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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

Another year gone by – it hardly seems to have been twelve months since we were looking forwards to the start of the Jubilee Year and the start of the London Olympics. I hope your year has been a good one and that you were not affected by the incessant rainfall or flooding.

I have been asked to point out that the lists of new Members and re-joiners is a bit longer than usual and that some names might be those of people you already thought were members. This results from the Membership Secretary's review of the Membership records. Your Branch Secretary has probably told you that all Members have now been allocated a unique Member Number which should avoid confusion over Members with similar or the same names – Smith, Jones, Williams etc.

The Obituary List is a bit longer than usual this month. We have lost six more of our WWII Veterans and, if we include the non-Members list six Submarine Commanding Officers have 'Crossed the Bar'.

Articles this issue include items about HMS CONQUEROR, Australian Submariners in Pearl Harbour, a visit to Murmansk and

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

2/3	Chairman's Report
3 to 5	WWII Submariner's Reminiscences
5 to 7	CONQUEROR Dit
8 to 10	Aussie Stories
10 to 12	Letters and E Mails
14 to 16	Books
13/14	Obituary – Commander W I Morrison
17/18	Members and Submariners 'Crossed the Bar'
19/20	New Joiners

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Part One of a WWII Submariners reminiscences.

There has been a sudden rush of books about submarines or by submariners – these are all covered in the Books Section. Two are novels which I generally do not read – one is by a submariner and so benefits from first-hand knowledge. Two of the others are biographical accounts of Godfrey Place, VC and Mervyn Wingfield. The third, by a Submariner, is a fresh review of the facts surrounding the loss of the Titanic. So if you are thinking what to do with all those Book and Gift Tokens you got for Christmas there is plenty of choice

Thanks to all those who have contributed to this Issue. I hope you all find something interesting – and keep those contributions coming!

Barrie Downer

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

**F**riends and Fellow Submariners,

It is that time again for me to put 'pen to paper' or perhaps more appropriate for the 21st century, time to put 'digit to keyboard'! It hardly seems like twelve months since last Christmas and here we are again rushing headlong into the festivities promising as we do each year that we will be better prepared next year!

The main event since the last issue of 'In Depth' was of course our annual Remembrance Parade and Service on the London Embankment at the National Submarine Memorial. This day is a very important date on our calendar, a time to pay tribute to our colleagues who have gone before and are on the Eternal Patrol, so I was extremely nervous as this was my first Remembrance Day as National Chairman. I was determined to make the right decisions and do everything I could to ensure that the whole event went off without a hitch – then it rained!! The last thing I needed was to have to implement the rarely used Wet Weather Routine! However I had no option so we reverted to the little used procedure. Unfortunately this

meant that for safety reasons we had to ask a number of attendees to remain ashore as HMS 'PRESIDENT' was seriously overcrowded due to the unprecedented turn-out for this event. I apologise most sincerely to all who were denied permission to come aboard (mainly serving members) and thank them for the very understanding and courteous manner in which they accepted the inevitable. We were honoured this year with the attendance of Admiral Sir Mark Stanhope, GCB, OBE, ADC - First Sea Lord and Chief of Naval Staff, as well as Rear Admiral Ian Corder - RASM. The wreath on behalf of Submariner's Widows was laid by Mrs. Gill Molyneux - widow of Lt. Cdr Ian Molyneux who was killed on board HMS ASTUTE. The traditional service was conducted as always by Rev. Steven Brookes, Rector of Liverpool. As luck would have it the rain finally stopped towards the end of the service so everyone made their way, in an orderly fashion, along the road to the National Memorial where we laid our wreaths. I have had very favourable feedback regarding this impromptu and informal turn of events!

I would like to thank everyone who made the effort and travelled to London on such a 'mucky' day to take part in this moving ceremony and make it the success it was. THANK YOU ALL!!

The deadline of 31st December for nominations of volunteers to become members of the NMC is rapidly approaching - as is the cut-off date for any amendments to the Rules and Constitution. All of you should be aware of this by now and I have to tell you that to date the number of candidates for the positions on the NMC is very low indeed! Why is that? I know from personal experience that there are many in our membership who are vociferous and quick to criticise and yet when the opportunity to actually contribute and make a difference presents itself – they become the silent service again! The only qualifications required to become a member of the NMC is that you must be a Full Member of the Association, be willing to work towards the common good and

well-being of the Association and accept that sometimes the best you can hope for is to do the least wrong thing!! So please, step up to the plate, engage! Get your name to the National Secretary before the deadline.

This brings me nicely to the forthcoming National Council Conference (NCC) which will take place on the Saturday morning of the Annual Full Members Reunion weekend. The dates for this very popular event are Friday 5th April to Sunday 7th April 2013 in the Metropole Hotel, Leeds. The dates for this are slightly different from our traditional weekend at the end of March so that we avoid any conflict with the Easter celebrations. This Grade 2 listed, four star hotel is centrally located in the city of Leeds and very close to the main railway station. If you have not already booked your place for this great weekend then I would earnestly encourage you to do so as soon as possible to avoid disappointment. Get your

Application and menu choices to Dave Barlow while there are still some rooms available!

Some of you may already know this but it is worth mentioning again. The BBC are planning to make a documentary about submarines in the Cold War - which has MOD approval. People interviewed may discuss in general terms what it was like on Cold War patrols, how it felt, the work you were doing but not any operation in detail and not the whereabouts of the patrol or details of detection ranges etc.

In particular they would like to interview anyone who served on the following boats at the times indicated:

HMS Warspite 1968 - 1970

HMS Opossum 1972

HMS Conqueror 1972/3

HMS Swiftsure 1977

HMS Spartan 1981

HMS Superb Mar/Apr 1982 - especially W/O Sonar Tex Enyon  
Anyone on Springex 1987 when there was reported a VIII in the area.

If you would like to be involved in this project please email Graham Cooper,

[graham.cooper@bbc.co.uk](mailto:graham.cooper@bbc.co.uk) and

[david.belton@bbc.co.uk](mailto:david.belton@bbc.co.uk) and

[christopher.stewart@bbc.co.uk](mailto:christopher.stewart@bbc.co.uk),

and make a copy addressee of [jamesperowne@aol.com](mailto:jamesperowne@aol.com) with your name, contact details and your role on board at that time and the BBC will be back in touch to arrange to meet with you.

I wonder how many of you are fully aware of the tremendous amount of information that is available on our National Web Site or indeed the size of the potential audience. Mike Kemp our Webmaster is working tirelessly on your behalf to ensure that all the

events that you are organising or sponsoring over the next 12 months gets the widest possible audience. But he needs your input! He needs you to tell him what you and your branch are up to. Mike is clever!! He will do the technical bits!! All you have to do is take a few moments to contact him and give him the details. Take this opportunity now to have your events publicised where most people will see them and maybe even attend! Contact Mike.

Christmas really is just round the corner so I would like take this opportunity to wish every one of you, your family and friends a very Merry Christmas and a safe and healthy New Year.

I look forward to meeting up with you all in 2013.

Keep on keeping on!

**Jim McMaster**

## A WWII SUBMARINERS REMINISCENCES – PART ONE

Introduction by Geoff Smith

I have always been fascinated by my father's accounts of life aboard British Navy submarines during his World War II tour of duty. LTO George Smith entered service in the Royal Navy as a young man of twenty-one years.

For a long time I have been meaning to ask my father to write a journal of his adventures aboard WWII era 'T' and 'O' class submarines. The following journal was written from memory by my father at age eighty-five. First person accounts of one of the most interesting eras in modern history will soon no longer be available to any of us. That is why I believe this document has an important historical significance.

I hope you enjoy reading the following journal as told in the first person by my father. I have tried as best as I can to preserve it by posting it here on this webpage.

As I write this introduction, it is only a few days away from Remembrance Day. You will discover that my father lost his entire crew to the horrors of war, surviving himself only by having had the luck of being sent ashore for technical training. I know my father will be thinking about the comrades he lost, when Remembrance Day arrives this year, as he does with a great sense of sorrow every year.

Special thanks to Renee Chippett who typed, edited, and prepared my father's journal from his hand written notes.

I was called up June 1940 - Chatham Barracks - five weeks basic training. Draft chit to Gosport for submarine training and spent seven weeks as an Ordinary Seaman. Draft chit to Dunoon in Scotland and had now become able seaman. Early 1940 - took test in torpedoes - passed, became Seaman Torpedoman. Draft chit to HMS TAKU - T 'boat' submarine - crew 52 men, 4 officers and 1 officer navigator. 'T' boats were driven by diesel engines for surface running and 2 electric motors while submerged.

Left Scotland for my first patrol. While on the surface my jobs were look-out on the bridge and manning the telephone and/or the helm while submerged. We did a test dive, my first which I found interesting, then we came up on the surface and proceeded to our patrol area somewhere in the Atlantic.

Some days later we spotted a ship - 4,000 tons - the skipper thought, and low in the water (we were submerged already as it was daylight and were always submerged during daylight hours). The skipper was at the periscope giving orders, what the range was, its speed, etc. There was a machine called an 'Is Was' which basically works out where the target was at a certain moment and is when the skipper shouts Now! The two fore-ends men who look after the torpedoes, had already put on the running depth of two torpedoes as ordered by the skipper. Then the order stand by to fire came. You could feel the tension in everyone and then came the order - Fire! You could hear the swoosh as the torpedoes left the tubes, one after the other and the noise of water rushing into the tubes to replace the space left by the torpedoes. The skipper was still at the periscope as we all waited and waited and then came the boom! Great shouts from all and sundry and then we slunk away at a deeper depth so we couldn't be spotted by an escorting aircraft. My first action as a submariner! It was good to think we had hit the enemy but I must admit I was feeling a bit sorry for the enemy crew.

After another day or two the weather got fairly rough and we longed for night so we could surface. When we eventually got topsides, the sea was indeed rough and it was raining and windy. Myself and another lookout put on thick sweaters, rainwear and sou'westers, then asked for permission to go on the bridge. I couldn't believe my eyes when we got to the bridge! It was blowing a full force hurricane; raining as hard as rain can fall and blowing as much as you can imagine. The seas had turned into a raging fury. One minute you would be in an enormous trough and the next minute the boat was riding high on top of a huge wave. It was impossible to use our binoculars. They were soaked through and so were we. We just had to hold on to the conning tower rail and hope to God we wouldn't get blown over the side. We did our two hour stint as lookouts and were thankful to be allowed below to get some food.

The next thing we heard was that the cotter pin in the after planes (two big steel plates which articulate the aft of the boat up or down when submerged) had snapped. The after planes were just flopping up and down uselessly and hitting the boat's screws on the down swing. This meant we could not use either the engines or motors. Skipper had to send an SOS for an escort ship, escort bomber and a sea-going tug. The weather was still very stormy and a blessing in disguise for it meant no

ships or planes of the enemy would put to sea. After a couple of days, the tug, destroyer and plane arrived, thank God. But more was to happen before we got to port. Every sub has two towing cables attached to port and starboard side. These go through an eye in the bow and are welded under the bow casing. This meant that the tug had to attach onto one or the other cable and then the cable would pull away from the side of the sub. Eventually the tug is pulling a cable about 50' long. Well, away we went at a snail's pace, a sub is no light weight! We figured it would take a few days but at least we were moving. The destroyer was a comfort to have around, the plane just kept circling above us. Nice to have that up there. Then it happened. The perishing tow line snapped. We had to cut that line off. It was a 1 inch steel cable. This took time and we had to go through the same drill with the cable from the other side. The weather was still rough, cold and windy.

Another few hours and twang. Away went that cable. What do we do now? The tug came to the rescue. The tug had what I think was a 2 inch diameter rope aboard. Somehow we had to get this rope from the tug hand, haul it down through the conning tower, through the control room, into the engine room and attach it to one of the engines. It took all hands to achieve this. The rope was 75' long and very heavy especially when it dragged in the water. I think that rope saved our lives. I think we were towed to Barrow-in-Furness in the North of England and had some much wanted leave. Admiralty thought we were very lucky as we had been drifting towards enemy territory and only rough weather saved us. After enjoying a two week leave in London, it was back to Barrow-in-Furness to pick up our repaired boat which had a very good cleaning from stem to stern. .

The TAKU's ordnance included 13 torpedos, 6 in the bow tubes with 4 reloads in the forward torpedo space, a port beam tube and a starboard beam tube. These torpedoes fired at an angle and after a certain distance turned either right or left (depending which tube) so that you hoped to hit a target at the side of you. We found these tubes were unreliable though and were reluctant to use them. Then we had a stern tube and its obvious why. Apart from this armament, we had a 4 inch gun mounted on a platform ahead of the bridge. This could be trained right or left because it was on a swivel. Last but not least we had two Lewis guns which could be mounted either side of the bridge for firing mainly at aircraft but normally if enemy aircraft was spotted we would get the order - Dive! Dive! and have to clear the bridge in a hurry and get down under as quick as we could to a depth of 500 feet where they couldn't see us.

We left Barrow-in-Furness and sailed on the surface to Dunoon in Scotland. A pleasant trip with all hands taking a turn on the bridge to have a smoke and get some fresh air, a thing we couldn't do very often on a normal patrol. Also on a normal patrol, as soon as we surfaced at night the batteries had to be charged. Both diesels had to be started and a charge put on all batteries. Every hour a reading of the batteries had to be taken from all cells. In order to take reading from the battery cells, you had to lie on a trolley that was on small cables and push yourself along.

So back to Dunoon it was and it wasn't long before we were preparing for another patrol. Then the buzz started. A buzz in the navy is special news that travels around the crew. Nobody knows where it comes from but it's usually correct. Ours was right. We were going to Gibraltar, the entrance to the Mediterranean. We ran on the surface. I can't remember how long it took but it wasn't long before the great rock of Gibraltar was on the skyline. Harbour stations were announced and we slid gently into our allotted space in the harbour. We spent a few days in Gibraltar, going ashore for a few hours, boozing, eating well and generally enjoying ourselves. But it didn't last long as we were soon taking aboard cases of tinned milk, sacks of vegetables, tins of corned beef, ham and a lot of more stuff.

We left Gibraltar about 10 p.m. It was a nice calm sea, dark night and warm on the bridge, nice after the cold Atlantic. I was on the port side, another lookout on the starboard side, main engines humming below and the skipper and two other officers were on the bridge. Not often did the skipper come on the bridge. Suddenly a shout from the other lookout - torpedo starboard side! We all rushed to that side and sure enough we could see its wake. It was coming right at us. We could do nothing but watch and wait for the explosion. It went through my mind I'm going to die. But by the grace of God it crossed our bows missing us by 3 or 4 feet. What a relief! But the skipper just stood there shaking with fear. One of the other officers took him below and put him in his bunk. He had just lost his nerve. We were all worried the enemy would fire more torpedoes but after a while we figured they must have fired the last one, as nothing else came our way. We proceeded back to Gibraltar to get help for our skipper. It was not a very nice introduction to the Mediterranean and one we would all not forget.

A new skipper took over the boat once we had settled down after our scare. Lt Commander Nicole was known to be a tough boss. If he was using the periscope and somebody happened to touch him by accident, he would lash out with his feet and say "get out of the f..... way you idiot" or something similar. But he was also known as a good sub captain and had plenty of nerve. He had already sunk a number of enemy ships.

Off we went on our next patrol but this time we sighted nothing of any significance only sailing boats which used to run goods to many of the small islands which dot the Mediterranean. The sailing boat was not worth a torpedo but the skipper thought our gunner might get some practice. So we would get near enough to shout "get in the boats" then fire shells at them till they sank. Many of these ships were carrying ammunition for the Germans who were plodding through the African coast and getting close to Alexandria. During the first couple of patrols we had sighted several small 1,000 ton merchantmen and put an end to them with torpedoes. This enabled us to put red stripes on our flag; a black flag with skull and crossbones on which all subs flew when coming into harbour as a sign of victory. Did you ever think how a sub might want to know how to let another boat know he was a friend and not an enemy. It only happened once in all my time in subs. All subs were equipped with an ASDIC, an electrical apparatus that could send out blips and could hear other boats blips some distance away. This machine always had a trained rating listening for blips. The other thing to help this listener was the challenge and reply signal sent from England to all ships and aircraft. This signal was changed every two hours and sent in code to all ships, etc.

We were sailing at periscope depth one day when the listener reported motor noises a fair distance from us but getting louder. Was it one of ours or an enemy sub? We slowed our own motors to cut down our noise and kept listening. It was a bit

dangerous to send the challenge over the airwaves as it could give our position away. We waited but the noise kept coming. Everyone was very tense and on edge when the skipper said to the radio operator 'Send the challenge' which said operator did. We waited for the reply to come back but no reply came. Up periscope ordered the skipper and get a torpedo ready to fire. He took a look through the scope and then said 'You can relax, it's one of ours and it has just surfaced'. They had heard our challenge but could not reply due to some fault in their radio. Phew! What a relief to all and sundry.

On another occasion, officer of the watch reported a large sailing ship ahead which would make a great gun action target. The guns crew got ready. I was part of the gun's crew and was to hand up ammunition from my position in the gun tower. At a depth of ten feet, the skipper gave the order blow main ballast, open gun tower hatch. A blast of air came down as the gun layer opened the hatch and lots of water came down too. I was holding a shell halfway up the hatch when suddenly I heard the gun layer shout, Dive! Dive! Dive! The next moment I heard boots coming down on me. I still had a shell in my hands. What shall I do with it I thought? Then I remembered seeing a ledge halfway around the gun tower about six inches wide. All I could do was throw it onto this shelf and jump down into the control room. All this happened within a matter of seconds. The gun's crew came flying down the ladder and secured the lower hatch leaving my shell on the ledge above. Then the skipper said, stand by for depth charging. The gun layer explained that hidden on the other side of the sailing ship was an escort vessel no one had seen when they looked through the periscope. She had fired a shell at us before our gun layer had even loaded our gun. Thank God they were rotten shots.

We submerged rapidly by flooding the 'Q' tanks. These are quick flooding tanks. But before we got to 150 feet, I heard the biggest bang I have ever experienced. I was sitting at the telephone exchange and swore the steel roof had hit me. That was the power of the depth charge hitting the hull. We went down to 500 feet while a few more depth charges boomed above us but they were getting further away. I had to phone all compartments and ask if there was any damage but all answers were negative, thank goodness. I reported to the officer of the watch about my shell on the ledge and they decided to leave it there until we could go to periscope depth again. Luckily it didn't roll about and make a noise.

Part Two to follow in Issue No. 40

### **HMS AMBUSH HANDED OVER TO ROYAL NAVY**

(Thanks to the Northwest Evening Mail 24<sup>th</sup> Dec  
2012)



Barrow's newest super-sub has been officially handed over to the Royal Navy.

In a tradition that dates back more than a century, the blue ensign aboard HMS AMBUSH was lowered and replaced with the white ensign of the Royal Navy – transferring ownership from BAE Systems following contract acceptance.

The ceremony marked more than ten years of close teamwork across BAE systems, the supply chain, the Ministry of Defence and the Royal Navy.

HMS AMBUSH has reached this milestone within three months of sailing from Barrow which, BAE said, demonstrates the learning which is gained as the class progresses. It took first of class HMS ASTUTE a year from sailing out of Barrow to reach the same point.

John Hudson, managing director of BAE Systems Maritime – Submarines, said; 'The fact that the MoD has taken ownership of the submarine demonstrates that ownership that HMS AMBUSH has successfully proven that she can operate safely and independently.'

'It has taken a huge amount of effort, skill and dedication from across the submarine enterprise to reach this

milestone, and bring this highly capable submarine a major step closer to operational deployment.'

HMS AMBUSH left Barrow in September amid a flurry of civic pride and celebratory farewells.

### **CONQUEROR DIT**

It was dark, in the early hours, and the sea was freezing as Her Majesty's Submarine Conqueror came to periscope depth. Her captain, Christopher Wreford-Brown, had been stalking his target methodically, a hunter in pursuit of wary prey. There she was, 1,000 yards ahead, slow-moving, seemingly unaware of the submarine coming up on her tail. Gathered around Commander Wreford-Brown in the darkened operations room, officers and men waited in silence, inner tension masked by outward calm. It was 1982 and this was the real thing.

HMS Conqueror is famous, some would say notorious, for sinking the Argentinian cruiser General Belgrano. The nuclear-powered attack submarine, a type also known menacingly as a hunter-killer, that year became the first of her kind to fire in anger. The Belgrano was sent to bottom in short order, her ancient hull rent by two torpedoes: 323 men, many of them young conscripts, died. The Falklands war began in earnest that day, May 2 1982.

But the ship now in the cross wires was not the Belgrano. This was August, almost two months after the liberation of the Falklands, and on the other side of the world, in the Barents Sea, backyard of the mighty Soviet Northern Fleet. Conqueror was sailing as close to Russian territorial waters as was legally allowed – or maybe closer. Submariners, a tight-knit community, politely disdainful of their surface counterparts, joke that there are two types of naval vessel: submarines and targets. Wreford-Brown's target was a spy trawler – an AGI in Nato parlance, meaning Auxiliary General Intelligence. Crammed with interception and detection equipment, they were a ubiquitous presence during the Cold War, shadowing Nato exercises or loitering off naval bases.

This one was special: Polish-flagged, she was pulling a device long coveted by the British and Americans, a two-mile string of hydrophones known as a towed-array sonar. It was the latest thing in Soviet submarine-detection technology and Conqueror's job was to steal it. To do so, the bow was equipped with electronically controlled pincers, provided by the Americans, to gnaw through the three-inch-thick steel cable connecting it to the trawler. The name of this audacious exercise in piracy? Operation Barmaid.

Thirty years on, and the story of this mission, classified Top Secret to this day, is being told. It may be that the Russian government is learning for the first time the fate of what was one of its most closely guarded devices.

"This was a quite remarkable feat, a daring exploit that carried with it immense risk," says the documentary maker Stuart Prebble, whose new book, *Secrets of the Conqueror*, discloses the existence of Barmaid. "When we think of the Cold War we think of Cuba and Berlin and missiles and tanks, but it was at sea, and under the sea in particular, where the East-West struggle was often at its most dangerous.

"I have known about Barmaid for nearly 30 years and two years ago I approached the Ministry of Defence and asked that its details be released under the 30-year rule. They spent eight months thinking about it and eventually came back and said no. Their final position was that, although they wouldn't help, they wouldn't try to stop me writing about it."

Throughout the 1950s and 1960s the Anglo-Americans rested on their laurels, confident of their superiority in naval technology over the fledgling Soviet fleet. But as the 1970s wore on that confidence was eroded. Soviet submarines were not just becoming quieter and faster, they were able to turn the tables on their supposedly more advanced Western opponents. Submariners call it "bouncing", the practice of creeping up on a hostile submarine before switching on active, wave-emitting sonar. The deafening ping in the earphones of the target crew tells them: "I'm here. If this was a war, you'd be dead."

Towed-array sonar is different. It is passive and does not emit a signal. It floats at a prescribed depth, trailing behind a ship or submarine, simply listening for enemy submarines. Because the hydrophones are spaced out, they can achieve a multi-dimensional fix on a target, and are less vulnerable to noise from the host vessel. The American and British navies imagined themselves to be far ahead in this technology and were disturbed to discover that the Russians were matching them. Had they caught up through ingenuity, or by spying?

The issue was sensitive for the British, who had been plagued by spy scandals in the post-war period. The "Portland Spy Ring" had betrayed naval secrets, as had the Admiralty clerk John Vassall. The Americans took the lead, conceiving a project to capture a towed array and discover its origins. General Dynamics, supplier of kit to the CIA, built the pincer equipment, which was installed in British submarines. But why not use the bigger US Navy?

"There are two schools of thought about that," says Prebble, a former editor of *World in Action*. "The British believed they were selected because they had more skilled submariners, and exercises do seem to bear this out.

British submariners tend not to play by the book to the extent that the Americans do.

"The more cynical view has it that if a British sub was caught the diplomatic fall-out would be less severe than if an American one was involved. No one wanted to provoke a superpower confrontation."

Cutting a towed-array cable and making it look like an accidental loss was no easy task. Before Conqueror was fitted with the television-guided pincers, her sister ship HMS Churchill had tried to steam through an array to sever it from the towing ship. She was damaged and depth-charged for her pains. Conqueror made two attempts to use the pincers, in the Barents Sea and the Mediterranean, before her final attempt in August.

"When crews heard about these pincers, everybody thought it was absolutely crazy," says Prebble. "Their use demanded the most brilliant seamanship, coming up from below into the array's blind spot and edging towards the cutting point only a few yards from the tow ship. The pincers were designed to gnaw rather than slice cleanly to give the impression that the array had snagged on an underwater obstacle and been torn off."

There, then, was Wreford-Brown, staring through his periscope that August night. The TV cameras were useless until a few inches from the target, so black was the Arctic water. Wreford-Brown and his officers had to fall back on mental arithmetic to calculate their distance from the target.

"That was the genius of the exercise," says Prebble. "There is a way of approaching the blind spot that involves going deep and then coming up at an angle, literally below the vessel."

The trawler's propeller was feet away from Conqueror's hull. A momentary miscalculation and a collision was inevitable. But nerves held and a connection was made. The pincer blades gnawed, and in seconds that seemed like hours the array was freed. Clamps held on to the cable as Conqueror dropped away to a safe depth, trailing the array by her side.

"Everyone in the control room was tense," says one of those present. "We were expecting at any time that we would be discovered and were ready to run, if necessary."

None of the crewmen who spoke to Prebble was prepared to confirm Conqueror's position but the suspicion is that the operation took place inside Soviet territorial waters, just three miles from the coast. If discovered, the sub would have faced attack from Russian air and naval units. Once Conqueror reached a safe distance, divers were sent out to secure the array. The submarine later surfaced so that they could swim out again to haul the device aboard and bundle it in the hull.

Did the crew of the AGI know what had happened? Even if they suspected foul play it would not have been in their interests to admit it to their superiors. A sojourn in the gulag might have followed.

Immediately after Conqueror reached her base on the Clyde, the array was put on to an aircraft and sent for analysis in the United States. It is said that the name Conqueror was whispered with a certain reverence in the Pentagon for some time afterwards.

Following the sinking of the *Belgrano*, much speculation surrounded the disappearance of the Conqueror's logs. The assumption in some quarters was that they had been destroyed to conceal embarrassing details about the

submarine's movements before and after the attack on the cruiser. Prebble thinks otherwise. "I believe the logs were shredded or incinerated to hide the Barents Sea operation," he says. "This was a top-secret mission."

The submarine arm is known as the Silent Service, partly because of its stealthy approach to warfare but also because of the secrecy attending its activities. Rarely does it receive public praise. Now, at least, we know of Operation Barmaid. The Conqueror's crew had to celebrate their triumph in secret. Let's hope they enjoyed a pint or two.

'Secrets of the Conqueror: The Untold Story of Britain's Most Famous Submarine' by Stuart Prebble (Faber and Faber) is available to order from Telegraph Books at £18 + £1.35 p&p. Call 0844 871 1515 or visit [books.telegraph.co.uk](http://books.telegraph.co.uk)

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### **REPULSE REUNION ASSOCIATION**

The HMS REPULSE Reunion Association is looking for new Membership from the 'Second Commission' through to the Submarine's final days in 1996.

The Association was dreamed up in the Ardencaple Hotel on the day REPULSE de-commissioned. It started off with First Commission personnel only then, in 2001, we opened it up to all Commissions. We have approximately 200 Members but would love more to boost the numbers at our Reunions etc.

Our web site address is <http://www.hms-repulse.co.uk> where you will find various photos and general information. There is also a Joining Form on the Site. All we charge is a 'one off' £10 fee - no yearly subscriptions.

We hold a reunion each year (if possible). The next Reunion will be the 45th Anniversary since 'First Commissioning' and it will be in Barrow in Furness.

For further information please contact Mick Inshaw on [m.inshaw@lineone.net](mailto:m.inshaw@lineone.net)

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### **4th Submarine Operations & Requirements 2013 Conference**

Defence IQ is delighted to announce the return of its 4th Submarine Operations & Requirements 2013 Conference, taking place in London in February 2013.

The event continues to provide a unique opportunity as Europe's only dedicated submarine event to discuss recent operations and emerging requirements with commanding officers from around the world.

The Speaker Faculty includes 10 Commanding Officers – it's the best faculty this event has ever had.

Speakers include:

Rear Admiral Ian Corder MA, Rear Admiral Submarines, Royal Navy

Rear Admiral Barry Bruner, Director, Undersea Warfare Division, US Navy

Captain Mario Berardocco, Commanding Officer, Submarine Force, Italian Navy

Captain Marc Elsensohn, Commanding Officer, Submarine Service, Royal Netherlands Navy

Commander Silvia Gouveia, Commanding Officer, Submarine Fleet, Portuguese Navy

Commander Tomasz Krason, Chief of Operations, Navy Command, Polish Navy

For further speakers and more detailed information visit the website at: <http://www.submarineoperations.com/>

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### **Tigris Memorial**

A memorial service will be held on Sunday 24th February 2013 at St Nicolas Church Newbury, Berks at 1130hrs to commemorate the 70th Anniversary of the loss of the Submarine HM S/m TIGRIS.

TIGRIS was adopted by Newbury Town Council during "Adopt a Warship Week" in 1942. She was built in Chatham Dockyard and launched in 1939. Sadly, TIGRIS was sunk on the 27th February 1943 off the west coast of Italy with the loss of all 63 "Hands". To commemorate this, TIGRIS bars will be presented to all attending Standard Bearers. This is an open invitation to all Family, Friends, Serving and RN past and present to attend. And after, refreshments after will be taken at the Newbury RBL in Pelican Lane. Please communicate your interest, or for more information to:- Doug Bell Secretary, Newbury & District RNA, 25 Sutherlands, Newbury, Berks RG14 7RL or E-mail [dougbell25@yahoo.co.uk](mailto:dougbell25@yahoo.co.uk) or phone 01635 32936.

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### **Murmansk June 2012**

It is a lot easier to get photographs of the propellers of the nuclear battle-cruiser Pyotr Veliky (Peter the Great) than it used to be. All I had to do was take a cruise.

It never got dark the night we rounded Rybachi Island. The easterly Force 6 gave us a weak taste of what the Barents Sea could produce in a less benign mood. Our small cruise ship gave us a comfortable ride.

We were too far offshore to see anything of the submarine bases deep in the fjords round Vidyaevo. We turned south into the Kola Inlet at about 0600 in grey drizzle. The rain eased as we got closer and we could see both sides. The land was barren and almost without trees. There was no sign, in this prohibited area, of the sort of small settlements we had seen in Norway. The only signs of human presence were lighthouses and increasing number of radio masts.

The first ship to appear was a serious looking tug at anchor. We approached Severomorsk on the eastern side of the channel. A hillside had been cut away. The huge steel doors and heavy cranes indicated a weapons store.

The first we saw of Severomorsk itself was a phalanx of ugly grey concrete blocks of flats on a bleak and windy hill. There was not much there that would lift the heart of the returning Russian sailor.

Below the flats was the naval base. We were not that close and the sky, flats, jetties and ships were a symphony in grey. We could see, however that the frigates and destroyers were in good condition and some had steam up. We could also see a nuclear submarine, Shchuka (Akula) class I think.

From this glimpse, the Northern Fleet, though reduced in number had an efficient look about it. I wondered if it had operational weapons, a question we could ask about some of our own ships.

There was something odd. The ships were moored at substantial concrete jetties but little infrastructure was visible and no heavy dockyard cranes. We were to see floating docks later but Severomorsk had the look of a forward operating base rather than a major dockyard.

The ports and bases of Murmansk are spread out over 16 kilometres of the East bank of the river Kola. A huge floating dock came into view. It gave us a splendid stern view of the battle cruiser Peter the Great. I took photos of the propellers and steering gear that would have been much sought after a few years ago. Nowadays, who cares? In common with the other floating docks that we saw, it was moored close off-shore. Anything that was needed would have to be transported by barge and loaded with the dock's own cranes.



On a hill, to the East were radio masts. They had the look of a VLF radio transmitter — Rugby on the Kola. As we approached Murmansk the naval presence diminished and the civilian port emerged. There was an air of dereliction; we passed rows of de-commissioned ice-breakers. The rusty stern of an unidentifiable ship stuck out of the water, the general greyness was enlivened by the russet rust on abandoned ships and there seems nothing more desolate than a sunken floating dock.

But then came a treat, alongside in the civil port, lay the Admiral Kuznetsov. She is not long back from a deployment to the Mediterranean. She looks in good condition but has that dead look that all carriers do in port with their aircraft disembarked.

We had two visits arranged for Murmansk. We wanted to see the world's first nuclear icebreaker, the Lenin, and the Museum of the Northern Fleet. A car and guide arranged by Inflat shipping agency was waiting for us. We were driven swiftly to the Lenin.

A charming sight awaited us. A couple had just been married and were having their photo taken with the Lenin as a backdrop. I took a photo myself. The building in the background belongs to a consortium including British Nuclear Fuels that is decommissioning most of Russia's marine reactors.

The Lenin was a surprise. I had expected an interesting ship but not a beautiful one. She was launched in 1957 as a showcase for Stalin's Soviet Union. There was a gorgeous wooden staircase and the officer's mess had an

ante-room with the World's only nuclear powered piano all in polished walnut.

Our guide Tatyana was married to a submariner. Once I had gained her confidence we were able to compare notes. I told her that I did not envy her husband's nine month deployment off the coast of Somalia in a diesel boat. Tatyana told us there was time before our next stop to go to the Kursk monument. The forward part of the fin has been recovered and preserved as a memorial to peacetime submarine losses since the Great Patriotic War (WWII). It is a simple and moving memorial.

A plaque lists the fatal accidents in the submarine service. It is a long list and a challenge to the lower lip. The list correlates pretty well with Wikipedia's list. Eight submarines have been lost; the remainder of the 903 deaths are in 33 separate accidents. May be, given the numbers of submarines they had, the number is not disproportionate.

The Museum of the Northern Fleet is not really set up for tourists but it is a treat for the enthusiast. Tatyana translated for our initially dour Russian speaking guide. However, once Tatyana introduced me as an ex-submariner and I had shown interest, she warmed up. The exhibit on the Tirpitz gave a new insight. We learned that she had been severely damaged by a torpedo from a Russian destroyer and it was acknowledged that she had been finished off by RAF bombers. There was no mention of the X-Craft raid.

There was another moving reminder of the Kursk. We could see the actual note written in the dark and flooded turbine compartment of the sunken boat by Lt. Capt. Dimitri Kolesnikov. "All personnel from compartments six, seven and eight moved to the ninth. There are 23 of us here. We have made this decision as a result of the accident. None of us can get out."

The museum was showing an exhibition of new photographs of the Northern Fleet. I was intrigued by one in particular. It showed a submariner's wife greeting him on return from patrol. It was the gift she was giving him that mystified me. Tatyana explained that the traditional gift for a returning submariner was a fried piglet. I observed that all my wife had come up with on my return from a Polaris patrol was a new baby. "Not fried", my wife pointed out. Even the museum guide laughed at that.

Overall, Murmansk was very run down and depressing. What there was however, and Tatyana was the exemplar, was great pride in the heroism of the Great Patriotic War and pride in the achievements of the Soviet and Russian navy. I asked Tatyana to give my regards to her submariner husband. "Maybe you shadowed each other?" she said. "Neither of us can say" I replied.

## AUSSIE HIGH JINKS IN PEARL HARBOR

I received these dits from my mate, Sandy the Dink, down in Oz, relating to his escapades in Hawaii back in the mid-70s on HMA S/M OTWAY. Some of the lads who were on the THOMAS EDISON or the SEA DRAGON at that time may well remember their visit to Pearl Harbour. He spoke of his high regard for his

skipper who in his words was one of nature's gentlemen — but ashore and on the pop it was a different story. He was a fun run ashore, but a maestro at sea. He was one of the few drivers Sandy would unhesitatingly have followed into harm's way.

I went 'Up Top' - Far Flung - Far East - with Pete Horobin when he driving OTWAY in 1975 for a RIMPAC exercise. The Yanks were very upset at the 'wash up' to find that we had penetrated all of their outer

and close defences and photographed the USS KITTYHAWK's bottom. After a "fer exercise" having fired six pretend Mk48s, the American umpires decided we had sunk her. When asked why he didn't fire a Harpoon, he replied that he wanted to sink the bastard not scratch it.

If the Yanks were upset about the KITTYHAWK, they were stunned when we told them that we also "fer exercise" sunk one of their fast attacks going out on patrol - not in the exercise - when it cut the corner of our patrol area. When they insisted that it was NOT one of their boats, Horobin casually mentioned that they wouldn't want all the sound tapes we had of it then. That really sent them into orbit. It took a signal from Canberra to make him hand over "the tapes".

We had a good time in Hawaii as we blew up one of our diesels and had to completely strip it to bedrock and rebuild it from scratch, so we were alongside for eight weeks instead of five days. I later learnt that the Australian Embassy staff came in an hour early each day to read the bulletin board to see what OTWAY did the night before and then decide how best to cover it up.

Whilst we were there, the American submariners had their annual ball held in the Royal Hawaiian Hotel. OTWAY was also invited along - a rare privilege, as we were the first non-American submarine to ever be invited to this do. Each submarine had its own allotted table, but so as not to feel out of the proceedings, they split the OTWAY crew up and put us on various tables. Since my mate (of later stencils fame) and I were 'adopted' by a family on the USS THOMAS EDISON we were put on their table. They sat me next to Mrs. Captain - so as I had to behave myself - but by half way through the evening, both she and I had eaten all the central flower arrangements, but it wasn't my fault when she began to flick food at her husband's crew members and calling them 'nukie poohs' and yelling "Diesel boats forever - right Sandy!!!" Her husband's reaction: "Goddamn you Aussie bastards - is she gonna be sick in the morning." Later that evening the bewildered wife of the family we were staying with was looking all around the ballroom, when Horobin asked her what was wrong. She said that she had lost me and that she was sure some wanton female must have had her eye on me and spirited me away. Horobin said that he had just seen me not long ago and for her to wait there, as the state I was in, I was of no use to man or beast and I would be returned quite soon perfectly intact. The Yanks could not believe just how laid back Horobin was.

I arranged a do on Ford Island for a darts match between THOMAS EDISON and OTWAY for just the dinnertime session. We put Horobin on the picket boat that came to pick him up at 1900 that night, wobbly as all s\*\*\*, talking left-handed, still in his white shorts and stockings with a bottle jammed in each side pocket. We had a hell of a job convincing the picket boat coxswain that THIS really was our captain.

I'm afraid that the night before we left Hawaii, my mate and I - full of the demon incohol - affixed a number of stencils around the sub base of a kangaroo doing something rude and naughty to an eagle. It was a dare issued from the blokes on USS SEA DRAGON. Suffice to say that when the cold hard morning dawned, some 120 stencils - they stopped counting after that - were plastered all over the base. We managed to put one

between the two stars on the Admiral's car park sign as well as one on every facing step leading to his office door - and on his office door. That was done in full view of a fish-eye security camera as well.

When we sailed, my mate and I thought we'd better tell Horobin what we had done so the ensuing nasty signals wouldn't come as a surprise for him. Besides, he'd have come straight to me anyway. I thought we'd gotten away with it until the bloody Scratcher informed him that he was missing two aerosol cans of classified black radar absorbent paint that we were to trial on our periscopes. Even though I explained that the paint was still classified, as it was plastered within a secure submarine base, we still copped it. As the main instigator, I received one week's stoppage of leave effective immediately with no conviction recorded. We were on transit to Subic Bay, so I did my stoppage of leave in the middle of the Pacific Ocean.

### A Farewell to Max Shean

John Keating has reported from Fremantle, Western Australia that the ashes of Max Shean and his late wife were scattered at sea from the Australian 'Collins' Class Submarine HMAS DECHAINEAUX on 12<sup>th</sup> December 2012. An Obituary of Max Shean - a WWII W Craft Commanding Officer appeared in the 'In Depth Issue No. \*\*.



The above photo taken by the Navy Phot over the shoulder of RAN Chaplain, Steve Gunther, shows the two family groups who were on opposite sides of the fwd Casing. On the Port side were the Shean family including Simon Chopping (grandson), Heather (daughter), Dr Ruth Shean (daughter), Sid Czabator, President SAA-WA & Peter Nevard (nephew). On the Stbd side are the Clark family (Peter was a former CPOMTPSM & I served with him in HMAS ONSLOW in 1985; he died a couple of months ago), as follows; Julie (widow), Jacqui (daughter), Peter O'Donohue (V/President SAA-WA), John Keating

(President Submariners Association - Australia Branch) & Nick (son). With his back to the camera is the CO of DECHAINEAUX - Cdr James Lybrand, RAN.

These arrangements allowed both families to have five people attend this service organised mainly through Cdr Peter Horobin, MBE, RAN (Rtd), a former OBERON Class CO and President, SM Institute of Australia (SIA) & Lt Cdr Brian Froome, RAN, Military Support Officer – Navy.

Peter Horobin was to have joined the Shean family group for the occasion, but he had to travel overseas on business & Sid Czabator filled his spot.

On the day we joined DECHAINEUX by boat transfer from Fremantle Harbour; the SM had earlier sailed from HMAS STIRLING and anchored off North Fremantle. The very moving service was conducted on the fwd casing - the weather was fine with a very low swell.

On completion we were invited down to the Control Room where we had a light buffet lunch (laid out on their on their chart table), with soft drinks, tea & coffee, followed by cheese cake. Cdr James Lybrand, most of his Officers & several crew members were on hand to answer visitor's questions & the search periscope was raised for sightseeing.

After lunch we went back up to the fwd Casing at approx & disembarked to the workboat, which then took us back to Fremantle Harbour by which time it was raining hard. DECHAINEUX returned to STIRLING that evening; her CO, Officers & crew having done the RAN proud.

Further details can be found at the SA Australia website <http://www.submariners-australiabranch.org> and in their December 2012 newsletter.

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### LETTERS AND E MAILS TO THE EDITOR

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Date: 11/12/2012  
 Name: jock stuart  
 Email Address: [sandystuart@blueyonder.co.uk](mailto:sandystuart@blueyonder.co.uk)  
 Comments: I'd like to wish all fellow submariners in all the branches a very merry Crimmo and a prosperous and more important a healthy new year. A big BZ to all committee for their behind the scenes work and to all in the Scottish branches. See you all at the various meets I can make. Went to forces week in Guzz this year. It was superb. Shown round Courageous after hours by Alan Jones. Marvellous the amount of work that Pitt K and he has done. A definite for June 2013. So many old mates live down there. Take care 1 and all!  
 Jock and Laura Stuart

**Answer:** Good to hear from you, Jock.

Date: 05/12/2012  
 Name: Sue Arnest  
 Email Address: [soarnest@hotmail.com](mailto:soarnest@hotmail.com)  
 Location: Max Meadows, Virginia, USA  
 Comments: Two Christmases ago the 'annual Christmas card' from Admiral Squires arrived, but minus a return address. This has been compounded by a lost address book. – mine! Admiral Squires came to New London, Conn., at the time that my husband, R.T. Arnest, Capt. USN, was attached to USS SKATE, before Dreadnought was 'commissioned', in USN terms. This is a long-time friendship and I have only now found any means of contact. At our ages the fact that I didn't return the Christmas card exchange possibly indicated to 'Tubby' (is it dreadfully rude to use nicknames?) a good friend, that I was deceased. Horrors!  
 My Mailing address has not changed; still as Mrs. R.T. Arnest, P.O. Box, 604, Max Meadows, VA 24360, USA

**Answer:** Can anyone help Sue with the contact details?

Date: 01/12/2012  
 Name: David Rostron  
 Email Address: [dfrostron@aol.com](mailto:dfrostron@aol.com)

Comments: I am David Rostron, son of the late Lewis Rostron (deceased 1963) who, after service on a mine sweeper, served on HMS Sea Lion from 24th August 1942 until 25th April 1943 then transferring to HMS Sea Rover on 6th June 1943 until 8th January 1946. My father was an ASDIC operator. I would love to hear from any member who served on these boats around the same time or even knew him, to learn a little more of the history of the war service of the boats.

As an extra note, my grandparents on my maternal side lived in Port Bannatyne next to the Rothesay Attack Teacher. I well remember the submarine floating dock based in Kames Bay (Port Bannatyne) for many years after the war. The family remember well the testing of the midget subs (X craft) in the bay and in Loch Striven and the submariners being based at The Kyle's Hydro, Port Bannatyne. I look forward to any information any members have.

I can be contacted at [dfrostron@aol.com](mailto:dfrostron@aol.com)

**Answer:** Suggest you look at the book recommended to Derek Freathy at the question below.

Date: 12/11/2012  
 Name: jon tearne  
 Email Address: [jon@tearne.net](mailto:jon@tearne.net)  
 Comments: I'm an ex-submariner, T boats (the nuclear type) not sure how to post a pic but I've come across a set of dolphins which are 28" long and weigh around 25 pounds made from solid brass. I think I may have seen something like them in HMS Dolphin in the dim distant past. Wondering if anybody can shed any light on them. I can post the image to an email address; perhaps someone here can put them online?  
 regards Jon

**Answer:** Any ideas where these Dolphins might have come from?

Date: 05/11/2012  
 Name: sheerlegs  
 Email Address: [jungfigh@onvol.net](mailto:jungfigh@onvol.net)  
 Location: Malta.G.C

Comments: I am trying to trace Lt. David (Sandy) Sandford who was Vasco (Nav Officer) in Auriga (S69) during her last commission 1969-71. The usual sippers for any good relevant replies. THE QUEEN GOD BLESS HER

**Answer:** Anybody know where 'Sandy' Sandford is?

Date: 04/11/2012  
 Name: capt richard fodor usphscg ret  
 Email Address: [rfodor1@cox.net](mailto:rfodor1@cox.net)  
 Location: arizona,usa  
 Comments: Looking for information on Capt Garrity, Michael. Any info greatly appreciated. Met his parents on a voyage and have lost contact. Thank you for considering this matter

**Answer:** If anyone knows of Captain Garrity's whereabouts please contact Richard Fodor directly!

Date: 24/10/2012  
 Name: derek freathy  
 Email Address: [freathy@btconnect.com](mailto:freathy@btconnect.com)  
 Comments: My father William Norman (Bill), DSM, BEM served on submarines from before the Second World War (in China) and with Ben Bryant on the SAFARI. I would be very interested to hear from anyone who remembers him.

**Answer:** Leading Telegraphist Arthur P Dickinson wrote a book – 'Crash Dive' about SAFARI in World War II - ISBN No. 0-7509-2089-0 which is well worth reading

Date: 04/10/2012  
 Name: lee bennett  
 Email Address: [lee.bennett4@ntlworld.com](mailto:lee.bennett4@ntlworld.com)  
 Comments: Hopefully someone can help? I am trying to track down my Dad's service record in submarines. He was in the navy for 22 years from the mid 60's till 1983. I know he started his service on HMS Blake before moving into submarines. I also know that one of the subs he served on was HMS SEALION. His name was Michael Fredrick Bennett and he reached the rank of POMEM. If anyone can help it would be greatly appreciated.

Answer; The Barrow Submariners Website has information on how to research Naval personnel and get hold of Service Records

Date: 03/10/2012  
 Name: nigel schofield  
 Email Address: [nigelschofield767@btinternet.com](mailto:nigelschofield767@btinternet.com)  
 Comments: Hi! I'm doing research into HMS THETIS disaster in 1939. I have visited the mass grave in Holyhead recently and your wreath is still there. Have read the 1959 book and the 2002 book - however as a retired mariner - both RN and merchant - there are two mysteries to me. Perhaps you can enlighten me? Why were the bodies not recovered from the beached sub before September 1939 when she beached in the June 1939? Why was Lt. Woods given a full military burial in 1947? I know he won the DSC at Dunkirk but I cannot find why he won the medal. A full Mod burial is not given normally. Did he have links with Churchill?

Hope you can help!  
 Nigel Schofield chief radio officer and electronics officer - retired

**Answer:** By Editor – I have already sent Nigel some details of the accident and aftermath. Don't know details of the Medal or any links with Churchill! Anyone know?

Date: 17/12/2012  
 Name: Don Bateson  
 E Mail Address: [donb@fsda.com.au](mailto:donb@fsda.com.au)  
 Comments: Hi, I served in boats from 1949-1955 Would like to catch up with Al Greenwood who served with me on Alderney 49-50, or anyone who remembers me from that boat. Regards Don

Answer: Hi Don, Thanks for getting in touch. Hope you get to hear from someone.

Date: 22 December 2012  
 Name: Jim Dandie  
 Email: [dandievj@westnet.com.au](mailto:dandievj@westnet.com.au)  
 Comment: My Name is John (Jim) Dandie P/K979604, Joined boats around 1960, Left in 69. Ex Aurochs, Alcide, and the (SETT) Tank. Now in Western Australia - Weather forecast for Christmas Day in Perth, WA is 39 Deg Centigrade. Looking for any information on a POM(E) by the name of Frank Gibson, also Ken Butcher, I think he ended up as a Mech, Could you possible ask your members if they have any knowledge of the above, Cheers! Also, could you please wish all your members a Very Merry Christmas and a Guid New Year Kind Regards Jim Dandie

Answer: Hopefully someone will help out with the information but there was a POME F G Gibson who commissioned REPULSE (S) on 28<sup>th</sup> Sep 1968. Weather forecast here for Xmas Day – windy and wet – very wet

From: Derek Lilliman

Sent: Wednesday, November 7, 2012  
 Thanks for the notice of the death of Lt Cdr Derrick, I was the scratcher on "Thule" for nearly two years and he was a first class 'skipper'

In my anecdotes of life in submarine I mention a couple from the time I was on the boat as mentioned below. One of the last 'T' boats not to be streamlined was the THULE of which I was Scratcher in 1956. We were used as training boat running from Blockhouse. On this particular trip we went to Londonderry with a training class.

One evening not wanting to go all the way up the River Foyle the Captain (Lieutenant Commander Anthony Derrick) decided to secure to a buoy for the night at Lisahally.

Next morning at half past, zero four ringbolt circle, in the dark I was up on the casing with the trainee casing party getting ready to let go from the buoy. Nobody knew what to do on the buoy after we hauled taut on the cable so I jumped down unto the buoy ready to pass the slip rope. Having done this I undid the ship-to-buoy shackle and passed it inboard. The Captain then rang down 'Group Down, Slow Astern' but unfortunately, I believe

the trainee in the Motor Room mistakenly, I believe went 'Group Up, Slow Astern'.

This was too much strain for the picking up rope and it snapped leaving, Derek on a wildly gyrating buoy with the THULE disappearing into the early morning mist! I spent a very cold, wet and uncomfortable half-hour clinging to that buoy before the boat picked me up! The Captain reckoned that he had been round every buoy in Lisahally looking for me? A likely Tale!

Whilst I was 2nd Coxswain of the Thule we had a trip round to Harwich so the Boys from 'Ganges' could have a tour of the boat etc. For a full day we were inundated with Boy Seamen. I, as 2nd Cox'n, was stationed on the bridge with my 'Dickie' to explain the various pieces of gear and the 4" gun. Remember that the Thule was never converted and had an open bridge with a 'Pigs Ear' at the rear of the bridge.

One of the Boys asked what that was and my Dickie said "It's a voice pipe, I will show you?"

He lifted the lid and said "Bridge, Control Room?" No answer of course! So he repeated it, there still being no answer he said "Ah Blow em!" and proceeded to urinate down it.

All the Boy Seaman were aghast at this and looked in amazement. I, being only an Acting Petty Officer at the time, felt it my duty to severely chastise my Able Seaman and explain what a 'Pigs Ear' really was for, although I did find it rather humorous at the time.

I haven't mentioned my 'Dickie's' name as he went on to be a Cox'n!

Best Regards, Derek Lilliman

### A Request from 'Tiffy' Don Fawcett

Hi Chaps, as this Newsletter is a ready-made circulation list that has several former 'Tiffs' on it, I wondered if any of you may be able to help me out.

My Tiffy Class - S50 - of 'Clankies' and 'Chippies' (TIFFS) have just held their 9th Reunion in Bournemouth. During the weekend we laid out rough ideas for our "50th Anniversary of Joining" Reunion. This will be in Edinburgh in April/May 2014 and I wondered if any of you would be able to help me trace the following:

(1) 'Scouse' Wallace - the only original S50 who entered HMS Caledonia in Jan 1965 who we have been unable to trace.

(2) Colin "Slinger" Woods who was our first Divi 'Bone' at Caley. He was a Chippy and Captain of the Ships Rugby and Cricket teams during our time 1965/67 at Caley. Incidentally our bash last weekend was organised by Ray "Chopper" Cox who was another Chippy S25 and our second Divi 'Bone' at Caley.

(3) Barry "Coco" Rose, Charlie Warburton and Nick Burden who all dipped back from S49 to S50.

(4) For the big event in 2014 we are also looking to contact the following who either dipped back from S50 to S51 at Fisgard, or lads who joined as S50 but were accelerated to S49. 'Nick' Bird, Ian Campbell, Gordon Clifford, Keith Davies, Brian Day, Mick Hodgson, Paddy Hood, Pete Kingsnorth, Paul Lea, Alan McKenzie, Alfie McMullins, Vince Palmer, Tony Richards, Pete Watson and Mick Gent.

Any info however small would be greatly appreciated and may help track them down.

The Fisgard and Caledonia Association, Navy News, Saga Magazine, Daily Mail and several avenues will be explored. However if you can add any other routes to this list, suggestions are most welcome. Pass your suggestions to;

Mark Stevens

Editor, RNEBS Members' Bulletin

[contrabyte@gmail.com](mailto:contrabyte@gmail.com) - who will pass the information on to Don Fawcett who has requested the assistance.

### HMS TABARD CHIEF PETTY OFFICERS



Left to Right: PO(UC1) Ray Littlewood, Chief Stoker Pete Smith, CPO Coxswain Derek Lilliman, EA Bob Bloor, BEM, Duty Forendman (who shouldn't be in the picture), PORE Rattler Morgan, PO(UW1) Oscar Cudmore, PORS Stan Dorman and POEL Bob Parkin sat on the deck.

The 'scratcher' - Leslie Gibbs was on watch - along with Stoker PO George Maich in the Engine Room

### Just a reminder as to what the Royal Navy used to be

I remember standing on the foc'sle on a Morning watch weighing anchor with the smell of the North Wind whipping in from ahead and the taste of salt spray on my lips. The feel of the ship beneath me, a living thing as her engines drive her through the sea. The sounds of the Royal Navy, the piercing trill of the boatswains call, the clang of the ships bell, the harsh squawk of the main broadcast Tannoy and the strong language and laughter of sailors at work.

The warships, sleek destroyers, fussing frigates, plodding fleet auxiliaries, menacing submarines, purposeful mine hunters and steady solid carriers. The proud names of the Royal Navy's capital ships - ARK ROYAL, EAGLE, LION and TIGER, the descriptive names of destroyers - DARING, BATTLEAXE, CAVALIER and frigates - ACTIVE, UNDAUNTED, VIGILANT to name just a few.

The military beat of the Royal Marine Band blaring on the upper deck as we entered harbour in Procedure Alpha.

The pipe "Liberty men fall in" and the spicy scent and sights of a foreign port.

Going ashore in No 1 uniform to meet the ladies and visit the watering holes of these foreign ports.

My mates, men from all parts of the land, from city and country alike and all walks of life, I depended on them as they depended on me for professional competence, comradeship, trust and courage, in a word we were shipmates, a band of brothers. A loud game of Uckers in the evening with my messmates. My shipmate slinging my 'Mick' (hammock) for me coming aboard after a run ashore, knowing that I would do the same for him.

The surge of adventure in my heart when the calls of "Special Sea Dutymen close up" or "Away seaboats crew" were piped. The absolute joy of hearing the call "Up Spirits" in anticipation of your daily tot of rum. The sudden adrenalin rush when the "Action Stations" alarm blared, followed by the clamour of running feet on ladders and the resounding thump of watertight doors and hatches being shut as the ship transformed herself from a peaceful home to a deadly weapon of war ready for anything.

The atmosphere of the ship in the darkness of night, the dim red glow of the nightlights and the navigation lights. Standing on the quarterdeck as "Lifebuoy Ghost" (sentry) watching the sparkling phosphorescence from the screws as they constantly pushed tons of water astern of the ship, carrying us to our next destination.

The "Watch on Deck" on a balmy tropical night in the South China sea watching the glorious sunset, and flying fish gliding for amazing distances across the surface of the sea, with some landing inboard. Drifting off to sleep in a hammock, lulled by the myriad of noises large and small that told me that my ship is alive and well and that my shipmates were on watch and keeping me safe.

The aroma from the galley during the Morning Watch. Cheesy, Hammy, Eggy, Train Smash, Sh\*t on a Raft and Figgy Duff.

The wholesome taste of kai (very thick cocoa) during the middle watch on a cold, dark winters night.

The sound of the bow slicing through the mirror calm of the sea and the frolicking of dolphins as they darted in and out of the bow wave. Watching the ships wake disappearing back towards the horizon knowing that it will be gone in a short time and being aware of the fact that we were not the first or will not be the last to leave our mark on the water.

The state of the art equipment and the orange glow of radar screens manned by young men in anti-flash gear using sound powered phones that their grandfathers would still recognise.

The infectious feeling of excitement as we returned home again, the hugs and kisses of welcome from sweethearts, family and friends.

The work was hard and dangerous, the going rough at times, the parting from loved ones painful but the robust Royal Navy comradeship, the all for one and one for all philosophy of the sea was ever present. The traditions of the Royal Navy and the men who made them, and the heroism of the men who sailed in the ships of yesteryear.

Now that I am home I still remember with fondness and respect the sea in all its moods from the shimmering mirror calm of the tropics to the storm tossed waters of the North Atlantic, the bright colours of the White Ensign snapping at the yardarm, the sound of hearty laughter.

I am ashore for good now and grow wistful about my Royal Navy days, when I was young and a new adventure was ever over the horizon. Stamped on my brain is my Official Number and an anchor where my heart is.

Numbers will never be the same again:

Uniforms: Number 1s, 2s, 3s, 8s, 10s, 10As

Punishments: Number 9s, 14s

Even as times change, and young matelots take over from old seadogs, some things will never change.

The old days were always harder.

The recruits always looked younger.

Official Numbers were always smaller.

The waves were always bigger.

The girls were as good looking in Pompey (Portsmouth) as they were in Guzz (Devonport).

Your last ship was always the best.

If I haven't been there, it doesn't exist - or we blew it off the map.

Only a sailor knows, I was a sailor once and I know.

I look back and realise it was not just a job, it was a way of life. A life where shipmates were a family - never to be forgotten.

I was part of the Royal Navy and the Royal Navy will always be part of me.

JUST HOW ANCHOR FACED CAN ONE GET??

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## OBITUARY

### William Ian Morrison

Commander William Morrison died on 6th November 2012. William (Bill Morrison) joined Submarines on 11th Feb 1952 with an appointment to HMS DOLPHIN at Gosport 'for the Training Class'. Following the 'Training Class' his first Submarine appointment was to the Submarine Depot Ship HMS MAIDSTONE for the 'S' Class Submarine HMS SUBTLE 'as 3rd Hand' on 9th Jun 1952 followed by HMS MAIDSTONE for the 'A' Class Submarine 'HMS AMBUSH' on 10th Dec 1952. He returned to HMS DOLPHIN in 5th Jan 1954 for another 'A' Class Submarine 'HMS AMPHION' where he served for just over a year before returning to HMS MAIDSTONE for the 'U' Class Submarine HMS UPSTART 'as 1st Lieutenant' on 12th Mar 1955.

William Morrison returned to 'S' Class Submarines with an appointment to HMS SEADEVIL 'as 1st Lieutenant' on 9th Apr 1956. After just over another two years and having received the right recommendations from his Commanding Officer he joined the Submarine Depot Ship HMS ADAMANT on 4th Aug 1958 'for the Commanding Officers Qualifying Course'. His 'Teacher' was Lieutenant Commander Lancelot Richard Bell-Davies who had previously commanded the experimental HTP Submarine HMS EXPLORER. On successful completion of his 'Perisher' William Morrison was appointed to HMS DOLPHIN for the 'S' Class Submarine HMS SENTINEL 'in Command' on 12th Dec 1958. He then returned to HMS ADAMANT (3rd Submarine Squadron) as the 'Spare Commanding Officer'. This was followed by one year's 'unpaid leave' before he was sent to the Far East with an appointment to HMS TERROR at Hong Kong again as the 'Spare Commanding Officer'.

'Bill' Morrison returned to a sea going command when he was appointed to the Submarine Depot Ship HMS MEDWAY - the former Landing Ship (Tank) HMS LCT 1109 for the 'A' Class Submarine HMS ANCHORITE 'in Command' and then for HMS AMPHION 'in Command'. On his return home he was appointed to the Royal Naval College at Greenwich 'for the Staff Course' on 11th Dec 1964 although just over three weeks later he returned to HMS ADAMANT (2nd Submarine Squadron) 'as Staff Officer, Operations'. Promotion to Commander followed on 31st Dec 1959.

On 16th April 1968 he was appointed to the 'Polaris' Class SSBN HMS REVENGE (Port Crew) 'in Command - standing by whilst completing' at the Cammell Laird Ship Yard at Birkenhead in Cheshire. HMS REVENGE was 'Launched' on 15th Mar 1968 and was 'Commissioned' on 4th Dec 1969. After taking HMS REVENGE into the Deterrent Patrol Cycle Bill Morrison was appointed to HMS DOLPHIN 'on the Staff of the Flag Officer Submarines' on 3rd Jun 1974 and on 11th Jan 1977 to HMS PRESIDENT 'for the Ministry of Defence'.

William Morrison was married to Pamela (Pamie) who predeceased him and they had two sons, Campbell and Andrew.

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## BOOKS

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### WINGFIELD AT WAR

This book is Volume I of a new Series of books covering 'The British Navy at War and Peace'. The Series Editor is Captain Peter Hore - a well-known author and book editor on maritime subjects who many will also know from his Naval Obituaries published in the Daily Telegraph.



These are previously unpublished memoirs although some of the incidents related have been seen in early issues of SOCA News and SA News and will be familiar to readers of 'In Depth'. However many stories are newly told.

Born in the south of Ireland in 1911 Mervyn Wingfield had a fairly unconventional upbringing. Having decided to join the Royal Navy he was unsuccessful at the Selection Board in 1924 but then joined the Pangborne College as an RNR Cadet instead. However a year later he had a second opportunity to join the Navy and he entered Dartmouth in January 1925. He became the Term Cadet Captain mainly owing to the misfortunes of other Cadets. His first ship was the old HMS BENBOW where he was introduced to the perils of the Gunroom and to the evolution of 'coaling' ship. Service in HMS WARSPITE in the Mediterranean followed. He joined Submarines after his Lieutenant's Courses and first served in ODIN on the China Station, briefly returning home to serve in H50 before returning to ODIN as 1st Lieutenant. After the outbreak of WWII he returned to the

Mediterranean in ODIN but left her before she was lost on her first Med Patrol. After successfully completing his 'Perisher' he commanded H43 in 1940 (which at one point, he managed to run aground) before taking command of HMS UMPIRE in build at Chatham. Unfortunately UMPIRE was run down and sunk on passage to Scotland, Luckily Mervyn Wingfield was rescued from the cold North Sea as were fourteen of his crew who escaped from the bottomed submarine but sixteen others were not so lucky. After survivor's leave and a period in the Spare Crew he next joined STURGEON 'in command' and spent the best part of a year based in North Russia and escorting convoys.

Some of Wingfield's remembrances seem to be a bit amiss - in one case he recalls that in STURGEON he helped train the RMBPD teams prior to the Cockleshell Heroes raid - this he puts in the Spring of 1942 but this did not take place until November 1942 when he was in command of TAURUS. In TAURUS, which he commissioned from the Vickers Shipyard, and following 'work up' on the Clyde Wingfield carried out patrols in the Mediterranean (sinking a number of ships) and later in the Far East where he sank the Japanese Submarine I-34 near Penang.

Post war he had a naval varied career and was involved with the surrender and disposal of German U-Boats, served in Staff posts at the Admiralty, at sea in the Mediterranean, in the United States, with NATO, in Faslane as RNO Clyde and in Greece. He retired with the rank of Captain. As one of the more successful and decorated wartime submarine commanders his book is well worth a read.

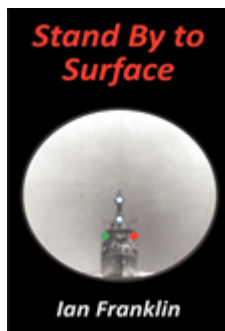
Whittles Publishing ISBN 978-184995-064-0  
192pp. £16.99

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**STANDBY TO SURFACE**

By Ian Franklin

Many 'In Depth' readers will know Ian Franklin from his time as a Submarine Weapons Engineer. Now retired and living in Devon he decided (after being hassled by his eldest daughter) to write down some stories based on his life in submarines – not as a factual account but in the form of a novel about experiences and life in a fictional 'Oberon' Class Boat – HMS ORCA. Most diesel submariners will recognise his description of the events of day to day life in boats – the short notice changes of plans, snorting at night, periscope watch-keeping, fixing defects at sea, the difficulties of obtaining a good 'fix' without the modern benefit of a 'satnav', the 'official visits' with obligatory cocktail parties, children's parties and 'submarine open to visitors'. Some readers may also recognise the characters described – no names – no pack drill!. Memories may be stirred by descriptions of torpedo embarkation and firings and the trials with DSRV escape. Illustrations in the form of sketches rather than photographs only add to the interest.



For a first book Ian has produced a very readable story – interspersed with some of those lessons of 'recapturing your time in boats – Lesson One – Four hours after you go to bed, have your wife whip open the curtains, shine a torch in your eyes, and say 'Sorry mate, wrong pit' Ian also served in ALLIANCE and the price you pay for this book will contribute to the 'Alliance Fund' Grosvenor House Publishing ISBN 978-1-78148-583-5 £8.99 from AMAZON

**MIDGET SUBMARINE COMMANDER****The Life of Godfrey Place, VC**

By Paul Watkins

This new book by Paul Watkins, quite surprisingly, turns out to be the first full biography of Godfrey Place and draws on previously unpublished Place family records. It traces his family background – his grandfather was Irish and in the colonial service, his father was born in India, studied law in Ireland before being wounded in WWI and then joined the colonial service in Africa but unfortunately, died early. Godfrey Place, however, was born in Little Malvern in England before moving to Africa (Uganda and later Rhodesia) with the family. Returning to England for schooling Godfrey joined the Navy in 1935 and completed his Dartmouth training passing out second in his Term and, later, earning a second class pass in his Lieutenants exams.

Although it is well known that Godfrey Place took part in Operation Source – the celebrated X-Craft attack on the TIRPITZ for which he was, with Donald Cameron, awarded the Victoria Cross – it is less well known that he had previous war service in both surface ships (HMS NEWCASTLE) and submarines (SOKOL, URGE, UNA and UNBEATEN) and was awarded a DSC.. Following the TIRPITZ attack in late 1943 Godfrey Place was a prisoner of war until May 1945 – he did make one unsuccessful escape attempt. He left submarines post war and later qualified as a pilot and, as a Commander, flew from HMS GLORY with 801 Squadron in the Korean War. His career then continued with sea appointments in the Suez Campaign and at the withdrawal from Aden, sea commands, shore commands, staff appointments and promotions to Commander, Captain and eventually Rear Admiral before retirement in 1970.

After retirement and, as one of the eleven Naval V.C.s of WWII, he became Chairman of the exclusive 'Club' of the Victoria Cross and George Cross Association which post he held for twenty years.

Paul Watkins has produced a well-researched, detailed and interesting biography of the life and times of one of the most important naval heroes of WWII.

Pen & Sword ISBN 978-1-84884-800-9 £19.99  
£16.99

**FIRE AND ICE**

By John Joyce

This book is a fast moving novel set in the early 1960's at the height of the Cold War and at the time of the Cuba Missile Crisis. 'Fire' and 'Ice' are code names of two women - one American and one Russian - involved in 'psychic communications' and telepathic experiments by their national governments. Conspiracies in both the USA and Russia – the former involving rogue elements in the US Navy and the Mafia; looking to use the crisis to remove Communist control of Cuba and restore Mafia interests – the latter with similar rogue elements in the Russian Navy attempting to fan the flames of the crisis by sending a Russian SSN equipped with nuclear tipped torpedoes to attack the US Navy blockade of Cuba.

Following technical problems during the submarine's deployment the only method left of communicating with the submarine is by using a 'psychic/telepathic' link (controlled by the rogue Russian elements) between 'Ice' and her twin brother in the submarine. The only way the Americans can attempt to prevent the attack is to use the powers of a disillusioned and reluctant 'Fire' to intercept the Russian 'psychic/telepathic' communication link. The story jumps rapidly between Moscow, Florida, Leningrad, Washington DC, Murmansk, the Grand Canyon and the submarine.

The attack is eventually prevented and the 'Cuba Crisis' is resolved but the Cold War continues. The submariner reader will be drawn into the story which, at times, stretches the imagination but it is a readable yarn which has all the makings of a good film.

Spindrift Press ISBN 978-0-9557637-3-1 £9.99

## TITANIC

P&G Wells Booksellers

Why did the Titanic hit an iceberg? Why did so many die? Why did the investigations at the time not ask these questions?

A fresh look at the evidence, by John Lang, a qualified submarine Commanding Officer and the former Chief Inspector of Maritime Accidents.



He brings his questioning, professional eye to the contemporary reports and evidence - challenging some of the accepted versions of the events and attributions of blame.

This Book was launched in UK on Thursday 6th December 2012

ISBN 978-1-4422-1890-1

## OPERATION FRANKTON MEMORIAL PROJECT

### **SOUVENIR ALBUM**

This unique Commemorative Album encapsulates, via many, many photographs, together with a narrative summary in both French and English, the Operation Frankton Memorial Project Story from an Inspiration in 2008 to the unveiling at Point de la Grave on the banks of the River Gironde by Lord Ashdown and the 1<sup>st</sup> Sea Lord (Admiral Sir Mark Stanhope), in March 2011.

The Memorial is all about the 'Cockleshell Heroes', launched in five canoes 'cockles' from HM Submarine TUNA in December 1942 to attack enemy shipping in Bordeaux harbour. The rest is history.

It relates how a small Steering Team consulted and worked with Architects, Bronze Foundry Artisans, Stone Masons, the artist John Lawrence and a team of French volunteer colleagues - all vital components for the completion of the project. An ambitious Fund Raising Campaign to raise over £100,000.00 upon which it all depended ran in parallel.



This Souvenir Album includes special written tributes by distinguished public figures related to Operation Frankton. It will be of interest to many people: - those involved throughout, those that donated to the Memorial Fund, those that have had interest over the years in Operation Frankton, the Frankton Families and Friends, Museums, memorial and military historians, archivists and many others. It provides a unique and personal souvenir. To view the Album page-by-page and to purchase it go to:

[royalmarinesassociation.org.uk](http://royalmarinesassociation.org.uk) > **STOP PRESS**> - the Royal Marines Association Website and follow the path to Operation Frankton Memorial Project Souvenir Album.

## Cockleshell Heroes Memorial unveiled in the Wirral

Dec 19 2012 by Liam Murphy, Wallasey News

A MEMORIAL to a war hero from Wirral whose exploits helped shorten the Second World War was unveiled by Lord Ashdown.

Cpl Albert Laver, from Birkenhead, was one of the "Cockleshell Heroes" whose daring raid on German ships is now commemorated with a plaque at Woodside promenade.

It was unveiled by the Mayor of Wirral Cllr Gerry Ellis and Lord Ashdown, the former Lib Dem leader who wrote to the Mayor to ask Birkenhead to honour an "extraordinary citizen". Former Special Forces Commando Lord Ashdown, who has written a book about the mission, paid tribute to Wirral for putting the plaque in place.

He said: "Because of the Cockleshell Heroes, freedom flourishes in our country."

Cpl Laver's nephew Stuart Laver, attended the ceremony from London. He added: "My mother always described him as quite a tough little monkey with a good sense of humour."

Cpl Laver's second cousin Eileen Smith, of New Brighton, said: "He was with my mum the night before he left and he told her he did not think he would come back."

The mission involved canoeing along the Gironde estuary, paddling by night and hiding by day until they reached Bordeaux, some 60 miles from the sea.

Originally six canoes were to take part but one of them, the Cachalot, was damaged as it was launched. The remaining five – Catfish, Crayfish, Conger, Cuttlefish and Coalfish – set off.

On the way, the Coalfish and Cuttlefish went missing and the Conger capsized, leaving just Catfish and Crayfish – carrying Cpl Laver – to carry out the raid.

Only two\* of the original 12-man team escaped overland to Spain. The remainder, including Cpl Laver, either drowned or were taken prisoner and shot.

Note\*: The original article reported that four of the team escaped via Spain. This is incorrect as only Haslar and Sparks survived the raid and returned home.

Obituaries - Members 'Crossed the Bar' 1st Oct 2012 to 31st Dec 2012(\*\* indicates WWII Service)

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
T G (Tom) Hogan	Chief Engine Room Artificer	New Zealand	1944-1948 **	H28 (44) & TRUMP (44-48)
A R (Alex) Armour	Leading Seaman (UC3).	Gosport	1957-1964	TRESPASSER, TRUMP, SEADEVIL, TALENT, TIRELESS & TOKEN
D W (Dave) Hewson	Able Seaman (ST)	New Zealand	Jan 45-Nov 45 **	THOROUGH
K J (Ken) Evans	Able Seaman (RP3)	Welsh	Mar 57-Dec 64	TOTEM, SANGUINE, TRENCHANT, CACHALOT, TABARD, TAPIR & DREADNOUGHT
J (Joe) Rooney	Petty Officer (UW1)	Scottish	Jan 47-Jul 62	TELEMACHUS, SANGUINE, SEASCOUT, AUROCHS, THULE, ANCHORITE, ASTUTE, AMPHION, THOROUGH, TACTICIAN, TIPTOE, ALCIDE, TURPIN, GRAMPUS & THERMOPYLAE
J (John) Jones	ME(1)	East Kent	Jul 57-Sep 62	TACTICIAN, CACHALOT, RORQUAL & ASTUTE
B J (Barry) Nobes	Captain	Eastern States	1957-1982	ARTFUL (CO) & OVENS (CO)
W K (Keith) Charters	Warrant Officer MEA	Morecambe Bay	Not Reported	CHURCHILL, REPULSE & SPARTAN
R B (Bob) Medlock	Engine Room Artificer	Lincoln	1942-1954 **	H43, UNTIRING, UNIVERSAL, THOROUGH, TELEMACHUS, ACHERON & ANDREW
N (Norman) Barkaway	Commander	Taunton	Not Reported	TIPTOE, TOTEM & TRUNCHEON
T (Tom) Garrod	Chief Petty Officer (OEL)	Poole & District	1964-1975	ALARIC, ALLIANCE, ARTEMIS, AENEAS, FINWHALE, OBERON, OLYMPUS & OTTER
D (Dave) Findlay	Stoker 1 <sup>st</sup> Class	Merseyside	1943-1946 **	VAGABOND & TAKU
J R (John) Huntley	Leading Seaman (LR3)	Welsh	1949-1954	AURIGA & ANDREW
J R (Jack) Casemore, MiD	Chief Petty Officer Coxswain	South Kent	Jan 41-Feb 46 **	UNBEATEN, SEALION, SURF, P556, H34, UNRULY & VIGOROUS
A (Alex) Hustwayte	Leading Cook	Barrow in Furness	1954-1957	SPRINGER (54-55) & SOLENT (56-57)
C L (Chris) McClement	Commander	Dolphin	Jun 72-Apr 96	CHURCHILL, CONQUEROR, RESOLUTION & SCEPTRE
R (Bob) Anker	Able Seaman (UC3)	Taunton	May 60-Sep 63	TIPTOE, TOKEN & TOTEM
J (John) Hymas	Warrant Officer MEA(P)	Gosport	Feb 55-Mar 84	SCOTSMAN, TRENCHANT, THERMOPYLAE, ALARIC & GRAMPUS
J (Jim) Onions	Chief Petty Officer MEM	Gosport	Sep 53-Oct 74	ALLIANCE(54), TACTICIAN(54), THOROUGH(55), THULE(56-57), ANDREW(58-60), ARTEMIS(61-62), OTTER(63), ALARIC(64-66), TOKEN(67-69) & ALLIANCE(70+)
N G (Norman) Perkins	Stoker Petty Officer	Peterborough	1940-1946 **	OSIRIS & THERMOPYLAE
Andy Crehan	LRO	Beds and Herts	1975-1978	ORACLE
Ken (Jan) Watts	ME1	Taunton	1961 to 1969	ALCIDE, ALLIANCE, TAPIR, TRUMP & DREADNOUGHT
D L P (Dai) Evans	Commander	Ynys Mon	Not Reported	ANCHORITE, DREADNOUGHT, OSIRIS, CHURCHILL, NARWHAL (CO), COURAGEOUS (XO), RENOWN (P) AND COMMANDER (SM1)

Obituaries – Other Submariners ‘Crossed the Bar’ 1<sup>st</sup> Oct 2012 to 31<sup>st</sup> Dec 2012

(\*\* indicates WWII Service)

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
Martin Parnell Seth-Smith	Commander	Submarine Officers Association	Oct 1945 to ****	THULE, AUROCHS, THERMOPYLAE, ALLIANCE (IL), THADEWIND (CO), THERMOPYLAE (CO) & GRAMPUS (CO)
Neil Colquhoun	Commander	Submarine Officers Association	Not Reported	REPULSE (CO)
Murray Watt Brown	Lieutenant Commander (E) (WESM)	Submarine Officers Association	Not Reported	SM2
Anthony Noel Derrick	Commander	Submarine Officers Association	Not Reported	THULE (CO) & SEALION (CO)
A W (Bob) Fray	CPO Coxswain	Non Member	1954 to 1973	SCORCHER, TELEMACHUS, THOROUGH, RORQUAL, TIRELESS, PORPOISE, OTTER, ARTFUL & ANCHORITE
I N (Dixy) Dixon	POMEM	Non Member	1970 to 1985	SWIFTSURE (1 <sup>st</sup> COMMISSION) & WALRUS
Peter J Mawby	Lieutenant Commander	Submarine Officers Association	Not Reported	Submarine Service not reported
William Ian Morrison	Commander	Submarine Officers Association	1952 to 1976	SUBTLE, AMBUSH, AMPHION, UPSTART (IL), SEADEVIL (IL), SENTINEL (CO), ANCHORITE (CO), AMPHION (CO) & REVENGE (P) (CO 1 <sup>st</sup> Commission)
Trevor (Jan) Moulden	Leading Seaman (UW)	Non Member	1970s	DREADNOUGHT

New & Rejoining Members of the Submariners Association 1<sup>st</sup> Oct 2012 to 31<sup>st</sup> Dec 2012

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

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
John Cadman	LOEM (ex Ldg Sea (UW))	Barrow in Furness	1967-1975	GRAMPUS (67-69) & NARWHAL (73-75)
Christopher S Lamb	Steward	Blackpool & Fylde	Feb 1984-Jul 1986	REPULSE (84-86), REVENGE (85), RENOWN (86) & OTTER (85)
Jon Moore	POMEM(M)	Plymouth	Aug 1989-Jan 2012	TURBULENT (89-98), VANGUARD (00-03), TIRELESS (04-08) & TRIUMPH (08-12)
Edward Coll	Able Seaman (LR3)	New Zealand	Sep 44-Nov 45 **	URTICA & TRUCULENT
Lindsay B Morris	CPO ETP (SM)	Eastern States	1963-1983	FINWHALE (63-65), OXLEY (66-68) & (69-70), OVENS (76), ONSLOW (76-79) & ORION (80-82)
David R Townsend	Lieutenant (SL)(X)(SM)	Essex	1972-1992	CHURCHILL (72-73), OTTER (73-76), RESOLUTION (76), REVENGE (76-79) & WALRUS (79)
Dicky Byrne	MAA	Plymouth	1971-1975	DREADNOUGHT

Philip Belli	Lieutenant	Manchester	1972-1976	OPPORTUNE (72), PORPOISE (73), GRAMPUS (74) & ONSLAUGHT (75)
Brian K Barlow	Warrant Officer Coxswain (SM)	Plymouth	Jul 76-Jun 91	ORPHEUS (66-71), CHURCHILL (72-73), SWIFTSURE (74-76) OTUS (79-80) & SCEPTRE (80-87)
Christopher J T Chapman	Lieutenant	Dolphin	1971-1979	GRAMPUS (72), ALLIANCE (72-73), OTUS (73-75) & RESOLUTION (75-78)
Dan Jordan	LM(E)	Australia	1953-1964	ARTFUL (53-54), SOLENT (54), ALDERNEY (54-56), TELEMACHUS (56-57), AUROCHS (58), TIRELESS (59-60), TAPIR (60-62), TABARD (62-63) & TRUMP (64)
Peter Treen	Chief Engine Room Artificer	Australia	1953-1970	DREADNOUGHT, ASTUTE, SENESCHAL, TURPIN, USS SKIPJACK, RESOLUTION & REVENGE
George Melville	RO2(G)	Australia	1963	ANCHORITE (63)
Ray J Beer	Able Seaman (UW)/Gunner	Plymouth	1967-1973	ARTFUL, AENEAS (69-72) & ANDREW (68-69)
Roger C Hewitt	CPO UW(A)	Gosport	1964-1986	TURPIN (64), SEALION (65), RESOLUTION (66-69), VALIANT (70-73), SOVEREIGN (75-76) & SCEPTRE (81-83)
Bill Saunders	CPO MEA(L)	Espana Levante	1970-1994	ANDREW (70-74), REPULSE (76-79), SPARTAN (82-86) & SCEPTRE (88-92)
Nick Zammit	LRO	Dolphin	1974-1987	SPARTAN (79-81) OTTER (81) & ONYX (83-87)
Simon F Jopp	CPO	Dolphin	1989-****	REPULSE (91-95), VIGILANT (96-99), VICTORIOUS (00-03) VENGEANCE (06-09) & ARTFUL (12-*)
Arthur B Catton	CPO(WEA)	Cheltenham & West Midlands	1978-1980	REPULSE (78-80)
Mark D Brown	PO(WS)SM	Cheltenham & West Midlands	1986-2010	SOVEREIGN (86-89), TRIUMPH (90-95), TALENT (96-99), VANGUARD (00-02), TIRELESS (02-03) & VENGEANCE (05-07)
Garry D Conolly	CPO(SSM)	Blyth & Wansbeck	1987-****	COURAGEOUS (87-90), VICTORIOUS (92-99) (10-**), VIGILANT (00-03) & VENGEANCE (07-09)
Anthony M Portman	Leading Seaman	Dolphin	1965-1970	AMPHION (66-67), OBERON (67) & ORACLE (68-70)
John McCann	MEM (L)	Scottish	1988-1993	CONQUEROR (89-90) & CORAGEOUS (90-92)
Christopher M Randall	Warrant Officer 1	West of Scotland	1990-****	RESOLUTION (91-95), VANGUARD (99-02), VICTORIOUS (02), VIGILANT (06-07) & VENGEANCE (07-10)
Alan R Crawford	CPO(SM)	West of Scotland	1986-****	ONYX, ORACLE, SUPERB, VICTORIOUS, VIGILANT & VANGUARD
Benjamin M Moran	Lieutenant	West of Scotland	Not Reported	VICTORIOUS, VIGILANT, VANGUARD, TRENCHANT & TRAFALGAR
Grant W J Findlay	WO1 ET(MESM)	West of Scotland	1989-****	REPULSE (94-96), VANGUARD (97-00), VIGILANT (02-05) & VENGEANCE (07-10)
Iain A Livingston	CPO WEA	West of Scotland	Nov 66-Oct 84	RESOLUTION (67-69), OBERON (72-74) & REPULSE (77-80).
J Rod Senior	WO (WEA)	Vectis & Taunton	May 67-Feb 90	ONYX (67-69), ODIN (69-73), OPOSSUM (76-83), OBERON (83-85) & OTUS (88-90)

David D A Clarke	Leading Seaman	Northern Ireland	2006-****	SCEPTRE (06-10) & ARTFUL (11-**)
Nigel Thomber	CPO MEM(M)	Plymouth	1980-2008	WARSPITE, CONQUEROR, VALIANT, SOVEREIGN, TRENCHANT, TURBULENT, TALENT & SPLENDID
David Annan	Warrant Officer 1	Plymouth	83-****	WALRUS (83-85), OTTER (87-89), OPOSSUM (91-93), VANGUARD (95-98) & TRIUMPH (00-02)
Edward J Carr	CPO(TS)SM	North East	1978-1999	COURAGEOUS (78-82), TIRELESS (84-86), SPARTAN (87-90) & (92-95) & SPLENDID (96-98)
Anthony M Portman	Leading Seaman	West Riding	1965-1970	AMPHION (66-67), OBERON (67) & ORACLE (68-70)
Roger C Hewitt	CPO UW(A)	Norfolk	1964-1986	TURPIN (64), SEALION (65), RESOLUTION (66-69), VALIANT (70-73), SOVEREIGN (75-76)& SCEPTRE (81-83)
Peter J Flood	Lieutenant	Scotland Northeast	1977-1989	RENOWN (78-80), VALIANT (84-86), CONQUEROR (86-87) & ODIN (87-89)
Marc Y Boudier	PO(S)(SM)	Gosport	1962-1983	TOKEN (62-64) & (64-66), OTTER (64), SPARE CREW S/M 7 (66-69), REPULSE (P) (70-73), CACHALOT (74-75), OBERON (77-80) & ONSLAUGHT (81-83)
Stephen M Raines	PO(WS)(SSM)	Scottish	1985-2013	RENOWN (85-88), REVENGE (88-91), SCEPTRE (92-96), VANGUARD (96-98), SOVEREIGN (98-01), VIGILANT (02-04) & SPARTAN (04-06) & VANGUARD (06-11)