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# IN DEPTH

Official Newsletter of the Submariners Association

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Patron: Admiral the Lord Boyce KG GCB OBE DL

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### The Submariner

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

*Sir Winston Churchill 1943*

## EDITORIAL

What a busy few months for the Country – a Brit wins the Tour de France, all those Medals at the Olympics and the Paralympics, the Great North Run and the Last Night of the PROMs. This year has gone past very quickly – probably because there has been so much going on. Now we have had the SA Families Weekend in Solihull and soon we will be into the usual 'end of year' events.

Lots of contributions for this Issue of 'In Depth'. Thanks to all who have written in - and quite a few events to write about. One Submarine (TURBULENT) has 'Paid Off' and a new one (AMBUSH) has just joined the Fleet.

This Issue has some responses to items in 'In Depth No. 37', a story about HMS TURPIN's Bell, a story about the Lincolnshire X-Craft, A visit to DREADNOUGHT and a report on this year's presentation of the SA Trophy.

Thank you once more to all those who have contributed. Hopefully some more of you will write in with your own stories of your time in Submarines. Come on – get your thinking caps on, get the pen and paper out and start writing!  
Barrie Downer

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## **A MESSAGE FROM YOUR CHAIRMAN:**

Friends and fellow Submariners,

It is that time again when I have to put down in writing my thoughts and experiences over the past three months and when you get to my age that can be quite a challenge! So what have I been up to.....?

I was privileged to travel early in September to HMS RALEIGH to present the Submariners Association Trophy to the latest winner, Communication and Information Specialist Lewis Stock. Lewis is only the second recipient of the trophy and is a very worthy winner. He has now joined HMS VANGUARD for the final part of his training. I would like to take this opportunity to thank Les Catlin, Chairman of Gosport Branch and Billy Dobson, Chairman of Plymouth Branch for their immense contribution to what was a very successful event. Thanks also go to Cdr. Kevin Gomm, OBE - Commanding Officer of the Submarine School and PO Gary Aitken our excellent host. All things considered – it was a success! Except for the fact that I missed my 45th Wedding Anniversary because I was travelling!!

In the last issue of In Depth I mentioned that we were close to finding a replacement National Secretary to take over the job vacated by me. You should all know by now that David Watts (Sunderland branch) has taken on this task (subject to ratification at the next NCC). Our thanks and gratitude go to David for volunteering. I know that he takes this appointment very seriously and will do all he can to keep everyone up to speed on what is happening in the Association, however it does take time to get to grips with the wide remit of this role so I would ask all of you to give David time to settle in and above all support him! Good luck David!

I am pleased to tell you that we have now placed the order for the first Blue Plaque to commemorate Submarine Victoria Cross holders. We have received a good response from several branches to our

appeal for funding for this initiative and the NMC thank those who have contributed. It is our intention to have a Blue Plaque situated at the birth place (or as close as is possible) of all 14 Submarine VCs. Please bear this in mind when you are fund raising. All money sent for this project will be ‘ring fenced’ and used only for that purpose. This first Plaque dedicated to Cdr. J. W. Linton VC DSO DSC will be erected at Claremont House in Newport. When dates and times of the ceremony are available they will be promulgated.

Did you attend the recently held Families Reunion in Solihull? If you didn't then I can assure you that you missed an excellent well organised and well attended weekend. I have heard no negative feedback at all. The hotel was one of the best we have ever used and the food was top quality. Bar prices were half the normal tariff and plentiful and the entertainment on both nights was very enjoyable! The staff were of a very high standard and made everyone feel welcome! One small disappointment at the reunion was the very poor response from branches for raffle prizes! This is a very important source of income to the Association and only three branches donated a prize! Three out of fifty-six bothered to contribute. I find that very sad!

Thanks to Dave Barlow and his team for all the effort put in to achieve this standard of Reunion. I am pleased to note that there were at least 40 members there ‘unaccompanied’. Although this is billed as a Families Weekend it is not exclusive to those with wives or partners! All are welcome. The next Reunion is the Full Members reunion and will be held in Leeds. Remember this one also includes the National Council Conference. You will be receiving your Circular and Application Forms through the post very soon. Don't delay, don't miss this chance! Get your Forms completed and returned as soon as you can!

The next major event in our diary is the annual Remembrance Parade in London at the National Submarine Memorial on Sunday 4th November. This is traditionally

a very well attended event by serving and non-serving submariners. Please do all that you can to attend. This is our opportunity to pay tribute to our colleagues who have ‘crossed the bar’. Those who earned the reputation we enjoy. I am delighted to inform you that Mrs Gillian Molyneux will lay the wreath on behalf of the Submarine Widows this year.

I have to tell you that HRH Prince William will not be attending this year. I did write to him but the invitation was just too late to be included in his schedule for this year. However his reply was very encouraging and I am confident that he may be available for 2013. I'll make him an offer he can't refuse!

I would like to thank Keith Bishop (Membership Secretary) and his small team consisting of Mike Kemp (Web Master) and Ian Atkinson (National Treasurer) for the incredible work they are doing ‘behind the scenes’ in an effort to standardise the Membership Roll and the Standing Order issues. This is a very time consuming and difficult task and will take some time to complete but they are working away quietly to bring it all together. Many thanks!

I would remind you all that 31st December is the closing date for any nominations for the two places on the NMC which are available each year and for any amendments to the Rules and Constitution. I know that December seems a long way away right now – but it isn't!! Start thinking now about these issues and be proactive! Make a difference! It is easy to sit on the sidelines and criticize. Why not step up to the plate and contribute? Think about it.

I would like to end by thanking all of you who continue to send me good wishes and support in my new role as National Chairman. I know already that it is a job which brings with it many challenges and a great deal more satisfaction. So long as we move forward together, we will get there!

Keep on keeping on!

**Jim McMaster**

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### HMS AMBUSH LEAVES BARROW FOR SEA TRIALS

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The Royal Navy's newest nuclear submarine HMS AMBUSH (Commander Peter Green, Royal Navy) sailed from Barrow for Sea Trials on Saturday 15<sup>th</sup> September 2012 – leaving the entrance to the Barrow Dock System at about 1100 escorted by four tugs and numerous other craft.

The second of the ASTUTE Class of submarines AMBUSH, sailed from BAE Systems in Barrow-in-Furness, Cumbria on Saturday morning in bright sunshine. The Submarine was sent on her way by a crowd of BAE and MoD personnel at the Dock Entrance and by hundreds of well-wishers at Roa Island and the lifeboat station. In addition to the Ships Company some twenty five BAE personnel were also on board.



The 7,400 tonne attack Submarine left the site for HM Naval Base Clyde, Faslane which will become its Operational Base. This major milestone in the Submarine Programme is the point at which AMBUSH will begin to test its range of capabilities, under the control of her Commanding Officer, Commander Peter Green and his crew.

AMBUSH is the second in a planned Class of seven submarines and she follows sister vessel HMS ASTUTE to HMNB Clyde, in Scotland, where the First of Class has been based since leaving BAE Systems in 2009.

Minister for Defence, Equipment, Support and Technology Philip Dunne said: "AMBUSH and her sisters are the most powerful and advanced attack submarines ever ordered for the Royal Navy. They are needed by the fleet and they will play a vital role in the future defence of the UK. The completion of AMBUSH is a tribute to the hard work and commitment of the thousands of people employed in this country's world-class submarine industry."

The Ministry of Defence Project Manager for AMBUSH – Rick Spencer – was at Roa Island to see the Submarine on its way and said that it was quite emotional seeing something with which he had been involved with on a day to day basis over four years finally sail away

The ASTUTE class boasts a range of capabilities inside each 97 metre long hull. The Submarine is powered by a Rolls-Royce nuclear propulsion system and the reactor will not need to be refuelled during the planned life of the Boat.

The sonar system has the processing power of 2,000 laptops and can track ships 3,000 miles away. The Submarines are armed with both Tomahawk land attack missiles and Spearfish heavy weight torpedoes. Her missiles have a target range of 1,200 miles with an accuracy measured in metres.

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## **Recollections of Assault Unit No.30 - Part II** **(Part Two)**

(Article supplied by 'Blood' Reed)

### **OTHER WEAPONS**

Once having established the potential of hydrogen peroxide the applications seemed limitless. Walter's team set about manufacturing devices intended to operate below, on or above the seas, the sum total of originality displayed being formidable. The ubiquitous V-1 flying bomb, for instance, relied for its initial speed on launching from a 150-yard ramp, with the primary boost provided by peroxide. 30 A.U. reactivated a trials ramp on the Ploner Zee and the launch of a dummy provided a popular sideshow for visitors. It was investigated at great length by Cdr C C Mitchell RN.R, who had in parallel patented and developed the slotted cylinder catapult, later to be used in Carriers of many nations, and incorporating some of the ideas of the Germans. Then there was the huge V-2 rocket, a trial launch of which I actually saw, which relied for its pumping power on peroxide.

Among the surface vessels were various jet-driven hydrofoil boats, unmanned and packed with explosives; and a somewhat ludicrous thing called Cleopatra, which was designed to run up on dry land like a stranded whale to explode beach defences. Of the things dropped from the air there was the notorious radio-controlled HS 193 glider bomb which caused extensive damage to Allied shipping, and a jet brake for mines to reduce the impact on hitting the water. The Blohm and Voss 143 jet-driven glider bomb was designed for use against coastal shipping. There were many small 'freaky' weapons. When the Russians were unsporting enough to coat their military tanks with concrete to prevent the gallant Wehrmacht running up and attaching 'sticky' magnetic charges, Walter produced a grenade with a jet, the reaction from which would force the thing against the side of the tank. There is a Chinese proverb 'Only velly sly man can discharge cannon silently'; so it is hardly surprising that Walter produced a 'flashless and silent cannon' rejoicing in the name of 'P-Werfer'. There was also a remotely controlled small military tank, loaded with explosives, which was treated with derision by the Allies, though it was meant for use against Moscow. Other developments using peroxide included a small short range torpedo fired from U-boats designed to burst and make a patch of oil to deceive surface hunters; an extremely long range gun, some lengthy barrels of which had been uncovered during the Allies advance and which had holes along their length into which peroxide was injected; a high speed wind tunnel; and a mine sweeping device producing repeated explosions underwater to detonate mines.

Apart from U-boat propulsion, however, the firm's major efforts were directed towards torpedoes and aircraft jet engines, and in both these fields some staggering technical advances had been made, the results of which would have been devastating had the war lasted another year. Ship and aircraft torpedoes were in full production at a nearby factory at Eckernforde (even a week or so after VE day as 'no one had told us to stop!'); though none had gone into service 800 had been delivered to the German Navy in Norway. They were turbine driven which explained the great number of small diameter turbines, which the Unit

had noticed at many factories during the advance. But the really superb achievement was the engine for the Messerschmidt 163 interceptor fighter, which was the first aircraft in the world to be powered solely by jet. The plans for this engine were sold to the Japanese for 20 million marks in the last months of the war. From an engine weighing only 390lb, a speed of 600 mph was obtained; a film showing a takeoff and climb to 6 miles almost vertically in 2 minutes was as breath-taking to an audience of 1945 as was the first moon rocket film many years later. Trials of this engine were frequently run for investigators at the Walterwerke; the noise produced could only be described as shattering, and even with ear protectors it produced a strange physical nausea. In a final desperate attempt to master the Allied air attacks, the engine had been incorporated into an astonishing manned flak rocket. When under a flight of bombers the unfortunate operator was intended to release four smaller rockets towards the target, and then descend by parachute. Only one manned trial was carried out, the luckless victim achieving immortality quicker than was intended, as he did not return.

### **WALTER HIMSELF AND KRIEGSMARINE PERSONNEL**

All in all Walter and his team produced a very formidable armoury, perhaps of the sort which might have looked well in a catalogue of weapons 30 years later designed to appeal to certain Middle East gentlemen. But, as so often with German engineering at that time, the solutions were brilliantly elegant but at the expense of over complication and with the true requirement in doubt. One of Walter's staff thought his master's name would go down in history in the same category as Dr Diesel or Dr Otto. Undoubtedly the development of the fast U-boats; V-1 and V-2; and the Messerschmidt jet engine were probably outranked in technical merit only by the Allies development of Atomic Energy and radar. At V-J day when asked what he thought of the Atomic bombs, which had just fallen on Japan, Walter replied that he considered that atomic energy was only one stage ahead of his own work in that both processes were merely accumulators of energy – a nice conceit but not without some element of truth. He added that 'our Dr Eisenburg was doing very nicely in Norway, but unfortunately the British disarranged him'!

I got to know Walter and his key staff very well, and though our relationship was of necessity coolly formal, mutual respect was established, and he worked loyally for U.K. interests. This was, perhaps, in keeping with his background as an entrepreneur par excellence who would have employed his undoubted technical ability in the service of whatever political system happened to be in the ascendant. His close friendship with Donitz helped and he had I believe the ear of the Fuhrer in so far as Hitler had any interest in anything naval. After some years at Vickers, Barrow, he was released to work on his own account in the U.S.A., and I believe is now back in his own native country.

Though it is risky to try and remember exactly what one thought over 30 years ago, I had at that time the clear impression that the few German Admirals I met were people who one somehow felt demanded almost the same respect as did our own Flag officers. One in particular who was being most helpful and courteous used to

receive occasional small gifts in the way of tins of bully-beef etc, which he badly needed, without any loss of dignity on his part. One felt he was a genuine survivor of a pre-Hitler navy, hating much of what he felt obliged to accept. Yet the few of my own contemporaries – Commanders downward – whom I met were generally arrogant and insufferable. At the bottom end of the scale the ordinary young sailor resembled our own in nearly everything except the language and uniform. Two in particular I remember we kept on as boat-keepers. They were clean, efficient, intensely obedient – and particularly responsive when they suddenly realised that they were being treated as human beings instead of remote working hands dominated by fanatical young Nazi officers.

#### OTHER ACTIVITIES

The German surrender brought little respite for 30 A.U. whose teams became increasingly busy as more and more targets were uncovered, calling for visits to sites all over Western Germany. In June I went for a few days to Frankfurt the HQ of SHAEF, which was situated in the 7-story office block of I G Farben, the giant chemical concern. It was rumoured that this quarter mile long building completely escaped the devastation of the surrounding city owing to the complex pre-war commercial connections, which the firm held with the U.S.A.

On another trip I visited a V-1 and V-2 factory at Nordhausen, built in 4 miles of tunnel cut into the hillside, with components entering at one end and the completed missiles emerging on railway wagons at the other. The huge V-2s, 6ft diameter cylinders, reared up about 30 ft as if some Wagnerian devil's kitchen, as indeed it was since it was largely staffed by slave labour. Outside, the slave hospital continued to hold many walking skeletons, too ill to be moved, still in their grotesque striped overalls, dying off at two or three a day. The sight of the cremation ovens, the slab where gold fillings were abstracted and the bone ash-pit left one with a blind and sickening rage against the Nazi regime.

As for Kiel itself, little remained; the ruins still covered many thousands killed in the raids just before VE Day. Flag Officer Schleswig-Holstein not un-naturally moved out to the more salubrious surroundings of the barracks on the banks of the Ploner Zee – an operation described most divertingly in the Naval Review in 1975\*.

Happier days of superb relaxation arose with the taking over of the German Naval yachts, the two largest of which, Nordwind and Skaggerak were based at Kiel, and 30 A.U. ran the former as a mess yacht. Haynes Pearson and I had cruised quite a lot but 70 tons was a little larger than anything we had enjoyed in peacetime. Nordwind had done very well in the Fastnet Race of 1939 and sailed like a witch, but needed a crew of over a dozen to handle the heavy gear. Being wooden and without an engine she could still sail with comparative safety over the ground mines littering the Baltic. There was nearly an ugly incident one night when sailing with an Army weekend crew. A large unlit wreck suddenly showed up 100 yards ahead, and a gybe all-standing was necessary. The Danish harbour master at Nykobing next morning asked what route the yacht had taken, and when told of the wreck-expressed astonishment that we had come south of Lolland, where 'there were 40 wrecks and no-one knows where they are!' After a season of tremendous enjoyment

in the Baltic I took the yacht back to Portsmouth the following spring with a crew of 17 where she was turned over to C-in-C Portsmouth.

\*'Thirty Years On' by Zilch, The Naval Review, October 1975.

#### CONCLUSIONS

By the autumn of 1945 30 A.U. in Germany had been disbanded (though Glanville with the redoubtable Marine Booth continued in the Far East with great success); the Engineer Officers remained behind and moved into a delightful mess in the Torpedo Research Station overlooking the Baltic at Eckernforde. All essential information had been indexed on microfilm. The U-boat stern and its test rig was shipped to the U.S.A. and a later version went to Barrow for use with the German team. The factory was cleared of all war materials, the peroxide bunkers were blown up and the buildings were turned over to Military Government for civilian use.

Looking back on this fascinating period I realise the great importance of two things. First, of building up Intelligence in peace time, and in particular the importance of keeping technical Intelligence abreast of the advances of technology – an aspect obviously now fully recognised, at least by the Russians. Secondly, for anyone involved, the value of a language goes without saying. I am sure I could have done better had I had something more than the rudimentary elements culled, in the days before language laboratories, from an excellent little Army booklet narrating the adventures of 'Bill and Jock ein Deutschland', designed for the British occupying forces. This was a great advance on the terrible American counterpart, which listed categories of needs, such as: 'Which is the way to... the barracks... the lavatory... the beerhouse...?

'I want a ... toothbrush... woman... money exchange... meal.

The creator of James Bond had certainly initiated something the results of which he could hardly have foreseen. Though certainly not on the scale of James Bonds hair rising exploits and regrettably quite devoid of any glamorous overtones, our fun and games had, if nothing else provided all members of the Unit with a Grandstand on a page in History.

I.G.Aylen

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#### A Visit to HMS DREADNOUGHT

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The visit to the DREADNOUGHT on 14th July 2012 was arranged through Ken Munro - a former RESOLUTION 'backaftie' who is now a Director of Babcock. Ken also managed to arrange very advantageous terms at the Queensferry Hotel for the 40 odd members who stayed at there. About 50 of us led by our President Rear Admiral Paddy O'Riordan, visited the boat on a surprisingly sunny day! Babcocks had arranged to have the boat inboard of the three boats on the trot and we were taken through the boat in parties of about 8 guided by about 6 Babcock employees who had sacrificed their Saturday to accommodate our visit. We were also assisted by Leanne Muir and Helen Adamson of Ken Munro's staff who had also sacrificed their Saturday to help us oldies. They also supplied a Photographer who

took any photographs that we wanted throughout the boat

The boat was in much better condition than we had expected and appeared to be much as she was previously apart from the Fin being removed. Apparently it was removed to try and confuse the satellite cameras (which it didn't!) if you go to Google Earth and search for Rosyth Dockyard. You can see the four bombers and three Hunter Killers very clearly.



A great deal of the instrumentation including the 'fruit machine' is still in the control room. The airlock doors at 44 bulkhead to the tunnel are still in place although both now open allowing free access to the tunnel. The reactor space which is now partly empty had its inspection port blanked off so we were unable to see inside. The upper level AMS (known during our time as 'Idiots Alley' {which it was known on the USS Skipjack} and lower AMS is still much as was although the lathe has been removed - maybe it contained some secret part we didn't know about. Hammersley's folly on the port side has also been removed!

The upper level engine room is much as it was although a lot of the lagging has been removed to cut down on the Asbestos risk.

The manoeuvring room instrumentation including the 2TU Alarm Panel on the Manoeuvring rear bulkhead is still mainly in place with the exception of the watch keepers seats. Both evaporators opposite the Manoeuvring room are still in place minus the lagging, the whole boat was surprisingly clean for which we must thank Babcock and in particular Ken Munro. The DREADNOUGHT has not been visited before by a large party and had been more or less left derelict so had to have a major clean up and lighting sorted out to make it suitable for visitors. The RESOLUTION has been well maintained and is the boat normally used for visits.

Babcock had laid on a lunch of fresh sandwiches, cakes and biscuits - so much that even Florrie couldn't finish it! We were also shown round the newbuild 'Skimmer' Aircraft Carrier QUEEN ELIZABETH which on completion will be the biggest ship (and 'Target') in the Royal Navy.

The photograph was sent by Leanne who was one of Ken's young ladies who helped with the logistics. The photograph above was not subject to MOD clearance. The rest of the photos will be sent to us after they have had MOD clearance!

The visit went very well and all those who attended thought it was a very worthwhile visit.

Our thanks are due to Ken Munro of Babcocks and his staff for making it a memorable visit which we all appreciated.

Bruce & Florrie Van Winkle

### SUBMARINERS ASSOCIATION TROPHY 2012

A 19-year-old from the Isle of Sheppey – Lewis Stock - has been rewarded for his commitment and dedication to becoming a member of the Royal Navy Submarine Service.



**Lewis Stock receiving the SA Trophy for 2012 from SA Chairman Jim McMaster**

Communication and Information Specialist Lewis Stock joined the Royal Navy last year and completed his professional training at the Royal Navy Submarine School in May. The school is based at HMS RALEIGH in Cornwall. His performance during training marked him out as one of the top students and made him the second recipient of the prize, donated to the school by the National Submariners Association.

The former pupil of Minster College is shortly due to join his first submarine, HMS VANGUARD, for the final stage of his training. He said: "I joined the Royal Navy to better myself and it really is the best thing I've ever done. I was surprised to win this award as there were some very good people on my course, but it's a good achievement and great recognition for my hard work. I want now to continue with the high standards I've achieved so far and my next aim is to earn my dolphins, the emblem of the Submarine Service, and get promoted."

Lewis is a keen footballer and represented the Royal Navy during the World Youth Football Championships for under 19s in Dallas. To take part in the championships he had to take his final practical exam a week early. The extra pressure did not faze him and his perfect final exam result was one of the reasons he was chosen for the Submariners Association award. At the end of the championships Lewis was chosen as the players' player of the tournament.

The Submariners Association trophy is awarded on a biannual basis to the recruit who displays and fully embraces the qualities expected not only of a member of the Royal Navy, but also of a potential Submariner. Each recipient must show his dedication to his chosen career path and display the requisite levels of professionalism,

drive and outstanding moral fibre. The trophy was presented to the Royal Navy Submarine School as a way of enhancing the interaction and engagement between the association and serving Submariners.

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**ROYAL NAVY DECOMMISSIONS**  
**TRAFALGAR CLASS SUBMARINE HMS**  
**TURBULENT**

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HMS TURBULENT was commissioned at Barrow in Furness in 1984 and has had a total of thirteen Commanding Officers

A de-commissioning ceremony has been held for a Plymouth-based submarine.

The service marked the end of the Royal Navy's Trafalgar Class submarine HMS TURBULENT's service after nearly 30 years.

The Tomahawk-equipped submarine returned to its Devonport base in December after a 284-day deployment - 190 of which were spent submerged.

During the deployment HMS TURBULENT fired its missiles to provide cover during Nato operations in Libya. The Royal Navy said the submarine - the second oldest of its class - had had a distinguished service, but had come to the end of its natural operational life.

Since being commissioned in 1984, HMS TURBULENT has been deployed on patrols in the North Atlantic, the Far East and the Adriatic, where she saw service during the Balkans conflict.

Guest of honour at the decommissioning ceremony on Saturday was HMS TURBULENT's first Commanding Officer, Captain Tim Lightoller - whose grandfather Charles Lightoller was the most senior Officer to survive the sinking of the TITANTIC after it hit an iceberg 100 years ago on its maiden voyage from Southampton to New York.

Charles Lightoller later joined the Royal Navy and was decorated for his service in World War I and was part of the armada of small boats that evacuated soldiers from Dunkirk during World War II.

Other guests at the de-commissioning ceremony included a total of twelve previous Commanding Officers, sponsor Lady Cassidi and family and friends of the submarine and crew over the years.

Captain Lightoller said it had been a day of "mixed emotions" for him.

"I must admit to being emotional at seeing the end of HMS TURBULENT's service today," he said.

"I was in charge of the boat for its first three years' of life and was at the launch with Lady Cassidi and got it through trials and testing and into operational service.

"It was then the Cold War and our prime role was monitoring Soviet submarine operations and working under the ice in the North Atlantic."

HMS TURBULENT's current Commanding Officer, Commander Nicholas Wheeler, said the service had been an opportunity to offer his and the Royal Navy's gratitude for the hard work the submarine's crews had provided over its service.

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**HMS VAMPIRE**

By MKB (Katie Boyle)

When 'Buck', the terror of the deep,  
Sets forth upon Hellenic seas,  
He slumbers not, nor does he sleep,  
But stands, beard fluttering in the breeze,  
Perpetually on the conning tower,  
alert for targets he can sink.  
While Jerries, seeing VAMPIRE, cower,  
And take with promptness to the drink.

The Mighty waters toss and surge,  
But loud above the Aegean's roar  
Sound cries of "Buck, the Nazis' scourge  
draws near, go home and shut the door."  
No ship is safe; the mighty roll  
of his successes grows each day,  
No ship he sees escapes him whole  
He prangs whatever comes his way.

Caiques, Partisan or German  
try by turns of speed their lives to save.  
'No favouritism' is the cry  
alike they find a watery grave.  
A concrete barge - unsinkable  
But 'Buck' attacked -  
With bulldozers  
unthinkable; and down she went.

Thus, striding like a Triton  
Across the leagues and leagues of sea.  
Our 'Buck' the Medway problem child  
pursues his course to Victory.  
Salute the bearded warrior, then,  
the bugbear of the fatherland.  
Salute still more the gallant men  
Who venture under his command.

The above poem (supplied by Bryan Smalley) was extracted from HMS MEDWAY's Scrap Book - usually known as a Line Book)

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**THE LINCOLNSHIRE X CRAFT**

(A pilgrimage - following extensive investigation - undertaken by the Lincoln Branch of the Submariner's Association.  
or a highly successful PR exercise)

The Lincoln Branch and the people of Lincolnshire are constantly reminded in the media, that Lincolnshire is Bomber Country, possibly due to the large number of historic airbases, where many bomber raids took off from in WW2 and which are still active today. This, together with the 'Red Arrows' base and the sight of many RAF personnel who serve here - being seen in their working dress, mingling with locals in the towns and villages has served to reinforce this view. However, this is not the only historic fact of war, in living memory that Lincolnshire should be remembered for.

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

The first Tanks, used on the killing fields of Europe in WWI were built in Lincoln - a group has been formed to publicise this fact - The Friends of the Lincoln Tank.

However, unknown by the general public is the fact that the first X-Class submarine to conduct a successful attack on enemy shipping was also built in Gainsborough, Lincolnshire. This submarine is X-24 - currently on display in the RN Submarine Museum, Gosport.

Therefore, not to be outdone in raising public awareness of the submarine service, the Lincoln Branch took up a self-imposed challenge to discover more about the building of X-Craft in Gainsborough and publish it in the local media.

Following research, it was established that Marshall & Sons of Gainsborough (a small engineering works famous for the manufacture of farm machinery and tractors) were contracted in 1941, to build four '4 man' midget submarines or X-Craft. This fact then prompted the Lincoln Branch to try and find direct relatives of the engineers that built the X-24 and discover if they had ever seen the submarine that their forefathers had built some 70 years ago.

This resulted in the Lincoln Branch writing two articles that were published both in the Lincolnshire Echo and the Gainsborough Target in January and June 2012. The publicity generated also resulted in the Chairman and one of the X-24 relatives being interviewed on BBC Lincolnshire. The articles are self explanatory and are published below:

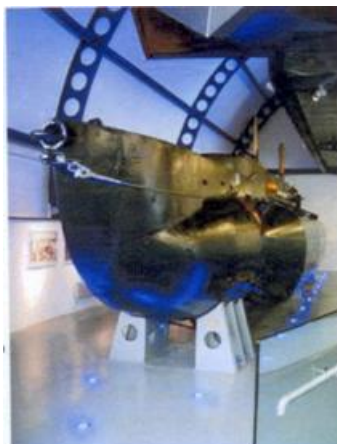
### Gainsborough Families Visit Midget Submarine Built By Their Fathers

On Friday 3<sup>rd</sup> May 2012 four descendants of the Gainsborough engineers that helped build the X-Craft Midget Submarines in a secret, closely guarded bay at the Britannia Ironworks of Marshall & Son Co Ltd finally viewed their forefathers submarine - X24 - that was on display at the RN Submarine Museum, Gosport, some 69 years after it was built.

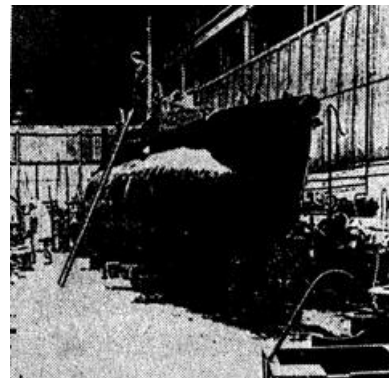
The four X-Craft builder's relatives were all guests of the Lincoln Branch of the Submariners Association for the visit, which was made possible following the publishing of an article in both the Lincolnshire Echo and the Gainsborough Target on the 12<sup>th</sup> & 20<sup>th</sup> Jan 2012 respectively. The article invited readers to contact the Chairman if they had a family link with the WWII Midget Submarines production at Marshalls Engineering of Gainsborough.

The response to the article was extremely encouraging, informative and surprising and provided an insight into the methods used in wartime to keep the building of the submarines as secret as possible both from the engineers direct families and the Marshalls employees.

Whilst all employees of Marshalls were required to manufacture various parts for the submarines they were unaware of the final use of the part they were making. The Marshalls engineers that were directly involved with the building of the submarines were issued with a password and were sworn not divulge any information concerning the building of them to anyone. During the final assembly period they were also required to sleep at Marshalls.



For added security the building yard was protected by an armed guard 24 hours a day. However, it is apparent that the security surrounding the submarine building area would not meet today's exacting standards as the screening around the submarine was only a thin sheeting material. This resulted in that, every time a welder did some work on the submarine, those personnel outside of the area could see the outline of the submarine!



As the submarines were completed one of the major problems was how to get them out of the building yard in complete secrecy as the remainder of the factory was working shifts. A small door - about the size of a garage door - had been built into the factory wall halfway along Beaumont Street frontage between the County Court corner (Market Street-Spring Gardens cross road) and the main entrance to Marshall's offices. Everybody assumed that the door was just an escape route in times of emergency.

Another problem was that in the pavement outside and adjacent to the door, stood a very tall gas lamp of the type used to light the main road from Gainsborough Bridge, along Trinity and Beaumont Streets and Spital Terrace. As Beaumont Street at the time was only about 30 feet wide it would have been extremely difficult to manoeuvre a large object - some fifty feet long - through the door and round the lamp for onward transportation - particularly as it had to be done in total darkness.

To make it easier, the gas lamp was modified so that it could be lifted out of its socket by a crane, the midget submarine moved out of the yard and the lamp replaced so there was no evidence that it had been moved. Following the moving of the completed submarine the Council Gas Engineer and the UDC Surveyor had to

inspect the road to ensure that no visible clues were left as to what had happened. What is also more surprising is that they did not know what had been moved, where it went to from Marshalls or how it got out of town.

Another closely guarded secret was that the Gainsborough Bridge could not have taken the weight of a Midget submarine if they had moved it by road as one of the bridge piers had been hollowed out to below water level in the event that the bridge had to be blown up following an invasion by the Germans.

It is now known that two of the Midget submarines were transported to Scotland by rail and one by barge via the Trent.

The three Midget submarines built by Marshalls & Son Gainsborough were never formally named by the Admiralty. Instead they were known by their class numbers, X-24, X-25 and XE-9. However, the crews on joining the submarine for familiarisation training during the build unofficially named each submarine as *Expeditious* (X-24), *Xema* (X-25) and *Unexpected* (XE-9). Following the naming of the submarines the crews created a ships crest with a suitable picture and motto which was displayed on the side of the submarine when in harbour.

A Gainsborough resident, who wishes to remain anonymous and who worked in the offices at Marshalls & Son during the building of the submarines was presented with an original ships crest for the *Unexpected* - most probably from a member of the crew. The ships crest belonging to XE-9 is a very rare find and one that many collectors would have been delighted to obtain. However, in accordance with the wishes of the donor the ships crest was formally presented to George Malcolmson (Archivist) of the RN Submarine Museum by the Chairman of the Lincoln Branch of the SM Association.

For the visit to the Museum the four relatives of the Marshalls engineers were joined by Dorothy Pearson from the Gainsborough & District Heritage Association

and hosted by four members of the Lincoln SM Association.

One of the highlights of the visit included a guided tour of HMS ALLIANCE. Launched in 1945, HMS ALLIANCE was one of fourteen 'A' class submarines built for service in the Far East during WWII. Commissioned into the Royal Navy in 1947 ALLIANCE had a long and distinguished career of over 28 years that took her all over the world. ALLIANCE is the centrepiece of the Museum and is the official memorial to the courageous men who fought in similar boats for the freedom we enjoy today. HMS ALLIANCE is currently being totally refurbished as owing to exposure to sea water over cradles by the Museum quayside, the outer structure of the submarine had corroded so badly that parts were literally in danger of falling into the sea below.

Another highlight that the relatives of the X-Craft builders will never forget, and which was arranged by the Museum, was meeting Vernon 'Ginger' Coles DSM. Vernon was an original crew member of the X-24 that carried out two attacks against a Laksevåg floating dock at Bergen, Norway.

On April 15, 1944 X-24 made the approach through 30 miles of islands and a minefield and escaped successfully, but the charges were placed under the *Bärenfels*, a 7,500 ton merchant-vessel alongside the dock. The *Bärenfels* was sunk but the dock suffered only minor damage. This attack made history as X-24 was the first X-Craft to actually sink an enemy vessel.

On September 11<sup>th</sup> 1944 the Operation was repeated by X-24 and this time the resultant explosion broke the dock in two and damaged two ships moored alongside.

Overall the visit to the RN SM Museum proved to be both a thoroughly enjoyable experience and an emotional one. Furthermore the visit was such a success that some members of the party are already planning their next visit.

### **Submarine A1 – The Passage from Barrow to Portsmouth**

Submarine A1 was the first of class and differed considerably from the Holland type, being larger with a higher conning tower the submarine was intended to keep the sea in all weathers which was impossible in the Holland craft. The main feature the navy was keen to gain information about on her journey from Barrow to Portsmouth during the summer of 1903 was the behaviour of A1 in a seaway, more precisely the effect of the high tower when rolling or heaving. Other considerations were the working of her oil engine and reliability of the adjustable pitch propeller.

HMS HAZARD left Piel Roads with A1 at 1100 on Thursday 23 July and arrived at Holyhead the same day. The weather was fine and sea smooth and the Inspecting Captain of Submarines was aboard to observe her behaviour. Apart from electrical ignition defects the oil engine worked well and the boat remained clear of exhaust fumes, overall the eleven hour run was satisfactory. The next day was spent at Holyhead examining the engine and charging batteries.

Saturday 25<sup>th</sup> they left Holyhead at 0845 and stopped at 1000 for HAZARD to take A1 in tow as the breeze had freshened from the south-east. The wind increased to

Force 6 and so they ran for Dilleyn Road for shelter, this necessitated turning beam on to the existing sea and it was noted that the behaviour of the boat was excellent.

On Sunday they made an early start at 0530 taking A1 in tow as the engine ignition was causing problems once more and steered for Fishguard to overhaul the igniters. A1 anchored the same evening and ran the engine during the night with good results. They did not move during Monday as the wind was blowing fresh from the south-east with the barometer rising.

Tuesday 28<sup>th</sup> an even earlier start at 0410 and HAZARD took A1 in tow as the swell was considerable but with the wind light and variable with a steady barometer. Continuing to the Lordships the swell increased considerably so the second towing hawser was got out. By 0800 the wind had sprung up from the westward and by 1000 was blowing 6 to 7 with a heavy south-west swell and rising cross swell. As it became dark the behaviour of the boat was difficult to see even by searchlight. At daylight the motion of the boat not exceeding 15 degrees they bore up again for the Lordships, HAZARD rolling at times as much as 25 to 30 degrees while pitching heavily. The submarine pitched considerably and rolled to a maximum of 25 degrees with a sharp pitch but the conning tower in no way appeared to affect this although

the sea was constantly breaking against it. At 0530 A1 semaphored that they were experiencing battery fumes and the boat was difficult to ventilate. The decision was made to run for shelter and discover the cause of the damage. It was now that the advantage of the high conning tower became apparent, being 10ft above the water a man was able to come out and semaphore while the crew came up in pairs for air. The ventilators extending 8ft higher allowed fresh air to be drawn into the boat. Nonetheless the crew had an uncomfortable time, the acid fumes irritating nose and throat considerably. Although uncomfortable A1 was said to be an excellent sea boat, should a Holland type been in similar circumstances opening the conning tower would have meant foundering and keeping the hatch closed possible suffocation. At 1020 they anchored at St. Ives to examine the batteries. The boat was full of hot damp pungent hydrogen fumes. The pitching had caused considerable damage to the plates, many having broken away from their bridges, the ebonite separators had washed from their position while the plates and cells were shorting. The battery needed considerable work, the current system of wedging was useless and modifications would be needed to A1 and future boats. Temporary repairs were made and it was hoped for better weather.

On 29th the moorings were picked up that had been laid down for the submarine where she lay ready to run should the weather improve. At 0500 on Friday the 30th they eventually left for Portsmouth meeting what was described as a confused sea off Lands End; however the temporary repairs to the battery and wedging of the cells prevented giving off of further fumes. On Saturday 1 August they arrived at Portsmouth.

So what can be said about the crew of A1? These men were representative of several branches of the service. They were boxed up in a confined space practically cut off from outside help, rolling and pitching sharply with the incessant roar of breaking seas against the hull suddenly finding the appliances they trusted to and whose scientific action they only partially understood going wrong. Inhaling pungent and irritating fumes while at the same time thoughts of explosion and poisoning must have occurred in their minds. Yet throughout they kept their heads and preserved discipline. In fact these men were pioneers of experimental work, experiences of which would allow correction and improvement to future submarines.

### **HMS TURPIN Bell returned to Submarine Museum by Nottingham Branch**

I read the article about the Royal Navy Submarine Museum acquired HMS CONQUEROR Bell in the July addition of the In Depth with great interest. A few years ago I would have been surprised to read about a Submarine or Ship bell not being kept by the Royal Navy. It was only I after joining the Nottingham branch of Submariners Old Comrades Association in 1985, and first became aware of the HMS TURPIN Bell that was kept in the Royal Navy Association Club in Nottingham, where our meetings were being held, that I realised this was not the case. The story of the HMS TURPIN Bell is a widely known story as it did appear in the SOCA magazine many years ago



In 1976 the late Jim Wade, a member of the then Nottingham Submariners Old Comrades Association, worked for a farm supply company. While doing his rounds he came across the HMS TURPIN bell in a farmyard but was unsure whether it was used either as a fire bell or to call the cows in for milking. Jim recognised the importance of his find and after closer inspection realised that the bell was from HMS TURPIN, which was a 'T' class submarine built in Chatham Dockyard.

After talking to the farmer it was agreed that if a replacement bell was found he would be prepared to hand it over to the Nottingham branch. The bell was collected by some of our members on May 23<sup>rd</sup>, 1976. The bell was refurbished by the Royal Ordnance Gun Factory in Nottingham, whose apprentices also made a stand for the bell. After the bell was refurbished a social night was arranged on the night of 3<sup>rd</sup> December 1976. The charge hands and apprentices who were responsible for carrying out the work of refurbishing the HMS TURPIN bell for Nottingham branch were invited to a free social evening, and the donor of the bell Mr Darlin was also invited to this function along with his wife.

The bell was kept in the Royal Navy Association club, it was agreed in a meeting that the bell would be returned to the Submarine Museum if the Nottingham Submariners Association was disbanded or could not look after the bell. There was only one scare while it was being looked after by the branch. When it was just inside the RNA door two youths attempted to steal it. The bell was then moved to the upstairs function room.

As its former resting place and our meeting location RNA Nottingham was closing down due to tram works the first thing to do was find a new location for our meetings to be held, after looking at the possible option we now meet in the St. Ann Inn, Shelton Street, Nottingham, this was not a suitable location for the bell to be kept.

I then started to make the arrangement for the bell to be taken by the branch to the Submarine Museum. Nine members set off from Nottingham in March, and met up with three other members in Portsmouth Royal Maritime Club where we were staying. On the Friday night there was a party of serving Submariners and friends and relatives of a Fleet Chef who was due to retiring from the Royal Navy shortly. On the Saturday they were having a function on HMS VICTORY. One of the serving members bought us all a drink.

On the Saturday we officially handed over the HMS TURPIN Bell to the museum. This was in an area in the museum where other submarine bells were on show. A presentation was also made to Bill Jackson (below on right), who served on HMS TURPIN. He received a framed picture of the boat from artist Brian Wainwright



Left to Right

Dudley Polkey, Doug Cliff, Eric Goode, Paul Ellis (with Standard), Bill Jackson, Dave Summers, Trevor Turton, Back row Brian Wainwright, David Pank, Chris Booker, Joe Morton, George Brier (in blue coat)

"It was wonderful," he said. I was only on HMS TURPIN from 1947 to 1948 but have such good memories. I already have a picture of the SEADEVIL, which I also served on, so they can hang together on my wall. When I left the Navy in 1953 I travelled to Rhodesia and spent 44 years in Africa, before settling down where I live now in Kent.



HMS TURPIN was launched in October 1944 and then sent to the Far East. The Japanese surrender brought an end to the Second World War before HMS TURPIN began her first sea patrol. She had a long and varied career which included being lengthened and modernised into a 'Stretched T' boat. The crew made the most of the Dick Turpin association, while the boat's badge carried an image of a black horse - a reference to the highwayman's trusty steed, Black Bess.

HMS TURPIN was the last Royal Navy submarine to leave Malta following decommissioning of the Fifth Submarine Flotilla in 1964. She was sold to the Israeli navy in 1965 and renamed INS LEVIATHAN, being commissioned into the Israeli Sea Corps in 1967. She was eventually scrapped in 1978.

After the presentation we looked around the museum and visited HMS ALLIANCE. When we returned to Portsmouth Royal Maritime Club a submariner was have a wedding reception at the club. The Royal Maritime Club had never seen so many submariners over a weekend.

After being kept by the Submariners Association Nottingham in the RNA Nottingham for thirty six years it has now been taken to its final resting place in the Royal Navy Submarine Museum, Gosport.

### **ROYAL NAVY SUBMARINE MUSEUM – SUMMER NEWSLETTER**

After 9 months as the Director of the Royal Navy Submarine Museum, it seems timely to provide an update on Museum business.

#### **TRADING AND FINANCES**

At the end of July, we were approximately 0.4% ahead of last year's visitor figures and some 33% up on our *forecast* visitor numbers. The forecast had been pessimistic due to the anticipated disruption factor associated with the Alliance refurbishment work but so far at least, this has not reduced visitor numbers. The early signs are that the Olympics will cause a drop in visitor numbers but time will tell. Finances remain a challenge. Rectifying defects in Torbay Block which houses the Museum's administration, archive and much of the collection store will result in a substantial draw on reserves this year. The Project is of course funded separately from the Museum (see below), and so as practically all fundraising is destined for the Project, the Museum finances are always very tight.

#### **NATIONAL MUSEUM OF THE ROYAL NAVY (NMRN)**

The convergence with the NMRN is moving into a much more active phase. It seems inevitable and sensible that a substantial degree of back room activity, including the management of the collection and archive will be centralised, although this may take some time as suitable accommodation and storage still has to be arranged. Whilst this is unsettling for staff, the final shape of the converged structure is still far from clear.

#### **THE ALLIANCE PROJECT**

Now in full swing. The project is essentially in 3 phases with support activity (a community and volunteer programme) stretching across all phases.

Phase 1 – Cofferdam construction. This phase is essentially complete. But additional costs and time delays were incurred as a result of significant technical problems experienced during the winter.

Phase 2 – Ship Repair. This is well underway. The submarine is covered in scaffolding with much of the casing removed. Restoration work on the fin should start in September. The submarine can be viewed through the webcam, the link for which is on the RNSM website (<http://www.submarine-museum.co.uk/news/hms-alliance-webcam>). This phase will last until well into next year and will cause the submarine to be closed to visitors for short periods (she is otherwise open to visitor tours inside the submarine). Currently, we are planning to close her from mid September for a month and again in the winter of 2012/spring of 2013. Please check the website for up to date closed periods.

Phase 3 – Access improvements and environmental control. Expected late next year and will provide improved access for disabled visitors and improved environmental control. Much of the updated interpretation will also take place during this period.

Supporting activities. The Alliance Project involves a substantial volunteer (additional to our volunteer guides) and community outreach programme. These are in full swing. We are also refurbishing the former shop to create a new Education Centre. This should be complete by the end of September.

#### **ALLIANCE RE-LAUNCH**

We expect the majority of the work on Alliance to complete by the end of 2013. There will be some 'soft' re-launch activity in the early new year of 2014. We hope to hold a high profile Launch Event in the spring of 2014. Details to follow.

#### **ALLIANCE FINANCES**

I am extremely grateful to all those that have supported the Alliance Project through donations and/or practical support. In broad terms, the project cost is estimated at about £6.8m. We have raised about £6.5m and so still have to raise about £300k. We are working very hard to do this and need to keep the pressure on in order to meet the deadline of December 2013 when we expect the work to complete. We continue to run a number of fundraising events and thanks to those of you who support these. Details of those currently planned are at the enclosure.

#### **STAFF**

This is a difficult time for staff with much uncertainty and little money. Nonetheless they continue to give excellent service. Staff were given a 1% pay rise in April; they had had no increase in salary for the previous 2 years. This was the most that the museum could afford and the very least that staff deserved.

All the very best, *Chris Munnis* 14 August 2012

Venue Hire

<http://www.submarine-museum.co.uk/venue-hire-/venue-hire>

Museum shop

<http://www.submarine-museum.co.uk/planning-your-visit/gift-shop-a-coffee-shop-/online-shop>

DONATIONS!

<http://www.justgiving.com/submarine-museum/donate>

**Museum Autumn Term Events** (see also details on website)

<b><u>Date (times)</u></b>	<b><u>Event</u></b>	<b><u>Type</u></b>	<b><u>Tickets</u></b>	<b><u>Remarks</u></b>
8 Sept (10,11,2,3)	Blockhouse Tours	Tour	Free	Space limited. Book in advance on 02392510354x240 or <a href="mailto:enquiries@submarine-museum.co.uk">enquiries@submarine-museum.co.uk</a>
9 Sep (1030)	BSL tour of Alliance	Tour	Free	Alliance tour with Sign Language support for the hard of hearing. Book in advance on 02392510354x240 or <a href="mailto:enquiries@submarine-museum.co.uk">enquiries@submarine-museum.co.uk</a>
13 Sep (7-11)	Victory Gun Deck Dinner and Auction	Fundraising	£200	Sold out
15 Sep (11-3)	Gosport Stars Showcase	Family	Free with Museum ticket	Showcase for Gosport youth groups
20 Sep (7pm)	Third Thursday Talk	Lecture	Tickets £8 (£7 SA/Friends)	Andrew Lambert on 'Britain against America in the Naval War of 1812' Book in advance on 02392510354x240 or <a href="mailto:enquiries@submarine-museum.co.uk">enquiries@submarine-museum.co.uk</a>
16 Oct (1030-2)	Project Open Day	Fundraising	By Invitation	Briefing to sponsors and major donors hosted by trustees and Project Board
27 – 31 Oct	Spooky Tours	School Hols	Free with Museum Ticket	Halloween tours of the submarine. Suitable for 5 years and upwards.
18 Oct (7pm)	Third Thursday Talk	Lecture	Tickets £8 (£7 SA/Friends)	Sqn Ldr John Cairns – 'Falklands 30 - Maritime Surveillance of South Atlantic' Book in advance on 02392510354x240 or <a href="mailto:enquiries@submarine-museum.co.uk">enquiries@submarine-museum.co.uk</a>
30 Oct (11-3)	Shadows of the deep	School Hols	Free with Museum Ticket	Shadow puppet workshop. Suitable for younger children
1 Nov (11-3)	Jiggling Jumping Jellyfish	School Hols	Free with Museum Ticket	Make your own Halloween inspired glowing jellyfish.
15 Nov (7pm)	Third Thursday Talk	Lecture	Tickets £8 (£7 SA/Friends)	'Citizen sailors' - an evening with Glyn Pryor. WW2 through the eyes of the RN. Book in advance on 02392510354x240 or <a href="mailto:enquiries@submarine-museum.co.uk">enquiries@submarine-museum.co.uk</a>
29 Nov (7pm – 9.30pm)	Directors' Cut	Lecture	Tickets £25 (Includes refreshments)	A rare opportunity to find out how Royal Navy submarines executed their Cold War role. Numbers limited. Book in advance on

				02392510354x240 or <a href="mailto:enquiries@submarine-museum.co.uk">enquiries@submarine-museum.co.uk</a>
8 and 9 December (10-4)	Submarine Santa	Family	Advanced £10 On the door £12	Children meet Santa and his Elves and get a prezzie. Book through 02392510354x240 or <a href="mailto:enquiries@submarine-museum.co.uk">enquiries@submarine-museum.co.uk</a>

### LETTERS AND E MAILS TO THE EDITOR

Date: 17/09/2012  
 Name: Bryan Jackson  
 Email Address: [bjackson26@bigpond.com.au](mailto:bjackson26@bigpond.com.au)  
 Comments: I served in the Submarine Service for 20 years and due to bringing ODIN out to Australia my kids have settled here.  
 Do you have an overseas branch and if so how do I join? I was a member in Gosport but on leaving UK I let my membership expire. What will the cost of joining be?

**Answer:** You don't say where you are in Australia but there are two Australian based Branches – the Australia Branch in Perth and the Eastern States Branche in Sydney! Check on the SA Website for details of the Branch Secretaries and Subscription Rates

Date: 05/09/2012  
 Name: Lindsey Summerhayes  
 Email Address: [lindseysummerhayes@live.com](mailto:lindseysummerhayes@live.com)  
 Comments: I am trying to find the logo for my father's rank as Telegraphist. His name was Clifford Summerhayes O/N C/SSX 29990, Class No. 24. He trained at HMS DOLPHIN in March 1941 and served on L27, OTWAY, P555, SURF, TALENT, TOTEM & TALLY HO. Can anyone help? My son wants a tattoo of his grandad's badge and I've drawn a blank so far.

**Answer:** I have added in a list of all the Submarines he served in. For 'Telegraphist' Trade Badges check <http://www.godfreydykes.info/rn%20Badges%/>. There is a list of badges there including for Telegraphist.

Date: 26/08/2012  
 Name: david osgood  
 Email Address: [dpo1957@hotmail.co.uk](mailto:dpo1957@hotmail.co.uk)  
 Comments: Trying to find Don Lawrence (Ex HMS OTUS. Believed to reside in the UK. Please E Mail [dpo1957@hotmail.co.uk](mailto:dpo1957@hotmail.co.uk)

**Answer:** Anyone know where Don Lawrence is?

Date: 25/08/2012  
 Name: Fred Fisher  
 Email Address: [fredfisher1@bigpond.com](mailto:fredfisher1@bigpond.com)  
 Comments: My name is Fred Fisher and I joined boats in 1967. I had a short stint on GRAMPUS and then nearly 4 years on OTUS until Sept 1971. I was then posted to Faslane in the Attack Teacher, Mast & Periscope W/S and Spare Crew. I then had the luck to be posted to Australia where I had one long trip on ODIN. Came back to UK and bought out of the RN and came over to the RAN. I have to admit that the happiest boat I was ever on was OTUS where we had some great captains; 'Beasty' Biggs & Barry Carr being two of them.

If any of your members remember me, especially from OTUS where we had 'Legless' Lawless and Dave Stonehouse as grocers. I would love to hear from them. In Australia I served on OVENS (3times), OXLEY, ONSLOW, OTAMA (twice) OTWAY for a short while. Please put my e-mail address in your magazine. Thanks, Fred Fisher Ex WO RE, Boats RN & RAN 1967-1997.

Chief Petty Officer Nice to hear from you Fred – I hope you get some replies.

Date: 21/08/2012  
 Name: Jenny Horne  
 Email Address: [jjenniferhorne@aol.com](mailto:jjenniferhorne@aol.com)  
 Comments: My husband Malcolm Stewart Horne died this year on the 8th March. He talked constantly about his time in the Royal Navy and particularly about being a submariner. He joined the Navy in 1954 - unsure how long for - he was in Suez. He served with John Capes the sole survivor of the Submarine PERSEUS which was hit by a mine off Kefalonia a Greek Island. There is a memorial on the Island to the Kefalonia people who hid John Capes until they managed to help him escape. I would like to contact someone who may remember my late husband.

**Answer:** Thank you Jenny – I'm sure someone will remember Malcolm and will get in touch

Date: 20/07/2012  
 Name: Neville Pearson  
 Email Address: [pearsonn@hotmail.ca](mailto:pearsonn@hotmail.ca)  
 Comments: Trying to contact CRS Roy Dixon, ex HMS CONQUEROR. Last time we were together was in Halifax NS (SHEARWATER NAVAL BASE) during a crew change in the mid 1970's. I am ex boats, AUROCHS, TOTEM, TRENCHANT etc etc.

**Answer:** Roy Dixon is a Member of the Gosport Branch – if you contact their Secretary -Bill Williams - via their Branch Website he can put you in touch. I assume you are the 'Nev' Pearson who served with 'Jan' Cryer in AUROCHS and wrote the poem 'The Aurochs Lament' – now published in the SA Poetry Book 'Voices from the Deep'?

Date: 13/07/2012  
 Name: Michael Quest  
 Email Address: [michaeljohnquest@yahoo.com](mailto:michaeljohnquest@yahoo.com)  
 Comments: Hi is there anyone left out there who served on HM S/M TURPIN from launching to wars end? I am researching my father Thomas Quest who was a crew member. Unfortunately I do not have his official number which makes things difficult!

**Answer:** There might be some one still around – can any Members help?

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Date: 06/07/2012  
 Name: Jock Stuart  
 Email Address: sandystuart@blueyonder.co.uk  
 Comments: What a 65th run. Brilliant - thanks in no particular order to George and Sue Doughty for picking me and my wife Laura up at Southampton on Sun 24th June. To John Baber and the staff at ALLIANCE for being so nice. Really enjoyed my trip down her. Brought back a lot of memories as I sat in the wireless shack and thought of 40+ years since I last sat in ARTFUL's and looked at all the kit I used to fix. George and Sue then took me to Guzz.

To Billy Dobson, Harry Hartnett, Alan Jones for looking after me in Guzz and the trip down COURAGEOUS. A big BZ to Alan and Pitt K for the amount of work these guys have put into making her a wonderful display. Met with Jan Vivian and his wife. Had not seen him since I was his best man 40 odd years ago. To Dinger Bellamy. Ally Potts, Allan Pitcher, Cosmic Ethridge for joining me at the hotel for 4 days.

Went on parade on the Hoe on the Saturday. Met the Prime Minister and in the evening Billy arranged a surprise party balloons, cake with candles the lot. I'm fortunate through this Association and Reso's to have great friends like these.

I have a web site called SUBMARINE OAP'S GROUP on facebook. A closed site - so ask and you can join.

Loads of pics in my albums page of Dolphin etc.

To one and all a big BZ for a lovely time and a great 65th run. Jock Stuart - Scottish Branch

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Date: 05/07/2012  
 Name: Alan.Clare  
 Email Address: alclare@tpg.com.au  
 Comments: Unable to raise email address of Curator of sub museum re what did HMS/M starfish radar mast look like - if they had one. Alan

**Answer:** Try George Malcolmson on  
 Archives@rnsubmus.co.uk

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From: James Pardoe  
 Sent: Jul 11 2012  
 Comment: Issue 36 includes extracts from Brian Smalley's book about the building of the Porpoise and Oberon class. He and your readers might be interested in the background to Tommy Entwistle's (re)-design of the garbage ejector interlock system.

Some T-Conversions were already fitted with garbage ejectors and their design came to us as an A&A. Thanks to support from Ernie Brockensha, DNC's excellent lead manager for the class, All A&As came through the Building Group's office for our comments before final approval. That design rang alarm bells with me. I had read that the sinking of the USS Squalus, on trials just before WW2, had been due to the fact that their main engine induction hull valve open/shut indicator had come off the same drive that operated the valve itself. Thus, when the gearing broke at the hull valve, the interlock at the inboard end still wound round to show 'shut'. Our T- conversion design was similar. FOSM instantly banned its use until the re-design was introduced.

A & As were kept to a minimum, but partly because not all T-Conversion experience had been taken onboard, some were essential. For example, battery tanks instead of A Class boards, adjustable shelving in the Coxswain's store and a long clip on the upper lid (introduced in the 1940s!).

I could write a book about our Building Group, in which John Grove and Roger Presley were outstanding. I was also helped by the wording of my appointment...' In command of all P&O boats being built at Vickers, Scott's and Cammell Laird's, and for duties with the Director of Naval Equipment and FOSM'. This put me on a strong footing with the top management of the Yards, as well as with the Admiralty Departments involved. It was also interesting to see how the three Yards tackled mutual problems. The class pressure hulls had to be constructed to within plus or minus a quarter of an inch on their circularity of seventeen feet six inches. Vickers used the equivalent of adjustable spokes in a bicycle wheel. Cammell Laird used a criss-cross of angle-irons. Scott's achieved results every bit as good, using tree trunks!

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From: Paul Meakin, Australia Branch, SA  
 Sent: Jul 03 2012  
 Comment: Thanks for the Aussie Submarine Tale in last months In Depth. Just a few comments and corrections. All of Australia's six Oberons have been preserved and are on display, either completely or partially.

HMAS OXLEY's fin stands as a permanent memorial at the Submarine School HMAS STIRLING, Garden Island, Western Australia and her Bow Section, Sonar Dome & Bow caps are on display outside the WA Maritime Museum, Fremantle.

The fin, casing & stern section of HMAS OTWAY are preserved as part of a museum that also commemorates Lt Norman Holbrook VC - CO of submarine B11 (WWI Gallipoli Campaign Dec 1914) at Holbrook, New South Wales

HMAS OVENS is located on the WWII slipway the Western Australian Maritime Museum at Fremantle and is open for daily guided tours.

HMAS ONSLOW is located at the Australian National Maritime Museum in Darling Harbour, Sydney and is also open for guided tours.

HMAS OTAMA is located at Westernport Bay, Victoria, where she has been awaiting conversion into a museum vessel since 2000; a lack of funding & co-operation from Local and State Governments means that the volunteer group hoping to preserve OTAMA attempted to sell the submarine on eBay but to no avail.

HMAS ORION's fin stands as a permanent memorial at Rockingham Naval Memorial Park in Western Australia.

Australian Submariners were denied recognition for the Australian Active Service Medal and the accompanying Return from Active Service rights and privileges due to the intransience of the Chief of the Defence Force at the time. However, the Government finally gave approval for the recognition of participation in the Cold War Patrols by recognising that this service was qualification for those rights and privileges. The main benefits of qualifying service is the right to a Service Pension at age 60 (instead of the Age Pension at 65+) and a lesser onus of proof for illness and disability caused by service in the Defence Force.

It is a shame and disgrace that our brothers in arms in the RN are not recognised in a similar way.

It was interesting also to read about the problems associated with torpedo discharge and the air bubbles released on discharge. Of course the invention of the Automatic Inboard Vent Valve (AIV) alleviated most of the problem by effectively sucking back the discharge air into the submarine and flooding 50 gallons in for each torpedo in the salvo. I remember taking my young son the sea on OXLEY for post refit discharge trials off SYDNEY and sitting him and the Captain's son on the 34 Bulkhead door prior to firing salvo of 6 Mk 8 torpedoes. The AIVs operated perfectly, the effect being to knock the youngsters off their seat and deposit them halfway back in the for'd mess. "Can you do it again please, Dad".

However the introduction of the Mk 48 O'TTO fuelled torpedo caused a few more problems, when it was learned that the exhaust gases contained toxic vapours. It was seen that this was

too great a risk to the crew and given the long range engagement usually with a single torpedo the RAN decided to keep the AIV

cattered shut. Eventually they were removed as a weight saving measure to compensate for a larger bow sonar array.

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#### OBITUARY

#### COMMANDER WILLIAM DONALD AELIAN KING, DSO & Bar, DSC

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Commander 'Bill' King died at home in Oranmore Castle by Galway Bay on Friday 21<sup>st</sup> September at the age of 102. He was the only man to be in Command of a British submarine on the First and Last days of the Second World War; Bill King was a Member of the Northern Ireland Branch of the Submariners Association.

William Donald Aelian King was born on 23<sup>rd</sup> June 1910 and he was the son of Lt-Col William de Courcy King, DSO, who was killed on the Western Front in 1917. He was brought up by his mother and his grandmother. His mother, believing that young Bill required some discipline in his life, packed him off to Dartmouth when he was 13 years old.

His first ship was the new battleship NELSON, but, needing the extra six shillings a day for serving in Submarines, he soon volunteered for Submarines in 1931. His first boat was the submarine ORPHEUS on the China Station, where he spent four years. He then served in STARFISH during the Abyssinian crisis, and by 1936 he was First Lieutenant of NARWHAL. He passed his "Perisher" in 1939 and his first Command was SNAPPER. During the war King commanded the submarines SNAPPER, TRUSTY & TELEMACHUS, his world bounded, as he put it, "by the chart table, the periscope and the bridge, hardly daring to sleep, a most disagreeable place, smelling of diesel oil, chlorine and unwashed bodies".

Between December 1939 and July 1940 King's SNAPPER sank six ships, including, in the Kattegat, the German tanker Moonsund. He also torpedoed the merchant ship Florida, the minesweepers Jan Behrens and Carsten Janssen and the armed trawlers Portland and Cygnus. For these attacks he was awarded the DSO. In another patrol SNAPPER was grounded on sandbanks off the Dutch coast but Bill King managed to bring his boat back safely - much to the relief of his crew. He was not court-martialled for this grounding. In September 1940 he was awarded the DSC.

King next commanded the new build TRUSTY. On his first patrol in the Mediterranean he provided cover for Operation HALBERD (the resupply of Malta) and conducted three war patrols from Malta as part of the "Fighting Tenth".

On Boxing Day 1941 he was sent to the Indian Ocean to help stem the advance of the Japanese. In Singapore he was bombed in a safe anchorage. With no specific orders he carried out two unsuccessful patrols in the South China Sea returning to Surabaya in the Dutch East Indies and the fall of Singapore. Later in 1942 he sank the 7,000 ton transport Toyohashi Maru and the troop carrier Columbia Maru. He was promoted commander in June 1943. In January 1944 he was appointed to the new Submarine TELEMACHUS, which deployed to the Far East. On his first war patrol in TELEMACHUS he surprised the Japanese submarine I-166 in the One Fathom Channel off Singapore, sinking it with a full salvo of torpedoes. For his 'outstanding courage, skill and determination' King was awarded a Bar to his DSO.

In 1946 King declared himself fed up with post war rationing, and took a trials submarine to Northern Ireland to feast his crew on un-rationed steak, eggs and bacon. But the visit had an ulterior motive: he crossed the border with the Republic to woo the "tall, slim, and willowy" Anita Leslie, whom he had met three years earlier while skiing in wartime Lebanon. His visit came as a surprise to Anita, as his telegram announcing his intention to come had not been delivered.

After the war had he decided to resign from the Navy. Years later he would remark that all his friends had died in the war, and ended after-dinner speeches by asking "What was the point?" of the conflict.

He and his wife - Anita — an author and a distant kinswoman of Winston Churchill - married in 1949 and they embarked on an extended honeymoon sailing around the West Indies in the yacht Galway Blazer.

They bought the roofless 12th-century Oranmore Castle on the shores of Galway Bay - along with 150 acres which were reclaimed from bog and rock to start an organic farm. They also enjoyed hunting with the Galway Blazers. In August 1968 he set off from Plymouth to circumnavigate the world single-handed, in the junk-rigged Galway Blazer II "a lonely venture intended to unwind the springs of tension which had never quite been eased out of my deepest being since submarine days". On the voyage he subsisted on a diet of raisins; wholemeal biscuits; almond nut paste for protein and cress grown in jars. This was supplemented by the occasional flying fish which landed on board. For drinking, he took with him instant coffee and water — including one bottle of water from St Brendan's Well "which I could never find, but whenever danger threatened it would fall on my head as if from nowhere reminding me of the 10th-century Irish navigator".

King's voyage ended on October 30, when he was dismasted in the worst storm he ever witnessed in his lifetime at sea; he had to be towed into Cape Town. After this first unsuccessful attempt he made two further attempts to circumnavigate the globe: In 1970 he got as far as Perth in Western Australia where ill health caused him to abandon the journey. His third attempt started in 1971 was successful. King reached Plymouth in 1973. During his successful circumnavigation, under the Irish tricolor, he had rounded the Cape of Good Hope; Cape Leeuwin in Western Australia; South-East Cape in Tasmania; the South-West Cape, Stewart Island, New Zealand and the Horn. It was during this extended period of isolation that King realised that it was no longer painful to recall his submarine years; that he was just living for fun; and that all he had to do was to stay alive.

King wrote several books, including two autobiographies: 'The Stick and the Stars' (1958) about his war experiences, and 'Adventure in Depth' (1975), about his sailing exploits. His wife predeceased him in 1984, and he is survived by their son and daughter.

(Based on the Daily Telegraph Obituary of 24<sup>th</sup> Sep 2012)

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#### BOOKS

#### 'BRILLIANT LITTLE OPERATION'

(by Paddy Ashdown)

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

This year sees the 70<sup>th</sup> Anniversary of Operation FRANKTON. This Operation, which has become better known as the Cockleshell Heroes, saw the launch of five two man canoes (Cockles), manned by members of the Royal Marine Boom Patrol Detachment (RMBPD) from the Submarine HMS TUNA off the mouth of the River Gironde. Their orders required them to paddle undetected up the Gironde and to place limpet mines on Blockade Runners (Merchant Ships) at the docks at Bordeaux. On completion of this Operation they were to make good their escape via occupied territory to Spain. As is well known, of the five canoes launched only two made it as far as Bordeaux to place their explosives and sink and damage several ships. As is also well known only two of the ten participants, Major 'Blondie' Haslar and Marine Sparks, managed to make it to Spain and eventually back home – the other eight either being lost on the way up the River or being captured and executed by German forces.

Two years ago a Memorial (to which the Submariners Association contributed -commemorating the Operation and the participants was established at Point de la Grave – overlooking the point at which the 'Cockles' were launched from HMS TUNA.

Much has been much written about Operation FRANKTON over the years both in books and in the press and there have been several attempts to follow the route of the canoeists up the River and to trace the route of the two surviving members of the team.

Now a new book 'Brilliant Little Operation' has been written by Paddy Ashdown and published by Aurum Press. The title is taken from comments about Operation FRANKTON made by Lord Louis Mountbatten who was of Chief of Combined Operations at the time of the Operation. As a former Royal Marine and member of the Special Boat Service Paddy Ashdown is well qualified to write about this operation. One aspect covered in detail is the lack of communications between the Admiralty, Combined Operations (who planned Operation Frankton) and the Special Operations Executive (SOE) at the time of the Operation. Unbeknown to the Operation Frankton Team, and in a parallel Operation, SOE already had a team in place in Bordeaux with explosives intending to place their explosives on the same ships the following night!

There is a place for secrecy but a little more co-operation between the organisations - both trying to achieve the same objective (although the outcomes might not have been any different) would not have gone amiss.

Paddy Ashdown has produced a well written and well researched book. It has been reviewed in both the Sunday Telegraph and the Daily Express and has received good reviews from both.

'Brilliant Little Operation' (ISBN No. 978 1 84513 701 4) – written by Paddy Ashdown – published by the Aurum Press at £25.00

Earlier this year 'Operation Suicide' (ISBN No. 978 0 85738 240 5) - written by Robert Lyman - was published by Quericus at £18.99. This book also discusses Operation FRANKTON overall and also explores the background, the people and the escape.

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### **'AFT THROUGH THE HAWSEPIPE'**

(Commander Bryan Smalley)

Although not a new book 'Aft Through The Hawsepipe' - Bryan Smalley's reminiscences of his career in the Royal Navy - remains a good read. Starting as a Junior Seaman he rose to command HMS AUROCHS – via PORPOISE, TABARD and followed with VALIANT as the First Lieutenant. I first met Bryan Smalley when I was the Sonar Maintainer in VALIANT and he was the Jimmy and most of his coverage of his time in VALIANT bring back vivid memories. His book was reviewed (see below) by Midge Fieldhouse, David Wixon and Dick Husk (the latter two both ex-VALIANTS) who all thought it a very good read. Captain David Wixon RN – formerly Commanding Officer of RALEIGH. I have just finished reading your splendid book and have enjoyed it immensely. It was a lovely light-hearted romp which I raced through, it being quite a page turner. The story would make a superb movie. I felt after putting down your book that it should be recommended as a gift from all Mums to their sons/daughters who join HMS RALEIGH as Nozzers (New entries) as, indeed, they are called to this day. Captain Dick Husk, CBE, RN - formerly Commanding Officer of VALIANT. Bryan Smalley joined the Royal Navy as a Boy Seaman in 1947 and rose to command a submarine. He retired early intending to stand as a Conservative MP. He also joined the RNR. This book is hilarious and had me laughing out loud. I made the mistake of lending it to my wife and had no food for three days. There are several surprises - even a shock or two - but you would expect that from a maverick who suffers fools not at all. Of its type (Naval reminiscences) it is in a class of its own. A brilliant present and highly recommended for all mariners especially ex Sailors, Submariners, RNRs, and Canadians

Lady Fieldhouse - I first met Bryan Smalley in HM Submarine ACHERON when my husband John Fieldhouse had been appointed to his first command. Bryan joined the boat in June 1956, as the navigator, and thus qualified for a pitifully small amount of extra pay (I think it was about £1/1s/0d a day - old money) known as 'hard lying money'. The submarine base at that time was in Rothesay, Isle of Bute, which was not exactly a paradise for social entertainment, and the submarines were hard worked. Nevertheless, good times and fun were had by all. Bryan went on to gain more experience in the brand new submarine HMS PORPOISE and HMS TABARD and then to command HMS AUROCHS, the latter after he had passed the dreaded 'Perisher' as the Submarine Commanding Officers' Qualifying Course was known and which was the Waterloo of quite a few would be COs.

What I found exciting about the book was that becoming a Naval officer, having joined as a boy seaman and Naval rating, he viewed some aspects of the service in a slightly different way to that of the thirteen year old Dartmouth cadets or public school boy entries. He was in the Service during a time of enormous change both in the country and in the Royal Navy, and his ability to take these changes in his stride and to work with them was remarkable. He was a breath of fresh air in many

respects, to many people. My husband, as his CO, had the highest regard for him and I think this book will be a fascinating reminder of a time gone by for a wide audience, but especially for Submariners of that time.

Bryan still has copies of his book available at a now reduced price of £5 a copy plus £3.00 postage & packing = £8.00 (UK only) from Bryan Smalley, 10, Broadfield Way, Much Hadham, Herts SG10 6AT. Phone No. 01279 842185.

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**TWO AERIAL VIEWS OF THE VICKERS SHIPYARD**  
**THE WAY IT USED TO BE IN THE 1920's**



**Obituaries - Members 'Crossed the Bar' 30<sup>th</sup> Jun 2012 to 30<sup>th</sup> Sep 2012****(\*\* indicates WWII Service)**

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
Gosport Branch	CPO MEM	F (Frank) Alderson	1971 to 1991	RORQUAL, ONYX & OTTER
Gosport Branch	Leading Seaman (UC3)	A R (Alex) Armour	1957 to 1964	TRESPASSER, TRUMP, SEADEVIL, TALENT, TIRELESS & TOKEN
Manchester Branch	CPO MEM(M)	M W (Tom) Blomeley	1961 to 1980	ANDREW (61-63), AMBUSH (64-66), TIPTOE (67-68), ONSLAUGHT (68-69) (76-79) & CACHALOT (74-76)
Portsmouth Branch	Petty Officer Telegraphist	W H (Bill) Cook	1944 to 1950**	H34, VENTURER, TANTALUS, ALARIC, SPRINGER, TABARD & TRUMP
Vectis Branch	Able Seaman (RP3)	L V (Larry) Gladdis	1967 to 1973	ANCHORITE, DREADNOUGHT & VALIANT
Lincoln Branch	AB UW(2) A	J (Mick) Goodin	1969 to 1970	TALENT & WALRUS
Gosport Branch	Petty Officer (RE)	F E (Nobby) Hall	1950 to 1953	SPRINGER, ANDREW, ALLIANCE, AURIGA & SIRDAR
Northern Ireland Branch	Commander	W D A (Bill) King	1931 to 1946**	ORPHEUS, STARFISH, NARWHAL, SNAPPER (CO), TRUSTY (CO) & TELEMACHUS (CO)
Morecambe Bay Branch	Fleet Chief MEA	D (David) Lever	Not reported	CHURCHILL, COURAGEOUS & RENOWN
Lincoln Branch	Lieutenant	A J (Adrian) Massingberd-Mumby	1946 to 1953	SATYR (46-48), ALCIDE (48-49), TUDOR (49-50), SEA DEVIL (50-51), SERAPH & SIRDAR
Poole and District Branch	Leading Seaman	B G (Bernie) Read	1950 to 1954	TRESPASSER, ACHERON, STURDY & TRENCHANT
Scotland North East Branch	Stoker Mechanic	H (Hughie) Ross	1944 to 1949**	UNSWERVING, SENESCHAL, ALLIANCE, XE-9 & SIRDAR
Royal Berkshire Branch	Not reported	S (Syd) Rudkin.	Not reported	X Craft
Middlesex Branch	Stoker 1st Class	A (Albert) Snowdon	1949 to 1955	SIRDAR, SELENE, SERAPH & TIPTOE
Canadian Branch	TBA	G (Gary) Staggs	Not Reported	EXCALIBUR & EXPLORER
New Zealand Branch	Commander	J F (John) Tait	1942 to 1945**	VARANGIAN & VIRULENT
Gatwick Branch	Leading Cook	A O (Alec) Wingrave	1944 to 1953**	TAKU, TOKEN, SEASCOOT, THERMOPYLAE, SIDON, TACTICIAN & THOROUGH

**Obituaries – Other Submariners 'Crossed the Bar' 1<sup>st</sup> Jul 2012 to 30<sup>th</sup> Sep 2012****(\*\* indicates WWII Service)**

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
Submarine Officers Association	Lieutenant Commander	Henry Gladstone (Harry) Ashton	Mar 1958 to 1968	ALARIC, TRUMP, OBERON (IL), ORACLE (IL), OSIRIS (IL) & ARTEMIS (CO)
Submarine Officers Association	Lieutenant Commander (WESM)	Harry Bennett	Not reported	VALIANT
Submarine Officers Association	Lieutenant	Peter Ronald Burch	197* to 1976	OBERON and SOVEREIGN

Non Member	Leading Seaman (RP2)	A J (Alan) Graham.	1969 to 1988	OTTER, OPOSSUM & AURIGA
Non Member	Lieutenant (SD) MESM	William (Bill) Hancock	1951 to 1973	Diesel Submarines
Non Member	MEM 1	John Henry	1967 to 1971	ODIN
Non Member	CPO Coxswain	D (Dennis) Miles	1949 to 1969	STURDY, TANTALUS, AENEAS, TACITURN, TRENCHANT, TRUMP, GRAMPUS, GRAMPUS & OBERON.
Submarine Officers Association	Lieutenant Commander (E)	John Derek Molyneux	Not reported	TIRELESS & ARTFUL
Submarine Officers Association	Lieutenant, RNR (formerly RNVR)	Andrew Lloyd Morgan, DSC	WWII	SHAKESPEARE & SEANYMPH
Non Member	ET (ME)	P (Peter) Roberts	2012	VIGILANT

**New & Rejoining Members of the Submariners Association 1<sup>st</sup> Jul 2012 to 30<sup>th</sup> Sep 2012**

**(\*\*\*\* - indicates a Serving Member) (\*\* indicates WWII Service)**

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
M P (Martin) Allen	CRS	Cheltenham & West Midlands Branch	Not reported	RENOWN, REVENGE, REPULSE, CONQUEROR, VALIANT, OTTER UNICORN, UNSEEN & TRAFALGAR
C F (Charles) Andrew	Chief Petty Officer MEA (EL)	West of Scotland Branch	1968 to 1990	PORPOISE (68), SEALION (68-72), OXLEY (73), DREADNOUGHT (77-80) & ORACLE (81-83)(86-90)
I M (Ian) Anthony	Petty Officer MEA (EL)	Blackpool & Fylde Branch	1990 to 1993	SOVEREIGN (90-93)
J (John) Armstrong	Petty Officer (S)	Hull Branch	Not reported	ARTFUL, NARWHAL, RORQUAL & WALRUS
P S (Paul) Bailey**	Petty Officer (S)	North Staffs Branch	1999 to ****	SUPERB (99-00), TORBAY (00-08) & TRENCHANT (09-**)
R B (Richard) Bell	Petty Officer Cook (O)	Dolphin Branch	Not reported	SM3 & SM10
J (Scouse) Boyle	LMEM	Eastern States Branch	1964 to 1971	TRUMP (64-65) & ARTEMIS (65-71)
A L (Alan) Brown	Chief Petty Officer	West of Scotland Branch	1982 to 1999	OCELOT (82), CONQUEROR (83-84), WARSPITE (84-91), VANGUARD (95-96) & VICTORIOUS (96-99)
F J (Fred) Brown	Able Seaman(UW3)	Blackpool & Fylde Branch	Not reported	SELENE, ANDREW, THULE & TRUNCHEON
A (Tony) Browne	ME1	Eastern States Branch	Not reported	ACHERON, SEASCOUT, TABARD, TRUMP & ALLIANCE
M R (Martin) Budgen	Chief Petty Officer MEM (M)	Dorset Branch	1977 to 1988	RESOLUTION (S) (02/77-09/78), SCEPTRE (11/78-05/81) & TURBULENT (11/86-07/88).
W G (Bill) Burgess	ME1	Eastern States Branch	Not reported	SCYTHIAN, THOROUGH, TELEMACHUS & TABARD
J L (John) Burkhill	Lieutenant Commander	Dolphin Branch	1960 to 1967	OBERON (1/60 – 1/63), GRAMPUS (6/63 – 12/64), DOLPHIN II (DO

				12/64 – 6/65) & AURIGA (1/65–7/67)
J I (John )Bushell	EM1	Eastern States Branch	19** to 1957	TRADEWIND, SCYTHIAN, TALLY-HO, SEASCOUT, ALLIANCE & THERMOPYLAE (56-57)
J (John) Cadman	LOEM Ex L/S UW	Barrow in Furness Branch	1967 to 1975	GRAMPUS (67-69) & NARWHAL (73-75)
J R (Jack) Casemore, MiD	Chief Petty Officer Coxswain	South Kent Branch	Not reported	UNBEATEN, SEALION, SURF, P556, H34, UNRULY & VIGOROUS
E (Ted) Coll	Able Seaman (LR3)	New Zealand Branch	Not reported	URTICA & TRUCULENT
B (Brian) Cox	Able Seaman (RP2)	Dorset Branch	Not reported	SIDON & TALLY-HO
G Dibley	MEM1	North Staffs Branch	1966 to 1977	RORQUAL (1966-69) & RESOLUTION (1975-1977)
T E (Tom) Dixon	WEMN1	West of Scotland Branch	1970 to 1979	REPULSE (70-74) & (77-79)
P J (Legs) Dymond	PO El Mech	Dolphin Branch	Not reported	GRAMPUS & ORACLE
S (Stephen) Evans	Lieutenant Commander	Sheffield Branch	1987 to 2001	RESOLUTION (S) (87-90) & VENGEANCE (96-01)
K (Foxy) Fowler	Chief Petty Officer MEA(L)	Scottish Branch	Not reported	ORACLE, ONYX, WALRUS & REPULSE
P R (Peter) Fox	Leading Cook	Dolphin Branch	Not reported	ALDERNEY, OCELOT & ORPHEUS
B (Brian) Germain	LS ETS SM	Eastern States Branch	1969 to 1970	NARWHAL (69-70)
W G Gentles (William)	Able Seaman (I)	West of Scotland Branch	2002 to 2012	SUPERB (02-06) & ASTUTE (06-12)
B J. (Barry) Gibbs,	CCWEA	West of Scotland Branch	Not reported	ARTFUL, RESOLUTION, REPULSE & REVENGE
N J (Nigel) Gilbert,	Lieutenant Commander	Dolphin Branch	Not reported	TRUNCHEON, THERMOPYLE, ARTEMIS, SELENE, SANGUINE, SENTINEL, SEADEVIL, TACITURN & OTTER
J (John) Godkin	Charge Chief MEA(P)	Plymouth Branch	Not reported	ANCHORITE, TIPTOE, CHURCHILL, VALIANT & COURAGEOUS
B L (Brian) Goodwin	RO	Birmingham Branch	Not reported	ACHERON, ANDREW, ARTFUL, TUDOR, TRENCHANT, TALLY-HO & RAHAV
A C (Jim) Green	Leading Stoker	Merseyside Branch	Not reported	TOKEN, STATESMAN, STURDY, THERMOPYLAE, SEASCOUT, TAPIR, THOROUGH & AMBUSH
K J (James) Greensmith	WO Coxswain. (SM)	West of Scotland Branch	1963 to 1992	AENEAS (63-66), RENOWN (66-70), OTTER (71-75), RENOWN (77-82) & VANGUARD (89-92)
K M (Kenneth) Hammacott	Petty Officer TASI	Indalo Spain Branch	Not reported	TALENT, ANDREW, REPULSE (P) & VALIANT
P R (Peter) Harris	WO	Dorset Branch	Not reported	VALIANT, SPLENDID & TORBAY
R E (Roy) Hemmings	Leading Seaman (LTO)	Dolphin Branch	Not reported	P511, VENTURER, X-24 & XE-7
S G (Stan) Hillyard	Petty Officer (LTO)	Taunton Branch	Not reported	TRUANT, TRUSTY & SCEPTRE
L (Lee) Holtham **	WO2	Derbyshire Branch	1992 to ****	SPARTAN (92-98), SOVEREIGN (00-03), SCEPTRE (04-08) & ASTUTE

				(10-**)
S P (Simon) Hudson **	LSA	West of Scotland Branch	1993 to ****	SPARTAN (93), VALIANT (93-95), SCEPTRE (96-98) & (99-02) & SOVEREIGN (05-**)
W G (William) Hyde	Leading Seaman (UW2)	Eastern States Branch	1954 to 1957	ALARIC (54-55) & TELEMACHUS (55-57)
E J (Johnny) Johnson	Leading Stoker Mechanic	Dolphin Branch	Not reported	ANCHORITE, ARTFUL, SENESCHAL, TOTEM & ACHERON
KA (Ken) Kerr	RO2	Merseyside Branch	Not reported	AENEAS, ANCHORITE, RORQUAL & OBERON
D (Denis) King	ME(1)	Gosport Branch	1956 to 1966	TELEMACHUS (56-57) SEASCOUT (57-59) ANCHORITE (60-63) TIPTOE (63-66)
C S (Christopher) Lamb	Steward	Blackpool & Fylde Branch	1984 to 1985	REPULSE (84-86), REVENGE (85), RENOWN (86) & OTTER (85)
J L (Tiny) Little	Chief MEA ML	Norfolk Branch	Not reported	RENOWN, PORPOISE & ORACLE
W L (Robert) Lochhead	Chief Petty Officer	West of Scotland Branch	1964 to 1985	OTTER (64-70), DREADNOUGHT (72-77), CONQUEROR (78-80)(82-83) (86-89) & WARSPITE (83-85)
P (Mac) McCaw	Lieutenant	Dolphin Branch	Not reported	RENOWN, RESOLUTION, ORACLE, OTTER & SEALION
M (Malcolm) McGrath	Leading Seaman (UW2)	Eastern States Branch	1952 to 1956	AMBUSH (52-52), TELEMACHUS (53-54) & TACTICIAN (55-56)
G F (George) Maries,	Chief Petty Officer Mechanician	Dolphin Branch	Not reported	SEADEVIL, THERMOPYLAE, TIPTOE, TALLY-HO, SANGUINE, EXPLORER & USN SMS
D C (Dave) Maltby	M(E)1	Lincoln Branch	1956 to 1959	TRESPASSER (1956-1957) & TIRELESS (1957-1959)
N (Neville) Matthews	Leading Seaman (S)	North Staffs Branch	1979 to 1992	REPULSE (P)(79-81), RENOWN (P)(82-86) & REVENGE (90-92)
K (Ken) Mildener	WO(MEA)	Dolphin Branch	Not reported	REVENGE, REPULSE & CHURCHILL
J A (John) Mitchell	Chief Petty Officer OPS(S)	Dorset Branch	Not reported	TOKEN, PORPOISE, GRAMPUS, OBERON, AMBUSH, COURAGEOUS, RENOWN(P) & SOVEREIGN
A D (Andrew) Painting	Chief Petty Officer WEA	Portsmouth Branch	1987 to 2000	WARSPITE (87-88), VICTORIOUS (92-96) & TALENT (98-00)
D M (David) Peace	ME1	West Riding Branch	1965 to 1974	ALCIDE (12/65-12/69) & GRAMPUS (12/69-10/74)
S A (Stuart) Prigmore	Leading Seaman (UC3)	Eastern States Branch	1960 to 1966	THERMOPYLAE (60), SEALION (60-63) & TACITURN (63-66)
W M (Andrew) Reid	CPO ET (WESM) (TWS) (A)	Dorset Branch	1985 to 2010	SEALION (85-88), SCEPTRE (95-96), SOVEREIGN (96-99), TORBAY (01-04) & TRENCHANT (06-10)
D P (Dermot) Roberts**		Plymouth Branch	Not reported	OPOSSUM, ODIN, ONYX, OTTER, TIRELESS, TURBULENT, TRENCHANT, TORBAY & VANGUARD
D W (Rosso)Rosson	Petty Officer 2 <sup>nd</sup> Coxn	Dolphin Branch	Not reported	TRUNCHEON, ANDREW, ASTUTE, SENESCHAL, TUDOR & SETT
W J (Bill) Rutherford	Able Seaman (LR3)	Leicestershire & Rutland Branch	1951 to 1955	TUDOR (51), SENESCHAL (52), TACTICIAN (53) & AENEAS (55)
F E (Frank)Scutt	Chief Petty Officer MEA(P)	Dolphin Branch	Not reported	GRAMPUS, REPULSE & OVEREIGN

J W (John) Seager	Petty Officer (RP1)	Eastern States Branch	Not reported	SOLENT, SLEUTH, TELEMACHUS, DREADNOUGHT, TRIDENT VALIANT & PORPOISE
J (John) Sheridan	Lieutenant(E)	Eastern States Branch	Not reported	TACTICIAN, SCYTHIAN, SPRINGER (TANIN), SANGUINE (RAHAV) & TAPIR
G R (George) Sherwin **	Able Seaman(WS)(SSM)	West of Scotland Branch	2008 to ****	VENGEANCE (08-11) & AMBUSH (11-11)
L A (Leslie) Smith	Chief Petty Officer (OPS)(S)	Dolphin Branch	Not reported	UNTIRING, SCYTHIAN, SIDON, STURDY, ACHERON, ASTUTE, ORACLE, ALCIDE, FINWHALE, OPPORTUNE, OTUS, OBERON & ORPHEUS
D H (David) Staines		West of Scotland Branch	1969 to 1985	RESOLUTION (69-73), SUPERB (74-77), RENOWN (78-80) & TURBULENT (82-85)
J (James) Thomson	Chief Petty Officer MEA	Barrow in Furness Branch	1976 to 1991	COURAGEOUS (2/76-7/77), DREADNOUGHT (1/78-5/80), TRAFALGAR (5/81-11/84) & TRENCHANT (5/87- 1/91)
G M G (Michael) Tibbs, MiD	Lieutenant, RNVR	Dolphin Branch	Not reported	L26 (4 <sup>TH</sup> HAND), TANTALUS (3 <sup>RD</sup> HAND) & VARNE (1 <sup>ST</sup> LT.)
R (Richard) Timms	Able Seaman (S)SM	Manchester Branch	1982 to 1997	VALIANT (89-92), UNICORN (93-94) & TRIUMPH (96-97)
A (David) Tipple	Leading Seaman (S)	West of Scotland Branch	Not reported	REPULSE, REVENGE, COURAGEOUS & SCEPTRE
I D (Ian) Toghill	Leading Seaman (S)	West of Scotland Branch	1978 to 1986	CONQUEROR (78-80) & (84-86) & VALIANT (84-86)
C S (Carl) Tolley **	LLOGS(SC)	Nottingham Branch	1991 to ****	RESOLUTION (91), REPULSE (92-93), VANGUARD (94), VICTORIOUS (97-99), SPARTAN (03-06) & ASTUTE (09-**) OTUS & N92
D (Derek) Traylen	Leading Signalman	Dolphin Branch	Not reported	ARTFUL (67-68), ONYX (68-70) & FINWHALE (70-71)
B (Brian) Tudor	Able Seaman (UW2)	Teeside Branch	1967 to 1971	TRADEWIND, SEADEVIL, SCORCHER, TRENCHANT, SOLENT & SCYTHIAN
K (Keith) Van-Hegan	Leading Signalman	Beds & Herts Branch	Not reported	TRADEWIND, SEADEVIL, SCORCHER, TRENCHANT, SOLENT & SCYTHIAN
K (Kenneth) Walker **	Chief Petty Officer	Scottish Branch	1986 to 2004	REVENGE (86-92), REPULSE (92-94), VIGILANT (95-99), VANGUARD (99-00) & VENGEANCE (00-04)
P J (Patrick) Walker	Captain	West of Scotland Branch	1971 to 1993	PORPOISE (71), RORQUAL, CHURCHILL (75-78), ORACLE (78-79), OTTER (80)(CO), SCEPTRE (84-85) (XO), TRAFALGAR (87-89) (CO) & RESOLUTION (P) (92-93) (CO)
C (Craig) Weir	WO (WEA)	Blyth & Wansbeck Branch	Not reported	ARTEMIS, RENOWN (P), WALRUS, OPUSSUM & ONSLAUGHT
G D (Gascoine) Williams	LRO	Dolphin Branch	Not reported	AUROCHS, ARTEMIS, CACHALOT, ODIN, GRAMPUS & WARSPITE
R (Ronald) Williamson	A/LRO(SM)	Dolphin Branch	1976 to 1980	DREADNOUGHT (76-80)
P M (Patrick) Wilson **	Able Seaman	Exeter Branch	2005 to ****	TORBAY (05-10) & TRAFALGAR (10- **)
A (Alan) White	WO1 Comms	Plymouth Branch	Not reported	CACHALOT, SOVERIGN, SWIFTSURE & TORBAY