
IN DEPTH

Official Newsletter of the Submariners Association

Patron: Admiral the Lord Boyce GCB OBE DL

Issue 027

www.submarinersassociation.co.uk

December 2009

COMMITTEE

Chairman:

Dave Barlow
84, Holbeck Park Avenue
Barrow-in-Furness
Cumbria. LA13 0SB
Tel: 01229 831196
dave@davebarlow.plus.com

Vice Chairman:

Ted Hogben
62, Kitchener Road
Strood, Rochester
Kent ME2 3AP
Tel: 01634 715635
Mayted@blueyonder.co.uk

Secretary:

Jim McMaster
1, Blantyre Court
Bargarran, Erskine
Renfrewshire PA8 6BN
Tel: 0141 571 4094
Jim.mcmaster2@ntlworld.com

Treasurer:

Rick Elrick
1, Winthorpe Grove
Doddington Park
Lincoln. LN6 3PL
Tel: 01522 692372
Rick.Elrick@talktalk.net

Membership Secretary:

Tex Golding
Pinza, 114, Rowner Lane
Gosport
Hants PO13 0ES
Tel: 01329 313144
Tex_golding@ntlworld.com

Editors:

Barrie Downer
barrie@downer55.freemove.co.uk
Joan Fraser
Joan.fraser@new.ox.ac.uk

PRESIDENT

Admiral Sir James Perowne
K.B.E.



The Submariner

"Of all the branches of men in the Forces there is none which shows more devotion and faces grimmer perils than the Submariner; great deeds are done in the air and on the land, nevertheless nothing surpasses your exploits."

Sir Winston Churchill 1943

EDITORIAL

Your December 2009 Issue of 'In Depth' has been produced before Christmas to give you all something to read with the Mince Pies and the odd glass or Port. 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 your 'oppo' and send in your items for 'In Depth No. 28'.

We have had some good 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:

CHAIRMAN'S CHAT

Fellow Submariners

A Merry Christmas and a Happy New Year to each and every one of you. I wish you the best of health in the coming year.

As we near the end of the year, I would like to reflect on 2009.

This last year has been a mixed one

Inside This Issue (a selection of the items)

6 & 7 President's Address to the Annual Reunion

7 to 10 ASTUTE Leaves Barrow for Sea Trials

10 & 11 Submarine Museum News

11 Indonesian Submarine PASOPATI

12 & 13 Bring Back the Manual CEP!

13 & 14 Gosport Branch Canoe Presentation

as far as the Association is concerned. We lost three branches, London, Bromley and Central Lancs but strangely enough didn't lose too many members. Nearly all have joined other branches. In these three cases it seems that the underlying reason was the reluctance of members to take office particularly the important ones of secretary and treasurer. As a result of the conference motion raised by Sunderland to look at the reasons for branches shutting down a Sub-committee was set up to establish the reasons and I am looking forward to looking at the results of their deliberations.

Although that is the prime remit of the sub committee it was agreed they should also look at wider issues and how the future of our Association can be assured. Their report will be available to the NMC in the New Year followed by full publication shortly after. I can assure the doubters that nothing will be held back. Indeed some of their preliminary findings have already highlighted areas of improvement and prompted the NMC to take action.

On the plus side we gained two new branches in Spain and both are going forward positively. Each has a different way of doing things; España Levante meet twice a year and make a weekend out of it whilst the Indalo in Spain branch meet every two months at a different venue with the emphasis on a lunch. Both are successful.

This year for the first time since the Submarine Centenary the Association Membership has actually gone up during the year. Not a lot but still in the right direction. This is really good news, but don't let's get complacent. We still need to do more to encourage new members, not just the younger serving members but some of those who are about to leave or have just left the service. There seems to be a gap round the late 40s 50s era. If you look at the obits and new members on the back pages you will see that since the last issue the number of deaths (which we can't do much about

anyway) is just a fraction of our new membership.

NATIONAL CONFERENCE

The conference was well attended even though it was across the water in Bangor and obviously a lot more expensive. The conference itself went well and the socialising as always when hosted by the Northern Ireland lads was first class and will be hard to beat.

I am sure the Dorset branch will rise up to that challenge when they host the 2010 conference in Weymouth.

CDR IAN FRASER VC

Shortly after the conference, we held the memorial service for our last Royal Naval and Submariner VC, Cdr Ian Fraser VC. It was a lovely service in St Martin in the Fields Church in Trafalgar Square, London. A very poignant occasion and one which will always remain with me.

ANNUAL REUNION

We had a very successful reunion at Nottingham. A few small hiccups but overall I think most had a good time. The feed back has been very positive and any criticism has been constructive which is what I want. I thank all of you who took time to write and give us your thoughts.

The following is copied from Jim's 183 and I make no apology as he sums up the way we toast our Queen and the 'Port' issue very well.

The Loyal Toast. Gosh what a storm this started!! Do we sit or do we stand?

As one does in times of great emotional debate I turned to the ubiquitous World Wide Web for assistance on this matter! So here is what I have managed to find out.

At regular mess dinners in the Royal Navy, the senior member of the mess proposes the toast, "The Queen," and all present in a low voice repeat, "The Queen" and sip the toast. If an allied country's officer is a personal dinner guest in a mess where a nightly toast to the Queen is drunk, the mess president might propose a toast to the

IN DEPTH

sovereign of that country after the usual toast to the Queen. That officer would then properly reply with a toast to the Royal Navy. (The experienced guest is always careful to leave enough wine in his or her glass toward the end of the meal to be able to join in several toasts.)

The privilege accorded to the Royal Navy of remaining seated while drinking the Sovereign's health is of long standing but obscure in origin. There are three popular beliefs about this:

(a) that King Charles II when on board the ROYAL CHARLES bumped his head on rising to reply to the toast;

(b) that King George IV when Regent, dining on board one of HM Ships said, as the officers rose to drink the King's health "Gentlemen, pray be seated, your loyalty is above suspicion";

(c) that King William IV while Duke of Clarence (Lord High Admiral) bumped his head as he stood up at dinner in one of HM Ships.

In most of the Sail of the Line it was almost impossible to stand upright between decks except between the deck-beams; furthermore, in ships having a pronounced 'thumble-home' (i.e. steeply sloping sides) anyone seated closer to the ship's side would find it difficult to stand at all.

The privilege of remaining seated does not extend to naval messes on shore, nor afloat when the National Anthem is played. If no one takes wine for the loyal toast, the mess president has his glass filled at the expense of the mess so that, through him, all the members of the mess do drink the Sovereign's health.

In 1966, the Queen extended the privilege to Chief and Petty Officers of the Royal Navy.

As you can see the important part of this whole summary is that the privilege DOES NOT EXTEND to areas ashore. I hope this has cleared up the controversy. Unless YOU know something different!

The second contentious issue at the Reunion Dinner was the Port. First of all let me say that the Hotel handled the whole Port issue abysmally! However, the situation was retrieved when they found the extra bottles.

In the Royal Navy, and in many other organisations, at formal dinners the Mess President (or the host in charge of the dinner) has the principal guest sitting on his right.

After the clearing of the tables, stewards place glasses for the port for each diner, and conclude by placing the stoppered decanters containing the port and Madeira in

front of the President. (If there is more than one table, similar decanters, also stoppered, are placed on each table in front of someone who can see the Mess President. These subsidiary tables mirror the actions of the top table. Stewards may assist in ensuring compliance.)

The Mess President removes the stoppers, and without serving himself, passes the decanters to the person on his left who serves himself, and then slides them to his left. This clockwise cycle is quite convenient for right-handed people. When there are ladies dining it is customary to ask the lady if you may pour for her. This

must only be done after you have filled your own glass. When Madeira or sherry are being offered as well as port, the decanters travel together and remain in the same order.

It is customary for a diner to serve himself and then the lady on his left before passing the decanter on to the gentleman on her left, always continuing the clockwise rotation. That person selects either Port or Madeira, pours to within 1/8" of the top of their glass then slides the decanters to the person on their left. NOTE; PORT ALWAYS LEADS so if you are selecting Madeira pass the Port on. It is said that, because in the old days port at



dinner was free, poor midshipmen used to take advantage of this by filling their glasses to the very brim, forming a positive meniscus like that of mercury in a barometer. This is referred to as a 'midshipman's meniscus'.

In due course the principal guest receives the decanters from his right side, serves himself, and passes them to the President who then serves himself before replacing the stoppers. This not only ensures that the principal guest has been served, but will wait a very short time before the toasts begin; and the President has looked after all his guests before helping himself!

The President can then proceed to the Loyal Toast Routine as follows:

Unless on board a commissioned ship or establishment, all stand. The Vice President will then say, '(Ladies and) gentlemen - The Queen'. If present, the band will then play the National Anthem. All then drink the toast with the words 'The Queen'. Do not add 'God bless her'.

If there is no Vice President, the President simply stands and says '(Ladies and) gentlemen - The Queen'.

If a diner misbehaves, he or she can be fined an appropriate quantity of port. For a simple breach of port etiquette, a fine of a glass for the President and principal guest is probably sufficient. For major breaches, this can amount to a fine of port for the whole table. This does not have to be drunk there and then as extra port. It can be much more effective to charge the offender for the appropriate quantity, thus reducing the bill for other diners.

I hope this has helped to clear up some of the confusion and misunderstandings. It is not definitive and I would be pleased to hear of your ideas on these traditions.

Something which is NOT tradition but merely good manners is the conduct of diners. It is just bad manners to begin eating the

A Christmas Story or heart warming tradition:

When four of Santa's elves got sick, the trainee elves did not produce toys as fast as the regular ones, and Santa began to feel the Pre-Christmas pressure.

Then Mrs Claus told Santa her Mother was coming to visit, which stressed Santa even more.

When he went to harness the reindeer, he found that three of them were about to give birth and two others had jumped the fence and were out, Heaven knows where.

Then when he began to load the sleigh, one of the floorboards cracked, the toy bag fell to the ground and all the toys were scattered.

Frustrated, Santa went in the house for a cup of apple cider and a shot of rum. When he went to the cupboard, he discovered the elves had drunk all the cider and hidden the liquor. In his frustration, he accidentally dropped the cider jug, and it broke into hundreds of little glass pieces all over the kitchen floor. He went to get the broom and found the mice had eaten all the straw off the end of the broom.

Just then the doorbell rang, and irritated Santa marched to the door, yanked it open, and there stood a little angel with a great big Christmas tree.

The angel said very cheerfully, 'Merry Christmas, Santa. Isn't this a lovely day? I have a beautiful tree for you. Where would you like me to stick it?'

And so began the tradition of the little angel on top of the Christmas tree.

'Starter' before Grace has been said. Even agnostics and atheists adhere to simple dining etiquette!

It is also considered rude to sit eating when your principle guests are being introduced to you. Continuing to talk when your guests are being introduced is also disrespectful and very disappointing. Surely common courtesy is something most of us understand and adhere to?

I know I am going on a bit here but the NMC went to a lot of trouble to ensure that the 'Mixed Dinner' was treated with the same detail and given equal status with the 'Members Dinner' and it is disappointing to be told that the minority seem incapable of behaving in a respectful manner and spoiled the occasion for others. There is no getting away from the fact that this is a Service occasion
www.submarinersassociation.co.uk

and there are traditions and protocols for such events which have served us well through the years.

I mentioned an idea of how we could move forward with our reunions hoping to instigate some lively debate. It worked as I have received some really good feed back on these ideas with some variations on the theme. I am sure that this will be debated more formally at the conference in Weymouth in March.

REUNION 2010

The NMC had initially decided that the 2010 reunion should be held at the Royal Court near Coventry. However after listening to feed back from you the members (yes we do listen), we decided to re-assess the choice. After looking at various options, alternative venues and how we could overcome the difficulties at the Royal Court the NMC has decided that we should return to Nottingham again next year. Therefore the 2010 reunion will be held over the 1st -3rd Oct at the Britannia Hotel Nottingham. More detailed information will be published in the New Year.

HON VICE PRESIDENT

Our President Admiral Sir James Perowne approached me with a request that we appoint someone of the correct stature to take over the mantle left by the demise of Capt Mike Henry to assist in his presidential duties which he takes very seriously. I am delighted to inform you that we have now selected and appointed a new Honorary Vice President to the Association.

Cdr. Bob Seaward, OBE will represent our President, Sir James Perowne in the North of England, Scotland and Northern Ireland, when necessary. Bob is a member of the West of Scotland Branch and had an illustrious service in Submarines between 1969 and 2000. Having served on diesel and nuclear boats gives Bob a good insight into all aspects and areas of the Service. I believe that he is the only man to have commanded two different Polaris boats!! (Repulse 86

- 89 and Revenge 91 - 92) We wish him well in this new role!

EMBANKMENT PARADE

The Embankment Parade was a real wash out this year. Fortunately as a result of lessons learned from about five years ago when the weather was again awful we had a wet weather routine to fall back on. The forecasts during the week prepared us to expect the worse and for once the weathermen were right. It was a shame as we had a bumper turnout and contrary to some comments received, the President was not over crowded. I was in constant contact with the boats manager throughout the morning and I can assure you that it was well within the safety limits of the vessel. The NMC will endeavour to arrange for better weather next year. It was great to see so many serving submariners in attendance too.

ASTUTE

Astute has finally left Barrow to start her extensive sea trials before joining the fleet. I will say no more as there are a couple of articles later on to describe her departure and the first few days at sea.

AND FINALLY

I would like to thank three of our unsung heroes of the Association.

Tex Golding our membership secretary puts in many hours every day of every week throughout the year ensuring that our membership records are kept up to date and answering the many queries that come his way. An example of his endeavours is that he writes to every member from the closing branches that he is given the contact details of to make sure they are aware of the options available to them. He chases up the branch secretaries for their subscriptions and issues the membership cards.

He forwards on the many emails from all over that require a global distribution. And that lot is before lunch. After lunch - well he starts on the remainder of his many tasks. All in all a great job from a young spritely 85 year old.

Dave Hallas our webmaster is another who puts in many hours. Just have a look at the updates section of the site and you will see how much work he puts in.

He and Tex work together to ensure that all the membership data is made available to you via the website.

The national newsletters and quite a few of the branch newsletters area uploaded for your viewing as are notices of events or articles of general interest. I know that Dave will ask that you use the site more. Advertise your branch functions,

put your branch newsletter on the site for a wider distribution.

Joan Fraser is the third whom I must thank.

Joan has been our minute secretary for quite a few years now and what a difference she has made in the quality of the minutes that are now submitted to you for both the National Conference and the NMC meetings. I recently had cause to trawl through the old minutes going back many years and I couldn't believe the difference in content and quality from the early years through the nineties until now.

Yes, I take my hat off to all three of them. They all deserve our collective sincere thanks and on your behalf I thank them from the bottom of my heart for all that they do and hope that can continue as long as they are able.

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



Dave

Irish burial at sea

Mick and Paddy had promised their Uncle Seamus, who had been a seafaring gent all his life, to bury him at sea when he died. Of course, in due time, he did pass away and the boys kept their promise.

They set off with Uncle Seamus all stitched up in a burial bag and loaded onto their rowboat. After a while Mick says, 'Do yer tink dis is fer enuff out, Paddy?'

Without a word Paddy slips over the side, only to find him self standing in water up to his knees. 'Dis'll neva do, Mick. Let's row some more. After a bit more rowing Paddy slips over the side again, but the water is only up to his belly, so they row on. Again Mick asks Paddy, 'Do yer tink dis is fer enuff out, Paddy?' Once again Paddy slips over the side and almost immediately says, 'No,

dis'll neva do.' The water was only up to his chest.

So on they row and row and row and finally Paddy slips over the side and disappears. Quite a bit of time goes by and poor Mick is really getting himself into a state when suddenly Paddy breaks the surface, gasping for breath. 'Well, is it deep enuff yet, Paddy?' 'Aye 'tis', says Paddy. 'Hand me da shovel.'

PRESIDENT'S SPEECH AT ANNUAL REUNION 2009

Admiral Anderson, Chairman, Members of the Submariners' Association, Honoured Guests and especially members of HMS TIRELESS ship's company. I am delighted to see you here this weekend.

Another year has screamed past and here we are back at the same hotel as last year but all a little older and some of us may even be a little wiser! One new change that has occurred is that for the first time RASM's and my speeches are being relayed to the mixed dinner next door. I welcome this and would like to greet all those in the mixed dinner. I will be saying more about a possible way ahead later.

On your behalf I thank the NMC and all who organised this reunion which as ever has been a great success amongst old and new friends and a certain amount of drinks. I would also like to thank Jeff Tall not only for his excellent talk on Naval expressions but also to Bonnie and Cilla for setting up the museum shop and working so hard while we all enjoy ourselves. It is much appreciated.

I would like on your behalf to especially welcome tonight Rear Admiral Mark Anderson, who has assumed the role of RASM and is our new tribal chief. There are a few things you may not know about Rear Admiral Anderson: One is that Mark Anderson joined the Royal Navy in 1974 not as a Seaman Officer but as a Weapon Engineering Officer. Despite this total lapse in judgement he was still awarded the Queen's Sword in 1978. Clearly it was a difficult year for recruiting! He was still slow on the up take and it was only after 11 years that he saw the light and it was not until 1985 he transferred to the Executive Branch in order to fulfil his Command ambitions. After 'Perisher' in 1988, he served as Executive Officer in HMS TIRELESS and, on promotion to Commander, as Commanding Officer of HMS TALENT in 1993. Subsequent shore appointments included the MOD and in 1999 he was selected for promotion to Captain. He was appointed in 2000 as the Military Assistant to the first

Chief of Defence Logistics - General Sir Sam Cowan - two months after the formal establishment of the Defence Logistics Organisation. It was rumoured that he was discussing changing branches again to become a Pusser! This he strongly denies!! He narrowly avoided this pitfall and in 2002 he took Command of the Type 23 Frigate HMS MARLBOROUGH, and led the ship during the Iraq war providing Naval Gunfire Support to 40 Commando on the Al Faw peninsula. For this action, he was awarded a Queens Commendation for Valuable Service by the UK and the Bronze Star by the USA.

Commodore Anderson returned to the MoD in 2004 where he was responsible amongst other things for Astute. We are all aware of how well that is going especially after he recruited most of the NMC to assist on the project including our chairman! Most recently he has been the UK Chief of Defence Staff's Liaison Officer to the US Chairman of the Joint Chiefs, working in Washington on the Iraq and Afghanistan campaigns. Mark we are delighted to have you with us and I am sure the members will have much to say to you in the bar later.

I wanted tonight to give you a quick run round of the great range of activities the Association participates both at National and Branch level. There are too many for me to cover them all but I do feel that what we do is well worthwhile and often goes unsung. Since last year's reunion we have:

Last November we held our memorial parade on the embankment which was very well attended by both serving and retired.

Some members presented the garden of remembrance at Westminster Abbey and some paraded at the Cenotaph ceremony. The Chatham Branch carried out memorial service for Truculent in Chatham during January.

Sadly also in January the memorial service for Captain Mike Henry, one of our long serving and most

valuable Vice Presidents, was held in Rhu.

Also in January was the memorial to K13 organised by the West of Scotland Branch.

We had an excellent Conference in Bangor NI in March with great thanks to the local branch for arranging it. It will be in Weymouth this coming year so book early.

In April we were well represented at the memorial service of Lt. Cdr. Ian Fraser, VC at St Martin's in the Field.

A team lead by Dave Barlow went over to Norway to celebrate the centenary of their submarine service and had a great time.

Rick Rothwell arranged another excellent cruise to Bruges. It is great fun and well worth going on if he does the same this year.

We commemorated the Vandal and Untamed in early May lead by the Scottish Branch.

There was good Participation at the 70th anniversary service for HMS THETIS in June at Birkenhead.

In July, the Gosport branch presented a cheque for £1500 towards a new canoe for the Gosport and Fareham Inshore Rescue Service. Well done the Gosport Branch for raising so much.

Not to be out done also in July the Portsmouth Branch hosted the Annual Draw and seeing Jim McMaster and 'Mad Dog' McKenzie dancing with the Morris Men will always stick in my memory

The Derbyshire Branch presented a guide dog for the blind at half time during the Derby City Plymouth Argyle football match in August at Pride Park in front of a crowd of 26000. Well done Derby Branch for raising the money and for arranging it all.

In September many of us participated in the unveiling of a very special monument in Dundee to commemorate the international squadron that was based there in the war with HRH the Duke of Gloucester in attendance. Well done Scottish branch for pulling that off and getting the City to pay

for it! It is well worth a visit to see if you are north of the border.

Finally at the Edinburgh Fringe festival Glen Barrack as Submariner Eric had a very successful show which was very well reported in The Times. Well done Glen.

I feel this is a very wide range of events all promoting the submarine service as well as honouring our past. To ensure that we continue to change and develop, the NMC has asked a small team led by Ted

Hogben and Rick Rothwell to look at all that we do, our processes and communications to see how we need to change to keep ourselves relevant and appealing to new members in the future. They have written to all branches asking for ideas and views and I do hope that all will respond and come up with new ways ahead. This will include looking at the way the reunions are held and ways we can usefully change them. There are some details in the latest 'In Depth'

which I hope you have all read with an idea to hold a Members only reunion with the Conference in March and a mixed reunion in October. The Annual draw from next year will be combined with the October reunion to reduce the number of national events over the year. I repeat we need your branch feedback and ideas. This Association is for you and is run to reflect your wants.

Astute to embark on sea trials

Peter Felstead *JDW Editor*
Barrow-in-Furness

HMS *Astute*, the First of Class of a new generation of nuclear-powered attack submarine (SSN) for the UK's Royal Navy (RN), was taking on stores for her maiden voyage as *JDW* closed for press.

HMS *Astute*'s initial voyage will be up the coast from prime contractor BAE Systems' submarine production facility at Barrow-in-Furness, Cumbria, to Her Majesty's Naval Base Clyde at Faslane in Scotland, where the boat will be based throughout its operational life.

On arrival at Faslane, HMS *Astute* will embark on a two-phase series of sea trials. The first phase will concentrate on exploring and expanding the boat's handling while at sea; the second phase, which will see HMS *Astute* voyaging further abroad, will prove out the SSN's warfighting capabilities, such as the boat's sensors and weapon systems. HMS *Astute* will officially commission in the spring of next year.

"We're tasked with creating the operational procedures for this class of submarine," said *Astute*'s Commanding Officer, Commander Andy Coles, talking at a press facility on 12 November. "We'll start with what we know and then try to slowly explore the boundaries, the operating capability, the way we move her.

"The first thing I'll do when I get out is make sure she will stop, make sure she will start," explained Cdr Coles. "It starts at the basics; make sure she turns in the right

direction and just do turning trials until we know what the rudder's going to do at every single speed. And then we'll start doing manoeuvring trials. When we've proven the hull, we'll prove her under water in the same way. Then we'll move on to the combat systems. And then we'll be putting all that together and she'll be going over to America and firing the TLAM [Tomahawk Land Attack Missile] on their test range, firing the Spearfish [heavyweight torpedo] on a calibrated range, so we can actually put procedures into place.

"It's the first submarine to go out new in 17 years," said Cdr Coles. "We rue the fact that it was so long between the two, both in terms of contractor and navy. The expertise in how to build was difficult for the company to reproduce and the expertise in how to commission and take [a new submarine] out for the RN has been equally challenging. Now we've got it right; we've put the procedure in place."

Described by Cdr Coles as a "quantum leap" over the RN's preceding Trafalgar class, the *Astute*-class SSN introduces a number of firsts. A bigger boat than the preceding Trafalgars, the *Astute* class displaces 7,400 tons dived compared with just under 5,000 tons for the Trafalgar class. The *Astute* boats will put to sea with a larger magazine of primary weapons (a mix of up to 36 Spearfish torpedoes and Tomahawk TLAMs compared with 24 for the 'T boats' firing out of six tubes instead of the previous class's

five) and will be the first RN SSNs with a 'core for life' a Rolls-Royce-designed nuclear power plant that will last for the boat's service life, obviating the need for a costly mid-life refuelling process. The *Astute* boats will also be the first Class designed from the outset with 'no optical eyepath'; the periscope is fibre-optic based, as opposed to a traditional periscope that penetrates all the way down from the conning tower to the bridge.

Entering service in an era where asymmetric warfare prevails, the *Astute* class will be fitted for the 'Chalfont' special forces delivery system allowing clandestine operations in the littoral. It is also fitted to receive a suite of intelligence-gathering equipment (thought to be the Eddystone communications electronic support measures system), installed as operational requirements dictate.

For the first time on an RN submarine, all 98 crew (18 officers and 80 other ratings) on *Astute*-Class submarines will have their own berth, while a new communications system has been installed (a feature of this being, for example, that the Commanding Officer will wear an earpiece and be immediately contactable wherever he is on the boat).

BAE Systems Submarine Solutions has a contract for three *Astute*-class boats, 'limit of liability' funding for a fourth boat (for which the go-ahead is anticipated in the summer of 2010) and has ordered long lead items for boat five. The company is ultimately hoping to be contracted for seven boats to replace the seven-strong

Trafalgar-class SSN fleet on a boat-for-boat basis.

The second Astute-class submarine, *Ambush*, is now fully welded together at Barrow-in-Furness, while the third-of-class, *Artful*, is having its modules fitted out.

Over the course of its life, the Astute programme has been subject to well documented delays and cost growth. However, with the first boat complete and about to begin trials, BAE Systems has learnt much about how to improve the build process. An example of this is the introduction of a 'construction vision' technique, which from boat three onwards will allow BAE Systems'

technicians to work inside modular construction towers that hold their tools and provide a more integrated working environment than open scaffolding has previously allowed. With this and other lessons learned along the way, Submarine Production Project Team Leader John Swift told *Jane's* that, whereas *Astute* took 10 million man hours to design and another 10 million man hours to build, it is estimated that the fourth boat, *Audacious*, will take only nine million man hours to construct.

Apart from *Astute*, the RN has a fleet of 11 operational submarines: six Trafalgar-class SSNs (the first of class, HMS *Trafalgar*, having decommissioned on 11

November); HMS *Sceptre*, the last remaining Swiftsure-class SSN; and four Vanguard-class nuclear-powered ballistic missile submarines (SSBNs).

Discussions between the UK Ministry of Defence's (MoD's) capability management teams and the UK government are ongoing as to whether three - as opposed to four - Successor-class SSBNs could be commissioned to replace the four-boat Vanguard SSBN fleet. "The Prime Minister has asked for a report by the end of this year," the MoD's Director General for Submarines, Rear Admiral Simon Lister, told *Jane's* on 12th November.

Sail with Astute - Daily "Blog"

By Jon Swift

Jon Swift, who is the Submarine Production IPT Team Leader - responsible for the Delivery into service of the ASTUTE Class Submarines, recently sailed with HMS ASTUTE on it's maiden voyage from Barrow in Furness to HM Naval Base Clyde. The following is a 'Blog' he kept for the rest of the IPT Team and published on the Team Website.



In the Walney Channel

Saturday 14th November

ASTUTE slipped her moorings at the Wet Dock Quay and moved under the town road bridge at 1245 today (14th Nov 09) on her way through the Dock System, escorted by tugs busying themselves around her to escort to Ramsden Dock, her final berth before exiting Barrow and sailing towards the open sea hopefully tomorrow morning. By 1545 Saturday 14th Nov she was berthed alongside at Ramsden Dock, looking magnificent in the early evening

sunlight; an awesome sight awaiting sea clearance and the early morning tide on the Sunday 15th Nov.

Here's hoping for a good weather window tomorrow morning. We still have the final sea clearance process to clear an hour before slipping her ropes and sailing on the early morning tide. Those of us who are lucky enough and have the honour and privilege to sail with her on her maiden voyage from Barrow to Faslane need to be on board before 0645 early on Sunday morning - so no late night tonight!



Goodbye Barrow - the open sea!
(Where's me sea legs?)

Monday 16th November

During the first day at sea HMS ASTUTE was put through her paces as part of her initial sea trials - and she passed them with flying colours: her Commanding Officer of ASTUTE (Cdr Andy Coles) expressed his pleasure with her performance and handling. Over the day I enjoyed 2 good meals on board (there is a pattern emerging www.submarinersassociation.co.uk

here) both lunch and dinner both with a choice of menu and cooked to perfection. I spent a lot of time in the Control Room and on the Bridge observing the professionalism of Royal Navy at first hand, and I admit to feeling proud to be British and pleased that we are playing our part in delivering ASTUTE and the awesome capability that she represents. I was lucky enough to be on the bridge for the 1600 to 1900 watch, and was able to watch the sun go down, or rather the light gloom turn to dark gloom. ASTUTE ploughing through a rough sea at night with the waves breaking over the bow, forward casing and hydroplanes is a magnificent sight. I was also on the bridge to experience the first goffer - where a wave raises above the fin and breaks over it - needless to say I was drenched. The RN foul weather gear suitably tested and passed with flying colours. I then showered and turned in for the night. I have the top bunk in the 11 Berth Cabin for sea riders and trainees. I am going to get to know my room mates very well over the coming 5 days at sea, but overall, my first day at sea in HMS ASTUTE was an extremely positive and very rewarding experience. The professionalism of the crew is obvious for all to see.

Tuesday 17th November

I slept very well last night, despite there being what sounded like a Walrus in the bunk opposite me. I was in the top bunk of 3, and being less fit and able than I used to be, and now considerably heavier getting in and out of it proved to be a bit of a challenge! I fell out of my pit or rack (Naval slang for bunk) at 0700 and showered, I then enjoyed a good fried breakfast, before joining the Plan of Day meeting which set out the trials and training package for the day. I observed the Control Room operations and the work in the fore' ends before lunch. Lunch was excellent – a choice of 3 menus all cooked well, not that I tried them all despite the temptation. The afternoon was spent in the after ends, witnessing the conduct of the trials from the Manoeuvring Room, where the nuclear reactor, main engines, propulsion machinery and electrical distribution is controlled from. As a submarine engineer, crawling around the machinery spaces at sea with the kit fully operational was right up my alley. HMS ASTUTE completed the full power runs in both ahead and astern successfully; with the Crew noting that ASTUTE is faster on the surface than the Trafalgar Class and that they are looking forward to see what she can do when she will be really in her element. Again I enjoyed a great evening meal in the Wardroom, the quality of the food and cooking is fantastic. More trials are planned overnight, with some normal sea-going watch bill training planned for late morning tomorrow. Overall, an excellent second day at sea – HMS ASTUTE and her crew now seem to be very comfortable with one another.

Thursday 19th November

Awoke at 0400 to the sound of distant pipes – no not Scottish pipes, but ASTUTE's main broadcast informing the submarine of key evolutions. However, with the gentle rolling of the submarine I soon returned to sleep for a few hours and woke finally at 0700. Up, shower, etc. and off to the

Wardroom for fried breakfast. The boat has now settled into sea-going routines; Officer Group meetings, Heads of Departments Meetings and Plan of the Day. The Safeguard rule was piped again – so we can look forward to some fun and games again later. First we are transiting up towards Campbeltown for a boat-transfer to enable and exchange of sea-riders. However, the wind and weather became a bit lively and we experienced the submarine's handling on the surface in a Gale Force 8 and Sea State 8; or as the Mariners' Handbook describe it a 'very rough sea'. It was quite exhilarating, even if at times it seemed a troublesome moving around the Boat; the key being to take very small steps and move slowly, the alternative was to make friends with a passing crewman or lump of machinery. Viewing the storm through the Optronics Mast, watching the Boat roll and the after casing submerging and re-appearing was fascinating, although it was an odd sensation - to watch the boat roll one way while experiencing it roll the other. Needless to say with the gale and sea state, the boat transfer was weathered off, the sea-rider change will now happen when we come alongside in Faslane tomorrow. Another excellent lunch – I went for the haggis, tatties and neeps. This was then followed by another fire training exercise; I thought yesterday's evolution was impressive – but today's was even slicker and faster. I then went aft and topped up on my daily dose of submarine engineering by going aft and crawling round the engine room and the other machinery spaces. The boat is now starting to buzz ahead of the Faslane Arrival tomorrow.

Friday 20th November

Bed before midnight last night, as I want to be on the bridge fin early to watch the sunrise on the Clyde, but woke at 0430 – not really not a sensible time to get up so I rolled over. Awoke again at 0600 and lifted myself down from my rack (bunk), no Safeguard Rule today as today is the big event: HMS ASTUTE arrives in her home port

of Faslane for the first time. I also found out that getting up at 0600 has some advantages, it is ahead of the Duty Watch, which means no queues for the bathroom, and a bigger choice at Breakfast. I then donned some bright red foul weather gear – to be ready for Faslane and her famous liquid sunshine and a bracing November morning. Climbed the 25 - 30 foot vertical ladder to reach the After Conning Position, at the back of the ASTUTE Fin, to witness a beautiful Scottish morning on the Clyde. Dark rolling clouds, moody majestic peaks, intermittent sun and the dark, dark waters. ASTUTE glided effortlessly up the Clyde while the Captain of HMS ASTUTE, Commander Andy Coles conducted several telephone interviews with National and Local Press. There can be no doubt about how proud he is of ASTUTE. Indeed we all share that pride, ASTUTE is an awesome capability and a magnificent submarine that has performed well on the first 6 days of sea trials. Ahead there is a comprehensive sea trials programme which is to be expected from what is both a Prototype and the First of Class. We are also proud of all the people who have got ASTUTE to this important symbolic milestone, such people include; BAES Submarines Solutions (who designed, built, tested and commissioned her, and who will be supporting her throughout her sea trials period), the 400 suppliers to the Astute Programme, the Royal Navy and the MOD Submarines Production (Astute) Project Team. It is a tremendous endeavour to design, build and commission a nuclear powered submarine, probably the complex engineering challenge. At the bottom of Loch Long 2 tugs came out to meet us, 2 river pilots came on aboard, watching a boat transfer as sea is always interesting. The crews practised tug drills, bringing them alongside, taking on their ropes and then the tugs assisted ASTUTE to make a very tight turn. Tug ropes were then cast adrift and ASTUTE made her way back down Loch Long and turned to port and sailed up the Gareloch towards Faslane. The support vessel ORANSAY came

out from Helensburgh pier to meet us and sailed ahead of us through the Rhu Narrows. On board ORANSAY was a group of VIPs including Min DE & S, 1SL Admiral Sir Mark Stanhope, C of M Fleet VAdm Andrew Mathews, DSM RAdm Simon Lister and RAdm Mark Anderson, some of whom conducted Interviews with the Press with ASTUTE as a backdrop.

As we sailed past, ORANSAY ahead of ASTUTE was sun, around us dark clouds, underneath us the very best of British technology and over us was a perfect rainbow with the ends touching the water on both the port and starboard side. Perfection, and very emotional.

It is indeed an honour and a privilege to be part of the Astute Programme at such an important time, I feel tremendously lucky to be representing all those men and women who have toiled long and hard to get us to where we are today.



Arrival in the Gareloch

It has taken almost 20 million man hours to get ASTUTE to where she is today, but this is not the end, merely the start of her sea trials, and hopefully a long and successful commission. An hour and a half after coming alongside, CO ASTUTE hosted the VIPs to an excellent four-course meal aboard ASTUTE, where the talk was of how well ASTUTE had performed so far, much better than had been predicted, and of what lies ahead for ASTUTE and the 6 sister submarines of the Astute Class. After the meal, the VIPs were given a guided tour of ASTUTE, and were very impressed by what they saw and experienced.

Museum News October 2009

By David Ottley (Submariners Association Representative - Society of Friends Committee)

The Committee of The Society of Friends of the RN Submarine Museum met on the 8th October 2009. The accounts showed that the financial situation was healthy with around £39,000 being currently available to assist the Museum. Therefore, further to requests from the Museum funding was approved for the following projects –

- Improved site signage
- Reception Area improvements
- LR3 refurbishment
- E17 Conning Tower refurbishment
- Bronze Dolphins (located at museum entrance) refurbishment.

The meeting was addressed by Bob Mealings, the Museum's Deputy Director, who confirmed that the Museum was now an integral part of the National Museum for the Royal Navy who is now responsible for the distribution of 'Grant in Aid' for which all four naval museums are financially dependant. Previously Grant in Aid was distributed via the M.O.D. Bob advised that the impact of the new organisation was currently under assessment by the Board of Trustees, but that both trading and managerial changes were inevitable.

Bob Mealings also advised that although visitor numbers were slightly down on previous years the income was slightly up because of increased ticket pricing. However, investigations were ongoing as to how visitor numbers could be improved and those projects such as a joint ticket venture with Explosions Museum and a boat package from the dockyard museums were presently under discussion together with updating and redesigning the web site.

With regards to the Alliance Project, Bob confirmed that the Museum was in receipt of a Heritage Lottery Fund Development Grant of approximately £159,000 and that £3M from the same source was also being made available towards a total project cost of an estimated £4.8m. The balance of monies would have to be raised by the Museum though the Alliance Appeal Fund. This fund had been split into three phases, the first of which, The Development Phase, was now complete. The second phase which is to identify the organisations and private individuals who would be making major contributions was ongoing with the first major pledge already committed. The Public Appeal would be the final phase and this included marketing and promotion of the appeal and was yet to be launched. However, it was the intention to have all funding in place by the end of next year.

The coffer dam to be located around Alliance to provide improved maintenance access and an improved visitor experience will be the first area of construction. Other major civil works will include the construction of a new gallery which will accommodate the shop, the ticketing facility and a new area for artefacts. These works together with the major refurbishment of Alliance herself may, in the worst case, necessitate closure of the Museum for up to six months. Work on the Alliance project is expected to start around mid 2011.

The Society of Friends is committed to making a substantial contribution towards the Appeal Fund. Membership currently stands at 736 members with every effort being made to increase that number because the stronger the Society of Friends becomes the more capable it is of achieving the objectives of maximising its contribution to the Appeal and improving its level of general support to the Museum. If you are not already a member then these objectives give every reason to join the Society and thereby make your personal contribution towards preserving our submarine heritage and history for future generations. Full details of the Society can be found via the web site www.rnsubmusfriends.org.uk.

Indonesian Submarine Pasopati

By David Higham

Last year, I was working in Kula Lumpur for a couple of weeks. That gave me a spare weekend in the middle. On a whim, I flew to Surabaya in Java, Indonesia. Surabaya has been a seaport since the year dot. It was a base for American destroyers in World War II. At the end of the war, the Dutch briefly reclaimed Java. Surabaya saw the beginning of the uprising that brought independence and Sukharno to power. It is now the main base of the Indonesian Navy.

I flew by Air Asia, the Far East's version of Easyjet. The experience is enhanced by the careful selection criteria it applies for its

stewardesses — as a glance at its website will confirm.

Surabaya itself is not much of a tourist destination, a bit like Portsmouth without the charm. What made the trip worthwhile was the Pasopati, Indonesia's answer to HMS Alliance.

In 1952, the Russians donated a Whisky class submarine to Indonesia and it is now preserved as a museum.



Pasopati forms part of their submarine memorial. The boat is set in a pleasant park. They found me an English-

speaking guide. She was charming and a lot prettier than the guides they have in the Royal Navy Submarine Museum. Sadly, her English was limited to her set spiel. It was nice to be told that this was a torpedo and that that was a periscope. After the standard tour, I was allowed to wander round on my own. One thing was obvious; you could have swapped an A-boat crew with that of a Whisky and it would have taken about half an hour to get the hang of the other submarine.

Pasopati was surprisingly roomy inside. There was a reason. Alliance was lifted out of the water whole and put ashore. With the Pasopati, they had cut her up like a Swiss Roll and re-assembled her ashore. In doing so they removed a lot of stuff. That made it easier to move around but destroyed a lot of the feel. The starboard engine had been removed. The port engine was tiny compared with the Vickers diesel in an A Boat. She must have been very underpowered. The fore-ends were almost indistinguishable from Alliance.

One remarkable difference was the heads and bathrooms. There were no washing facilities at all and just one head. All that was left was the hole in the deck, roughly where the wardroom table is in an A Boat. They would have thought us pretty soft.

I did find another guide. He spoke not a word of English but he had served onboard. He had been a POM(E). We had a splendid conversation for about three quarters of an hour conducted entirely through the medium of diagrams. I always knew my Part III training would come in useful.

I would not recommend flying seven and a half thousand miles to see the Pasopati, but if you are passing Surabaya, do pay it a visit.

Sub find after 93 years will bring 'closure'

By John Simpson, North West Evening Mail
Monday, 26th October 2009

The wreck of a Barrow-built submarine – the E18 – missing for 93 years has been found.

Barrow Submariners' Association Secretary Barrie Downer said the find will bring closure for the descendants of the 33 men – including three Russians – who died aboard HMS E18. He added that he hopes the submarine will be designated a war grave and left alone.

The boat, which went missing in June 1916, was discovered on the bottom of the Baltic Sea off the coast of Estonia. Ola Oskarsson, from the marine survey company Marin Matteknik, said it was found last week near the island of Hiiumaa, some 90 miles west of Tallinn, after a 10-year search. Mr

Oskarsson said: "Apart from the damage on port side and tinier damages elsewhere, the wreck is in surprisingly good shape."

The submarine was among British vessels sent to the Baltic Sea during the First World War on the order of Winston Churchill, to stop German shipments of iron ore from Sweden. Mr Oskarsson said the sub appeared to have been sunk by a mine while on the surface. He said: "Legally, this wreck belongs to the owner, so only Britain can claim ownership." The E18 was one of a large number of 'E' class boats built by Vickers craftsmen in Barrow. It was laid down on 1st January 1914, launched on 4th March 1915 and completed in June that same year.

Tsar Nicholas II of Russia, who was killed in the Russian Revolution only two years later, gave posthumous medals to the crew of the Barrow boat.

Mr Downer said: "It is very good news because obviously it disappeared in fairly mysterious circumstances. It went out on patrol but never came back so no-one really knew what happened." "For the descendants of the men's families, and there are still some around, it is very good news that they now know where and how it happened.

NOTE The location of Submarine E18 was the culmination of years of research by Darren Brown, the Australian based descendant of a crew member of Submarine E18

who had been left inboard for the final patrol as he was sick. He thus became an inadvertent survivor.

Daren's researches pinpointed documents which showed the location of a German minefield. Having identified a possible

location the Submarine was found within hours of starting the search

Bring Back the Manual CEP? - Lax Leadership Led To Hormuz Collision

By Andrew Scutro, Navy Times, November 16, 2009

The Navigator was listening to his iPod during a critical evolution : Watch standers were known to sleep on the job : Stereo speakers were rigged for music in the radio room.

An informal atmosphere along with crew complacency, a weak command and inferior submariner skills are named as contributors to the March 20th collision between the attack submarine USS HARTFORD and the amphibious transport dock USS NEW ORLEANS in the Strait of Hormuz.

And according to a heavily redacted 102-page Judge Advocate General Manual investigation obtained by Navy Times through a Freedom of Information Act request, what turned into a major embarrassment for the submarine fleet was entirely avoidable.

The collision happened just after midnight in calm seas as HARTFORD was at periscope depth and southbound, crossing the strait bound for a port call in Jebel Ali, United Arab Emirates.

New Orleans - 70 days into its first deployment was westbound, exiting the surface transit lane of the strait. The state-of-the-art gator was entering the Persian Gulf as part of the Boxer Amphibious Ready Group.

The ships crashed as they intersected. Fifteen sailors on HARTFORD were hurt, none more seriously than during a typical swim call, according to the boats corpsman. No one on NEW ORLEANS was injured.

The crew of NEW ORLEANS bears no fault for the accident, the report said.

When it was all over, HARTFORD would take one month to limp home to Groton, Conn., on the surface, it's Captain and Chief of the Boat both fired. Today, HARTFORD is still undergoing extensive repairs to its bent sail,

internal components and damaged bow planes at General Dynamics Electric Boat in Groton. Industry experts estimate the bill to be more than \$100 million.

NEW ORLEANS suffered a 16-by-18-foot gash in its hull. It would spend 53 days in Bahrain undergoing \$2.3 million in repairs while stranding embarked leathernecks from the 13th Marine Expeditionary Unit.

Problems at the Top Blame for the whole debacle lands squarely with a command team on HARTFORD that tolerated an informal atmosphere on the ship, the report said.

The Captain was detached for cause and Chief of the Boat was reassigned to Submarine Squadron 4 in the aftermath. The Navigator, Executive Officer and Weapons Officer underwent non judicial punishment, as did 10 sailors. Also, administrative action was taken against three direct support element members assigned to Naval Information Operations Command in Georgia as well as a Fleet Intelligence specialist based near Washington, DC. The report did not explain what role they played.

The report's final endorsement, by Fleet Forces Command head Admiral John Harvey, called the accident the result of nearly 30 tactical and watch stander errors in the hour before the collision. He also noted that the command failed to hold subordinates accountable and a high price has been paid for that shortcoming. Harvey also directed the Submarine Force to review all collisions back to the attack sub GREENVILLE's fatal crash into a Japanese fisheries training boat in 2001 near Hawaii. Vice Admiral Jay Donnelly, Submarine Force Commander, spoke candidly about the mishap on Oct. 28th during the annual

Naval Submarine League meeting in McLean, Va.

He said the crew had just finished an intense operational phase of its deployment and everybody let down their guard for what was actually one of the most challenging phases, crossing the Strait at periscope depth. He also noted that more or better technology would not have helped the situation, as the sub crew knew NEW ORLEANS and another ship were nearby.

A Bigger Issue The collision illustrates the force's larger problem with contact management. An internal message sent by Submarine Force Pacific commander Rear Admiral Douglas McAneny less than a month after the collision urged Commanders and Commodores to boost crew's ability to track surface contacts.

Over several months prior to the incident, hundreds of watch standers were tested in their ability to understand how to analyze the movement of surface contacts. The exams yielded results of 10% to 15% passing grades among enlisted watch standers and 60% of officers.

Given the attention I have personally placed on submerged contact management in briefing the waterfronts, this is unacceptable, McAneny wrote in the message obtained by Navy Times.

Not Up To Standard At the time of the collision, the sub was southbound at periscope depth, periodically raising and lowering its periscope.

When the ships collided, the NEW ORLEANS crew felt a shudder and rumbling. The bridge team slowed to 3 knots and launched a small boat to look for damage. The big amphib had flooding in ballast and fuel tanks and listed 1.5 degrees to starboard.

On HARTFORD, the crash caused the door of the control room to be jammed shut by a battle lantern, a fuel leak in the machinery room, and light smoke in that space and in the torpedo room.

The bow planes were not working and the periscopes would not rise. The towed array was retrieved and baffles cleared before conducting an emergency blow and surfacing 3,000 yards from NEW ORLEANS. It took the crew nearly four hours using wedges and a portable hydraulic jack to pry open hatches up to the bridge.

Blame is on the Captain for failing to plan the Strait transit and crossing evolution, for failing to communicate the plan, and leaving watch standers without the heightened risk that should have been foremost on everyone's mind. But the watch standers were not up to standard to begin with, according to the report.

Control room understanding of contact management was found to be poor enough that crew members routinely failed to critically evaluate the validity of computer-generated

contact information with raw sensor data.

But as McAneny urged commanders to get their crews up to standard, the causes of the collision point to leadership. The Captain, the Executive Officer and COB were together tagged with setting a command climate that lacked a questioning attitude that is expected in the submarine force and for fostering a general level of complacency.

It was felt by even the youngest sailors. Helmsmen - always the newest crew - told investigators they often would slouch in their seats with one hand on the controls, and would take off their shoes while driving the ship. Sailors also reported a lax attitude in the sonar division about taking breaks.

On the night of the crash, sonar operators chatted for the majority of the time [in the hour before] the collision. An officer of the deck did not look through the periscope prior to the collision after taking over contact management duties.

The navigator, off-watch, was found to have been taking an

engineering exam in the wardroom while listening to his iPod - despite the hazardous evolution underway. The Captain was never in the control room during any time crossing the Strait, the investigators found.

Prior to the accident, speakers had been installed in the ultra-sensitive radio room that allowed music to be played from an iPod while on watch. This was hidden from the Chain of Command.

Perhaps most shocking was this revelation: Many crew members stated there were numerous known sleepers [five specific names were reiterated by the majority of those crew members interviewed]. Those personnel would routinely fall asleep [nod off] on watch, and no disciplinary action was taken. Two of the known sleepers were on watch during the collision, the report states.

The investigating team does make a point at the end of the report to say most of the sailors on the ship were of an absolutely superb caliber now hungering for effective leadership and eager to restore their ship's standing.

PRESENTATION OF CHEQUE & CANOES TO GAFIRS by GOSPORT SA

By Bill 'Bungy' Williams, Honorary Secretary, Gosport Branch, Submariners Association

A presentation of a cheque to the value of £1,500 was made by the President of the Gosport Branch of the Submariners Association, Rear Admiral Anthony J. Whetstone, CB., to the Chairman of the Gosport and Fareham Inshore Rescue Service (GAFIRS), Mr Steve Hobbs on Sunday 26th July 2009 at 1100 hours, and took place at the Lifeboat Station Boathouse in Stokes Bay, Gosport.

The Standard of the Gosport Submariners Association, as well as committee officials and members of the branch, together with their counterparts from the GAFIRS and their wives and families attended the ceremony. The monies raised were by collections and donations from serving members of the Gosport

Submariners Association, and also from families, relatives and friends of deceased members of the branch which started over a twenty month period from June 2007, after a presentation of donations raised from the sale of artefacts of one of our deceased members, Mr. Jeff Dadson, who as a civilian diver, had an affiliation with GAFIRS and also for safety at sea in general.

The cheque will contribute to the purchase and kitting out of two canoes, which will display the Gosport Submariners Association Logo on the bows, and Submarine Dolphins on the port and starboard sides, astern. These canoes will assist in the training of 14 - 18 year old cadets of the Rescue Service, who are also taught swimming, first aid and

traditional lifeguard skills, which will stand them in good stead when they are eligible for training to become lifeboat crew on reaching the age of 18. The life cycle of the canoes in the Rescue Service is five years at which time they will then be de-commissioned and presented to the British Canoe Association.

GAFIRS, whose Patron is the Lady Midge Fieldhouse, widow of the late Admiral of the Fleet Lord John Fieldhouse of Gosport, GCB GBE, and ex Flag Officer Submarines and Chief of Naval Staff; and whose Joint Presidents are the Worshipful Mayor's of Gosport and Fareham, is an independent Inshore Rescue Service that provides free maritime rescue cover in the

Solent areas from Portsmouth Harbour to Titchfield Haven.



Presentation of the cheque to GAFIRS by the Chairman of the Gosport SA., Mr Terry Goodship

Its lifeboat crews, all volunteers, are on call with Solent Coastguard 24 hours a day 365 days a year. It is consistently one of the busiest lifeboat stations in the country with an average of 110 callouts per year, (143 incidents in 2008; 93 incidents in 2007), and requires operational costs in excess of £42,000 00 per year all provided by voluntary donations and contributions.



The launch of the two canoes at Stokes Bay, Gosport

The service operates two front line lifeboats, the larger of these, Gosport Rescue 1, is a fully self-righting 28ft rigid hulled inflatable boat, powered by a 300hp Iveco diesel engine, which can reach speeds of up to 35 knots and can reach any part of the patrol area within 30 minutes of call out; the second, Gosport 2 is a 4 metre Searider, which is powered by a 30hp outboard motor. As well as the two lifeboats it can also provide a specialised Land Rover Support Vehicle, which is ideal for working in extreme off road conditions and thus aid casualties inaccessible to a normal road vehicle. It can also offer medical support of BASICS Doctors, IHCD Paramedics and a RN

Medic/RN Paramedic providing assistance both ashore and afloat. This allows the lifeboat the capability to supply advanced life support where it would normally be inaccessible to land based crews. Another service which can be provided by GAFIRS is the services of the Dive Rescue and Emergency Dive Team, who, again, are a team of volunteer divers who work to an exacting code of practice agreed with the HSE and HM Coastguard, and operate in hostile conditions such as cold, icy, dirty and possibly contaminated water in zero visibility, at night and inside or adjacent to sinking or sunken vessels. Gosport Rescue-3, a fully self-righting "Ribercraf" 545 inshore lifeboat, with a speed of nearly twenty knots, and has been specially fitted out to be able to give support to the Diving Teams. Finally they support a Cadet Section, which is where the Canoes come into their own.

Apologies from the Editor for the delay in putting this in "In Depth"

A Tale of Five Surgeons

Five surgeons are discussing who were the best patients to operate on:

The first surgeon says, 'I like to see Accountants on my operating table because when you open them up, everything inside is numbered.'

The second responds, 'Yeah, but you should try Electricians! Everything inside them is colour-coded.'

The third surgeon says, 'No, I really think Librarians are the best; everything inside them is in alphabetical order.'

The fourth surgeon chimes in, 'You know I like Construction Workers. Those guys always understand when you have a few parts left over at the end, and when the job takes longer than you said it would.'

But the fifth surgeon shut them all up when he observed, 'You're all wrong. Politicians are the easiest to operate on. There's no guts, no heart, no balls, no brains, and no spine, and there are only two moving parts - the mouth and the backside - and they are interchangeable'.

FROM THE GUEST BOOK

Date: 25/11/2009
 Name: Fran McCallum
 E Mail: fmccallum@creativimensiongroup.com
 Location: Fredericksburg
 Comment: My sister, Dona McCallum, is trying to contact David Thompson (formerly of Comber, County Down, Northern Ireland) who served on the Osiris

submarine from 1964+. Dona's contact e-mail: dmriddle@live.com and my contact e-mail is as below. Thank you for your help. Sincerely, Fran McCallum

Date: 22/11/2009
 Name: Paul Roggemann
 E Mail: progg@frontiernet.net
 Location: NY, USA

Comment: Shipmates, I'm trying to determine the location that this photo was taken. We visited the UK in OCT 1964. Is this PORTSMOUTH?? <http://ss-407.net/images/personal/SS407-01.jpg> If you can assist me, I'd appreciate an email reply. Thank you, Paul Roggemann (USS Sea Robin SS-407 - 1963-67)

Date: 10/11/2009
 Name: Bill McCormack
 E Mail: bill-mccormack@hotmail.co.uk
 Location: Scunthorpe
 Comment: A big thank you to all ex - shippers for a fantastic weekend in York at the HMS/M Churchill Reunion, may they long continue

Date: 08/11/2009
 Name: Colin Watson (soapy)
 E Mail: colinwatson9@sky.com
 Location: Derby UK
 Comment: Looking for any old Shipmates of HMS Otus between 1974 to 1977. Nice to see old Gal still afloat in Germany Sassnitz (think that's spelt correctly. Soapy Watson (MEM1)

Date: 03/11/2009
 Name: Bruce Stewart
 E Mail: democracy@nexicom.net
 Location: Peterborough Canada
 Comment: Hello: I am looking to find veterans of the Sentinel on behalf of my mother, Joan Stewart, who lives today in Vancouver. My father, Bill (Jock) Stewart was the chef on board in the early 50s in Malta. As a matter of fact, I myself was christened on the deck of the sentinel in Grand harbour in 1954. Yours Sincerely, Bruce Stewart

Date: 28/10/2009
 Name: katherine darroch nee Cryer
 E Mail: k.darroch1@ntlworld.com

Location: Portsmouth
 Comment: My name is kate Darroch. I am proud to be the daughter of Lt George Frederick Cryer. He was known to all his oppos as Jan Cryer and until his sad demise always remained a rollicking bollicking son of Neptune

Date: 28/10/2009
 Name: graham wild (oscar)
 E Mail: grahamandjennifer@uwclub.net
 Location: South Yorkshire
 Comment: Looking for old buddies who served on any boats with me '67 - '77 e.g. Andrew - Amphion - Osiris - Swiftsure etc

Date: 15/10/2009
 Name: William McNeil
 E Mail: billsubs@btinternet.com
 Location: Preston
 Comment: It is with great regret I have to report that the Central Lancashire Branch of the Submarine Association has folded as of 14th Oct.2009. All ex members reading this are reminded that they are responsible for renewing their subscriptions to which ever Branch they wish to transfer to.

Date: 28/09/2009
 Name: John Sayers
 E Mail: jorisayers@tiscali.co.uk
 Location: Derbyshire
 Comment: Has anyone any knowledge of present whereabouts of a G. G. Williams, ex Sparker on Sealion 1966-68. We both left RN on 31.1.68 (D by P). He used to live in Barmouth, wife and two boys one named Mark - other named Space - (sorry - sparkers joke). Why don't they join the Submariners Association. It would make life much easier!!!

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.

OBITUARIESRear Admiral J F T G 'Sam' Salt, CB, Royal Navy

Rear-Admiral Sam Salt, who died on December 3rd 2009 aged 69, commanded the first British warship to be sunk by enemy action after the Second World War.

From the Daily Telegraph: 6th Dec 2009



Rear Admiral Salt on board HMS Hermes after the loss of HMS Sheffield
Photo: Martin Cleaver/PA Archive

On May 4th 1982, during the Falklands War, Salt was captain of the Type 42 guided-missile destroyer *Sheffield*, one of three ships stationed up-threat of the task force to protect the aircraft carriers *Hermes* and *Invincible*. In the early afternoon another destroyer, *Glasgow*, intercepted three radar sweeps from an enemy aircraft.

In *Sheffield* Salt had been summoned to speak on Satcom (satellite communications radio), the frequency of which interfered with the same radar reception, but at 1359 *Glasgow* detected two fast-moving radar contacts 25 miles away and broadcast an alarm.

Having briefly gained altitude to view their target by radar, two Argentine Super-Etendards then turned towards *Sheffield* at sea level and released their Exocet missiles at 1402 from about eight miles. *Sheffield's* electronic intercept equipment detected an Exocet which was already locked on to her, but at very low level and short range, so her Seadart missile system was unable to engage.

A lookout saw the flash of the missile launch and called "Hit the deck!" but seconds later there was a thud "like a car going over a large stone in the road" as a missile slammed into *Sheffield* amidships; although it did not explode, its kinetic energy and the unspent fuel created dense smoke and started a fierce fire which quickly raged out of control.

The heat was so intense that the firefighters were scalded by the water from their hoses which boiled as it hit the ship's hot bulkheads. The paint blistered away, giving off nauseous fumes. Despite every effort to save her, by early evening Salt had to order his crew to abandon ship, with 20 dead and 24 injured. Several days later *Sheffield* sank while under tow. Writing about the event in his biography *One Hundred Days*, Admiral Sir Sandy Woodward remarked: "We would all have to get seriously sharper if we were to survive."

The sinking of the "Shiny Sheff" – the first of four Royal Navy vessels to be lost in the course of the conflict – shocked the British nation and put an end to any possible diplomatic solution to the dispute over the Falkland Islands between Britain and Argentina.

James Frederick Thomas George Salt, always known as Sam, was born on April 19th 1940, six months before his father was lost in the submarine *Triad* which sailed from Malta for war patrol in the Gulf of Taranto and was never heard from again.

Modern analysis indicates that she was sunk by on the night of October 14th/15th by the Italian submarine *Enrico Toti*.

Sam was educated at Wellington, entered Dartmouth in 1958 and, after worldwide service in surface ships, followed his father into submarines. After successful command of the diesel-electric *Finnhale* from 1969 to 1971,

he was selected for nuclear submarines and served as second-in-command of the Polaris ballistic missile submarine *Resolution*, before commanding the nuclear-powered attack submarine *Dreadnought* in 1978-79.

The Navy's confidence in Salt was demonstrated by his appointment, immediately after the Falklands War, to command of another Type 42 destroyer, *Southampton*. In 1984 he became Assistant Chief of Staff (Operations) at fleet headquarters in Northwood, where he managed naval operations worldwide, including deployment to the Persian Gulf and the Falklands, evacuation of British nationals from Lebanon, the clearance of mines in the Red Sea in 1985, and surveillance operations against the Soviet Navy at the height of the Cold War.

He worked in defence intelligence in 1986-87 and, as a Rear Admiral, was senior naval member from 1988 to 1990 at the Royal College of Defence Studies, Belgrave Square. During the first Gulf War in 1990-91, when the Navy made a substantial contribution to Operation Desert Storm. Salt was Assistant Chief of Naval Staff, and was appointed CB.

Salt was military deputy in Defence Export Services from 1992 to 1997 when he retired to become head of marketing for Colebrand Ltd. In October 2001 he became director of UK ship sales for Vosper Thornycroft, working there until 2005.

Salt was quiet and economical with his words but, despite his small stature, was renowned for his enthusiastic leadership, his ability to motivate people, his astute decision making and, not least, his sense of humour. When appropriate he could be indiscreet: once he showed journalists where Soviet submarines were deployed and invited them to say what countermeasures they would take.

On another occasion he needled the French, who were reluctant to participate in an Anglo-US agreement about where their submarines should be, telling their liaison officer at Northwood that a British frigate had detected and was in the trail of a French missile submarine.

Though emotional in the days immediately after the loss of his ship and some of his people, afterwards Salt managed to keep his grief private and to retain the loyalty of the survivors in the HMS *Sheffield* Association.

He displayed some skill at stone-engraving and painting and loved sailing and gardening. He was Master of the Cordwainers' Company in 2000-01.

Sam Salt married, in 1975, Penelope Walker, who survives him with their three sons; another son predeceased him.

Rear Admiral Jon Burch, CBE, Royal Navy

Jonathan Alexander Burch, CBE, CEng FIMarE, died on 4th November 2009 after a short illness.

Jon Burch served as an Officer in the Royal Navy from September 1966 to March 2000. He graduated from the Royal Naval Engineering College, Manadon in 1971 with an honours degree in electrical engineering. He served in diesel Submarines during the early part of his career and, having qualified as a nuclear reactor operator he served in nuclear-powered Submarines including HMS WARSPITE and HMS SWIFTSURE. He was serving on the staff of Flag Officer, Submarines during the Falklands War and he also served on the Operational Commitments staff for the Middle East at the time of the Gulf War.

Jon Burch was part of the small team which organised the privatisation of the Royal Dockyards in 1985. After attending the Royal College of Defence Studies in 1995, he spent two years in Command of HM Naval Base Devonport which was, at the time, the largest naval base in Western Europe. On promotion to Rear Admiral he took over as Director General Aircraft (Navy), which he described as "something of a culture shock for a Submariner". On completion of his appointment as Director General, Aircraft for the Royal Navy he was 9after retiring from the Navy appointed as the Executive Secretary of The Royal Academy of Engineering in May 2000 on the retirement of John Appleton, who had been Executive Secretary for the previous seven years.

Jonathan Burch was appointed CBE in 1991 for his services during the Gulf War and he was made a Companion of the Royal Aeronautical Society in 1999. His hobbies included walking, music, reading, travel and sailing.

His son served in the Army with the Devon & Dorset Regiment.

Obituaries - Members 'Crossed the Bar' 26th Sep 2009 to 6th Dec 2009

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
K (Ken) Bagley	LME	Gosport	Oct 46 to May 53	Saga, Artemis, Affray, Totem and Sirdar
T P (Tom) Berry	Captain	Welsh	1958 to 1972	Artful, Cachalot & Oberon
R N (Nigel) Buckley	Commander	Dolphin	1953 to 1976	Trespasser, Astute, Sturdy, Andrew, Telemachus, Aurochs, Sentinel, Sealion and Churchill also Commander SM2
C (Colin) Douglas-Smith	Lieutenant (RANVR)	Australia	May 41 to Nov 45	Trusty, Trident, H34 & Totem
J E (Max) Horton, DSM	Chief Engine Room Artificer	Derbyshire	1940 to 1950	Clyde, Seawolf, P39, Unbending, Unruffled, United, Umbra, Trump and Alaric
D R (Dave) Parsons	Petty Officer Telegraphist	Merseyside	Jun 40 to Apr 1953	Upright, Syrtis, Templar, Astute, Selene, Token, Tireless and Aurochs
T D (Trevor) Shaw	Engine Room Artificer	Lincoln	1953 to 1960	Scorcher (54), Sidon (55), Selene (55) and Solent (56-59)
A W (Bert) White	Petty Officer (TGM)	Bristol	Sep 40 to Nov 45	Thunderbolt, P511, Seraph & Statesman
J (Jim) Wilson	Leading Stoker	Scottish	1943 to 1946	Oberon 1(43), P555 (43), Spirit (43-44), Trident (44) and Sealion 1(45)
J E (Choppa) Woodcock	Engine Room Artificer	Norfolk	May 41 to May 46	P611, Perla, P712, Osiris 1, Sealion 1, Unruly and U1105

New Members joining the Submariners Association 26th Sep 2009 to 6th Dec 2009

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
K C (Karl) Allerton	CPO	Burton	1987 to ****	Otus (88), Revenge (88-92), Vigilant (95-01) and Vanguard (06-09)
D J (Dave) Allott	CPO Coxswain	Hull	1959 to 1979	Astute, Tapir, Rorqual, Odin, Sealion and Repulse
C (Colin) Banks	WEM(O)1	Scottish	1986 to 1992	Repulse (87-90)
B G (Brian) Batley	Stoker Mechanic 1	Sussex	1950 to 1954	Auriga (51-52), Sidon (52-53) and Ambush (53-54)
P C J (Paul) Batten	CPOWEA (TWS)	Dorset	1984 to 2007	Turbulent (85-87), (89-91) & (98-04), Trafalgar (92-93) & (94-97) and Torbay (93-94)
M (Mike) Blake	CPO Steward	Dolphin	1973 to 1980	Conqueror (73-74), Renown (P)(74-76) & Revenge (P) (78-80)
D J (Judi) Brown	Lieutenant Commander	Cheltenham	1977 to 1990	Oberon (77-79), Resolution (81), Renown (81-84) and Osiris (84-85)
J (John) Burtenshaw	Leading Cook (C)	Gosport	TBA	Onslaught, Orpheus, Walrus and Unseen
P H (Phillip) Carter	POMEM(L)	Plymouth	1977 to ****	Walrus (78-80), Ocelot (80-81), Orpheus (82-85), Olympus (85-87), Torbay (88-93) & (95-98) and Tireless (01-02)
S (Steve) Christmas	CPOWEA	Dorset	Oct 74 to Apr 95	Sovereign (78) & (83-86), Spartan (79-81), Warspite (81) and Turbulent (92-94)
M (Paddy) Croft	Lieutenant Commander (X)	West of Scotland	1972 to 1999	Resolution (P) (72-78), Odin (81-82) and Repulse (83-86)
A J (Alfred) Cummings	PO (CIS)	West of Scotland	TBA	Swiftsure, Sceptre, Sovereign, Spartan, Superb, Splendid, Triumph and Vanguard Class
R (Bob) Draper	WO1 (MEA)	Gosport	1973 to 2007	Sovereign (77-79), Sceptre (80-85), Turbulent (87-90), Victorious (93-95), Vengeance (98-99) and Vigilant (02-04)
W (Bill) Finlay	CPOWEA (WD)	Bristol	1980 to 1995	Splendid (82-84), Sovereign (85-88) and Triumph (90-92)

G T (Giles) Fletcher	Commander.	Dolphin	1961 to 1989	Acheron (62), Rorqual, (62-64), Warspite (65-66) and Resolution (P) (66-67) and Courageous (73-76)
S A (Stephen) Flynn	LOM (T)	West Riding	1990 to 2000	Spartan, Splendid and Turbulent
R C (Gordon) Foot	CPO	Plymouth	1982 to 2007	Sceptre, Revenge (S), Torbay and Turbulent
G H (Gareth) Furnston	Lieutenant	Exeter	2006 to 2009	Trafalgar (06-07) and Astute (08-09)
A P (Adrian) Gailey	Charge Chief MEA (EL)	Dolphin	1978 to 1999	Courageous (79-80), Warspite (80-83), Tutbulent (83-85), Trafalgar (85-87) & (91-93) and Trenchant (95-96)
R (Roger) Greenwood	POMEM.	Gosport	1966 to 1984	Olympus, Oracle and Sealion
P B (Paul) Hanks	Cook 1	North Staffs	1973 to 1977	Revenge (73), Renown (73-75), Otter (75) and Swiftsure (75-79)
F C (Fred) Harris	Leading Seaman RP3	Dolphin	1956 to 1964	Turpin (57-60), Trespasser (60), Aeneas (60), Trump (60-61), Ambush (61-63), Token (63-64), Rorqual (64) and Porpoise (64)
P (Paul) Hartley	LOEM	Merseyside	1966 to 1974	Cachalot (66-69) and Sealion (69-74)
H (Harry) Hartnett	Leading Seaman UW	Plymouth	1967 to 1975	Resolution (P) (68-71) and Orpheus (71-75)
A (Alan) Harvey	WEA 1	Dorset	TBA	Warspite, Churchill, Spartan and Splendid
M (Malcolm) Healey	CPO Mechanician	Gosport	1968 to 1982	Olympus, Orpheus, Finwhale and Walrus.
D (David) Heap	POME (M)	Hull	1967 to 1979	Rorqual, Grampus and Onslaught
C C (Chris) Heaver	CPOMEA (ML)	Plymouth	1974 to 1993	Renown (P) (75-76), Churchill (76-79), Splendid (79-80), Spartan (80-81) & (90-92), Swiftsure (84) and Sceptre (86-89)
G G (Geoffrey) Howarth	CPOWEA	Plymouth	1999 to ****	Trenchant (02-04) & (05-08)
D (Derek) Howe	Charge Chief MEA (L)	Gosport	TBA	Otter (67-69) and Opposum (76-79)
S J (Simon) Hutton	Lieutenant Commander	Barrow in Furness	1988 to 2003	Trenchant (98-90), Sovereign (91-93) and Victorious (94-96)
P M (Pete) Keleher	Charge Chief MEA.	Dolphin	1969 to 1989	Valiant (69-72) & (86-89), Conqueror (73-81) and Turbulent (82-84)
S N (Stuart) Leach	WO1 (MEA)	Barrow in Furness	1984 to 2009	Revenge (85-87), Repulse (87-91), Vanguard (91-94) & (05-07), Victorious (96-98) & (99-00) and Vengeance (00-03)
R E (Roy) Lefley	PO UW2 (A)	Norfolk	1959 to 1966	Seraph (59-60), Oberon (60-63) and Alcide (63-66)
M (Mike) Leighton	CPO Mechanician 1	Nottingham	1972 to 1986	Courageous, Valiant, Repulse and Revenge
J N (Nick) Marshall	Lieutenant Commander.	Barrow in Furness	1980 to 1997	Sovereign (85), Swiftsure (85), Turbulent (88-91) and Torbay (92-95)
A M (Andy) McKendrick OBE	Captain	West of Scotland	1983 to ****	Trafalgar (83-84) (CASO), (94-96) (XO), Orpheus (85-87) (NO), Talent (88-90) (NO), Unseen (92-93) (XO), and Turbulent (01-03) (CO)
D C (Jackie) McNamara	PO WS (T)	Blackpool	1992 to ****	Sceptre (92-95), Superb (96-00), Tireless (02-04), Vanguard (04-06) and Sceptre (07-09)
E G (Edward) Oxnard	PO (TS)	Merseyside	1986 to 2002	Trafalgar (87-90), Triumph (90-91), Spartan (92-94), Vanguard (P) (96-98) and Vigilant (S) (98-99)
J L (John) Richardson	CPO Coxswain.	West of Scotland	1985 to ****	Sealion (85-88), Unseen (89-93), Vanguard (96-98) & (09-**), Superb (98-01), Vengeance (01-07) and Victorious (08)
N A (Nick) Rowan	Lieutenant Commander (MESM)	Barrow in Furness	1995 to 2008	Vanguard (95-97) and Vengeance (02-05)

G M (Geoff) Salkeld	LMEM	Exeter	1971 to 1974	Swiftsure
J R (Jinge) Sarsfield	POLTO	Dorset	1972 to 1980	Rorqual (72-75) and Olympus (75-79)
D D (Daniel) Simmonds	Lieutenant	Derbyshire	2002 to ****	Trenchant (02-04), Sceptre (06-08) and Vengeance (09-**))
B (Bryan) Spencer	LWEM (R)	Gosport	TBA	Swiftsure (79-84), Tireless (84-85), Sovereign (90-92) and Talent (97-99)
G H (George) Spencer	CMEM(M)	Lincoln	1962 to 1968	Odin (63-65), Thermopylae (65), Taciturn (66), Trump (66-67) and Tabard (67-68)
C G (Camilo) Taboas	POWEM (R)	West of Scotland	1991 to ****	Swiftsure, Sceptre, Splendid, Superb and Ambush
R (Roy) Taylor	POMEM	Gosport	TBA	Oracle (75-79), Otter (81-83) and Onyx (85-96)
S (Steve) Thorpe	CPO Coxswain.	Barrow in Furness	1986 to ****	Repulse, Oracle, Otter, Ursula, Trenchant, Vanguard, Vigilant, Triumph and Ambush
C E (Colin) Watson	MEM1	Derbyshire	1974 to 1977	Otus (74-77)
N (Neil) Weaver	Lieutenant Commander	Barrow in Furness	1977 to ****	Courageous (85-88), Onyx (90-92), Orpheus (92), Trenchant (93-94) and Talent (95-98)
A D (Alan) Weir	Able Seaman WEM(O)	Northern Ireland	1986 to 1990	Repulse (S) (87-90)
R J (Roger) Whitby	Lieutenant	Dolphin	1981 to 1988	Otus (81), Otter (82-83) and Opportune (84-86)
R K (Rob) Wild	Leading Seaman (WS) (T)	West of Scotland	TBA to ****	Spartan, Superb and Ambush.
W G (William) Wilson	PO LOG (SC)	West of Scotland	1998 to ****	Trafalgar, Turbulent, Tireless and Vanguard

**** - indicates a Serving Member

NEW PROSTATE CHECK-UP

Jack goes to his doctor for his physical and gets sent to the Urologist as a precaution. When he gets there, he discovers the urologist is a very pretty female doctor.

The female doctor says, 'I'm going to check your prostate today, but this new procedure is a little different from what you are probably used to. I want you to lie on your right side, bend your knees, then while I check your prostate, take a deep breath and say, 99.

Jack obeys and says, 99! The doctor says, 'Great. Now turn over on your left side and again, while I repeat the check, take a deep breath and say, 99.'

Again, Jack says, '99.'

The doctor said, 'Very good. Now then, I want you to lie on your back with your knees raised slightly. I'm going to check your prostate with this hand, and with the other hand I'm going to hold on to your penis to keep it out of the way.

Now take a deep breath and say, 99.'

Jack begins, 'One .. Two ... Three'.

Senior but not senile

A senior citizen, who was a submariner coxswain, drove his brand new BMW Z4 convertible out of the car showroom. Taking off down the motorway, he floored it to 90 mph, enjoying the wind blowing through what hair he had left.

'Fantastic!' he thought as he flew down the M1, enjoying pushing the pedal to the metal even more, obviously he remembered that when the M1 was first opened there was no speed limit on it.

Carrying out a visual sweep all round, he saw a police car in his rear view mirror with its blue lights flashing and siren blaring. No problem he thought, 'I can outrun him, and so he floored it again. As he passed 120 going, on to 130 mph he suddenly thought, 'What on earth am I doing? I'm too old for this nonsense.

He pulled over to the hard shoulder and waited for the police car to catch up. Pulling in behind him, the police officer walked up to deeps, looked at his watch and said, 'Sir, my shift ends in 10 minutes. Today is Friday and I have got a Friday while. If you can give me a good reason why you were speeding that I've never heard before, I'll let you go.'

The swain looked very seriously at the policeman and replied, 'Years ago, my wife ran off with a policeman, I thought that you were bringing her back!'

'Have a good day, Sir,' said the policeman.