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The Official Newsletter of the Submariners Association

# IN DEPTH

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## EDITORIAL

Here we are in August already and before long we will be on the countdown to the first of our Mixed Reunions about which Dave Barlow will remind you all of the details. After that it will be the run up to the Remembrance weekends and Christmas. I don't know about you but the speed with which time slips past never ceases to amaze me!

This Edition has a wide selection of offerings from within the Association and trawled from various websites and the press and I must thank everyone who as either sent in or suggested items for inclusion in this issue.

I am now in the situation of having more to publish than will go in one issue. Some items will be carried over to the next Issue so if you don't see your item – don't worry – I still have it!

You will notice that there is no listing of New Joiners in this issue – that's not because we are short of New Joiners – it's because of the changeover of Membership Secretaries – further explained by Dave in his Chairman's Chat. Normal service will be resumed in the next Issue with a complete update of the New Members since March

Please keep your contributions coming – let everyone in on that story you have always wanted to tell! Issue 34 is due for publication in October so get your stories in plenty of time!

Barrie

## CHAIRMAN'S CHAT

### Fellow Submariners

Hi once again. So what's been happening since the last In Depth was published?

It has been fairly quiet really. You may recall that we were desperately looking for a Membership Secretary to take over from Tex Golding. We thought we had the answer when Pat (Donny) Donovan stepped forward to take over the reins but, after two or

## Inside This Issue (a selection of the items)

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three months, it was apparent that his work commitments prevented him from carrying out the position and Donny had to reluctantly step down. In the short term I have taken on the responsibility of the Membership Secretary until we can appoint a permanent successor. Fortunately we have had a couple of guys come forward asking for more information and these leads are being followed up. So, in the short term send any membership queries, applications etc. to me and I will ensure they are addressed.

### VICE CHAIRMAN

At the recent NMC meeting the committee discussed the position of the vacancy for the position of Vice Chairman as a result of Ted Hogben stepping down. At the annual conference in April you voted that the positions of Chairman and Vice Chairman should come from within the NMC or from those who had recently served on the NMC. There were two volunteers and the Committee voted that John Wood would fill the position of Vice Chairman on a temporary basis until the position came up for formal election at the 2013 conference. If you are wondering why he will be in position until 2013 and not 2012 it is this. The constitution states that the Chairman and Vice Chairman should be elected in separate years to give continuity and as I will be standing in in 2012 having served 3 periods of 3 years the Vice Chairman cannot be elected until the following year.

### MIXED REUNION

As I write this I am pleased to be able to report that the response has been far better than my most ambitious expectations. We are going to have a great time in Liverpool with about 270 attending the Saturday evening reunion dinner and most of them being accommodated at the Adelphi. The Merseyside branch has put together a great entertainment package which I am sure you will all enjoy. We always said that this reunion will not be the more formal reunion of the Submariners only but is intended to allow us to bring along our wives, partners and

friends and you have certainly done that. It has all the makings of a great weekend. By the time you get this I will have closed the applications but if anybody does want to attend then let me know and I will have a reserve list for those who for whatever reason may have to drop out.

### SUBMARINERS ASSOCIATION TROPHY

One of the points raised in the Sub Committee report was to have a closer relationship with the serving submariners and to that end get in at their training. The Gosport Branch had made the initial inroad by going down to HMS RALEIGH and giving a PowerPoint presentation on what the Submariners Association was all about and for that I am very grateful. We have carried on from that initial foray and Bas Bowyer volunteered to take this task on. He has been in negotiation with HMS Raleigh such that we have now agreed to sponsor a Trophy to be awarded to the student who in the opinion of the instructors would make the best submariners. So, it may not be the student with the highest marks but takes into account all the attributes that makes us what we are, professional submariners. We have purchased a Trophy based on the Submariner Statue of AB Reid. This will be presented bi-annually and the first presentation will be made by the Second Sea Lord in October. I am very proud to be invited to that passing out parade and to present our Trophy to the Second Sea Lord.

Please see the later article about that trophy. My thanks go to Bas Bowyer for the work he has put in to achieve this aim.

What this will achieve is that the trainees or submariners of the future will be fully aware of the Submariners Association before they even get to their first boat.

Talking about Bas, HRH invited him to Buck House to her Garden Party. This is what he said about the day.

Walking across the Changing of the Guard forecourt and through the archway into the Inner court

yard and then through the Palace to get to the gardens was very impressive. Oh! The hats! The ladies had put so much effort into their attire to make the day special and a day to remember. What was great the three Services has not been forgotten, there were men in uniform from all ranks. They had been honoured to be invited to the Garden party, so justified. There must have over a thousand people there. Got to see the Queen and Duke at 15yds range. Unfortunately didn't get the hand shake! The Gardens are magnificent with the Lake with its island in the middle, taking centre stage. With two bands playing in the background it all added to the occasion. I was fortunate to meet two real people there. A three badge killick Ping Bosun, a rare beast indeed. Just in off patrol last week from a 'V' Bomber. Also met a WO who was inboard at Guz looking after 'T' Boats. He related a rather alarming situation to me. Boats are desperately short of mechanical Mechs back aft. So as the Type 22s are being decommissioned, the Shipwrights are being drafted into boats to do a 2yr. conversion Mechs course which will include submarine and nuclear training. Following the course they are guaranteed a 5yr extension of RN service. The end product of this training doesn't feel to me as the right quality of man for the job. The demise of the Artificer Apprentice Training scheme surely must now be seen as being a bit short sighted! As we used to say 'Tiffies work to the nearest thou'. Shipwrights work to the nearest gangway! Pauline and I real enjoyed our day, even down to the detail of a chocolate cake at tea time with a little crown on top!

Well done Bas, it was richly deserved.

### REUNION 2012

I am pleased to be able to advise that the Full Members Reunion will take place over the last weekend in March 2012 at the Mercure Holland House Hotel in Bristol. As we did in Blackpool, we have gone for an up market hotel as we believe that you deserve only the best. This hotel is

slap bang in the middle of Bristol and walking distance from the Railway Station.

As I write, Jim McMaster and I are finalising the negotiations and as soon as these are concluded we will send out a circular giving all the details, prices and how and when to apply.

### **FUNDRAISING**

I have heard a few murmurings about the decision to put up the annual subscription which we as an Association voted for at the last conference. I know raffles are very unpopular and I am not keen in guys always having to dip into their own pockets time after time.

There is another way though and it doesn't cost you a penny or indeed any real action on your part. In fact you do this sitting down in your own home. If you use the web to buy goods whether it is on EBay, Amazon, Train tickets, Supermarkets, Thomas Cook, Argos, M & S and even if you do your lottery on line or from any number of over 2,000 retailers then read on. If you do not buy 'on line' then this could still be for you. How? By using the system for example to switch utilities, recycle old phones, register on the Lottery plus lots of other non-charging ways.

If we all use this system when we buy 'on line' then we should raise a fair bit in a relatively short time.

### **EASYFUNDRAISING**

Below is an excerpt from [www.easyfundraising.org.uk](http://www.easyfundraising.org.uk). I have been using this system to raise funds nationally for some time but I still think many of you are unaware of this system.

#### **How it works**

We provide a FREE service where you can shop with your favourite online stores and at no extra cost raise funds for any charity, good cause or group you choose to support. You still shop directly with each retailer as you would normally, but simply by using the links from our site first, each

purchase you make will generate a **cash back donation** to the cause you wish to support.

For example, spend £25 with WH Smith on Books and 2.5% will be donated. You will have raised £0.63, at no extra cost to your purchase. Make any purchase from Amazon and 2.5% will be donated. Insure your car with Aviva and raise £30.00, or purchase a mobile phone from O2 and earn £17.50, and so on.

You can shop with 2,000+ Brand Name retailers and to raise funds you just use the links from our site first - it's that simple!

If you ALREADY shop online, why not help the **Submariners Association** at no extra cost from purchases you would make anyway.

#### **Why do retailers support your fundraising?**

It seems very generous, but when you buy online the cost to the retailer is much lower. As there's no shop, salesperson, heating, electricity, rates, not even the cost of the bag to put your goods in, retailers are more than happy to help good causes when new online customers are introduced to them via our website. Please note that your chosen good cause **received 100% of the donation** shown on our site. E.g. if the donation rate for M&S is 2.5% of all spend, your chosen good cause will receive 2.5p for every £1 spent.

#### **Will I pay anything extra?**

No. You pay the same prices exactly as if you visited each retailer's website directly. Using our service will not cost you a penny more than you would pay normally.

#### **How much can I raise?**

Up to **15%** of every purchase is donated, depending on which retailer you select and what you buy. The exact donation that will be paid is displayed directly next to each retailer listing. With some categories such as mobile phones and insurance there is a cash value. If a retailer offers more than one donation, or if there is any special information about the retailer,

[www.submarinersassociation.co.uk](http://www.submarinersassociation.co.uk)



please click the image

#### **Who can benefit?**

Any group or good cause can benefit from using our service, however large or small. Here's a selection of groups who use us:-

- Charities
- Associations & Trusts
- Schools / PTAs / Pre-Schools / Nurseries
- Sports Clubs & Teams
- Boys & Girls Clubs - Scouts, Guides, ATC etc
- Churches & Religious Groups
- Community & Youth Groups
- Music, Theatre & Arts
- Rotary & Roundtable
- Sponsored Events - Runs, Walks, Hikes, Cycle Rides etc
- Expeditions & Challenges

Please visit "find a cause" to check that your cause is listed. Ours is:

#### **"THE SUBMARINERS ASSOCIATION".**

#### **Am I buying from the retailer or easyfundraising?**

You still deal directly with each retailer. We simply record your visit to their website and reward your selected cause if you make any purchases.

#### **Save money**

Many retailers give exclusive 'Internet-only' discounts, special offers and even money saving 'eVouchers' to our members, so as well as raising funds, you can also use our site to save money.

#### **What next?**

Our service is as easy as **1-2-3** and it's **FREE!**

- 1) Logon to [www.easyfundraising.org.uk](http://www.easyfundraising.org.uk)
- 2) To start select "support a cause" and then select **The Submariners Association.**

- 3) Next, login using your username/password. If this is your first time you will have to register first. This is how the system recognises who you are and which cause benefits when you make purchases.
- 4) Finally, click any of the retailer links provided and then shop just as you would normally.

That's all you need to do - apart from remembering to return to our site next time you are going to shop online!!

Providing you login and use the retailer links provided we'll track all your transactions and pay your nominated cause the appropriate donations. These will then be displayed in your easyfundraising account (which you can access online).

It's a doddle isn't it?

### SICKBAY REPORT

Back in May I received a letter from Roy Dixon tendering his resignation as our representative on the Submarine Museum Board of Trustees as he was to go into hospital for a serious operation. No sooner had I received that letter than he was in, under the knife and had major heart surgery. It was touch and go for a while but I am pleased to be able to report that he is now back at home and on the road to a full recovery.

Shortly after this I got a phone call from Roy James' wife saying that he was also in hospital with a heart problem. He is also now back at home and also on the road to a full recovery.

They say that bad news always comes in threes.

No sooner had all this happened when I got a call saying that Bas Bowyer had had a mini stroke.

Fortunately he is now OK and Pauline is doing her best to keep him under control and stop him rushing round Derby sorting out their problems. Just as well we have guys like Bas around.

To all three and indeed any other out there I haven't mentioned I wish them all a speedy recovery to good health.

That's all fer now

Finished with main engines and Steering. Coxn, pipe leave to the for'd non duty watches.



*Dave*

### The 'Holland I' Model Story

by Bas Bowyer

My wife, Pauline and I several years ago were at a Darley Abbey Cricket Club (DACC) Christmas Banquet - Darley Abbey being a delightful village within the city of Derby's boundary. The Guest of Honour was a Mr. Tony Pope and as the DACC President, I was seated next to him. Tony's family represents a cricketing dynasty, his father Alf and Uncle George were accomplished Derbyshire and England cricketers. Tony carried on the tradition; from a young lad he playing in numerous Derbyshire senior cricket leagues, and played for Derbyshire 2<sup>nd</sup> XL remarkably, also played for the MCC a total of 525 times, still a record! Tony still found time to qualify as a professional engineer. Tony's Derby based precision engineering company Jubilee Machine Tools Inc. sponsored many Derby County cricket leagues. Incidentally, Tony is the author of "How's Frank Getting On", a fascinating biography. A must read for cricketing fans.

During conversation after the meal it became known that I was a submariner. Tony then told me that his life-long friend, Trevor Williamson's grandfather, John William Kershaw Pope (no relation to Tony Pope) was not only Derby's first submariner but also a crew member on RN Holland I (launched Oct. 1901) Britain's first submarine. In 1897, at the age of 15, Trevor's granddad walked from Derby to Portsmouth to join the Royal Navy. After completing his training on HMS Caledonia, (a boys' training ship) he eventually reported on board RN Holland I as an Able Seaman (AB).

Tony also informed me that, Trevor after years of research on his grandfather's naval career was in the process of commissioning the build of three engineering

models of RN Holland I. For the record five Holland type boats were built by Vickers Sons and Maxim of Barrow-in-Furness under license from Phillip Holland's Electric Boat Co., USA. RN Holland I was the first launched in Oct. 1901. RN Holland I was unique to her sister boats being fitted with an American Brayton 'otto cycle' 4 cylinder petrol engine built in 1894. In 1913 the five Holland boats now redundant, were under tow en route to the TW Ward LTD Breakers Yard at Inverkeithing, Fife, Scotland. But RN Holland No. 1 broke the tow and foundered off Plymouth in November 1913.

On 14 April, 1981, the Mine Hunter, HMS Bossington searching off Eddystone Light on behalf of the RN Submarine Museum, located RN Holland I at a depth of 180 feet. Subsequent salvage was successful and after years of conservation and restoration RN Holland I now resides in a purpose built building within the R.N. Submarine Museum, at Gosport, Hants.

Remarkably, although the RN Holland's never killed any of their crew members (a unique record for any class of submarines) they did have a propensity to maim and injure due to internal explosions caused by an inadequate ventilation of petrol vapours before starting up the electric 70 HP DC motor. In 1903, Trevor's grandfather was severely burned during such an explosion aboard RN Holland I. His subsequent stay at the Royal Naval Hospital was recorded in the hospital's archives as an Accident Report and this was the proof that Trevor's granddad was a member of the crew of Holland I. The archives held at the Submarine Museum in the early days only recorded the officers who served on each 'boat'. I

must thank Trevor for allowing me to print his research of the Holland Class details

Back to the models, three engineering models were built under the auspices of Mr. A.V. Pope, Project Manager and Mr. Pete Walster, Manufacturing Engineer. Tony in addition to utilizing Jubilee Machine Tool skills and facilities was not only instrumental in locating competent suppliers but also took a personal interest in ensuring successful engineering design outcomes.



Pete was the consummate model builder. As a tool maker, Pete brought his hands on skills, technical expertise, and unbridled enthusiasm to build all three of the models from the raw gun metal castings superbly executed by EKW Castings of Lowestoft, Norfolk. Pete fabricated, machined, and fitted all other brass and bronze components, delicate work, so well done.

Needless to say I was intrigued by Tony's account of Trevor's model submarine building activities, so as then the current Chairman at that time, I had no hesitation of inviting Trevor to the next Derbyshire Branch meeting of the Submariners Association. At the branch meeting, based on Trevor's presentation of his grandfather's RN career and his model building efforts, Trevor was made an associate member of the Derbyshire Branch.

The first model of RN Holland I was presented to the Mayor of Derby, Councillor Peter Berry. Following the Mayor's acceptance speech, Trevor's son Tom, a U.S. Navy First Class Petty Officer and myself, adhering to RN protocol removed the White Ensign to reveal the RN Holland I model, resplendent in its custom built brass framed glass case. Tom Williamson had been granted a travel warrant by Admiral Bowman U.S. Navy to participate in the UK ceremony. The Admiral also had written a letter congratulating Trevor on his achievement, which is now framed and sits on top of the glass case. Trevor is an America citizen, following immigration first to Canada and then to the States having completed an engineering apprenticeship at Derby Locomotive Workshops. Trevor retired from the Ford Motor Company as a designer. He makes frequent trips to the UK to keep in touch with his sister, Jennifer and brother, Clifford, family and friends. The model now is sited within the foyer of the Ceremonial Entrance to the Council House.

The second presentation was to the RN Submarine Museum, at Gosport, Hants. I was honoured to be invited to accompany Trevor, Clifford, and Pete Walster for the drive down to Gosport to deliver and present the model RN Holland I to Commander Jeff Tall OBE, RN,

the then Director of RN Submarine Museum. Commander Tall was so impressed with the model he not only enthusiastically accepted the model for exhibit, but ensured its place adjacent to the original RN Holland I, as shown in the photograph. Incidentally, the hardwood pattern used for the casting mock up process and the fitting on the casing formed the basis of a beautiful wooden model. It was again enclosed in a glass case and was presented to TS Kenya, the Sea Cadets unit in Derby. In 2009 Trevor invited Pauline and I for a holiday in the United States, during which we would visit the U.S. Submarine Naval Base Museum in Groton, Connecticut and also visit the U.S. Naval War College and Museum, Newport, Rhode Island where the third model resides. Trevor's son Tom currently is a Protocol Specialist to Rear Admiral James P. Wisecup, President of the U.S. Naval War College. Sadly due to a family bereavement the trip was delayed until October 2010.

The trip to the States will be another article that will be published in 'IN DEPTH' No. 34

### The Submariners Association Trophy

The Submariner:

Needs to work well as part of a team. Serving on board a Submarine takes a special type of person, who needs to be able to live and work in a confined space, where conditions can quickly change from relatively calm to extremely active circumstances.

After the ten weeks Basic Training at HMS Raleigh, the student will go on to Professional Training, for anywhere between 3 and 6 months, this time at the Submarine School also based at HMS Raleigh.

As well as learning the specialist skills based around the students career, be it Submarine Sonar, Tactical Systems, Communications Information Systems, Weapons Engineering, Marine Engineering, or the varied specialisations of the Logistics Branch; the student will be sent to complete 10 weeks of Submarine Theory training called Submarine Qualification(Dry) or SMQ(Dry). Depending of which class of Submarine he is being streamed to will depend on where he completes' this training, either at Faslane for Vanguard and Astute Class or at Devonport for Trafalgar Class submarines.

The student will also have completed SETT training during this period. Throughout SMQ(Dry) he will be examined on the various systems that are required to make a submarine operate. On successful completion of this theory training, he will be sent to sea on his particular class of submarine where he will consolidate his training culminating in Fwd, Aft, (and Strategic Weapon System) walkrounds and an oral board based on Submarine Routines and Systems; the end result will be the award of the coveted badge of a qualified Submariner "The Dolphins", this forms part of their professional training known as SMQ(Wet).

HMS Raleigh embraced the idea for the Submariners Association to sponsor a trophy which includes a lecture during professional training. The Trophy and lecture is presented by the Association, the instructors or a combination of the two, and includes showing the SA DVD.

A 14 inch Submariner Statuette (known as AB Reid) made by Ballantynes of Walkerburn in the Borders of Scotland is awarded to the best course pupil. It is mounted on an engraved mahogany base with a set of Dolphins. The trophy will be known as "The Submariners Association Trophy"

At the Royal Navy Submarine School within HMS Raleigh, there is an Honours Board with the recipients' name appended. The Trophy will be on display next to the Honours Board. The winner also receives a Certificate, produced and printed by HMS Raleigh. There are on average 4 courses per year. The Chief Instructors decide on the best student, based not purely on academic results but on those qualities required of a potential Submariner; those qualities being Courage,

Loyalty, Discipline, Integrity, Respect for others, and Selfless Commitment. This trophy is kept at the School and not taken away by the pupil. The award winner is presented with a certificate and individual gift including the SA DVD, this trophy is awarded bi-annually.

Billy Dobson Esq. Chairman of the Plymouth Branch of the Submariners Association will assist in giving the lectures during their Course. The SA DVD along with a Power Point presentation provided by Les Catlin of the Gosport Branch will also be shown. The basis of the lecture is on the benefits of maintaining the ethos of 'the Trade' by joining the Association when the pupil has completed their SMQ(Wet) and awarded their Dolphins.

### HM Submarine Clyde (Beyond Safe Depth)

(A lesson for Ship Controllers)

By ERA Henry Baker



Clyde was not a deep diving boat, her maximum designed depth being about 250ft. On two occasions she exceeded that figure with dramatic and frightening results.

The first time was in June 1940 off the Norwegian port of Trondheim, which was being used by the German Battle Cruisers GNEISENAU, SCHARNHORST and HIPPER as a temporary base. A week previously we had sighted SCHARNHORST and GNEISENAU heading north with a destroyer escort, but they were too far away for us to attack. This enemy force subsequently sank the aircraft carrier GLORIOUS and destroyer ACASTA, the latter having first seriously damaged SCHARNHORST with a torpedo, causing her to return to Germany for repairs.

On the 20<sup>th</sup> June we again sighted the enemy force, this time on a southerly course, with SCHARNHORST being replaced by HIPPER. The atrocious weather conditions made an attack extremely difficult but we did manage to hit GNEISENAU with one torpedo. Then followed our normal post attack routine of steering away from the area, diving to 250ft and observing silent routine. Every electric motor was stopped, even those for main propulsion. The silence was uncanny, with nobody moving, speaking or coughing. We just waited in agonising suspense for the inevitable to happen.

Without main propulsion our depth and trim could not be controlled and we started to slowly sink with a pronounced tilt down by the stern. Soon the noise of propellers was heard, getting louder and louder until the silence in our enclosed world was shattered by the detonation of the first salvo of depth charges. Unlike an air explosion which reverberates for many seconds, an underwater one is a sharp, solid intensely loud crack that momentarily compresses and vibrates and induces in humans an instinctive self preservation crouch, there is no other sound like it. Fortunately the charges were not directly overhead and we only suffered from dust displacement and broken lamp filament. By the second and third salvos had been dropped the control room depth gauge needle was approaching 300 ft and the angle of the boat was so great that everybody was holding on to some fixed point to prevent them sliding aft. Like the first, the other salvos did little damage, except to play havoc with our nervous systems.

For some inexplicable reason no more charges were dropped. However, we continued to observe the silent routine, with the boat still sinking and the angle increasing to an alarming degree. Then the silence was once again broken, this time from within the boat and aft of the control room, where movement of metal upon metal was producing creaks and groans caused by distortion of the pressure hull. There was a load bang, then another and another. This cacophony of creaks and groans and bangs continued. Information was passed to the control room that the bolts securing the platform between the two main engines were shearing and causing the revolver like bangs. The control room depth gauge was now showing 300 ft.

With an angle of at least 20° down at the stern, the after end of the boat must have been a further 56 ft deeper at 356 ft. We were probably not far away from total collapse when our skipper gave the order to blow main ballast tanks and risk being detected by the destroyers. By the time we reached periscope depth the enemy force could not be seen. Damage to our main aerial weakened our transmission signal, but our report to base was intercepted and relayed by H.M. Submarine PORPOISE.

When the pressure hull squeezed in, the supercharging trunking to each main engine cylinder was forced into the glands of the supply manifolds. At periscope depth the trunking returned to normal positions, leaving score marks adjacent to the manifold glands as a clear indication of the extent of the pressure hull distortion. The weakest part of the hull was at the after

end, where the wedge shaped section was strengthened by a 4ft diameter thick walled stanchion tube welded on the centre line - this tube was bent and required replacement.

The following year, in the Mediterranean off the Sardinian port of Cagliari the whole frightening sequence was repeated as if we were rigidly sticking to the same scenario. We had sunk a guard ship with our 4" gun and fully expected to be hunted. We therefore went into the same silent routine, to the same depth and with all motors stopped. Exactly as happened previously, we slowly sank with the stern down at a steep angle. At 300 ft the same squeezing in noises started, followed by the same revolver shots. It was an identical performance, only this time there were no hunters and no depth charges. As before, our skipper had no choice but to blow main ballast tanks and come to periscope depth. As before, nothing was visible on the surface and as before, we were mentally shattered.

### Silver Surfers Beware!

As we "Silver Surfers" (older folks on the Internet) know, sometimes we have trouble with our computers I had a problem yesterday, so I called Mary, my thirteen year old granddaughter, whose bedroom looks like Mission Control and asked her to come over.

Mary clicked a couple of buttons and solved the problem.

As she was walking away, I called after her, 'So, what was wrong?'

She replied, 'It was an ID ten T error.'

'I didn't want to appear stupid, but nonetheless inquired, 'An ID ten T error? What's that? In case I need to fix it again.'

Mary grinned.... 'Haven't you ever heard of an ID ten T error before Granddad?'

No,' I replied.' Write it down,' she said, 'and I think you'll figure it out.'

'So I wrote down: ID10T'

I used to like Mary!

### CANNON BALLS!!! (BET YOU DIDN'T KNOW THIS?)

It was necessary to keep a good supply of cannon balls near the cannon on old wooden wall war ships. But how to prevent them from rolling about the deck was the problem. The storage method devised was to stack them as a square based pyramid, with one ball on top, resting on four, resting on nine, which rested on sixteen.

Thus, a supply of 30 cannon balls could be stacked in a small area right next to the cannon. There was only one problem -- how to prevent the bottom layer from sliding/rolling from under the others.

The solution was a metal plate with 16 round indentations, called, for reasons unknown, a Monkey. But if this plate were made of iron, the iron balls would quickly rust to it. The solution to the rusting problem was to make them of brass – hence, Brass Monkeys.

Few landlubbers realize that brass contracts much more and much faster than iron when chilled. Consequently, when the temperature dropped too far, the brass indentations would shrink so much that the iron cannon balls would come right off the monkey. Thus, it was quite literally, cold enough to freeze the balls off a brass monkey.

And all this time, folks, you thought that was just a vulgar expression?

### 1<sup>st</sup> Submarine Squadron, Malta

In 1959 - 1960 The 1<sup>st</sup> Submarine Squadron was based in Msida Creek in Malta. The Depot Ship was HMS FORTH. The boats in the Squadron were, 'TABARD', a stretched 'T' with a huge black fin, 'TAPIR', a streamlined 'T', 'TALLY HO!' a 'T' boat as 'T' boats really looked like before being 'breathed on'. Four External torpedo tubes - an open bridge superstructure and a 4" gun sitting on it's platform - as part of the superstructure. 'SEA DEVIL' was part of the Squadron, but was in refit round in the dockyard.

As a new Part III trainee joining the Squadron, looking down on the boats from 'FORTH's well deck there was no contest in which boat I hoped to be drafted to, and I was lucky, even more lucky than I realised many years later. A privilege to be crew of 'TALLY HO!' an elderly, ex-wartime boat with a splendid war record, and with a standard of living and accommodation onboard that was the envy of all the Submarine types that came after. Not !!!!!

When duty watch onboard, it was necessary to keep usually a two hour watch as Trot Sentry on the casing - keeping an eye on the moorings, checking people coming onboard and going off, and watching out for the boat's security. In those days, the Trot sentry had to go below to do hourly rounds of the boat checking that all was as it should be and also, very importantly, checking the motor room bilge looking for leaks, also probably making himself a brew of tea too. It did get quite cold on the casing in winter, even in Malta.

One task for the morning watch trot sentry was to polish the casing bright work. 'TALLY HO!' had a polished brass hand rail around the superstructure. She had port and starboard brass deck name plates and parts of the gun were to be polished too - as well as the big brass Ships Bell.

These are just a few of the memorable things about the morning watch 'up top'. The other and most memorable thing is that at between 5 am and about 7 am, all the good people living in and around Msida, all went to the toilet. Flushing them, this lot all flowed gently out into the creek. By about 6-30, the 'FORTH' and her Submarines were all floating in urine and sewage which was the most pungent on warm summers mornings. Now, when I get the whiff of a dirty toilet, it brings back fond memories of my youth on morning watch trot and in the bars down 'The Gut'.

In August 1959, 'TALLY HO!' did a deep dive prior to going into the dockyard for a DED, (Docking and Essential Defects)! I hate abbreviations) but unfortunately, the Naval Constructor, condemned the hull as too corroded and she was withdrawn from service. By this time I had passed my Part III training and was

drafted to 'TAPIR' that had just got back from a three months deployment to Karachi.

About this time 'TOKEN' arrived to join the Squadron. And shortly after 'FORTH' and all her Submarines left Malta for an exercise somewhere, probably it was Sardinia.

After a week or so at sea, 'TAPIR' developed a defect that required her returning to harbour and as 'FORTH' was at sea, had to tie up alongside TEO jetty which was just along the road between the Cardiff bar and Msida roundabout. As can be expected, the crew were very disappointed about having to come back in early and, as most of them were married and living ashore, to console themselves most of them went ashore as did most of the single men not required for duty.

At this time Sailors were obliged to go ashore in uniform, though some took their 'civvies' ashore in a grip and changed into them in the Cardiff bar before disappearing to all corners of the island. One young jolly sailor kept his uniform on as many did and he and a few of his mates decided to spend the evening in some bars in Paula Square. One of them just happened to have an HMS FORTH cap tally, and he took off his HM SUBMARINES one and put on the FORTH one, before walking into one of the more popular bars. Within seconds, the whisper went round - 'FORTH's back in!' - and about a dozen of the 'ladies' in the bar dashed out in a panic, leaving several frustrated chaps and unfinished drink on the tables - Spoil Sport!!

### Looking back on a life under the sea

When Australia commissioned the first of six Oberon-class submarines in 1967, it needed a man with experience to lead the country into a new era of undersea operations. It was William Owen who answered the call, moving his family from England to take control of the squadron at its new base in North Sydney.

Now living on a five-acre Wamboin property, Owen can look back on 41 years of naval service, including 25 years as an executive officer in the British Royal Navy and 16 years in the Royal Australian Navy.



**After a stellar career in the navy and leading the country in under-sea operations, William Owen settled in Wamboin in 1989**

The 83-year-old's distinguished career began in 1941 at the tender age of 13, when he entered the Royal Navy College in Dartmouth as an officer cadet. "At the time I couldn't think why everybody didn't want to do it, I was

absolutely thrilled to bits," he said. "It was just like a boarding school but we were under naval discipline."

Finding himself well suited to navy life Owen joined the training cruiser HMS FROBISHER at the age of 17. In 1948 he volunteered for submarine service, despite the added risk of serving more than 100 feet below the surface of the sea. "It was five bob a day tax-free which we thought was terrific. It almost doubled my pay," he said.

Taking a brief break to qualify as a naval interpreter, Owen returned to the submarine service in 1954 and two years later passed the Submarine Command Course, also known as the 'Perisher'. In 1956 he was appointed to his first submarine command and made his first trip down under with the HMS ANCHORITE in 1959. During his third command in 1965 he spent two months under the arctic ice at the helm of the HMS OPOSSUM, a British Oberon class submarine.

As they trained in the freezing arctic waters the crew would routinely find soft patches in 10 to 15 feet of solid ice through which to surface. "I remember we were on the surface one night, heading north when the guys on the bridge sent a message down saying it was snowing - which we knew - but they also reported little sparklets of light, like fireflies whistling past in the snow," Owen said. "I put my coat on and went and had a look. After a while I went back down below and was scratching my head about it. Thinking about it after we dived again, I said to our electrical man 'go and have a look at our jackets and run a Geiger counter over it.' "They did and got quite a good reading from all the guys that were there on the bridge. We realised it must have been fallout from one of the atmospheric (nuclear) tests the Russians were doing at the time... it was all coming back down on the wind."



**The commander of Australia's first submarine squadron, William Owen, far right, explored the Arctic ice aboard the HMS OPOSSUM in 1965**

In January 1967 Owen was selected to become the first commanding officer of the Australia's six new Oberon-class submarines, under construction in Scotland. For this he transferred to the Royal Australian Navy and spent three years establishing operating and support procedures for the squadron and its new base, HMAS PLATYPUS. "I had a job at the Ministry of Defence in London at the time," he said. "The chief of staff came up and said 'look we have this job for you. You have seven days to decide whether to accept but the admiral would like you to do it.' "I said 'well I will have to talk with my family' - we had just bought the first house we ever owned. "I said I would let him know on day seven, but I only took about 25 seconds to decide it was a bloody good idea."

Prior to the arrival of the Oberon fleet, Australia had relied on British submarines stationed in Sydney to provide training for its navy. Since 1914, three attempts

to establish a submarine service were foiled by combat losses and economic problems. But for Owen, the advantage of setting up our own fleet was obvious from the outset. "The whole challenge of setting up a new submarine force really appealed to me," he said. "(Submarines) are just such a wonderful way of providing an economical form of defence against invasion. Just one submarine can completely threaten a whole force. "They are a very effective way of looking after yourself and a very sensible long term policy for the defence of any country."

His final Naval appointment, in 1979, was as the Naval Area Commander for Queensland, based in Brisbane. He retired from the navy in February 1983, with the rank of Captain and was awarded the Chief of Naval Staff Commendation for outstanding service.

With his wife Ann, Owen moved to Wamboin in 1989 where he worked as an independent consultant and lobbyist, in the fields of marine and defence, German translation, current affairs and the news media. These days Owen keeps busy looking after his five-acre property and spending time with his four adult children and eight grandchildren. He is an active member of the Australia Britain society, the Australian Naval Association, and the Submarine Institute of Australia. He also admits there may be some memoirs in the works. "My wife often says 'come on Bill get on with it.' I'll admit, I have had some interesting experiences," he said.

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### THE TRADE

By Rudyard Kipling

They bear, in place of classic names,  
letters and numbers on their skin.  
They play their grisly blindfold games  
in little boxes made of tin.

Sometimes they stalk the Zeppelin,  
sometimes they learn where mines are laid  
or where the Baltic ice is thin.  
That is the custom of 'The Trade'.

Few Prize-Courts sit upon their claims.  
They seldom tow their targets in  
They follow certain secret aims  
Down under, far from strife or din.  
When they are ready to begin  
No flag is flown, no fuss is made  
More than the shearing of a pin.  
That is the custom of the "Trade".

The Scout's quadruple funnel flames  
A mark from Sweden to the Swin,  
The Cruiser's thund'rous screw proclaims  
Her comings out and goings in:  
But only whiffs of paraffin  
Or creamy rings which fizz and fade

Show where the one-eyed Death has been.  
That is the custom of the "Trade".

Their feats, their fortunes and their fames  
are hidden from their nearest kin;  
no eager public backs or blames,  
no journal prints the yarns they spin  
(the Censor will not let them in!)  
when they return from run or raid.  
Unseen they work, unseen they win.  
That is the custom of 'The Trade'.

This Poem is included at the request of Dennis Churchill who came across it whilst trawling the net. This Poem is included in 'Voices From the Deep' (published by the Submariners Association and advertised later in this News Letter) as is the following tribute to Rudyard Kipling:

### The Trade (circa 2008)

By Exbilgerat (with apologies to Rudyard Kipling)

The Trade has changed since World War One  
When submarines were born  
An admiral looked down his nose  
And viewed the boats with scorn  
Such is the nature of the Trade

Un-British was the word he used  
That's what the admiral said  
Treat them all as pirates  
Hang them 'til they are dead  
Such is the nature of the Trade

The Trade or Pirates, take your pick  
Now have a different skill  
No longer are they hunted  
But hunters out to kill  
Such is the nature of the Trade

With weapons from Hell's arsenal  
No prey is safe or sound  
They'll find their kill wherever they are  
In the air at sea or on the ground  
Such is the nature of the Trade

With the Jolly Roger flying high  
Their task at sea well done  
They return to port for a well earned break  
And a taste of fresh air and Sun  
Such is the nature of the Trade

The boats and men have earned respect  
And know where they belong  
They've proved beyond all reasonable doubt  
The admiral was wrong  
Such is the nature of the Trade

### Service honours HMS URGE and it's Bridgend benefactors



The loss of a Royal Navy submarine, its crew of 29 and 10 passengers, has been marked on the 69<sup>th</sup> anniversary of it being reported missing.

HMS URGE, adopted as a craft by the townspeople of Bridgend, was lost in the Mediterranean in 1942. The loss of HMS URGE was not made public in 1942

A Memorial Service, organised by The Submariners Association and hosted by Bridgend Council, paid tribute to URGE's role in winning the battle for North Africa during World War II.

The vessel helped the Malta squadron, known as the 'Fighting 10<sup>th</sup>', strangle supplies to Rommel's Afrika Corps. But it was attacked, probably by Italian aircraft, on a journey from Malta.

The loss of the submarine was not made public for some time in order to spare the British population more bad news, and to avoid the sinking being used by the Axis forces as a propaganda coup.

The Memorial will also reflect the feat of the people of Bridgend, who raised the money to pay for her and two other warships.

Nationally, £955m was raised during Warship Week of 1941, of which Bridgend collected about £300,000, the equivalent of £10m -£12m at 2011 prices.

Roy James, secretary at the Welsh Branch of the Submariners Association, explained how the celebration came about.

*"I'm a submariner myself, though the boats on which I served were the first nuclear subs in the 1950s. But older people in Bridgend kept asking me if I knew what happened to the sub that Bridgend bought?"*

*"So I started investigating, and when I looked into the archives of the Glamorgan Gazette, I found this incredible story of how one town exceeded all targets and expectations, and managed to adopt not one, but three warships."*

*"Even more incredibly, as I was returning the archives to the librarian at Bridgend Reference Library, she said, 'Oh, we've got some sort of plaque to do with that, we were going to throw it out, because we didn't know what it is or what to do with it.' Well it all started from there really."*

The plaque was HMS URGE's official crest, presented to the people of Bridgend. It recognised the dinner-dances, fun-runs and whist drives which paid for their boat.

Throughout her year in service, URGE continued to receive parcels of food and luxuries from the people of Bridgend.

Roy James, secretary of the Welsh branch of The Submariners Association, explained what HMS Urge's role.

Had she not been sunk in April 1942, the crew was looking forward to paying their thanks in a parade through Bridgend at the end of her tour of duty.

*"I've been able to track down the family of the submarine's captain, Lt Cdr Peter Tomkinson, and I'm pleased to say that both his daughter and grandson will be attending the service,"* Mr James said. *"What has been most exciting is the letters from Lt Cdr Tomkinson, which the family have been kind enough to give us copies of. They describe how grateful the crew were for the passion with which Bridgend had adopted their boat, and how it constantly reminded them - in the most difficult and frightening situations - of just who exactly they were fighting for."*

On 27<sup>th</sup> April, 1942, HMS URGE left Malta on passage to Alexandria, but she never arrived.

No concrete explanation has ever been discovered for her sinking, but she was reported missing on 29<sup>th</sup> April. It is possible that she struck a mine outside Malta or that she was sunk by the Italian torpedo boat PEGASO in the eastern Mediterranean.

At the time of the loss the submarine was carrying 10 passengers, as part of the evacuation of the 10th Submarine Flotilla from Malta to Alexandria.

Among them was celebrated war correspondent, Bernard Gray.

His name does not appear in the official records and it took inquiries by his family's lawyers and Naval authorities on Malta to discover his likely fate on the URGE.

Whilst his surviving daughter was too ill to travel from Kent for Memorial Service, she has donated the letters describing her father's experiences aboard the submarine to the HMS URGE collection.

This will take pride of place in Bridgend's Reference Library, when it opens later this year.

The Memorial Service was held in a Wedding Ceremony Room at the Register Office in Bridgend.

#### HMS UNRUFFLED

This Submarine was purchased for the nation by the people of Colchester during Warship Week in March 1942. Mr Robin Webb one of our museum former Trustees and currently the Chairman of the Development Committee plans to present a restored plaque to the Mayor of Colchester on the 70<sup>th</sup> anniversary in March 2012 and they would like all descendants of the crew to

attend the event. Anyone interested please contact Robin at:

Electra House  
Gilberd Road  
Colchester  
Essex CO2 7LR

01206 860900 [info@rwcl.co.uk](mailto:info@rwcl.co.uk)

[www.submarinersassociation.co.uk](http://www.submarinersassociation.co.uk)

### Dundee Submarine Memorial

Monday May 9<sup>th</sup> 2011. A special Memorial Service was held at the Dundee Submariners Memorial on what is a special day for the Russian State. The Lord Provost of Dundee John Letford played host to the Consuls General {in Scotland} of Russia and Ukraine - and delegates from the state of Uzbekistan - all laying wreaths at the memorial especially to remember those lost on the Soviet Submarine {as it was known then} which had been handed over to the Soviet Navy in Dundee only to be lost with all hands while on passage from Dundee to Russia - the result of "mistaken identity".

The Scottish and Scotland North East Branch of the Submariners Association were present at the special request of the Consuls - both branches laying wreaths and with Standards on Parade. At the close of the Ceremony all Consuls expressed their gratitude and said how impressed they were by the turn-out of the Submariners Association



The Russian Consul General stated he was most impressed and would be expressing his thoughts when he visited Moscow later this week. He was also delighted to take back with him the {attached} picture of submarines prior to hand over in Dundee. He is hopeful that with modern technology back in Moscow they can enlarge the picture and identify individual crew members.

A good number of pictures were taken and will be sent on when received.

Allan Collins - Sec: Scotland North East Branch

### REMINDER DUNDEE MEMORIAL 2011

From Jim McMaster

Just a wee reminder that the Annual Submarine Memorial in Dundee will take place at the Memorial Stone, City Quay, at 1100 on Saturday 15<sup>th</sup> October 2011. All branches and their Standards are welcome. It is pleasing to see that several of you have already confirmed your attendance at this international event. Thank you for that. Several of you have asked about accommodation for the event. Allan Collins, Secretary of the Scotland North East Branch is looking into the possibility of a deal with local hotels. We will keep all of you up to date on his progress. We look forward to seeing as many of you as possible at this event.

### HMS ANSON



The fifth ASTUTE Class Submarine, previously understood to have be named HMS AGAMEMNON, is now to be named HMS ANSON. The Keel Laying ceremony, to be attended by the Secretary of State for Defence – the Rt. Hon. Liam Fox - will take place in the Devonshire Dock Hall in the BAE Shipyard at Barrow in Furness on Monday 19<sup>th</sup> September 2011.

The approved Ships Badge (Crest) for HMS ANSON is shown above.

The sixth ASTUTE Class Boat will now be AGAMEMNON.

### BOOKS and BOOK REVIEWS

#### Sea Wolves: The Extraordinary Story of Britain's WW2 Submarines

by Tim Clayton, *Little, Brown*, RRP£20, 448 pages

A review by Tim Newark

The British government wasn't terribly keen on submarines before the Second World War. It even tried to have them outlawed by international treaty, but France insisted they were the perfect weapon for a smaller naval power and frustrated British attempts to ban them. It was a good thing they did too, because, as Tim Clayton's riveting *Sea Wolves* reveals, the Battle of Britain was won not only in the air but beneath the waves of the North Sea.

In spring 1940, British submarines were given the task of sinking Scandinavian merchant ships supplying Nazi Germany with vital raw materials; when the Germans

decided to invade Norway, these same submarines were suddenly on the front line. Their torpedoes sank several troop ships, drowned hundreds of German soldiers and crippled key enemy warships.

It was an impressive performance by this unloved branch of the Royal Navy, and discouraged the Germans from launching any further seaborne invasions. It did not, however, stop German aircraft attacking submarines caught on the surface, and Britain's submariners paid a heavy price.

Serving in submarines was an inherently dangerous business. At least 12 had sunk accidentally in peacetime, so pay had to be nearly double that of ordinary sailors to entice crewmen aboard. The cold terror of being stuck inside a damaged submarine is chillingly evoked when Clayton recounts the experience of Stoker John Capes on the night the HMS Perseus hit a mine off Kefalonia in 1941.

Plunged into darkness, Capes had only minutes to get out of the leaking craft. Clambering past dead crewmen, the freezing water rapidly rising around him, he realised the escape hatch wasn't working. He had to flood the compartment completely to escape. "Here it came," he recalled, "the sea that would save us, drown us or freeze us to death." Wearing a simple rubber lung and goggles, he slowly ascended 170ft to the surface – "dizzy with agony". Capes was the only man to get out alive.

As the war progressed, submarines were being lost at the same rate they were being built, with casualty rates of 50 per cent. Because the government had never been that keen on them, British submarines suffered from a lack of funding and were poorly equipped, with inadequate radios and guns and a constant shortage of torpedoes. Trained to fire salvos of six, many commanders had to get lucky with one torpedo per target.

Despite all this, Clayton argues that not only did submarines sink a significant number of enemy craft, but their very presence disrupted the flow of Axis supplies and made a significant contribution to the war effort – one that has been for too long neglected. *Sea Wolves* does a great service to their memory by reminding us of their vital role in Britain's battle for survival.

*Tim Newark is the author of 'Highlander: The History of the Legendary Highland Soldier' (Constable)*

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A Review by Barrie Downer

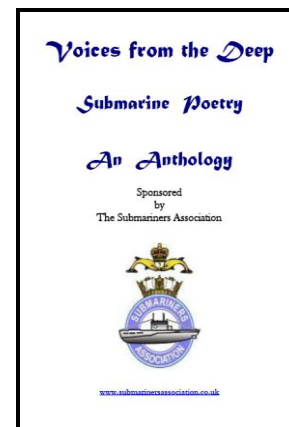
I recently bought a copy of 'Sea Wolves: The Extraordinary Story of Britain's WW2 Submarines' at the Submarine Museum. The Author borrows quite heavily from previously published Submarine books and articles in relating his story but the result is a very good read. He has also consulted several WWII veterans and SA Members – some (including the late Ben Skeates) no longer with us – and has also consulted the Audio Archive at the Imperial War Museum. As a result his book – somewhat unusually – tells the story from the point of view of many of the WWII Submarine Ratings rather than concentrating only on the Officers stories. On my initial reading of the book I was inclined to be critical of the Author but having read all the way through the book is well balanced and provides a wider view of Submarine Operations. I recommended it to all as being

very good book and required reading for the discerning Submariner.

### Voices from the Deep – An Anthology

Some while ago the National Management Committee of the Submariners Association, in response to a suggestion by Ron Preston of the Medway Branch, agreed that it was high time that Submarine Poems were collected into a single book and preserved for posterity.

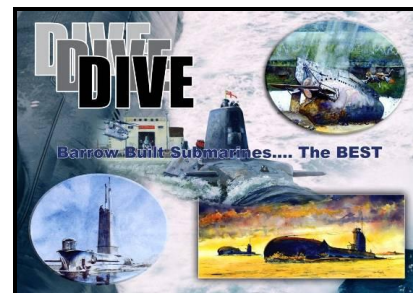
'Voices From The Deep – An Anthology' is the result of that suggestion. The Anthology contains about 150 poems which have been categorised and collated into distinct sections and in some cases the authors researched by Barrie Downer to give a more complete collection. It is bound as a soft back A5 book. Whilst not pretending that we have identified all such poems we think we have collected most of those which are easily identifiable. In many cases we have not been able to identify the original poet – in fact some items have become 'Traditional' or 'anon' and appear in several different versions. The poems are of such a quality that Admiral the Lord Boyce, having reviewed a draft was more than happy to pen a foreword to the book.



The book can be ordered from Dave Barlow or Barrie Downer (see front page for contact details) for £5.00 + P & P per copy. Please make cheques payable to "Submariners Association".

### DIVE, DIVE, DIVE Barrow Built Submarines.....THE BEST

The Submarine Heritage Centre (SHC) and the Submariners Association (SA) of Barrow in Furness have commissioned a series of Paintings, by a notable local Marine Artist – Tom Murphy - of all the Classes of Submarine built in the Barrow Shipyard over the last 120 years. The Barrow Shipyard has been involved with the design and built over 72% of all UK Submarines plus a good number for foreign Navies. This Paintings Series represents the development of the Submarine over that period and reflects the development of the Submarine - from the first basic vessel in the 1880's to the sophisticated Nuclear powered Submarine of the 21<sup>st</sup> Century.



The SHC and the SA have now put together a Book to showcase these paintings and supporting data. The Book contains 44 plates covering the Classes of Submarine built in Barrow together with a number of Submarines built for

other countries. It also includes twelve 'Decade' paintings reflecting the products - other than the Submarine - produced by the Shipyard over that same period and a further ten plates of 'Miscellaneous' paintings of Ships, Submarines and topics related to the Barrow Shipyard. This is a "Coffee Table" hard back product with the Painting Plates on the right hand pages with associated information on the left hand pages.

It is available at £27.50 per copy - UK P & P £6.00 - Overseas P & P - £8.00

To obtain your own copy contact Submarine Heritage Ltd [tps@submarineheritage.com](mailto:tps@submarineheritage.com) (Tel 01229 820993 or 07900 920385) or Barrie Downer [barrie@downer55.freemove.co.uk](mailto:barrie@downer55.freemove.co.uk) (Tel 01229 820963)

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### Lest We Forget (Remembrance and Commemoration)

#### **The contrasting and changing cultures of Remembrance in the 20th and 21st Centuries**

Remembering is part of the human condition. The spontaneous and entirely unorganised honouring of coffins brought back from Afghanistan by the people of Wootton Bassett is testament that many people have a deep concern for the memory of those who have died in recent conflict. Over the past decade, the British Remembrance season has grown once more in significance, but popular outpourings of grief also include the mass response to the death of Princess Diana and the Hillsborough disaster.

Lest We Forget chronicles the depth and variety of forms of Remembrance both nationally in Britain and across the world, ranging from the traditional ceremony of Armistice Day, to the more contested narratives of conflicts in Iraq or Rwanda. Also included in the 34 case studies are:

Remembrance after World War One; Slavery memorials; Memorials in the US Landscape; War Widows and Remembrance; 'Commemorating animals, glorifying humans?'; The National Memorial Arboretum; Artists of Twentieth Century Remembrance; Pacifist war memorial in Western France; Web-remembrance.

A mix of academic and professional authors – with over one-hundred illustrations in colour and black and white.

Edited by Maggie Andrews

With Charlie Bagot Jewitt & Nigel Hunt

Recommended retail price £18.99

Hardback ISBN: 978075245965

Dr Maggie Andrews is Associate Head of the Institute of Humanities and Arts at the University of Worcester, Charlie Bagot Jewitt is CEO of the National Memorial Arboretum and a former Commander in the Royal Navy and Nigel Hunt is Associate Professor of Health Psychology at the University of Nottingham.

Available from good bookshops, Amazon.co.uk, The History Press or Marston Book Services, Tel: 01235 465577

Endorsed by the Royal British Legion

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### Alliance Project Update July 2011

#### **Project Build**

The aft Hydroplanes were successfully removed during July. This was a good start to the works as the hydroplanes came off much easier than we had originally feared and are in better condition than anticipated. However just prior to the stern being wrapped for safety, a small piece of corroded metal did come away which just highlights how urgent the conservation work is. The bow will also be wrapped prior to the commencement of civil engineering works in early September.

Water monitoring around the jetty area is currently underway and will continued until 18<sup>th</sup> July. A survey of the concrete cradles on which HMS ALLIANCE sits has been undertaken to gauge how secure they are for when the work starts in September. Unfortunately, due to manufacturing and shipping delays connected with sheet pile supply, work on the Cofferdam is now planned to start from 6<sup>th</sup> September with piling due to start in the week commencing the 19<sup>th</sup> September. This work will continue till February 2012. The Drebbel submarine and the Resurgam stone will be moved. A full programme of site works is being finalised.

#### **Fundraising**

1. A major grant and further fundraising events have now made the total raised to date £6.02 Million, leaving a further £480,000 left to raise.
2. A new text fundraising service has been set up to allow donations from a mobile phone by Just Giving and Text SUBS12 £10 to 70070. This will be particularly handy for different fundraising events and sponsorship as we can set up different codes.
3. Victory Gun Deck dinner – 15<sup>th</sup> September 2011 is selling well with 50% of places now allocated.
4. Third Thursday Talks - A new season of Autumn Talks has been finalised as follows:

Thursday 15<sup>th</sup> September - Ian Clark - How to save a submarine?  
 Thursday 20<sup>th</sup> October - Dr Duncan Redford - Submarines in the Interwar period  
 Thursday 17<sup>th</sup> November - Tim Clayton - Meet the Author of 'Sea Wolves'

Tickets for these events will be available to book by phone 023 92510 354 ext 241. For more information visit <http://www.submarine-museum.co.uk/news/events/events-calender>  
 Visit <http://www.submarine-museum.co.uk/home/blog> for all the latest info and photos

### **Summary of the AGM of 'The Society of Friends of the Royal Naval Submarine Museum'**

(Held at the Museum on 17<sup>th</sup> June 2011)

The Vice President, Rear Admiral John Hervey opened the meeting by asking the 121 members and their guests who attended to remember the Friends President, Lady Fieldhouse, and the Hon. Secretary, Andy Buchanan, and their major contributions towards the effective working of the Friends.

Principal guests were the guest speaker was Sir Jonathon Band GCB DL, Chairman of the Trustees of the National Museum of the Royal Navy, Vice Admiral Sir Tim McClement, Chairman of the Alliance Appeal, and the Museum staff.

The President welcomed all attendees and thanked Bob Mealings, the Acting Museum Director and his staff for their enormous efforts which had culminated in the successful HLF award of £3.4 M which had been announced in May whilst noting that fund raising still continued since the work on the Alliance project was budgeted to cost £6.5M. Over £5.8M in funds and pledges had already been raised inclusive of the £3.4M HLF monies. Rear Admiral John Hervey informed that a major strength of the lottery bid was the strong part that education plays in the Museum's day to day operations.

The Chairman reported another good year for the Friends during which, thanks to the generosity of its 731 members, the committee had been able to donate £25,000 towards the Alliance Appeal, £1,000 for plinth for the Dolphins originally located adjacent to the main entrance and £6,500 for Educational Interactives. In addition for the new financial year 2011 – 2012 a further £10,000 had already been granted to the Alliance Appeal.

Sir Jonathon Band, in his speech, praised both those who wrote the HLF bid and those involved with fundraising. He said that there were lessons to be learnt from the way that these activities had been conducted for NMRN as it goes forward with the next bid to have an area within Portsmouth Dockyard that tells the story of the RN post Trafalgar including WW1, WW2 and the Cold War. He also expressed a keenness to expand the NMRN beyond the existing four naval museums by including other heritage ships that are based in Dundee, Hartlepool and Belfast

The Chairman brought to the meeting's attention that over 80% of subscription income goes out in grants to the Museum, which the British Association of Friends of Museums noted as commendably high. He also urged members to use the new Friends brochure as a method of increasing membership amongst their friends to thus increase the income and to sign up on the website for email editions of Harbour Stations and news of museum events to further reduce admin costs.

Following the visits to the Fleet Air Arm Museum in 2009 and The Royal Marines Museum in 2010 the Friends of the four Naval Museums have been invited to attend the RN Submarine Museum on October 10<sup>th</sup> 2011 with the focus of the event being on World War 1.

David Ottley (SA Representative on Friends of RN Submarine Museum Committee)

### **ASSISTANCE TO AUTHORS**

#### **Royal Australian Navy Submarine Centenary**

The Royal Australian Navy celebrates its Centenary in 2014 marking the arrival in Sydney of its first two Submarines -AE1 and AE2 – both Barrow built and manned by mixed RN and RAN crews. Since then the Australian Navy has operated various Submarines – six 'J' Class from 1919 to 1922, 'OXLEY' and 'OTWAY' in the mid to late 1920's, the ex-Dutch Navy 'KIX' in 1943, the six 'Oberons' from the 1960's to the 1990's and, today, the six 'Collins' Class boats. Also today a new Class of Submarines for the RAN is on the horizon!

There have always been very strong links between RN and RAN Submariners with, since the earliest days, Australians serving in RN Submarines and UK Submariners being 'loaned' or on 'exchange' to Australian Submarines. Various events are planned to mark the Centenary and numerous books are in the planning stages. I am putting together a book on Australian Submarines and Submariners and the recollections and anecdotes of Australians who have served in RN Submarines and RN Submariners who have served in or on 'exchange' in RAN Submarines will form a key part of the Book.

If you have the relevant 'qualifications' and can contribute recollections, stories and anecdotes from your experiences in RAN and RN Submarines please send them to me at [barrie@downer55.freemove.co.uk](mailto:barrie@downer55.freemove.co.uk) or at the 'snail mail' address on the front page of this Issue.

Thank you in advance      Barrie Downer

### Surrendered German U-Boats 1945 and Operation Deadlight

I am writing a history of the U-Boats in the Royal Navy after their surrender in May 1945, and I am stuck on one small but important point; hence this appeal for help from any Submariners Association members with either long memories or extensive paper archives (or both).

It concerns the six U-Boats that remained at Lisahally in February 1946 after the completion of Operation Deadlight, after the transfer of the 10 U-Boats to Russia (Operation Cabal), and after the completion of the transfer of the two U-Boats to France (Operation Thankful).

The six U-Boats in question were: U-712, U-953, U-1108, U-1171, U-2348 and U-3017.

By late February 1946, the Royal Navy had completed all its planned trials with the U-Boats that had been allocated to the UK, and these six were moored at what was then HMS FERRET IV awaiting decisions about their future use or disposal.

I know that they were all sold for scrap in 1949, and that they were then moved to various ship breaking yards around the UK for their "last rights". What I seek, however, are details of their story between February 1946 and the spring of 1949. The NHB doesn't know, and George Malcolmson (the Submarine Museum Archivist) and I can find no evidence in the Gosport Archive.

I have a document dated 11<sup>th</sup> September 1946 which says that the six U-Boats had been allocated to the Ship Target Trials Committee, and I have the Minutes of a Meeting dated 1<sup>st</sup> July 1948 which says that the Committee had no proposals for the 6 ex-German U-Boats in 1948/49, which is presumably why they were then sold for scrap.

In view of this, I have assumed that they remained at Lisahally, rotting and rusting, until they were eventually towed away sometime in early 1949. But, does anyone know if this is true?

It may be that someone who served at the JASS (HMS SEA EAGLE) can remember them. It may be that someone can remember them being towed away. Answers seem to be elusive, and I would very much appreciate it if anyone can possibly help me by either providing the whole story or even the slightest clue.

Yours sincerely Derek Waller.

By Editor

Various papers by Derek Waller are available on the Website of the Barrow in Furness Submariners Association – [www.submariners.co.uk](http://www.submariners.co.uk) but any additional information will be helpful.

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#### Letters and E Mails to the Editor

**Date:** 09/07/2011  
**Name:** carl ramsey  
**Email Address:** [carl\\_ramsey@msn.com](mailto:carl_ramsey@msn.com)  
**Comments:** Hi, My name is Carl Ramsey but was called Alf back in the 60's. I served on Cachalot twice, Onslaught in the far east, spare crew etc on couple of others but cant remember the names at this moment in time. I was wondering who, if anyone, is still around. I joined boats 1967, left the mob 1971, LOEM, etc, etc, etc. Get in touch if anyone recognise's me. All the best to other submariners too. Carl(Alf)

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**Date:** 08/07/2011  
**Name:** John Patrick  
**Email Address:** [johnpatrick@royal.navy.org.uk](mailto:johnpatrick@royal.navy.org.uk)  
**Comments:** I was recently very saddened to see that my 'Seadad' Soapy Watson had crossed the bar? In 1953 I was an o/d uc.3. I joined boats and my 1st draft was to Subtle, which was in Greenock, having a refit. We were L&RA so my HSD, Soapy Watson took me under his wing and taught me all I know today. He was a wonderful man who I will always respect and look up to. For those that remember Soapy I look forward to meeting him in that far off place and I hope that he still has his mouth organ & spoons? What a character and I am sure that Gosport Branch will sadly miss him. As a matter of interest the TI on Subtle was Maurice Caddell who has also joined the 'fore ends' in the sky. Rest In Peace dear friends.

**Date:** 05/07/2011  
**Name:** Budgie  
**Email Address:** [jamesbudge1@btopenworld.com](mailto:jamesbudge1@btopenworld.com)  
**Comments:** Hoping to join West Scotland Branch transferring from Dolphin branch as I now live in Dunoon,  
 My Best, Jim " Budgie " Budge

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**Date:** 28/06/2011  
**Name:** Dougie (Paddy) Erskine  
**Email Address:** [james.erskine@homecall.co.uk](mailto:james.erskine@homecall.co.uk)  
**Comments:** Just browsing and thought I would throw out a suggestion. Would any ex Warspite crew who served the Falklands trips be interested in a meet 2012 to reminisce on the 30 anniversary? Really enjoyed the last get together. Anybody interested please contact me. Thought about a Faslane weekend, few gargles, few more gargles and some eats.

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**Date:** 26/06/2011  
**Name:** Steve Pennicott  
**Email Address:** [stevepfuk@yahoo.co.uk](mailto:stevepfuk@yahoo.co.uk)  
**Comments:** HMS/M WALRUS decommissioned 25 yrs ago next year(1987) Nice to see some familiar names amongst the members list. Just wondering if anyone out there serving on board at that time, or you may know someone who did, would you/they be interested in arranging a reunion for next year? The more the merrier - the more 'old gits to spin 'old dits! Would

imagine we're all a bit greyer/balder by now! .Stevie. P  
WEM(O) '4-endy' (1982-87)

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**Date:** 20/06/2011  
**Name:** jan beer  
**Email Address:** [raybeer8@msn.com](mailto:raybeer8@msn.com)  
**Comments:** Just dropped in to see who's still around. Hope to see many of you at diesel boat reunion at Devonport this year. Flood Q - silent routine

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**Date:** 15/06/2011  
**Name:** Gibson Girl  
**Email Address:** [christine.jcghouse@btinternet.com](mailto:christine.jcghouse@btinternet.com)  
**Comments:** Hello, What a great tribute site. My father was a Submariner from 1947-57 & served on Andrew, Astute, Dolphin, Forth, Token, Sirdar & Stalker. He will be 83 yrs young in August & egales me with his colourful tales of the best days of his life at sea - being a girl, I imagine the tales are somewhat edited for me! The antics of "Big Chef" never fails to make him laugh. He has shipmate's names tattooed (by Hardy who they nicknamed 'Oliver') on his hand & he calls it the 'Rum List'! I'm looking forward to telling him about you guys. He's got some great photos of shipmates I'd love to share with you. Cheers, Chris

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**Date:** 16/05/2011  
**Name:** John Clifton  
**Email Address:** [jvgclifton@gmail.com](mailto:jvgclifton@gmail.com)  
**Comments:** This is just to let anybody know who may be interested that my father, Ian Clifton, died last week of a heart attack at home, aged 87. He served as a Sub-Lieutenant, RNVR in the Navy in WWII on the Alecto and the Kite. He then moved to submarines and trained on X-Craft with, amongst many others, Ian 'Titch' Fraser VC, Jimmy Benson ('Above us the Waves') and Fred 'Titch' Ainslie, with whom he kept in touch until his death. His funeral was on June 7<sup>th</sup> in Plymouth.

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**Date:** 12/05/2011  
**Name:** John Patrick  
**Email Address:** [johnpatrick@royal.navy.org.uk](mailto:johnpatrick@royal.navy.org.uk)  
**Comments:** I have just finished reading 'Voices From The Deep' the Submariners' Book of Poems, and I must congratulate the crew who produced it. What a fantastic book, I thoroughly enjoyed reading it. What memories it brought back? Quite a lot of nostalgia? I was in boats from 1953 to 1959 (Subtle, Artemis, Token) so appreciated all the dits of that era. Well done Dave and all involved. John Patrick P/SSX 871305 UC1

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**Date:** 11/05/2011  
**Name:** Pauline King

**Email Address:** [menpols@bigpond.com](mailto:menpols@bigpond.com)  
**Comments:** I am looking to locate Allan Clarke (Nobby) a submariner on HMS Orpheus and stationed at Johor in the early 70's. He was married to my sister Josephine, who was killed in a motor accident along with their son Daniel. They are both buried in Kranji Memorial Cemetery in Singapore. Any assistance would be appreciated.

If any crew members of - "Submarine Orpheus" in the 70's, who knew or served with Allan Clarke from Cleethorpes (I think) would know of him or his whereabouts, please let me know. I am trying to track down his daughter (my niece) who would be about 40-41 years of age and her name is/was -Sandra Elizabeth Clarke. He was stationed in Jahore Baru at that time.

Further to my previous enquiry - My search for Allan Clarke - Allan was a Radio Supervisor and he served also on "HMS OSIRIS" - also he was stationed at HMS DOLPHIN-Petty Officers Mess- Fort Blockhouse-Gosport-Hants in 1971. I have also an address?? 207 or 216 or 281, The Towers, Bereton Avenue, Cleethorpes. Hopefully, this will ring a few bells!! Maybe!  
Thanks again to all.

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**Date:** 04/05/2011  
**Name:** marc bowcutt  
**Email Address:** [aq34z@sky.com](mailto:aq34z@sky.com)  
**Comments:** Served on Sealion from 87-88 was on board for de-commissioning then went to spare crew and torpedo loading party

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**Date:** 21/04/2011  
**Name:** Billy Dobson  
**Email Address:** [billandden@hotmail.co.uk](mailto:billandden@hotmail.co.uk)  
**Comments:** Tony Solman and myself are trying to trace big Andy Andrews, an RO off the Amphion 68. He received a meat cleaver scar down the side of his face from some nut nut chef in the Sky Bar in JB before we left for Blighty. We'd love to meet up with the big lump again, anyone know of his whereabouts?  
Thanking you in anticipation.  
B. Dob.

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**Date:** 20/04/2011  
**Name:** Richard Kavanagh 'Kavz'  
**Email Address:** [r.skavanagh@o2.co.uk](mailto:r.skavanagh@o2.co.uk)  
**Comments:** Hi there everyone  
Just wanted to say hi to anyone I may know who is browsing these pages I served on  
HMS/M Vanguard 2000 – 2001  
HMS/M Turbulent 2002 (loan draft)  
HMS/M Sceptre 2002 - 2005

### URGENT REQUEST

From Ted Hogben (Medway Towns Branch)

During a recent spell in hospital our Branch President, Steve "Legs" Diamond had both his Veterans badge and his 167 Platoon badge stolen from his blazer lapel. I can get him a new Vets Badge fairly easily, but the 167 Platoon Badge is more difficult. If anyone has one of these rarities not being used by the original owner could it be forwarded to me, as below, for onward transmission to "Legs".

Ted Hogben, 62, Kitchener Road, Strood, Kent ME2 3AP 01634 715635.

Thanks in anticipation

By Editor As you all know only 167 of these Badges were made - one for each member of the 167 Platoon - and the original die was then destroyed – these badges are irreplaceable and of immense sentimental value to the original owners.

[www.submarinersassociation.co.uk](http://www.submarinersassociation.co.uk)

**OBITUARIES****Lady 'Midge' Fieldhouse – A Thank You**

To: Everyone in the Submariner's Associations around the country. My brother, sister and I would like to thank everyone for your thoughtful cards following our mother, Midge Fieldhouse's death. We have been so very touched by all the letters and cards we received, and feel so blessed to have had two magnificent parents.

The loyalty and love that comes from the submarine service is something unsurpassed, and this same loyalty sustained Mum greatly following Daddy's death in 1992. I am so sorry we have not been able to reply to all the cards, as most were sent without addresses from the Submarine Associations, but please know how very much they comforted us after Mum died, and comfort us still. We feel so very grateful to have been "honorary members" of the Submarine Family while Dad and Mum were alive.

Thank you again. With Warm regards, Amanda Fieldhouse, Nagambie, Victoria, Australia

**Captain George Edward Hunt DSO\*, DSC\*, MID\*\*, RN**

George Hunt Crossed the Bar' in Brisbane on Tuesday 16<sup>th</sup> August 2011 aged 95. He joined the Royal Navy Reserve in January 1930 as a Midshipman while training to become a Merchant Marine officer. In February 1938 George officially transferred to the Royal Navy and after a year of undertaking various technical courses and Junior Officers' war courses, George spent a short time on the destroyer HMS FOXHOUND where he volunteered for submarine service. On 1<sup>st</sup> Jan 1939, George began his submarine training at HMS DOLPHIN. During this time the trainees were required to go to sea on the 'L' class submarines L26 and L27.

In March 1939 Lieutenant Hunt was appointed to UNITY (based at Blyth) as the Signals and Navigation Officer. Unfortunately his time in UNITY would not last for long. With the declaration of war against Germany and U-boat activity in the North Sea UNITY was sent north on the night of 29 Apr 1940. This was a very foggy night and the submariners in UNITY were sailing into a southbound convoy. Out of the fog came the Norwegian merchant ship Alte Jarl. While trying to take evasion action the ship sliced through the forward section of the submarine. After abandoning ship all but two submariners escaped and two others drifted off with the tide. George managed to keep the men together until they were rescued by the Alte Jarl. For his part in the rescue George was 'Mentioned in Despatches' in the New Year's Honour's List of 1941 for his bravery and leadership during the sinking.

With a war on, George was not able to take his survivors leave and he was appointed to the Royal Netherlands submarine O10 as the Liaison Officer from May to June 1940. This submarine undertook patrols covering the evacuation of troops from the beaches of Dunkirk. He was then appointed 1<sup>st</sup> Lieutenant in H 31 from July to December and under took two patrols - one in the North Sea and the other in the Bay of Biscay.

In December 1940 George was appointed Liaison Officer to the Polish submarine SOKOL and made one patrol in the North Sea. He left the boat in March 1941. In April, George was appointed 1<sup>st</sup> Lieutenant of PROTEUS in dry-dock at Portsmouth undergoing repairs.

On undocking and run-up trials PROTEUS joined the 8<sup>th</sup> Flotilla based on HMS MEDWAY in Alexandria and their first patrol (one of seven Mediterranean Patrols for George) was in the Aegean Sea. The 6<sup>th</sup> patrol left Alexandria on 29 Jan and was off Cephalonia. While on the surface at night charging batteries a dark shape was seen in the distance (assumed to be a U-boat) and a surface attack was undertaken with the CO on the bridge and George in the control room. Unfortunately the torpedoes missed and the target turned and was bearing down on PROTEUS. The CO turned the submarine head on so as not to be sliced in two. The CO ordered 'Collision stations' and the port forward hydroplane ripped a long gash down the side of an Italian destroyer and then broke off landing in the engine room of the destroyer. The starboard hydroplane fell off allowing water to pour into the torpedo room. Once the holes had been plugged and the torpedo room was drained the CO ordered George to dive the boat and proceed at periscope depth back to Alexandria. This took a lot of skill using the aft hydroplanes only. George the received orders to report to HMS DOLPHIN for the Commanding Officers' Qualifying Course and began the course at the end of March 1942 and he passed in April.

In July 1942, George took command of H33 on the Clyde in Scotland and was required to sail down to Sheerness at the mouth the Thames to be docked for repairs. The London Gazette of 30 Jun 1942 reported that George had been awarded the Distinguished Service Cross for his actions when PROTEUS was rammed. George and his wife Phoebe attended an investiture of the DSC by the King on 28 Jul 1942. In Aug 1942 George took command of H50 for several months for 'clockwork mousing' with destroyers and also carried out war patrols in both the Bay of Biscay and the North Sea. In October 1942 he was ready for his next command and this was 'standing by for the build of P53, later to be named ULTOR after the Roman God of War "Mars Ultor"'. After commissioning, completion of work up and acceptance trials ULTOR was sent on her first patrol in early January 1943 off the North Cape of Norway and, after a very cold and unsuccessful patrol, ULTOR returned to Scotland.

ULTOR was then sent to the Mediterranean and the 8<sup>th</sup> Flotilla now based on HMS MAIDSTONE at Algiers. His first patrol off the French Riviera was to be the first of sixteen patrols in the Med. On the completion of the patrol, having sunk the German MV Penerf (2,150 tons) and attacking two others, one which sank and the other sustaining damage, ULTOR returned to Algiers. Penerf was the first of ULTOR's successful war career. Altogether George was to sink a total of 18 ships and damage two more. He was also able to sink two Axis war ships and in gunnery his team was able to sink 11 caiques with gun fire including one on the stocks. ULTOR was also used as a light house for the landing of troops in the in Operation 'Shingle' - the Allied landings at Anzio.

One particular patrol stood out for George's seniors to take note and it was off the coast of Nice. Having attacked a ship with success and avoiding the ship's escorts, ULTOR moved away. After reloading torpedoes into the tubes a new convoy target was spotted off Cape Antibes - a tanker under tow with an escort of five ships and five aircraft above, and the four escorts from the previous sinking also joined the convoy of the tanker - now making it nine escorts and five aircraft. After sizing up the situation, George decided to enter into the area between the escort screen and the tanker. Having avoided detection, ULTOR was now in a position to make a torpedo attack at 1,500 yards. At 0831, he fired both torpedoes and went deep to 300 feet almost to the boat's maximum safe diving depth and within seconds of the torpedoes slamming into the tanker, depth-charges began to rain down causing damage to the boat, including the stern glands which began to leak. After more than 100 depth-charges over an hour the boat managed to creep away until the bombardment ceased.

In a report by the Captain of 10<sup>th</sup> Flotilla stated: *'The attack on the 3,000 ton merchant ship was brilliantly carried out, but I have no hesitation in saying that, in my considerable experience of submarining, the attack on the tanker only three hours later is the most superlative exhibition I have heard. That Lieutenant Hunt should achieve an unseen undetected position at 1,500 yards inside such a massive and violently zigzagging screen suggests consummate technical skill, but shows, moreover, determination and courage of the highest order...Lieutenant Hunt very seriously described the screen and their manoeuvres to me on his return as 'very off-putting', a rather attractive understatement...A performance that will be difficult for his own or any other submarine rival.*

George had been awarded a Bar to his DSO in Feb 1944 after a patrol. George was informed of another report that had been sent to their Lordships that stated: *'Great credit to the Commanding Officer of HM Submarine ULTOR Lieutenant G.E. Hunt DSC\*, RN, for this most satisfactory patrol during which one 'F' lighter, one 3,000 ton motor vessel and one tanker were sunk. HM Submarine ULTOR's actions on the morning of 27<sup>th</sup> June rank with some of the most outstanding of the war'.*

In early Sep 1944 ULTOR returned to Holy Loch on the Clyde. In Nov 1944 George was appointed CO of the T-class submarine TAKU, a command he held until April 1945. While in command George was informed that he was appointed Distinguished Service Order for his service in HMS ULTOR. The investiture was held at Buckingham Palace on 7 Nov 1944, the King requested that all 13 Officers and crew who were awarded Medals and MiD's attend together, this was a rare event which was witnessed by George's wife Phoebe and the other crew's wives.

Altogether George Hunt received a Mention in Despatches for his beach-marking in May 1944 and a Bar to his DSO for attacks on 27 Jun 1944 while in command of ULTOR. On being awarded the Bars George attended the investiture at Buckingham Palace each time.

With the cessation of the war in 1945, George left submarines and, on his application form to the SAA, he stated that he did a Staff Course and 'big ship time' as 1<sup>st</sup> Lieutenant of the aircraft carrier HMS TRIUMPH. In 1947, George returned to submarines in command of AMBUSH. In November AMBUSH was sent for trials under the ice in and around the Arctic Ocean - stated as being memorable and unnerving experience.

George's was next 'Teacher' of the Submarine COs' Qualifying Course and it was here that George was promoted to Commander. He was 'Teacher' until May 1950 and his next appointment was as Operations Officer on FOSM's Staff at DOLPHIN - a position he held until 1952. Then more 'big ship time' as 2<sup>nd</sup> in Command and Executive Officer of the carrier HMS THESEUS during which time he was promoted to Captain in 1953. From Jan 1954 to Jan 1956 George commanded of Underwater Detection Establishment at Portland, Dorset and was followed by an appointment to HMS BIGBURY BAY 'in Command'. This was an anti-submarine frigate and was sent to Bermuda where George was made Commodore and relieved the Commander-in-Chief and became the Senior Naval Officer West Indies (SNOWI), a position he held until 1958. On return to Britain, George relinquished his Commodore rank and took up the appointment as Chief of Staff to FOSM until 1960.

George's last appointment in 1960 was Director of Naval Equipment a post he held from 1960 to 1963. At age 46, George contemplated continuing his Naval career but he saw that there were major changes on the horizon for the Royal Navy and decided to retire.

George, Phoebe and their daughter Susan migrated to Australia, settled in Queensland and George transferred to the RAN Emergency List. George Hunt joined the SAA on 22 October 1985. On the formation of the Queensland Branch George was asked and he accepted the position of Branch Patron. At the 1997 AGM, George was nominated Life Membership which was accepted by the members at the AGM.

**Obituaries - Members 'Crossed the Bar' 28<sup>th</sup> Mar 2011 to 31<sup>st</sup> Jul 2011**

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
E (Eric) Baker	Able Seaman (HSD)	Middlesex	1952 to 1962	TANTIVY and TALLY HO
S A (Steve) Bottrill	Engine Room Artificer	Portsmouth	1951 to 1954	ALLIANCE
C A F (Colin) Buchanan	Captain	Dolphin	Dec 1957 to Dec 1982	TACITURN(2), PORPOISE, OPPORTUNE, TABARD, CACHALOT (CO) and COURAGEOUS (CO)
W (Bill) Burke	Stoker Mechanic	Scottish	1951 to 1953	ANCHORITE, TURPIN, SCORCHER and TIRELESS
K J (Kevin) Butler	EM1	Espana Levante	1962 to 1966	GRAMPUS (62-64), PORPOISE (64) and TURPIN (64-65)
F (Fred) Cannon	Stoker 1 <sup>st</sup> Class	Vectis	1943 to 1946	TAURUS and TRIBUNE
G (George) Christie, DSC	Lieutenant Commander (RNR)	Dolphin	1941 to 1946	P612 (MURAT REIS), NEBJOSA, THRASHER, STUBBORN and H50
J P (John) Coughlan	LME	Essex	1948 to 1955	TURPIN, TOTEM, SPRINGER, SPORTSMAN, SEADEVIL, AENEAS, ANCHORITE and SCYTHIAN
H L (Bill) Dartford	Leading Seaman (LTO)	Essex	1940 to 1944	SEALION and SEADOG
P H T (Peter) Granger	Lieutenant Commander	Portsmouth and Sussex	1948 to 1955	TRADEWIND, TIPTOE and SLEUTH
W S (Stan) Hames	Leading Telegraphist	Welsh	1940 to 1946	L26, H44, H28 and UNRUFFLED
Alan Hardy	Engine Room Artificer	North East Branch	1943 to 1945	UNRULY, SHAKESPEARE, SERAPH and SEA DEVIL
K S (Ken) Hopkins	Telegraphist	Welsh	1944 to 1946	UNA, TALENT and TAURUS
E W (Ted) Maby	LME	Dorset	1953 to 1957	TRADEWIND, SCORCHER (53-54), SIDON (54-55) and SCYTHIAN (55-57)
J D H (Jim) Mulherine	Chief Petty Officer Coxswain	Burton	1963 to 1987	EXCALIBUR, ALCIDE, THERMOPYLAE, ARTFUL, OPOSSUM, WALRUS, ORACLE, OSIRIS, ONYX and SEALION
Jackie Old	Chief Stoker	Merseyside	1943 to 1962	TAURUS, SENESCHAL, TIRELESS, ACHERON, AUROCHS, TUDOR and NARWHAL
J (Joe) Peacock	Stoker 1 <sup>st</sup> Class	New Zealand	1946 to 1948	STURDY, SPUR, SCORCHER, AENEAS and AMPHION
H V (Vic) Preece	Chief Petty Officer Coxswain	Lincoln	1941 to 1953	H33 (41), UNRUFFLED (42-43), P614 (44), VITALITY (44), VAGABOND (44), AURIGA (45), SENTINEL (47), STATESMAN, TEREDO (48-49) and TURPIN (52-53)
B (Barry) Priest	FCPO MEM (P)	Brierley Hill	1959 to 1981	TRUMP, TALENT, TIPTOE, TOTEM, SEADEVIL and VALIANT
D (Des) Radwell	Signalman	Dolphin	1942 to 1950	OBERON, TAURUS, SCEPTRE(1), STATESMAN, SOLENT, TABARD, TEMPLAR, STURDY and TRESPASSER
N (Norman) Richards	Chief Engine Room Artificer	Hull	1944 to 1945	UPSHOT
C W P (Claude) Roberts	Chief Petty Officer Coxswain	Barrow in Furness and North Queensland (SAA)	1945 to 1965	SPUR, TOTEM, TAPIR, TRUMP (2), SCOTSMAN, TACTICIAN, SOLENT, ALLIANCE, TRUNCHEON, SERAPH, EXCALIBUR and TACITURN
C (Cyril) Southcott, BEM	Chief Engine Room Artificer	Portsmouth	1941 to 1946	SATYR, SAGA, SANGUINE, TIRELESS, TOKEN, SOLENT and AENEAS

G E (Al) Spencer	Stoker Mechanic	Gosport	1953 to 1965	AMPHION
G (Gerry) Watson, BEM	Chief Petty Officer TASI	Gosport	1950 to 1956	TIPTOE, AUROCHS, SCYTHIAN, SIRDAR, SEASCOUT and SUBTLE
S J (Steve) Watson, OBE	Commander (WESM)	Dorset	1966 to 1983	REPULSE

**New Members joining the Submariners Association 28<sup>th</sup> Mar 2011 to 31<sup>st</sup> Jul 2011 (\*\*\*\* - indicates a Serving Member)**

By Editor - As detailed in the Editorial the New Members List is not available in this Issue but a full list will be provided in Issue No 34 in October 2011

**Obituaries – Other Submariners ‘Crossed the Bar’ 28<sup>th</sup> Mar 2011 to 31 Jul 2011**

NAME	RANK/RATE	SM SERVICE	SUBMARINES
D R Clarke	Leading Seaman UC2	Not reported	ALCIDE, TOTEM and TUDOR
Ian Clifton	Sub Lieutenant, RNVR	WWII	X Craft
J B (James) Easton	N/K	1960	FINWHALE
D J L (Tim) Foster, DSC	Commander (E)	1939 to 19**	TIGRIS, TEMPLAR and ALDERNEY
Ian Molyneux	Lieutenant Commander	20** to April 2011	Including AMBUSH and ASTUTE
R (Bob) Petfield	WOMEA	Not reported	OTTER, ODIN, OCELOT and ORACLE
Malcolm Platts	Stoker	1960 to 1970	ANDREW
M C M (Michael) Plumridge	Lieutenant Commander	Not reported	Not reported
C (Charlie) Squibb	Chief Stoker	1958 to 1978	TACITURN, AMBUSH, AURIGA, ALLIANCE, ORACLE, GRAMPUS and ODIN
S R Whitnell	LEM	1970's	SEALION and OCELOT
George Edward Hunt DSO*, DSC*, MID**	Captain	1939 to 1952	L26, UNITY, O10 (Dutch), H31, SOKOL (Polish), PROTEUS, H50 (CO), ULTOR (CO), TAKU (CO) and AMBUSH (CO)