
IN DEPTH

Official Newsletter of the Submariners Association

Patron: Admiral the Lord Boyce KG GCB OBE DL

Issue 035

www.submarinersassociation.co.uk

December 2011

COMMITTEE

Chairman:

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

Vice Chairman (Temp):

John Wood
13, Westbrook Ave
Westbrook
Margate, Kent CT9 5AH
Tel: 01843 223967
Slinger165@btinternet.com

Secretary:

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

Treasurer:

Ian Atkinson
48, Craggyknowe
Hawthorn Park, Washington
Tyne & Wear NE37 1JZ
Tel: 0191 416 7996
ian@ppleasebob.co.uk

Membership Secretary:

Pat (Donny) Donovan
62 Howard Road
Dartford
Kent DA10 1XS
Tel: 07786 615167
donny.oboats@gmail.com

Editor:

Barrie Downer
37, James Watt Terrace
Barrow in Furness
Cumbria LA14 2TS
01229 820963
barrie@downer55.freeserve.co.uk

PRESIDENT

Admiral Sir James Perowne
K.B.E.



The Submariner

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

Sir Winston Churchill 1943

EDITORIAL

As promised in Issue No. 34 there is 'In Depth' Issue No. 35 in time for Christmas and New Year. So while you are digesting that turkey followed by the Christmas pud you will have a little light reading before dozing off in front of the television.

This issue we have the third and final part of Baz Bowyer's American adventures and two items sent in by Jim Rae and Dennis Churchill. In the Books Section you will find a review of the submarine novel written by our late Association Member - Jan Kiff and an item about the controversial book by Alan Gallop covering the loss of HMS AFFRAY.

There is also an item describing some of the more unlikely proposals suggested by submarine officers in WWI. The officer in question survived the sinking of three submarines - A4, D5 and K13, left another - E22 just before it was lost and was involved in one of the most controversial 'Q' Ship incidents of WWI so Sir Roger Keyes' concerns about his sanity might have been well founded.

One late item describes the recent discovery by divers in the North Sea of the wreck of Submarine J6 - lost in a 'Blue on Blue' incident just

Inside This Issue (a selection of the items)

3 & 4 **Baz Bowyer's American Visit (Part 3)**

4 & 5 **A Submariner never retires!**

5 & 6 **Fore-runners of the X-Craft**

7 **Women in Submarines**

7 to 9 **Messages**

9 to 14 **Books**

18 **Members 'Crossed the Bar'**

18 & 19 **New Joiners**

before the end of WWI. A second late item is RASM's announcement about the plans for women serving in submarines!

Once again thanks for all those contributions sent in over the last year and – keep them coming.

A very Merry Christmas and a happy and prosperous New Year to you all.

Barrie

CHAIRMANS CHAT

Fellow Submariners

Hi All

Yet again and for my probably my last Chairman's Chat. Yes, I finish up at the Full Members Reunion/Conference in March so unless Barrie squeezes one in before then, the next Chairman's Chat will be by your new Chairman. Unless there is a late bid the two candidates to succeed me are Jim McMaster our National Secretary and Ted Hogben our past Vice Chairman. I am really looking forward to seeing the new ideas that undoubtedly they will have in mind and will implement in due course.

NEW BRANCH

The Australian branch whilst being based in the West in Perth have members over the whole country. I have now been advised that the Eastern States are setting up a new branch across in Sydney. They already have a new standard and are preparing for their first formal function which is the K13 Memorial in January which I guess mirrors the K13 memorial hosted by the West of Scotland Branch up in Faslane.

I have just received the initial listing and this is being processed, but it is a great feeling to have a new branch when there have been too many going to the wall over the last two or three years. The sad bit is it is not usually for lack of members but because no-one seems to want to take office.

The latest in the latter group is going to be the Northants branch unless a new secretary can cause an 11th hour reprieve. It is sad when a branch of 24 members dies due to the lack of a Chairman and

Secretary to take the lead. John Cumberpatch has done a sterling job for many years and richly deserves his retirement. Thanks John for all you have done in Northants.

FULL MEMBERS REUNION 2012

You should all by now have received a circular either by direct email or from your branch secretary regarding the Full Members Reunion and Conference in 2012. It is unfortunate that it was late going out but there were very good reasons. You will have heard through the grapevine that we were going to Bristol and indeed that was the intention but we were unable to conclude a deal that would be acceptable.

I have been very fortunate to conclude a deal with the St Johns Hotel in Solihull an upmarket suburb of Birmingham which is known as the centre of England so it should be acceptable to all. The date is the weekend of Friday 30 March to Sunday 1st April 2012 with the conference itself on Saturday 31st March.

The hotel is of a good quality within easy reach of the M42 (2 miles), Birmingham Airport (4 miles) and the rail network (local station 10 minutes' walk). The town centre is less than a 10 minute stroll, and there are regular buses to Birmingham City Centre. The hotel boasts a leisure suite with swimming pool for those so inclined.

For more information on the hotel go to their website at www.principal-hayley.com.

There is ample on-site parking with the parking fee waived for us which is a huge saving in itself.

We have negotiated a good package with the room rates very reasonable if you are sharing but more expensive if you want a single room and these are very limited anyway. The bar prices are very realistic for a good standard hotel so everybody should be happy

The bottom line is that I need your applications almost by return.

www.submarinersassociation.co.uk

As I write this I have already achieved my minimum numbers so it all bodes well for yet another successful reunion.

Details of the Reunion are on Pages 8 & 9 and a copy of the Booking Form is at Page 20.

MIXED REUNION 2012

Heads up is that the Mixed reunion in 2012 will also be at the St Johns Hotel in Solihull. The package is identical so those going to the Full Members reunion will know what they are getting.

Application forms will not be going out until the end of March so that the two reunions do not get confused. Please do not think of applying until then.

ANNUAL CONFERENCE

By the time you read this it may be already be too late as the deadline for motions for the conference is 31st December. Also if you want to be considered for the NMC the deadline is the same. Many of you don't seem averse at throwing brickbats at the NMC but few ever want to come forward and serve on the NMC and help run the Association. If you have what it takes i.e. a love of the Association and broad shoulders then come on down.

TEX GOLDING

Tex has finally retired as our Membership Secretary and he has done a magnificent job over the years. There are no accolades strong enough to accurately describe the work that Tex has done not for the Submariners Association but for the Submarine Service as a whole. You may recall that we have stated that it was our intention to present a Patron's Commendation' to members who had promoted or had been seen to have excelled for the national cause.

Our Patron Admiral the Lord Boyce of Pimlico KG GCB OBE DL had stated that there was to be no more than one or perhaps two

at a maximum per year to ensure that its significance is not weakened. It was an unanimous decision by the subcommittee chaired by our president that Tex should be the first recipient and it was initially intended to present the Commendation to Tex at the conclusion of the Embankment Parade. Unfortunately Tex was unable to attend so it was presented at the Gosport Branch dinner the following week by Rear Admiral Tony Whetstone our Hon Vice President.

The citation reads:

Leslie Frank (Tex) Golding's Royal Navy career began at the outbreak of World War II and he saw active service in the Fleet in home waters, in the Mediterranean and the Far East. He joined the Submarine Service in 1947 and soon specialised as a Submarine Coxswain, a duty he performed with professionalism and enthusiasm until his retirement in 1969.

In 1981 he once again responded to the call and became a founder member of the Gosport Branch of the Submarine Old Comrades Association with special responsibility as Branch Treasurer. In 1995, he was appointed as the Association Membership Secretary, an extremely busy and essential role that he carried out until early 2011 when finally he relinquished office.

I commend Tex Golding for his unstinting contribution to the Submariners Association (formerly SOCA) both at Branch level but in particular for his key role in support of the National Management Committee. Throughout, he showed pride in being a Submariner, determination in

maintaining meticulously the membership records of the Association and compassion when dealing with the news of a member's passing.

WHAT IS A SENIOR CITIZEN?

A Senior Citizen is one who was here before; The pill, Television, frozen foods, contact lenses, credit cards and before man walked on the Moon.

For us, 'Time sharing' meant togetherness not holiday homes. A 'Chip' meant a small sliver of wood. Hardware meant nuts and bolts. Software wasn't even a word.

We got married first then lived together and thought 'Cleavage' was something the butcher did.

A 'Stud' was something that fastened a collar to a shirt and 'Going all the way' meant staying on a double decker to the bus depot.

We thought 'Fast food' was what you ate in Lent, a 'Big Mac' was an oversized raincoat and 'crumpet' we had for tea.

In our day 'Grass' was mown, 'Pot' was something you cooked in, 'Coke' was kept in the coal shed and a 'Joint' was cooked on Sundays!

We are today's Senior Citizens. A hardy bunch when you think how the World has changed.

STANDING ORDERS

A few years ago we set up a system whereby members could pay their

annual subscription direct to National by Standing order. Unfortunately the system was not jack proof and it has caused all sorts of problems. The treasurer has recommended and this has been endorsed at the NMC that we will no longer accept new applications to pay subscriptions by Standing order direct to national. We will of course continue to honour the existing ones. Part of the problem is that branches have different subscription levels themselves and it has been found that the SO didn't always accurately reflect the branch element such that this portion was deficient. We would encourage the branches to adopt Standing Orders as a method of payment so members would pay direct to the branch bank account.

I still get queries about why we don't do Direct Debit. This has been fully investigated and the advice we have received is that it is not for us. The costs associated with managing a DD system are simply too prohibitive for an organisation our size.

That's all fer now

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



Dave

'Baz' Bowyer's American Visit (Part III)

Following his visit to the Groton Submarine Museum Baz (see Parts I & II in 'In Depth' Issues Nos. 33 & 34) continued his tour of the US as follows:

The next day we visited a small village on the coast, called Mystic, where there is a Merchant Navy Museum. The showpiece is a 1870 whaling boat which is being restored on a slipway. At the moment the hull is being restored and being made watertight again. There are no masts at present, but the deck has been restored. It will be a ten year project to complete. There was a folk group on deck playing the 'bones' and a 'squeeze box' all singing sea shanties. The group last year had been to Cornwall and at a pub in Mousehole had entertained the customers. To their delight the Cornish Fisherman Sea Shanty Folk group had noticed the event in the local paper and went along unannounced. The folk group responded to their sea shanties with their own sea shanties! This year the Fisherman Folk group are visiting Mystique in response to their invitation. Also on deck, there was a demonstration of sail making being under taken by hand, as it was in the old days. There were every kind of small boats to view and in one of the buildings was a demonstration of how ship timbers were cut from logs, again all by hand. Also how the timbers were bent to fit the hull shape.

After the visit we travelled on to Newport, Rhode Island to spend the night with Trevor Williamson's son, Tom. The next day we visited the U.S. Naval War College Museum, where the model of the RN Holland I is on display. Trevor had an appointment with the Museum Curator, Bob Cembrola. This was to enhance the presentation of the model RN Holland I by having an audible and interactive video station to give visitors a much more detailed background of the operation of RN Holland I. While Trevor was doing this, Pauline and I visited the Museum. At the entrance to the Museum there is a 4 foot model of H.M.S. Victory, as the first exhibit on view! The Holland I model was the prime exhibit in the submarine section. Following our visit and Trevor's session with Bob Cembrola, we met the Director of the War College Museum, Professor John Hattendorf, D.Phil. L.H.D. F.R. Hist. S. He is the author of over 40 books on American Maritime History, both on Merchant and U.S. Naval craft and service. It was an interesting half hour and on completion I was presented with a 125 year Medallion of the Naval War College existence, which was opened in 1884. In return I exchanged a set of Dolphin cuff links again. For which I received a thank you letter on my return to the UK.

The following day we toured round the Newport's grand houses, about twenty of them, all on the coastline. All the American industrial giants and conglomerates, such as Dodge, Heinz, Mars, and also film stars spent their summers there and then went south for the winters. They have all been taken over by the Newport Community Council and are used at a fabulous cost for social occasions and also some are rented out as accommodation. Sadly it was time to head back west, so the following day we set for Detroit and on to Dearborn.

Again doing 3 hour shifts we made our way through four states, over two days. Our passage through Pennsylvania was spectacular, at one point the road rises to 3000 feet and at a viewing point, as far as you could see in any direction were trees, all in a mass of different colours, brown, red, green, gold, and yellow. The 'Fall' as they call this time of year was an amazing sight. On one night our stop over was a town named Amsterdam. Our hotel was next to a railway line and further down the line was a level crossing; so we were to find out. The Amtrak trains have a very distinctive hooter, Whoo-oo-oo-ooo, which we endured every half hour as the trains approached the level crossing. We fell asleep with exhaustion at 4:30 a.m.! Trevor suffered worse than I and I had to do most of the driving the next day, more than my 3 hour shifts!

Prior to our leaving the U.S., Trevor arranged to have a breakfast meeting with some of the local Detroit area members of the Michigan Chapter of the WWII Sub Vets Association. Their scheduled monthly meeting did not coincide with our visit. Their Chapters meet over breakfast and not like our Branches, over a pint!

This little get together was organized by Trevor's good friend and Association Mentor, Earl Fosgard. Earl served aboard USS HADDO during WWII as a 3rd Class Petty Officer. Attending the breakfast was the Association Secretary, J.B. Masonick (Bud to his friends). Bud was a professional baseball player before joining the USS ICEFISH as Yeoman during WWII. Bud left baseball for a higher calling he modestly says!

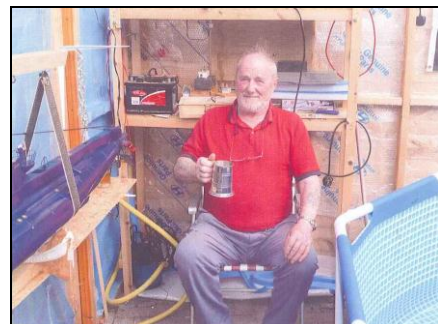
Also attending was Pat Roberts, ex-paratrooper and Chairman of the Jim Etherington Branch. The breakfast was enormous, I had ordered hash browns and a mushroom omelette. It came up on an oval platter, with the cheery note "We don't do omelettes with less than six eggs"! They were a great bunch and we swung the lamp for over a good hour. What was interesting, with us all being in veteran blazers and bomber jackets, other customers in the diner kept on coming over to our table, "Hi, Fellas, thanks for what you did for us back home". Perhaps it would be nice if this type of thing would happen more often in this country. I know Americans tend to be more outward going in this respect, whereas we are more reticent. 'The Help for Heroes' has been a good start in this direction, and the Covenant set up the RBL has also been a step long overdue. But it would be appreciated if it was also done on a personal basis as I experienced in the States.

On the last day our holiday we visited Greenfield Village again, not being able to see everything on our previous visit. That evening Trevor drove us to the Detroit International Airport for our overnight flight, being a night flight, the jet lag was not too much a problem the next day. Cliff again met us at Heathrow to drive us back to Derby. It was a wonderful, memorable trip and Pauline and I cannot thank Kathy and Trevor enough for their kind invitation and hospitality, also Cliff for all the airport transport help.

A Submariner Never Retires

Story supplied by Jim Rae – Scottish Branch

Leading Seaman (RO2) Bill Grubb joined 'Boats' in August 1953 and served in TRADEWIND, THULE, TRESPASSER, ANCHORITE, ANDREW, OBERON and SCOTSMAN and left the Service in 1963. He then tried various jobs before finishing up in the building trade where he became proficient in all trades.



BILL GRUBB

On retiring he found time dragging so he started manufacturing items of pine furniture in his garage to keep himself amused. As his reputation grew people from all over the country started ordering item from him.

Now with only one and a half lungs from asbestosis he felt he needed something to occupy himself in the house. Rather than freezing in his garage he invested in a kit model U-Boat complete with full diving specifications and radio control. Next came a 'Gato' Class American Boat followed by an 'Akula' and a 'Typhoon' – both Russian Boats. A second 'Gato' Class followed of USS BARB in memory of his late wife Barbara. Lastly came a British 'S' Class which he named HMS STORM. Bill then bought a kids paddling pool but found it was a bit tight and it was punctured! Then followed a much larger pool which took up a large part of the driveway but much to his disgust it kept filling up with leaves etc. so a shed was constructed over it. This worked fine until he realised that a fully ballasted and trimmed Boat was more than he could lift out of the pool so an electric hoist was installed. This Bill felt, although expedient, was cheating so he is now making a model Floating Dock to lift his Boats.



THE FLOTILLA

On 24th July 2011 Bill was invited to the Edinburgh Model Boat Club 'Submarine Day' and, full of trepidation, he found he was welcomed with open arms. There were model submarines there of all descriptions from Bushnell's Turtle to 'Nuclear' Boats. Some Bods had come from as far afield as Rochester – driving up with a tent for overnight stops. Bill put his Boats in the water and demonstrated them diving and manoeuvring on the surface. Bill was amazed at the Prize Giving later to find that he had won second prize for the quickest diving Boat. He didn't like to tell them that he had got the controls mixed up and had dived his 'Gato' boat at 'full ahead', planes 'hard a'dive' and 'Q Tank' flooded. The Boat did a nose dive in the mud with about a foot above water and the screws spinning furiously in mid air. An official in waders did a 'Subsmash' rescue and all was well.

Bill's latest project is the construction of a periscope through the roof of the shed so that he can view the outside world whatever the weather!

SUBMARINE J6 REDISCOVERED

Divers find WWI submarine wreck off Seahouses coast

Dec 4 2011 by Richard Fletcher, Sunday Sun

A team of divers is overjoyed after discovering a British WWI submarine that has lain hidden on the seabed off the North coast for 93 years. But the find was tinged with sadness when they uncovered the tragic secrets that lay within the wreck.

The 'Darkstar' team, who dive out of the Royal Quays, North Shields, came across the wreck of the British sub J6, 40 miles off the coast of Seahouses, Northumberland. The team uses Hydrographic Office sonar data which identifies objects on the seabed off the British coast. They reveal the dimensions and how far down the objects are, but divers do not know what they will find until they don their wetsuits and go down. Often, the sonar readings turn out to be cargo ships and the majority are from the First World War. So the divers were surprised when they made out the shape of an 80m-long submarine, sitting upright and in surprisingly good condition.

It was not until they began researching the history that the terrible story behind the wreck emerged. The J6 was sunk by another British ship in a friendly fire incident on October 15, 1918 – only a month before the end of the war. The sub had left Blyth when it was spotted by an armed 'Q' ship, the CYMRIC. Mistaking the J6 for German, it opened fire and sank it, killing 15. Classified for 75 years, the story was only revealed more recently.

Diver Steven Slater said: "We were quite shocked at such a major discovery that history had forgotten about. The first thing was elation, then it hit home what happened. Submarines are worse because you're swimming past and thinking some of the guys are still in there."

The team is treating the sub with the utmost respect, taking nothing and not entering, and the divers are considering leaving a wreath when they next dive in the spring.

Submarine J6 is a Designated War Grave and, therefore, must remain undisturbed.

FORERUNNERS OF THE X-CRAFT

Submarine Officers are always coming up with 'Bright Ideas' – some are useful - but others!!!!

The following is an extract from a book – 'Submarines, Admirals and Navies' by Lieutenant Commander Colin Mayers who was, in the 1920's, 'Officer's Training Officer' in Fort Blockhouse

A couple of years before the outbreak of the Great War, a young British Submarine Officer had an idea.

Admiral Sir Roger Keyes, then Commodore of the Submarine Service, commenting to the Admiralty on the proposal submitted to him by the officer, Lieutenant Godfrey B. Herbert, wrote: "...I have had on a previous occasion to remark to Their Lordships on the lack of mental stability of this officer..."

"Bertie Herbert" as he was known to all his ship-mates, in a serious vein had predicted that the submarine with her slow underwater speed, derived from cumbersome electric batteries, would very seldom be able to get into a position to attack a surface fleet travelling at a high speed driven by powerful steam turbines. He also foretold that on such occasions when the submarine might be fortunate enough to get into a close firing position, the small 18" torpedoes which they then employed would be

utterly useless to bring about the destruction and sinking of modern ships of the Dreadnought type. As submarines then were considered primarily as weapons to attack and destroy battleships, he recommended that in order to insure torpedo strength to the British Fleet in battle, a series of extremely small submarines be carried on the ordinary lifeboat davits of large ships, the speed of these small submarines to be equal to the high speed of a torpedo, one officer only to guide such a vessel, which with a great mass of explosives concentrated in its bow was to hurl itself at the capital ship, devastating the adversary completely. Unfortunately in this plan, capital ship, submarine and pilot, all would go together to Davy Jones' locker, and in consequence the scheme met with no official support.

When the Great War broke out and it became the fashion of the German Navy to try and ram the British Submarines whenever the latter betrayed their presence through their inefficient torpedo discharge arrangements, Lieutenant Commander Herbert was ready with another drastic remedy. He proposed that the top casing in the outer hull of all the British submarines should be filled with a considerable quantity of explosives. If ramming took place and the submarine was doomed, then the Captain with his own hands would pull a trigger and blow up his vessel in her death struggle, and also the enemy sitting on top. There were to be no half measures. This proposal also did not win any support, for it would have been difficult to persuade British officers to blow up their submarines at such a fatal moment, observing that the introduction of watertight bulkheads in the latest boats, combined with the shallow depth of the Southern part of the war area offered a chance, even if an extremely slender one, of saving life with the aid of rather inefficient rescue helmets.

By no means rebuffed, our very courageous officer again pressed the advantages of the small one-man submarine. As soon as it became apparent that the German Battle Fleet had no intention of seeking an early decision on the high seas, Lieutenant Commander Herbert in the autumn of 1914 suggested that one special cruiser be fitted out to transport, during the dark hours, several of these small submarines very close to the German coast for the subsequent daylight attack on the German battleships in their harbour, taking advantage of a strong flood tide.

Strange to say, on this occasion, more encouragement was forthcoming and Admiral Keyes who was then still head of the submarine service wrote to the Admiralty: "...but now there is a war on, these proposals merited attention and study..."

At that time the control of the Navy had passed into the hands of Admiral Sir John Fisher, and everyone knew he was a strong believer in the development and the employment of the submarine. Sir John Fisher instructed Admiral Sir Percy Scott, the great gunnery expert, to look into Commander Herbert's proposals, as well as several other one-man motor boat torpedo ideas, which had been suggested from various sources. So enthused was Mr. Winston

Churchill with these ideas, and anticipating their early practicability, he went about the country, in his capacity as First Lord of the Admiralty, making speeches informing the country he would go after the Germans and attack them in their harbours. However, because of the certain death of the pilot, also the immense difficulty of taking these small attack craft in a surface ship, undetected, close to the German coast, to the very gates of the strongly fortified and mined river entrances, the development of the short-range one-man weapon was never favourably considered.

Except for modern machinery equipment and the use of high speed, the employment of very small submarines dates back to the time of the *David* and the *Housatonic* of the American Civil War, when one of the little *David's* sank her large surface opponent in harbour, she herself perishing in the attempt, being found some years later when salvage operations were carried out, with her hatch in the open position, and her bow wedged in the hole she had blown in her adversary.

After the Great War, Commander Herbert retired from the Service, and in 1922 he took out a patent for a "Devastator" submarine, but to surmount the great objection of devastating the pilot, he had introduced a detachable conning tower intended to be released shortly before his "Devastator" submarine struck the Capital ship, a plan on which others in the Fleet had also been working. Commander Herbert's invention, as it was presented, showed no details of the submarine itself beyond the detachable conning tower. Although the detachable conning tower was a practical proposition, there were certain difficulties which would have to be overcome to insure reliability. For a small vessel proceeding submerged at about 30 knots to release abruptly a tube of forty to fifty cubic feet capacity, would bring forces of great magnitude into play, tending to upset its equilibrium, and ample counteracting measures would be required to maintain its stability at such a critical moment. It would also be necessary to employ accurate automatic control gear after the conning tower was released and which at that time were not available. But the one serious objection against the scheme was in carrying these submarines about and launching them in an action on the high seas from a special ship proceeding at a very high fleet speed, and probably forced to operate in a substantial seaway. As the patentee did not indicate in his specifications how this was to be accomplished under action conditions, the authorities did not think the proposal was of practical value to the British or to any other Navy, and it was not placed on the Admiralty Secret List; in consequence, the inventor was free to trade with whomsoever he preferred for its development.

However, although the Admiralty's appreciation in 1922 on this question was undoubtedly sound, the lack of post war submarine efficiency during a Fleet engagement forced others, who later on became responsible to advise on the destruction of capital ships and aircraft carriers, to reconsider the matter of the small high-speed submarine in greater detail and also to review whether the reasons which urged Lord Jellicoe in 1915 to demand the presence of strong underwater forces with his Battle Fleet were still applicable under the changing conditions of post war developments.

Women in Submarines A Briefing from the 1st Sea Lord

The Secretary of State has announced that the restrictions on women serving in submarines will be lifted. I am writing to explain the background to this decision, to highlight the timelines for implementation of the revised policy and to gain your support for what is an historic and positive day for the Submarine Service and the Royal Navy.

Until now, female personnel have been excluded from service in submarines because of medical advice. That advice indicated that certain atmospheric contaminants present in a submarine, while not ordinarily a risk to men or women, might present a risk to female re-productivity and, more specifically, to a foetus. Following a number of further and more advanced studies, and most especially since the ban on smoking in submarines that came into force in 2007, the latest evidence reveals that there are no longer medical safety grounds for this general exclusion, only that pregnant women should not serve at sea due to the risk to a foetus from exposure to high levels of CO₂.

The Navy Board wants to take advantage of the opportunity now presented to allow female personnel to serve in submarines and so advised Ministers accordingly. By widening the scope of those who can be employed in the Submarine Service, we will be able to make the best use of our current and future talent pools, and be better able to ensure that we do not face the very considerable constraints in the numbers available for service in submarines we have faced repeatedly in the past. Such a change also sits comfortably with the Royal Navy's desire to be a modern inclusive employer, developing opportunities for all those who seek to take them. There is no intention at present to change the current policy that the Submarine Service is an all volunteer service.

The Navy Board advice was that implementation should be on a phased introduction of female personnel into submarines. We learned a great deal from the introduction of female personnel into the Surface Fleet and the lessons from that change in policy will be reflected in the way in which female personnel are introduced into the Submarine Service. A staggered programme allows more time to recruit sufficient volunteers, and for the female officers to

have gained some submarine experience before the boats accept female ratings. Moreover, such an approach would give time to assess demand, give time for those in the Service to become accustomed to this mixed-manning policy, and help assuage the concerns of families.

Before 2013, considerable work will be undertaken to ensure not only that we develop a sustainable cadre of female personnel to ensure that the 100% of the female complement level is achieved in every case but, also that a comprehensive suite of control measures is introduced to reduce the risk of a female submariner being at sea while pregnant.

Female officers will start to serve first in the Vanguard Class in late 2013. Thereafter, ratings could be introduced into V boats from the middle of 2015, but this date will depend upon habitability changes which will occur during maintenance periods. The introduction of officers and ratings into the Astute Class could follow from 2016, depending when the modifications are undertaken to bunk spaces, heads and bathrooms. Thereafter, there could be a gradual introduction, at about 1 additional crew (which is 9 - 15 females) per year. By 2020 about half the submarine flotilla could have female ratings serving onboard.

I know that this decision may not be universally supported, and may generate contrasting headlines and editorials in the media. In this regard we will be engaging directly with submariners and their families over the next few days. Other navies around the world have introduced female personnel into their submarines with considerable success. You may also be aware the US Navy has announced the introduction of female officers into their SSBN/SSGN fleet.

Leadership will be key in overcoming any prejudice, in exactly the same way it was when we introduced female personnel into the Surface Fleet - a change that today attracts no debate. Above all, we need to recognise, whether male or female, it is professional competence that is the most important characteristic of those who serve at sea, and you can be sure that we will not be reducing our training standards for those whose role it will be to operate and maintain the Royal Navy's submarine flotilla.

Mark Stanhope

MESSAGES

FROM THE SUBMARINE MUSEUM

Next year – 2012 - brings the 30th Anniversary of the Falkland's Conflict. The Royal Navy Submarine Museum is planning to mark this Anniversary with a special exhibition. If you took part in the Conflict the Museum is looking for your assistance:

Falkland's 30 - War Patrols: Submariners remember their experiences in the Falklands War - an Exhibition.

The exhibition will comprise ten personal recollections from a variety of submariners who served on the five British submarines sent to the South Atlantic to support the Royal Navy Task Force in 1982.

The aim of the exhibition is to explore from a personal perspective the experiences of the submariners who

participated in the last major naval war of the 20th Century.

RNSM would like to hear from as many submariners as possible about their key memories of the war patrols carried during the conflict.

We are not looking for lengthy testaments but key memories that centre on the following:

- ❖ Is there a single memory that captures why these patrols were different?
- ❖ What were the highs and lows?
- ❖ Were there moments of great excitement - real fear and laughter?

We would also like to collect any objects, photographs and other souvenirs you have of the conflict for use in the exhibition.

Please contact: - Debbie Corner, RNSM Keeper of Photographs at: Debbie.corner@submarine-museum.co.uk or Tel. 02392- 510354 ext 234.

FROM THE MEDWAY TOWNS BRANCH **2012 HMS TRUCULENT MEMORIAL SERVICE**

The Medway Towns Branch is holding the annual Memorial Service for all those who lost their lives when HMS/M Truculent was lost.

The Service will be held on Saturday 14th January 2012 at St. George's Centre, on the University Campus at the bottom of Dock Road, Chatham. The Campus used to be HMS PEMBROKE. The service will start at 1050 hrs and will be followed by a buffet/tots/wine etc. All are welcome. Standards will be appreciated.

If you have any questions related to the above, please contact Derek Grant (Secretary) by E-mail d.grant384@btinternet.com - Telephone 01634 717384 or Archie Watt (Chairman) archie.watt@connectfree.co.uk - Telephone 01634 710715

FROM THE NORTHERN IRELAND BRANCH **2012 MAGENNIS DINNER**

At last we have confirmed a date for the 2012 Magennis Dinner. It will be held on Saturday the 26th May 2012. As yet we have to confirm the venue, but hopefully it will be in Belfast City Centre. Can you please put this around the Branches? I will of course keep you up to date, venue, costs etc. Total numbers will not exceed 150, so it will be on a first come first served basis.

FROM THE NATIONAL COMMITTEE **STANDING ORDER MANDATES**

In an effort to simplify the present system of payment of subs by Standing Order, the NMC are considering the following points.

1. Changing payment dates so all mandates are paid by end of December thus enabling branches to be reimbursed with their part of the subscription in January/February. This changes the present system of re-crediting branches, when the following year's subs are paid and will ultimately save both the Membership secretary and the Treasurer a lot of work. It will also help branch treasurers with their own accounting, as numerous

queries are put forward asking how the system works at present.

2. The Treasurer has removed the Standing Order Mandate from the web site and will not issue any more until the system is simplified. In the meantime branches could, if they wish, issue S.O. Mandates to new Members who wish to pay by this method using the Branch Bank's Standing Order Form Mandate. Remembering that the SO payment will now be £12.50 - that is, £7.50 to National Assn and £5.00 to the Branch (providing of course that the Branch subs are £5.00)

FROM THE NATIONAL SECRETARY **V.I.P. DRINKS AT ANNUAL REUNIONS**

It has been brought to my attention that some Members are upset by the event at the Annual Reunion known as "VIP Drinks" so I would like to take this opportunity to explain to you what this actually entails and why it happens.

There seems to be a common perception that this is some kind of 'junket' for a chosen few which gives them access to uncontrolled amounts of free alcohol! Nothing could be further from the truth. If you check the Reunion Programme which is issued to everyone who attends you will see that the VIP Drinks is scheduled to last for just 30 minutes prior to the start of the Reunion Dinner on the Saturday evening.

Those of you who attended Reunions in the past at our 'spiritual home' HMS Dolphin will remember that it was traditional, on completion of the Group Photograph and Church Service, for the attending Branch Chairmen to be invited to meet RASM (or as he was then FOSM).

The purpose was for the Chairmen to meet, have a chat and drink with RASM. It was an exclusive 'perk' for Branch Chairmen only. It happened every year and recent Reunions are merely continuing this tradition. In recent years the invitation has been extended to other Office Bearers of Branches.

I hope this short explanation has helped to dispel the erroneous concept of a free-for-all drinking spree for the chosen few!! It is in fact the continuation of a long standing Reunion tradition.

Jim McMaster, National Secretary

My apologies to Jim McMaster – It was an Action on him from a National Management Committee Meeting for the above explanation to be published in 'In Depth'. Owing to an error on my part this was missed out of the last Edition. At least it is in this Issue and in time for it to be read by Members planning to attend the Annual Reunion 2012.

Editor

FROM DAVE BARLOW **THE ANNUAL REUNION 2012**

May I first apologise for the delay in getting this information out to you. You may have heard through the proverbial grapevine that we were going to hold the 2012 Full members Reunion/ Conference in Bristol. This was indeed the intention but the NMC at their meeting in November were not satisfied that the hotel was offering

the best deal for our purposes. Continued negotiations irretrievably broke down and we were decided to look elsewhere.

I have been very fortunate to conclude a deal with the St John's Hotel in Solihull an upmarket suburb of Birmingham which is known as the centre of England so it should be acceptable to all. The date is the weekend of Friday 30th March to Sunday 1st April 2012 with the National Council Conference itself on Saturday 31st March.

The hotel is of a good quality within easy reach of the M42 (2 miles), Birmingham Airport (4 miles) and the rail network (local station 10 minutes walk). The town centre is less than a 10 minute stroll, and there are regular buses to Birmingham City Centre. The hotel boasts a leisure suite with swimming pool for those inclined.

For more information go to their website at www.principal-hayley.com.

There is ample onsite parking with the parking fee waived which is a big saving in itself.

The room rates are:

(Note that **ALL** rates are per person)

Fri & Sat: Dinner B&B (Sharing Twin)	£120.00
Fri & Sat: Dinner B&B (Single)	£140.00
Sat Night Only: Dinner B&B (Sharing Twin)	£95.00
Sat Only: Reunion Dinner B&B (Single)	£105.00
Additional Night Thurs. B&B (Sharing Twin)	£35.00
Additional Night Thurs. B&B (Single)	£60.00
Additional Night Sun. B&B (Sharing Twin)	£35.00
Additional Night Sun. B&B (Single)	£60.00
Non Resident Reunion Dinner	£35.00
Entry Only - Includes Tot	£ 3.00

Also note that the Single rooms are **very limited** and will be on a strictly first come first served.

These rates include half a bottle of wine per person at the Saturday Reunion Dinner, Port and a Tot of rum.

The bar prices are:

Worthington's:	£2.15 per pint
Carling:	£2.15 per pint
Cider – Gaymers:	£2.19 per pint
Grolsh:	£2.50 per pint
Guinness:	£2.90 per pint
Red & White wine: 175ml	£2.30
House wine:	£12.50 per bottle
House Spirits Gin, Rum or Vodka:	£2.50
Branded Spirits will be at the hotel Standard Prices	
Soft Drinks (post mix): – per Pint	
Coke & Lemonade:	£1.10
J20:	£1.50

The downside of this is that because of the delay due to the negotiation breakdown it is imperative that you complete the application and get it to me as soon as you can. Whilst applications via your secretary are welcome I am happy to accept applications from individual members, indeed due to the short timescale for me to process the applications and agree the room requirements with the hotel this would be my preferred bet. I do not accept phone applications but you may send it by email as long as your cheque is sent straight away. Don't forget to add your contact details so I can contact you if I need to. If you have any queries then don't hesitate to contact me. Although this circular and application form will be sent to all those members on email I would ask all branch secretaries to get it out to your members as quickly as you can.

The Application Form is attached to this Newsletter as the Last Page

BOOKS

THE BARENTS INCIDENT

This month's book is 'The Barents Incident' by John A C Kiff
Published by Melrose Books - www.melrosebook.com - in 2011

ISBN No.978 1 907732 33 1

Priced at £11.99

Reviewed by Barrie Downer

'The Barents Incident' was written by a former submariner who was a member of the Exeter Branch of the Submariners Association. John Kiff served in five submarines (both 'Conventional' and 'Nuclear' powered) from 1957 to 1969 reaching the position of Chief Electrical Mechanician and was well qualified to write a submarine novel. Unfortunately John Kiff 'Crossed the Bar' in February 2011 at the age of 72 and it likely that he was unable to see any reviews of his book.

The story opens in December 1945 with an incident at night in the North Sea between a British fishing vessel and a Russian submarine in which the submarine becomes entangled in the trawl of the fishing vessel. In recovering from the entanglement a junior officer (from peasant stock) – Alexci Portrova - falls overboard from the submarine and the First Lieutenant – Gregori Lenkov

- dives in to rescue him. Both of them lose sight of the submarine but are later rescued by the trawler but only after Gregori is seriously injured by a grappling hook hitting his head. Their apparently successful rescue turns sour when the drunken, embittered 'scouser' trawler skipper, angry at losing his nets and his catch, kicks Gregori in the head and throws him overboard swiftly followed by also throwing Alexci overboard. Amazingly Alexci survives and is eventually rescued by his own submarine. Not surprisingly Alexci becomes seriously anti British as a result of these events and particularly by the loss of Gregori who had been his mentor. His views can not have been helped by his subsequent removal from the Russian Submarine Service and his return to 'General Service'.

The story then jumps forward fourteen years to 1st September 1959 and into the 'Cold War' years. A Royal

Navy Submarine – the new HMS SPEARFISH (Lieutenant Commander Nigel Bradley) - is despatched from HMS DOLPHIN (the Submarine Base at Gosport) to carry out an intelligence gathering patrol in the Barents Sea. These patrols, regularly carried out during the ‘Cold War’ years, were known to submariners as ‘trips up north’ or ‘sneakies’.

Jumping forward again to 10th October – having completed the first part of his Patrol off the Kola Inlet about which we are told nothing – Bradley moves to a new area well north of Novaya Zemla and closer to the ice edge where, it is anticipated, an interesting event is due to take place. This event proves to be a missile firing exercise by a new ‘Hotel’ class Russian submarine. In his haste to gather intelligence on the missile firing Bradley makes some significant errors of judgement in allowing his submarine to get too close to the Russians, exposing his Attack periscope for too long, failing to ensure good ‘Trim’ and failing to keep a proper ‘all round look’ on the Search periscope. Having been detected by an escort of the ‘Hotel’ Class boat and failing to see a second escort behind the first he is rammed by the first escort OTVASHNI, ‘skippered’ by none other than Alexci Portrova, whilst attempting to ‘go deep’. His ‘Fin’ is seriously damaged in the collision, the submarine is then depth charged and, out of control, hits the bottom at over 500 feet deep. With several of the crew injured (some seriously), the Port Main Motor out of use, the Starboard propeller badly damaged and the After Ends flooding Bradley’s situation is serious. Alexci Portrova is also waiting above.

After frantic efforts to control the flooding and contain the situation Bradley decides to surface the submarine which he manages but, with no propulsion and no communications, he has no option to accept a tow from the OTVASNI and Alexci who intends to tow the submarine back to Russia and a ‘Show Trial’ for Bradley. Following further work by SPEARFISH’s engineers who restore propulsion on the Port side Bradley manages to slip the tow and dive to safety despite the presence onboard of a Russian Officer and four armed Russian crewmen. He manages this while the attention of Alexci is diverted by a British Trawler, IMOGEN, investigating the curious sight of a Russian Naval vessel towing British Submarine.

After the escape of SPEARFISH the Trawler also heads away from the OTVASHNI at full speed whilst sending a report to the Admiralty. OTVASHNI cannot follow as her screws are fouled by the slipped tow cable.

In the next twist of the story SPEARFISH comes across IMOGEN which has broken down owing to sea water contamination of his diesel fuel. Bradley decides to surface and transfers engineers and spares to get IMOGEN moving. By this time OTVASHI has cleared his screws and is chasing down IMOGEN and SPEARFISH. Realising his risky position Bradley recovers his engineers and makes his escape again but IMOGEN is not so lucky and is shelled and sunk with only the Skipper - Jackson -being saved and taken captive. Alexci Portrova then chases down SPEARFISH and Bradley decides to surface to avoid further depth charging and to save lives. SPEARFISH is then taken back under tow but Bradley himself is transferred to OTVASHNI where he is held captive with Jackson.

As a result of IMOGEN’s earlier signal a second submarine, HMS STURGEON (Lieutenant Commander James Cunningham) is sent from the Submarine Base at Faslane to look for SPEARFISH which, by now, has failed to make her ‘End of Patrol’ Signal. Heading straight for the Kola Inlet STURGEON manages to intercept OTVASHNI with SPEARFISH in tow.

In a fast moving climax to the story STURGEON manages to get astern of OTVASHNI unobserved and to get close to SPEARFISH. STURGEON threatens to torpedo OTVASHNI if Alexci attempts to move and then sends some divers across to place explosive charges on the ‘A’ brackets and rudder of OTVASHNI. Meantime Bradley and Jackson manage to disarm some guards on OTVASHNI, damage or disable the ship’s switchboards, radio and sonar and to take Alexci prisoner. In the confusion which arises from the detonation of the explosive charges both Jackson and Alexci are killed and Bradley swims across to STURGEON. Both Submarines then make their way back home to a mixed reception.

So how good a book is it? For a submarine story the book benefits from being written by an experienced submariner who knows the correct names for things and the correct orders for the various evolutions. His portrayal of the various members of the lower deck and his understanding of the way they speak and think benefits from his experience of living as one of them. He appears to have experience of ‘trips up north’ or ‘sneakies’ and the additional personnel involved in them. The inclusion of events like submarines being caught in fishing vessel trawls and wires being wrapped around screws has the ring of experience as well. Whether the crew of a submarine would be thinking straight or even still be alive after some forty hours on the bottom in a submarine after being in a collision when dived and then depth charged is a matter of conjecture but provides a good reason for the subsequent decisions and thought processes of the Commanding Officer. The finale of the story and the final escape of Bradley and the return home of the Submarines have a touch of the ‘James Bonds’ about it. Are there any mistakes? Well there are a few including a few ‘typos’ but they do not detract from a good read. You need to read the book very carefully to detect that in one place SPEARFISH is reported to have been built in Barrow but in another place the credit for a ‘well built boat’ is given to Cammell Lairds of Birkenhead. Similarly STURGEON is reported as being built at Cammell’s but later the Commanding Officer remembers being at Barrow for the build.

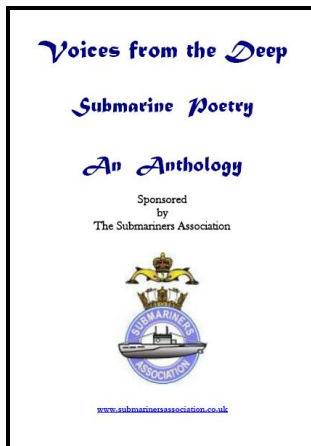
Overall John Kiff has done a good job and his book is recommended reading to the discerning submariner and will also be enjoyed as an adventure story by those who know nothing at all about submarines and submariners.

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.



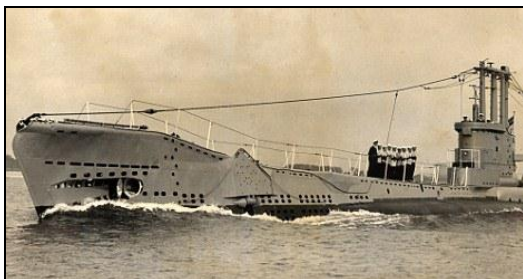
The book can be ordered from Dave Barlow or Barrie Downer (see front page for contact details) for £5.00 + P & P per copy. Please make cheques payable to “Submariners Association”.

SUBSMASH: THE MYSTERIOUS DISAPPEARANCE OF HMS AFFRAY

By Alan Gallop, The History Press, £8.99

At 1700 hours on April 16, 1951, HMS Affray, one of the Royal Navy's ‘A class’ submarines, slipped away from her mooring at Haslar Creek, Gosport, nosing her way into the grey waters of Portsmouth Harbour and the Channel. On board were 75 men — officers and ratings, as well as four Royal Marines, under the command of 28-year-old Lieutenant John Blackburn, an experienced submariner and war hero — all engaged in a routine training exercise.

Just before 9pm, Blackburn sent a signal to base. It read: ‘Diving at 2115 in position 5010N, 0145W for Exercise Training Spring.’ It was the last signal ever received from Affray.



HMS AFFRAY

Two months later the submarine was found, sunk in nearly 300 feet of water off Alderney in the English Channel. There were no survivors, and no clue as to what had gone wrong. A Board of Inquiry failed to provide any satisfactory explanation, and questions still remain to this day. Now, 60 years on from the tragedy, I have pieced together the events leading up to the sinking, and interviewed relatives of the men entombed inside her. Last week's tragic shooting on board the nuclear submarine HMS Astute is a poignant reminder that even the most advanced technology is at the mercy of human unpredictability.



**LIEUTENANT JOHN BLACKBURN (FAR
RIGHT) WAS IN COMMAND OF AFFRAY AND
DIED IN THE DISASTER**

At first there was no sign to suggest anything was wrong. The Affray's commander was not required to make contact with his base until the following morning, between the hours of 8 and 10am. By 10.40am, when nothing had been received, alarm bells rang. For a submarine commander not to check in with his flotilla leader on schedule was almost unheard of.

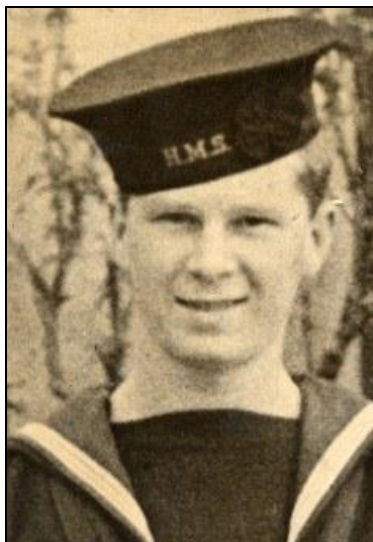


LT JOHN BLACKBURN



HOWARD JOHNSON

When no signal had been received by 11 am, Rear Admiral Sidney Raw ordered an urgent message to be transmitted to naval radio stations, with the two-word code guaranteed to cut through the ether like a knife: 'Subsmash One.' It was an immediate call to action, signalling ships and aircraft to search for a submarine suffering from mechanical or radio failure. Those on shore hoped desperately it was the latter. The alternative — that the submarine was lying stricken at the bottom of the sea — was appalling. By noon, still no signal had been received and the outlook was becoming bleaker. The emergency was upgraded to 'Subsmash Two': the sub was clearly in need of rescue.



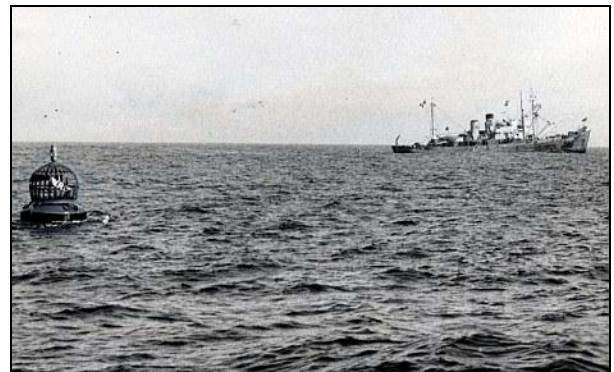
TELEGRAPHIST WORSFOLD - WHO DIED

By 12.55, every ship in the Home Fleet flotilla, as well as salvage ships, two U.S. Navy destroyers and seven French naval ships, had joined the hunt. At 1pm, the Admiralty informed the submariners' relatives by telegram — but several families had heard the news on the radio first. Mary Foster, the young wife of the Affray's popular First Officer, Lieutenant Derek Foster, was listening at home in Petersfield, Hampshire, with her three-year-old son David. Mary recalls: 'The newsflash said that one of our

submarines was missing. I remember it vividly. There was no need to tell me which submarine it was. I just knew it was Affray.'

Up and down the country, distraught families waited, wept and prayed for sons, fathers, brothers. Then, at 9.55pm on Wednesday April 18, it seemed that their prayers had been answered. A submarine and a ship both reported their underwater listening devices picking up a tapping sound coming from the area where Affray was thought to be diving. It seemed that someone on the submarine was tapping out a message in Morse code on its hull. The Admiralty issued a statement: 'Communication has been established by signal with Affray.'

It was known that men could survive in a submarine for up to four days before they ran out of clean air. There were still 48 hours to go. On the morning of April 19, newspaper headlines proclaimed confidently: 'Affray is found: Crew Send Message.' The news brought overwhelming relief to the families of the 75 men. A flotilla of 29 rescue ships and seven submarines assembled around the point where the tapping had been heard, dropping explosive signals into the sea to let the Affray's men know it was safe to emerge through the escape hatches.



A BUOY SHOWS WHERE AFFRAY SANK, IN THE BACKGROUND HMS RECLAIM

Men on the rescue ships leaned over the railings, waiting for the sight of the submariners coming to the surface. But the minutes ticked by; then the hours. Confidence gave way to despair. At 7.45pm on Thursday April 19, 69 hours after HMS Affray had dived for the last time, Subsmash was cancelled. The search was no longer for survivors, but for 75 dead men, whose pay was officially stopped that day and who were now 'discharged dead'.

The tapping heard was, it was later concluded, actually the sounds from the engines of other ships in the rescue flotilla. It was not until June 14 that the Affray was finally discovered, lying in an underwater valley known as 'Wreck Valley' thanks to the number of sunken hulks that littered it. The search was over. But now the questions began.

How had the Affray sunk when her undamaged hull showed no evidence of collision? Why had the men not attempted to escape? All four escape hatches were shut and no attempt had been made to release the emergency buoys — which would have bobbed to the surface and allowed rescue ships to see Affray's location. The sub's surface detection radar aerial and rear periscope — the one usually used to look out when cruising at periscope

depth — were both raised. There were indications that a frantic effort had been made to halt the submarine's descent: both pairs of hydroplanes that controlled the submarine were at 'Hard-arise, forward edge up'. All these pointed to the conclusion that the Affray had sunk rapidly, from near the surface, with almost no warning. But why?

The families hoped that these questions would be answered at the Board of Inquiry held the following month. They also assumed that the Affray would be raised from the seabed, in order to inspect it for clues and allow the families to give their men a decent burial. But to their intense disappointment, the Navy announced it would not attempt to salvage the Affray, citing the expense and the danger. To the families this smacked, at best, of callousness.

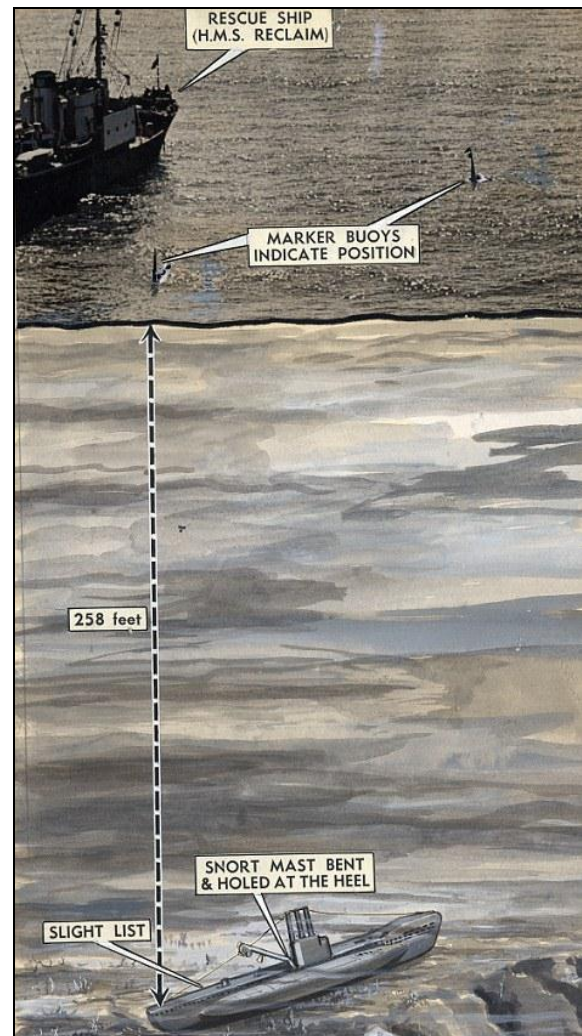
According to Joy Cook, widow of Leading Seaman George Cook: "The Navy didn't want her brought up. Was there something about the submarine that they didn't want us to know?"

Several of the dead men had expressed concerns about the state of the submarine before they sailed. David Bennington, the Chief Petty Officer, wrote letters to his father describing how the engines had failed on a number of occasions, while Sergeant Jack Andrews complained to his brother that the submarine leaked 'like a sieve'. Even more damningly, it had been reported on April 6, ten days before it sailed, that oil had been found in the number one battery tank that drove the engines.

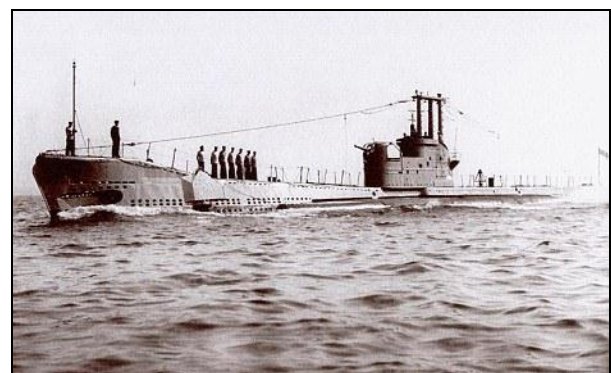
It was cleaned up, but no attempt was made to establish the cause of the leak. Instead, just five days later, on April 11, the submarine was issued with a certificate stating: "There are no known defects or inherent weaknesses in Affray likely to prejudice her safety, and no previous history of recurring defects." The possibility that the oil leak might have caused a battery tank to explode was never properly investigated. Neither were rumours that there might have been sabotage or even a mutiny on board. Intriguingly, I have found evidence that one man on board, Steward Ray Vincent, had been seconded to the submarine service after he was discovered to have committed an act of sabotage on his previous ship. Yet he was allowed to sail on the Affray with this mark on his record, and despite having never once been on a submarine, not even in dock. Could he have done something to spark a panic among an inexperienced crew? Instead, the Board came to the conclusion to which they had been steered by the Admiralty: that the Affray's snort mast — the 35ft long tubular mast that was fitted to the hull and drew fresh air in — had broken off, causing water to flood the submarine rapidly. The snort mast had been spotted detached from the submarine by divers, but there was nothing to say whether it had broken off before the sinking, or on impact with the seabed.

I questioned experienced submariners as to why she might have sunk. A compelling theory is that in rough seas, the snort mast was dipping regularly beneath the surface — being sealed off each time, and causing frequent changes in the pressure on board. The effect of this on the crew would have been debilitating and disorienting. If something unexpected did occur, such as water pouring down the snort mast, they might not have been in a fit state to take the measures needed to prevent the flood becoming fatal. We will never know for sure

what happened. Successive governments have refused to re-open the inquiry into her loss.



DISASTER: A RECONSTRUCTION OF THE SCENE



NAVAL WRECK: IN 2001 THE AFFRAY WAS DECLARED A WAR GRAVE

In 2001, the Affray, in common with other naval wrecks, was declared a war grave — ruling out the possibility of further investigation using modern technology. In 2007, the then Armed Forces Minister, Bob Ainsworth, rejected a request on behalf of some of the relatives to re-open the inquiry. It was a bitter blow. To Mary Foster, it seems as

if the loss of the Affray was 'an embarrassing episode that the Navy wishes had never happened.'

On Saturday, 60 years on from the day the Affray was last seen, a private memorial service was held in Gosport. It was a tribute not only to those men on HMS Affray, but also to the bravery of all those who go to sea in submarines.

SUBMARINERS NEWS – The Peculiar Press of the Underwater Mariner

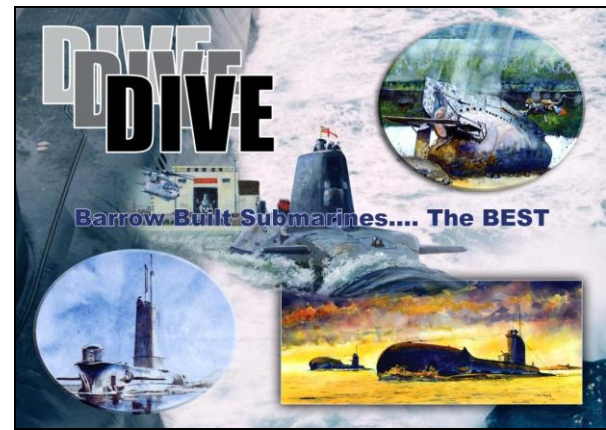
By Keith Hall

Did your Boat have its own Ships Newspaper? Did you contribute or were you just a reader? If you miss all that irreverent humour and the 'Gen Dits' and like a good snigger then you will enjoy Keith Hall's latest production.

Published by 'The History Press' (ISBN 978 0752 45 7932) and priced at £12.99 this book is well worth a read – and all profits from the sale of the book go to the West of Scotland Branch!

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 noted Barrow in Furness 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. The 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 21st 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.

The Book was 'launched' by Rear Admiral Paddy O'Riordan – the 6th Commanding Officer of HMS DREADNOUGHT - during the recent 50th Anniversary of Nuclear Submarines celebrations in the Dock Museum in Barrow-in-Furness.

It is available at £27.50 per copy (UK P & P £5.00). Overseas P & P – price on application.

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

CAN YOU HELP?

For a current project I am looking for copies of Commissioning Brochures, 'Commissioning' Crew Lists, 'Re-Commissioning' Crew Lists and 'Paying Off' Crew lists for both Conventional and Nuclear Submarines.

I don't need original copies unless you have ones which you no longer require – Xerox copies are quite acceptable. If you can help please contact the Editor – my details are on Page 1.

Thanks in anticipation

Barrie Downer

HMS AMBUSH ON THE SHIPLIFT

Steve Kenny, a Barrow based artist, who works in the BAE Shipyard at Barrow has produced a painting of HMS AMBUSH on the Barrow Ship Lift immediately after 'Roll Out' and prior to Launch.

The painting has been professionally scanned and 'Limited Edition' Prints (600-mm x 400-mm) of Steve Kenny's painting (shown below) are available at £45.00 each. Only 150 Prints are available.

Profits from sales of the Prints are to be shared equally between Steve's chosen charity (Ostley House – Dementia Unit) and the Barrow in Furness Submarine Heritage Centre funds.



To obtain your own copy of the AMBUSH Print please contact Steve Kenny on 01229 873324, Barrie Downer on 01229 820963 (E Mail barrie@downer55.freemove.co.uk) or Terry Spurling on 07900 920385 (E Mail tps@submarineheritage.com) Cheques for £45 should be made out to 'Limited Editions' – for P & P add £3.50.

Letters and E Mails to the Editor

Date: 27/11/2011
 Name: Nick Mortel
 Email Address: nick.mortel@lineone.net
 Comments: Ex-LRO(G)&(SM) served HMS Splendid & Swiftsure D158965Y

Date: 12/11/2011
 Name: Philip Cane
 Email Address: prc9@aber.ac.uk
 Comments: I am a third year International Politics student at the University of Aberystwyth, I am currently researching for my dissertation which is about the British involvement in the Cuban Missile Crisis. From my research so far I have established that in October 1962 HMS Astute and HMS Alderney were operating near Canada during the crisis, to monitor Soviet submarines sailing towards Cuba. If you served on either these or any other vessels operating in the immediate area of Cuba during October '62, then I would be very grateful if you could share your stories and anecdotes. The Royal Navy's role during the crisis is often overlooked and I hope I can help acknowledge the valuable role that you all played. Thank you

Date: 06/12/2011
 Name: John Osman
 Email Address: JOHNOSMAN@gmail.com
 Comments: I served on Submarines 1960 to 1969 – TIRELESS, TOPTOE, AMBUSH & ARTFUL

Date: 08/12/2011
 Name: Scouse Brough
 Email Address: nbrough@manx.net
 Comments: All round look, my name is Scouse Brough – served in boats 1976 to 1988 – OBERON, OTTER and OPOSSUM. Going deep.

Date: 08/12/2011
 Name: Norman Evans
 Email Address: normans28@aol.com

Comments: Hi, my name is Norman Evans (Taff). As an LRO(G) I served on HM S/M TOKEN, & HM S/M RORQUAL. I was the last serving member of HMS TOKEN apart from a couple of stokers. Was on the RORQUAL in Singapore. I was a member of the Exeter Old Comrades Ass for several years but my attendance lapsed. Anyway, just thought I'd get back on line and see who is out there. Be safe, Taff (Postie) Evans

Date: 14/12/2011
 Name: Stephen Lynn
 Email Address: Kelly.Lynn86@gmail.com
 Comments: My name is Stephen Lynn – I'm trying to track down anyone who knew my dad – John Lynn. He joined the Royal Navy in 1966 and served on Submarines OCELOT, OSIRIS, ORACLE & WALRUS between 1970 & 1980. I made contact with a few of his old comrades but I recently moved house and lost contact with them. I remember a Peter Conway saying he has a photo of my dad. I would be grateful if any one who knows anything would get in touch with me on 01227 657247. Many thanks, Stephen

Date: 15/12/2011
 Name: Bob Bloor
 Email Address: bob.bloor@ntlworld.com
 Comments: As a current member of the Gosport Branch I have in my possession an article of memorabilia dedicated to the late Yorky Vaudin (ex CWEM(R)) which I hope to pass on to a member of his family. Unfortunately my recent attempts to locate any member of his immediate family have not borne fruit. I would be most grateful if some one could assist me in obtaining more detail.

SUBMARINE TRIALS IN HOLLAND No. 1

The following three letters were written by Lieutenant Forster Delafield Arnold-Forster (Del) to his Father from Barrow in Furness in 1902.

Lieutenant Arnold Forster was one of the three officers appointed to the embryo Submarine Service in August 1901. The other two were Lieutenants Stephen Bowle Evans and John Moreton referred to in the third letter. These three were the first Royal Navy Submarine Commanding Officers.

Captain Bacon was the first Inspecting Captain of Submarines.

Cable – was ‘Captain’ Frank Cable – an American provided by Electric Boat to supervise the Trials.

The References to ARIADNE are to a Cruiser to which ‘Del’ Arnold-Forster had been appointed and which he joined later in 1902.

Sueter was Lieutenant Mrrray Fraser Sueter who relieved ‘Del’ Arnold Forster when he left to join the ARIDNE.

Those of you who hve stood by building Submarines – particularly those building in Barrow will recognise some of the issues which arise with new submarines.

April 1st 1902

My dear Father,

I have had no time to write before, we have been working in the boat right through the holidays, Good Friday and Easter Sunday included.

We got her into proper diving time on Friday and Saturday, and yesterday she went out into the dock for her first dive. Cable, one of the Americans was in charge, and the crew consisted of three other yanks, Capt. Bacon, Spence, and a foreman from the yard. As the Captain was in the submarine and Evans and Moreton away I had to stop out in charge of the rescue party consisting of divers. I followed with a lot of others in a steam boat and saw all there was to be seen. After a few preliminary runs she filled her ballast tanks and trimmed for diving near the High Level Bridge. They took a long time trimming then went ahead and made a few feeble dives to try her, then she stands up on her tail like a porpoise and made a good dive to about 10 feet, stayed down a few seconds and came up again. She did several dives down and up almost at once, it being impossible to do much more in the dock owing to the shallowness of the water. There is a 28ft channel in the middle but the sides are sloping up. The gasoline engine is being put to rights this afternoon and several small alterations being made.

I shall be one of the crew tomorrow diving in the dock and on Thursday we may go out to Morecombe Bay, as there is not much sea room in the dock. She hit the bottom once yesterday and touched the dock wall slightly with her tail. Spence and I were up most of the night with the Captain working on the optical tube. The men come back from their Easter leave tomorrow morning. I don't see any chance of getting to look at the Ariadne or of getting any leave.

April 6th 1902

My dear Father,

We dived in the dock again yesterday, and this morning we went out to Morecombe Bay in a tug, the submarine boat in tow of a steam launch. It was a fine day with a slight NE wind and slight swell remaining from the SW gale.

We laid down four small mark buoys the eastern ones being two miles apart, ready for an underwater run. It was rather a scramble getting on board the boat on account of the swell and her fat round sides, however we got in all right and got close to the first buoy when we filled the ballast Tanks and trimmed for diving. There were 11 of us in the boat, Captain Bacon, myself, Spence, one of our artificers and a torpedo instructor, 3 yankees and 3 of the firms people, one of the yanks in charge. We went ahead with the motor and dived all right but the depth gauge showed nothing although we were under the surface so we came up again and examined it, found it choked. After cleaning it we started again, dived and ran 2 miles at an average depth of 8 feet, Captain Bacon steering by means of the optical tube. We came up close to this last buoy and were afraid we had cut it in half. Up to that time I had been understudy for the diving wheel. On the run back I worked the diving wheel for the first time and kept her at about 10 feet for two miles. It wants a lot of practice but once I had got her steady I found I could keep her running within a few feet of the depth ordered. I found it rather tricky to steady her after the first dive and towards the end of the run I got her on rather a steep angle which sent a bucket flying along the deck nearly upsetting Capt Bacon at the optical tube. We had lunch in the tug at about 2.30 and came in again, the trial having been very satisfactory. The oil engine has some new ailment which is to be put right tomorrow, and I expect we shall have a trial outside with that on Tuesday.

I hear they are putting 23 motors into the Ariadne so we shall be quite up to date.

May 14th 1902

My dear Father,

I have had my hands very full this last 10 days and had no time to write before.

I arrived here from home that Sunday evening, having caught the train at Shipley all right. I had to see the Captain over the side at 6.30 the next morning and receive orders from him about the trials and things in connection with the submarines he wanted done during his absence. During breakfast I was told a leading stoker was missing and his cap found floating near the torpedo boat. It looked as though he must have fallen overboard so I started dragging at once and found his body at 11.00 and sent it to the mortuary. The next three days were perfectly awful what with arranging about the inquest and funeral and running trials with No.2 in between whiles. We buried him eventually on Wednesday with Naval Honours after a lot of telegraphing with his relations who first wanted him sent to Plymouth, not realising that it would cost them £23. We got a gun carriage from Vickers and the Volunteer band and a number of volunteers attended. Admiral May was here on Saturday

and we took him diving in the dock in No.1 and fired a torpedo from No.2 submerged but not under way. Evans and I had a very good bicycle ride on Sunday along the left banks of the Coniston to Fore How which we found shut up. We started at 2.00 and got there at 5.00 and had tea in the kitchen and rode back by Bowness, getting Dinner at Lakeside. On Monday we took the torpedo boat and No.1 into the lock and went out at 2 am Tuesday morning and had some good submerged running in Morecombe Bay. We ran about 18 feet deep occasionally going to 20 to just cover the periscope. I worked the diving wheel and Evans steered. I have trained one of the torpedo coxswains to take the diving

wheel which frees me now to a great extent, as up to now nobody else has done it. Sueter came tonight, he will live on shore on compensation till I go, I don't know when that will be. I have been training Evans and Moreton and all the submarine crews pretty thoroughly at submerging the boat and working all the pumping, flooding and floating arrangements, so that Sueter will find them fairly efficient. It will be very nice if this gets done for the review and all the etceteras.

The Testing Tanks at Haslar

All those who have served at HMS DOLPHIN will recall those never ending, high red brick walls which line both sides of the road past the Royal Naval Hospital, Haslar on your way to the 'Fighting Cocks'. It used to take forever to get past them on the way to the pub but even longer on the way back! Not sure why that was! We all know that over the left hand side walls are the grounds of the Royal Naval Hospital but what is over the wall with its blue painted wooden doors on the other side? Is it an extension of Gun Boat Yard? Some people in the know will be aware that it used to be called the Royal Naval Testing and Experimental Establishment but what did they do in there?

The Establishment is no longer run by the MoD but it is now run by QINETIC – a private firm which now operates many of the Research Facilities originally set up and managed by MoD over the years. So just what is behind those walls, what is the history and what do they do? The Establishment was set up in the late 1800's as the Admiralty Testing Tank, Haslar and its most famous Superintendent of Research was Edward Froude. He set up the first Test Tank at Haslar after move from previous facilities at Torquay. This Tank (No. 1 Tank) was used to test the hydrodynamic properties of new ship designs and, from 1902 Submarine designs including the 'A' Class based on 'Holland' Class trials. This No. 1 Tank is no longer in use but newer facilities are available. No.1 Tank is still there but has been boarded over and the space above now forms Offices and the Reception Centre for the QINETIC team.

The oldest of the newer facilities is a Testing Tank built between the World Wars with Submarine design testing in mind. This Tank has some pretty impressive statistics! It is 270 metres long (1000 feet), 12 metres wide (40 feet) and 5.5 metres deep (18 feet). It contains 18,800 cubic metres (18,800 tonnes of water) or (in English) 24,590 cubic yards (663,930 cubic feet) or 18,576 tons of water. At the far end of the tank (the Gun Boat Yard end) there is wave making machine which can generate waves representing up to Sea State 3 but only along the length of the Tank. The models tested in this Tank can be surface or submarine models and these are traversed along the length of the tank clamped to a travelling framework which can build up to a representative speed of about 30 knots but only for a short distance over the mid point length of the tank – to allow for acceleration and braking of the framework before hitting the far end. To calibrate the Tank before use – if there is any doubt about the readings taken - the Tank can be calibrated using a Standard Model over 100 years old that was used by Froude to confirm results between the Torquay and Haslar Tanks. This Tank is similar to the one which used to be at the old Admiralty Research laboratories at Teddington which, some of you may recall, was used by the famous Vickers research scientist Barnes Wallis to test out his theories for the 'Bouncing Bomb' -later developed for the successful 'Dam Busters' Raid and which was portrayed in the 1950's film.

The other main facility is the Ocean Tank and it was built in the late 1950's and is even more impressive. It is 120 metres long by 60 metres wide and is also 5.5 metres deep. It is the size of four Olympic swimming pools and contains 39,600 cubic metres (39,600 tonnes) or again (in English) 40,330 tons. Again this Tank has wave making facilities and these can be generated from the 'Gun Boat Yard' end but also from half of the left hand side (Gun Boat Yard end) which, in combination with the far end, can generate complex wave patterns.

Models can be tested in two different ways in the Ocean Tank. For the first way of testing in the centre of the Tank there is a centrifugal arm with a maximum sweep of 27.5 metres from which both Submarine and Surface ship models can be swept through the water (and the waves) and information can be gathered from onboard instrumentation. For surface ship models targets can be attached which can be recorded from cameras sited around the Tank to gather precise positional and movement data. The second method of testing is by the use of free running, self propelled, programmable and instrumented models – both surface and submarine. These models are set up in a starting cage (assisted by divers) and are then set running to follow the pre-programmed run. At the end of the run the model is driven back to the start point and is re-positioned by the divers and set up for the next run. Submarine models can be set to change depth, surface, dive and change course and speed. One limitation is that the Tank is only 5.5 metres deep which limits testing to representative deeper depths. Luckily the QINETIC scientists have access to another facility closer to London where deeper trials can be conducted.

There is, apparently, an archive of trials data going back to the earliest years of the facility so, if you want to know how the calculations were made for all the earlier classes of submarines – Haslar is your place!

Obituaries - Members 'Crossed the Bar' 31st Oct 2011 to 24th Dec 2011

NAME	RANK/RATE	BRANCH	Age	SM SERVICE	SUBMARINES
F N O Bartlett	Lt Commander (E)	Dolphin	89	1946 to 1952	THOROUGH, TRUNCHEON, TOTEM & ANDREW
Angus Bartlett-Bragg	Able Seaman (Radar)	Australia	83	1946 to 1948	TRADEWIND & SENESCHAL
R J (Nobby) Clark	Petty Officer Electrician	Exeter	90	1943 to 1953	H32, STRONGBOW, TABARD & AMPHION
E (Dickie) Dawson	Chief Petty Officer Coxswain	Gosport	74	1958 to NK	TACTICIAN, SEASCOUT, ANDREW, ONSLAUGHT, OPPORTUNE, FINWHALE, OTUS & SEALION
William Eades	Leading Stoker	Dorset	82	1948 to 1953	TOKEN, TIRELESS, AURIGA & TELEMACHUS
Colin Fairbrother	Leading Ordnance Electrical Mechanic	Derbyshire	73	1958 to 1968	TRENCHANT, SOLENT, AUROCHS, ASTUTE, ALDERNEY & VALIANT
Keith Myers	Charge Chief Marine Engineering Artificer (EL)	Barrow-in-Furness	63	1970 to 1988	RESOLUTION & TRAFALGAR
Ron Clarke	PO Elec (MID)	Exeter	90	1943-1953	H32 Strongbow Tabard Amphion.

New Members joining the Submariners Association 31st Oct 2011 to 24th Dec 2011 (**** - indicates a Serving Member)

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
L L Barlow	Acting Chief Engine Room Artificer	Gatwick	1961 to 1966	SEALION (62-63) & DREADNOUGHT (63-66)
M Black	Marine Engineering Mechanic	Gatwick	1987-1997	COURAGEOUS (88-92) & SOVEREIGN (92-97)
J Buffery	Petty Officer Telegraphist/Radio Supervisor	Gosport	1963-1972	TRUMP (64-65), ARTEMIS (66-67) & TIPTOE (67-69)
G D Gardner	Petty Officer Engineering Technician (MEA)	Barrow-in-Furness	1996 to ****	SUPERB(96-00), SPLENDID (01-03), SPARTAN (03-04), SOVEREIGN (05-07), SCEPTRE (07-08) & AMBUSH (08-****)
N J Gilbert	Lieutenant Commander	Royal Berkshire	1948 to 1968	TRUNCHEON, THERMOPYLAE, ARTEMIS, SIRDAR, SELENE, SANGUINE, SENTINEL, SEA DEVIL, TACITURN & OTTER
C D Green	Warrant Officer 1 st Class Coxswain	Plymouth	1982 to ****	CHURCHILL (82-84), SWIFTSURE (86-91), ORPHEUS (91-92), TIRELESS (94) (96-00), TURBULENT (94), TRENCHANT (94-96) & VICTORIOUS (Gold Crew) (03-06)
T Grinold	Cook (ex WEM (O))	Sheffield	1987 to 1996	TORBAY, FINWHALE, ORPHEUS, OSIRIS & OPOSSUM

W Hayes	Chief Petty Officer Coxswain	Gosport	1977 to 1994	SEA LION (77-79), ONONDAGA (79), OCELOT (81-82), OTUS (84-85), OPPORTUNE (85-87), ORPHEUS (87) & OLYMPUS (87-89)
T Little	Acting Leading Cook	Sheffield	1973 to 1976	OSIRIS
D Milnes	Leading Cook	Sheffield	1989 to 2002	ODIN (89-90), OCELOT (90-91), VANGUARD S (92-95) & VIGILANT (96-98) & (00-92)
F Quarterman	Leading Stoker Mechanic	Dolphin	1948 to 1955	TOTEM, THOROUGH, SANGUINE, AMBUSH, ALLIANCE & ANCHORITE
R Sanderson	ME1	Gosport	1964 to 1967	TOKEN (64-67)
E Sloan	Commander	Dolphin	1964 to 1965	TALENT (64), OCELOT (65) & DREADNOUGHT (66)
B Strong	Able Seaman	Sussex	1962 to 1967	ORPHEUS (62-67)
D S Thompson	Able Seaman	Barrow-in-Furness	2007 to ****	SCEPTRE (08-10) & AMBUSH (10-****)
T A Turton	Leading Stores Accountant	Nottingham	1967 to 1971	WARSPITE(68) & REVENGE (P) (68-71)
N D Wade	Chief Ordnance Electrician	Portsmouth	1960 to 1974	TRUNCHEON (61-63), ALLIANCE (64), RENOWN (66-71) & ONSLAUGHT
H W N Weaver	Able Seaman	Barrow-in-Furness	2011 to ****	ASTUTE (11) & AMBUSH (11-****)
N J Wheeler	Commander	Dorset	1996 to ****	TRIUMPH (96-98), TRENCHANT (98), TURBULENT (98-99), VICTORIOUS (00-02), TORBAY (02-03), SPARTAN (04-06), VANGUARD (P) (09), TORBAY (CO) (02-03) & TURBULENT (CO) (11-****)

Obituaries – Other Submariners ‘Crossed the Bar’ 31st Oct 2011 to 24th Dec 2011

NAME	RANK/RATE	AGE	SM SERVICE	SUBMARINES
A (Andrew) Brown	Chief Marine Engineering Artificer (P)	77	1963 to ?	ALARIC, AENEAS & ORPHEUS (formerly Australia Branch)
M (Mike) Bycroft	Chief Petty Officer (II)	66	1963 to 1972	ORPHEUS, RESOLUTION (twice) & CHURCHILL (formerly Barrow in Furness Branch)
R (Robert) Krouse	Leading Seaman (UC)	55	Not reported	COURAGEOUS
Dennis N F Meares	Captain	81	Not reported	AMPHION
George Neder	Warrant Officer	Not known	Not reported	Not reported
Anthony Spender, DSC	Lieutenant Commander	95	1943 to 1948	TRIBUNE, SERAPH, SIRDAR (CO) & AFFRAY (CO)
G (George) Steel	Chief Engine Room Artificer	93	Not reported	Not reported
A (Andy) Stoneman	Leading Marine Engineering Mechanic	50(?)	Not reported	VICTORIOUS & VALIANT
David (Whiskey) Walker	Petty Officer (S) (SM)	49	Not reported	Not reported

FULL MEMBERS REUNION APPLICATION FORM

BRANCH:

Packages	A	£120	Frid & Sat DB&B (SHARING TWIN)	F	£60	Additional Night Thursday B&B (SINGLE)
	B	£140	Frid & Sat DB&B (SINGLE)	G	£35	Additional Night Sunday B&B (SHARING TWIN)
	C	£95	Sat Only Reunion DB&B (SHARING TWIN)	H	£60	Additional Night Sunday B&B (SINGLE)
	D	£105	Sat Only Reunion DB&B (SINGLE)	I	£35	Non Resident Reunion Dinner
	E	£35	Additional Night Thursday B&B (SHARING TWIN)	J	£3	Entry Only - Includes Tot

NAME	SELECT PACKAGE(s)										TOTAL COST	PAID	Special requirements
	A	B	C	D	E	F	G	H	I	J			Disabled Please Specify.
	£120	£140	£95	£105	£35	£60	£35	£60	£35	£3			Use extra sheet if required
TOTALS													

All hotel cancellations must be made to the Dave Barlow as soon as possible and not direct to the hotel
 Add any other supporting information or requirements on a separate sheet if necessary
 Submit applications to Dave Barlow, 84 Holbeck Park Ave, Barrow-in-Furness, Cumbria. LA13 0SB
 Make Cheques Payable to "Submariners Association" and NOT me please.