-69) & DREADNOUGHT (69-72 & 76-78)
C (Colin) Clarke	Warrant Officer 1 (S)	Gosport	1978 to ****	OLYMPUS (79-82), ONSLAUGHT (83), OSIRIS (83-92), TRENCHANT (95-97) & TRAFALGAR (98-00)
I (Ian) Congleton	Chief Petty Officer	West of Scotland	1988 to ****	CONQUEROR (88-91), VANGUARD (91-92 & 99-01), VICTORIOUS (93-97 & 02-03) & VIGILANT (03-04)
P B (Philip) Dodd	Chief Petty Officer (MEA)	New Zealand	1971 to 1987	RESOLUTION (71-73), REVENGE (76-78) & RENOWN (78-81)
A J (Alun) Evans	Petty Officer (MEM)	Indalo Spain	1965 to 1976	OBERON (66-68), GRAMPUS (68-72) & CACHALOT ((74-75 & 75-76)
D N (David) Farr, OBE, MA	Commander (WESM)	Sussex	1959 to 1964	EXPLORER (59-60) & TIPTOE (60-64)
R H (Ronald) Gurr	Petty Officer (TAS)	Indalo Spain	1966 to 1973)	TIPTOE (67), REVENGE (67-70), RORQUAL (71) & SOVEREIGN (71-73)
R (Harry) Harrison	Petty Officer (LTO)	Merseyside	1943 to 1947	H50, H51 & AURIGA
M W (Jim) Jamieson	Acting Petty Officer (UW2)	Indalo Spain	1955 to 1962	SUBTLE (56-57), ALLIANCE, ANDREW (59-60), ALARIC & ALCIDE (61-62)

M J (Matthew) Kemp	WEM (O)	Medway Towns	1988 to 1996	TIRELESS (88-91) & SPLENDID (91-95)
M A (Mark) Lawrance	Leading Seaman (S)	Central Lancs)	1978 to 1987	WALRUS (79), ONSLAUGHT (79-82), OTTER (83-84) & OBERON (85-87)
K (Ken) Mildener	Warrant Officer (MEA)	Dolphin	1971 to 1996	REVENGE, REPULSE & CHURCHILL
P G (Charlie) Moon	LME	Indalo Spain	1964 to 1970	TOKEN, AURIGA, RORQUAL & ONSLAUGHT
D J (David) Moss	LMEM	Gosport	1982 to 1987	OTUS (82-84) & OBERON (85-87)
S M (Steve) Mullins	Leading Seaman (TS)	Hull	1979 to 1988	ORPHEUS (80), OCELOT (80-84) & ODIN (85-88)
P F (Paul) Myers	Chief Petty Officer (W)	West of Scotland)	1987 to ****	COURAGEOUS (87), SCEPTRE (88-96), SUPERB (96-97), VICTORIOUS (98-01) & VENGEANCE (03-06)
W C (William) Naismith	LLOG (Pres)	West of Scotland	1993 to ****	SPLENDID (96-98), TORBAY 998-99), SUPERB (99-02), TALENT (03-04) & VENGEANCE (05-08)
J R (Pat) Patrick	Leading Seaman (UC1)	Indalo Spain	1953 to 1959	SUBTLE (53-55), ARTEMIS (56-57) & TOKEN (57)
W L (Bill) Pratchett	Chief Engine Room Artificer	Colchester	Mar 1953 to Jul 1957	ARTFUL (53-56), TRENCHANT (56-59) & ALCIDE (61-62)
J N (Jeffrey) Proctor	Chief Petty Officer (Mech 1)	Indalo Spain	1966 to 1970	SEALION, ORACLE & DREADNOUGHT
T A (Tom) Rawbone	Warrant Officer (WEA)	Barrow in Furness	Mar 1982 to Jan 2001	TRAFALGAR (83-85), TALENT (86-91) & VICTORIOUS (97-99)
W R (Bill) Russan	Lieutenant Commander	Barrow in Furness	1972 to 1997	DREADNOUGHT (73-79), SUPERB (80-81), SOVEREIGN ((82-85) & TALENT (90-93)
T D (Tim) Spencer	MEM1	Plymouth	2000 to 2005	VICTORIOUS (00-02) & VANGUARD (03-05)
J (Jonathan) Takel	Chief Petty Officer (TS)	West of Scotland	1988 to ****	COURAGEOUS (88-82), VIGILANT (96-99 & 03-06), VICTORIOUS (99-00) & VENGEANCE (00-02)
I D (Ian) Toghill	Leading Seaman (S)	West of Scotland	1978 to 1986	CONQUEROR (78-80 & 84-86) & VALIANT (84-86)
J (John) Wakelam	Able Seaman (UC)	Merseyside	1973 to 1975	RORQUAL
M B (Matthew) Webster	ET (WE)	Dolphin	2007 to ****	SCEPTRE (09-**)
S P (Simon) Webster	LET (ME)(M)	Dolphin	2001 to ****	TRENCHANT (02-08)
P (Paul) Whitfield	Radio Supervisor	Indalo Spain	1958 to 1972	SCOTSMAN (58-59), ALCIDE (60-62), ALLIANCE (63-67) & ONSLAUGHT (69-70)
C F (Chris) Wright	Leading Seaman (RP)	Indalo Spain	1968 to 1973	ACHERON & ANDREW

**** - indicates a Serving Member