



IN DEPTH

Official Newsletter of the Submariners Association

Patron: Admiral the Lord Boyce KG GCB OBE DL

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K.B.E.**

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Editorial

Members and regular readers will notice some differences in the look of this Issue of 'In Depth'. These changes came about following some comments and proposed layout changes suggested by Keith Bishop – the Association Membership Secretary. Thinking about it I realised that there have only been very minor changes to the layout over the several years in which I have been the Editor and Keith's proposals were probably very timely. I haven't stuck precisely to all of his suggestions but most have been included. I hope Members will appreciate the revised format.

This Issue includes four Obituaries – the first being that of Admiral Sir Sandy Woodward – the Task Force Commander during the Falklands War. The second is that of Commander (E) 'Ken' Dunlop who will be remembered by some of our older Members and the third is of Rear Admiral John Grove who stood by the builds of both HMS PORPOISE and HMS DREADNOUGHT. The fourth Obituary is that of Frederick Henry Sherwood – a Royal Canadian Navy Volunteer Reserve officer who served in WWII. Freddie Sherwood died in May this year at the age of 99.

Jeff Tall has advised us about a 'centenarian' Submariner – Captain Hedley Kett, DSC* - who is a Younger Brother of Trinity House. Congratulations are due to Hedley on reaching this milestone.

The ASTUTE Class Submarine Programme continues apace. Since the last Issue the Keel Section has been 'Laid Down' for the next Boat in the Class – the impressively named HMS AGAMEMNON – rather an unusual name for a Submarine – I think the last AGAMEMNON was a Battle Ship. The naming ceremony for the third Submarine - HMS ARTFUL - took place on Friday 20th September. The 'Naming' was carried out by Amanda, Lady Zambellas – the wife of the 1st Sea Lord – Admiral Zambellas. There was a bit of a hiccup when the 'bottle of local beer' failed to break but all went well on the second go! Several

sections of fifth Submarine HMS ANSON have been making their way from the New Assembly Sheds to the Devonshire Dock Hall in recent weeks and the Command Deck Module for HMS ANSON will be making the same journey on 24th September and, once installed, the unit 6/7 Butt weld will be commenced.

Also in the Barrow Shipyard design work for the 'VANGUARD' Class Replacement continues.

The 2013 Mixed Reunion has come and gone – I hope all those who attended had a good time. The next event to look forward to is the annual November Embankment Remembrance Parade. Hopefully all Branches have ordered their Wreaths and arranged for them to be laid.

The Association has a new Padre in the person of the Rev. Paul Jupp to whom we give a very warm welcome. The previous Padre has been promoted and, reluctantly, had to relinquish the Association post. Happily we now have a Submariner as his replacement! Many of you will remember Paul from his previous incarnations as an Electrical Artificer ('Tiff'), then as an SD Lieutenant Commander WEO or from his time in the Faslane Base. His biography is in this Issue for those of you who haven't yet had a chance to meet Paul.

Please keep your contributions coming and, hopefully, you will see your story in print in the next Issue.

Regards

Barrie Downer

Cover Picture: Dennis Churchill receives President's Certificate of Appreciation from Admiral Sir James Perowne

Chairman's Report

Friends and fellow Submariners

I assume that by now, early October, that everyone will have enjoyed their summer holidays and are now preparing to face the winter months ahead! As we do now slowly slip into the cold period I would ask you all to remember your older 'oppos' and keep in touch throughout the winter. It doesn't take much, just a wee phone call to check that all is well and no one is suffering unnecessarily in the cold.

As you progress through this newsletter you will eventually come to the 'Obituary' section and read about colleagues who have now 'Crossed the Bar'. To most of us this will just be a list of names and boats with no personal impact, however in this issue there is one name which will be known to all. There can't be many Submariners who are not aware of Admiral Sir John "Sandy" Woodward GBE, KCB who commanded the Naval Task Force in the South Atlantic during the Falklands War. Admiral Woodward, sadly 'Crossed the Bar' on 4th August. It was said of him "His inspirational leadership and tactical acumen was a major factor in shaping the success of the British forces in the South Atlantic".

A Thanksgiving Service for Admiral Woodward will be held in Chichester Cathedral on Thursday 14th November at 1430. The service will be followed by a reception in the Cathedral precinct. It will be much appreciated if those who are wishing to attend could e-mail Tessa Simpson (Tessa is Sandy's daughter) at Admiral.woodward@btopenworld.com.

On the weekend of Friday 5th to Sunday 8th September the Submariners Association Annual Families Reunion was held in the St. John's Hotel Solihull. As with previous visits to this hotel the event was a great success and thoroughly enjoyed by all who attended. Clearly an awful lot of preparatory work was done by the organisers, in particular Dave Barlow, to ensure that the entire event ran smoothly and to plan. Our thanks go to David and his team. Having said that I have to tell you that the event was not well supported by the Association membership! This event was debated at the last National Council Conference and you, the membership voted to retain this event on our calendar. So I have to ask, why do you not support it? I would request branch members to ensure that they are fully aware of the consequences of their vote in matters debated on their behalf at the NCC. A lot of time and effort has to be applied to ensure the venue is right and the many other details that have to be looked at to ensure a successful Reunion. Yet only 60 members plus families bothered to attend! Thank you to all who supported this Reunion.

By now most, if not all of you should be aware of the fact that the Rev. Steven Brookes is no longer the Association Honorary Chaplain. Steven has been appointed as the Chaplain to the Royal Hospital Chelsea. He was a popular Chaplain (particularly with the ladies!!) and served

us well. He will be missed but we thank him for all that he did for us and wish him all the very best in his new and challenging role. This meant that we had to search for a replacement Chaplain and I am delighted to inform you that a worthy successor has been found. Furthermore the new Association Honorary Chaplain is a man known to many of you as he spent 28 years in the Submarine Service. His name is Paul Jupp. Born in Hertfordshire as the Gliders flew overhead to Arnhem, Paul was educated at Watford Boys Grammar School. Joining the Royal Navy at the age of 17 in 1962 as an Artificer Apprentice, he arrived in HMS DOLPIN in 1966 for a long and happy career as a Submariner. After training he served in the Nuclear Propulsion field until promotion to WESM in 1975 and, subsequently, in Strategic Weapons Systems, with a brief return to Conventional Boats until retirement at age 50 as a Lieutenant Commander. On leaving the Royal Navy, he was employed in Engineering, Management, Training and Support roles for Aircraft and Ship projects with BAE Systems until taking redundancy in 2003. Having been ordained as a Pastor of the Congregational Union of Scotland in 1995 he undertook further training when the Congregational Church joined the United Reformed Church (URC) in 2000. Ordained as a Minister of the URC in 2003 he was inducted as Minister of Pollokshields United Reformed Church. He retired in 2010 and continues to work in the Helensburgh church and community. Paul finds Ecumenical and Interfaith activities particularly rewarding and as part of the joint study team of the URC and Methodist Churches into 'The Ethics of Warfare in the 21st Century' was delighted when the result was a report headed 'Peacemaking: a Christian Vocation'. For Paul this title sums up the ethos of the Submarine Service, which always struggles to balance uncomfortable military action with fundamentally peaceful intentions. Living as close as he does to the Faslane Naval Base, Paul is very lucky to meet old and new friends from the Submarine Service on a daily basis.

We thank Paul for agreeing to take on this important role within our Association. I'm sure many of you will remember him and will welcome him 'into the fold' when he makes his first public appearance at the Embankment Parade this year.

The Embankment Service of Remembrance and Parade will take place on Sunday 3rd November. This year - as in the past - those taking part should 'fall in' at 1000 on the Victoria Embankment opposite the gangway of HMS PRESIDENT (1918) which is berthed close to Blackfriars Bridge. Everyone is welcome. Perhaps the new chaplain could seek some 'Divine Intervention' so that we do not have to resort to Wet Weather Routine this year!! I look forward to seeing as many of you as possible at the Parade.

Since we made public the unveiling of the Blue Plaque at the birth place of Linton VC I have been astounded at the very positive response I have received from so many

people and from places as far away as Australia and Hong Kong. It is our intention to erect a Blue Plaque at the birth place (or as near as possible) of all 14 of our Submarine VC recipients. The next plaque will be dedicated to Lt. Holbrook VC and placed at a suitable location in the Portsmouth area. He was educated at the Portsmouth Grammar School and the staff of this school are very keen to assist in this project. If you or anyone you know would like to donate to the cost of this initiative (each plaque costs approx. £500) then cheques should be made payable to the "Submariners Association Blue Plaque Account". This will ensure that any

donations are used specifically for this purpose and not absorbed into the general accounts.

I'm away now to look out all my winter woollies and get myself set to face the winter. I wish you all a safe journey through the next few months and would remind you again to check periodically on the wellbeing of your older oppos.

I look forward to meeting up with you all at the Embankment Parade.

**Keep on keeping on
Jim McMaster**

New & Re-joining Members of the Submariners Association 27th Jun 2013 to 30th Sep 2013

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

Name	Rank/Rate	Branch	SM Service	Submarines
R (Richard) Figgins	Able Seaman	Gosport	Mar 1986- Sep 2002	TRAFALGAR (86-87), TIRELESS (87-90), URSULA (1st Commission Crew on 8th May 1992), UPHOLDER (93) and TALENT (98-01)
R (Ron) Gordon	COEMN /Lt Cdr	Gosport	1971 to 1998	RENOWN (71), RESOLUTION (72-78), PORPOISE (79-82) & OCELOT (85-87)
R J (John) Humphries	CEA1 - Lt SD WESM	Gosport	1968-1973 1977-1992	RESOLUTION (S) (70-73 2nd Commission Crew on 10 th Jul 1971) & (77-80)
T A (Tim) Jones	WO1	Barrow in Furness	1981-****	REPULSE (83), REVENGE (83-86), UPHOLDER (87-91,) UNSEEN (91-92), URSULA (92-94), TRIUMPH (97-01), SCEPTRE (02-05) & TRENCHANT (07-11)
F C (Francis) Lynch	LMEM	West of Scotland	1976-1986	REPULSE (77-78) & (78-81) & RENOWN (78)
I D (Ian) MacIntyre	Lieutenant Commander	Barrow in Furness	1982-2013	RESOLUTION (86-90), VANGUARD (92-94), SUPERB (01-02), SPLENDID (02-04), AMBUSH (07-11), ARTFUL (10) & ASTUTE (11-12)
P (Paul) Mitchell	Chief Petty Officer Coxswain	Gosport	1975-1992	RENOWN, VALIANT, RESOLUTION & REVENGE
T (Trevor) Townend	CMEM	Norfolk	1953-1978	TUDOR (52-53), ANCHORITE (54), SENTINEL (54-55), TRENCHANT (56-57), TUDOR (57-58), TAPIR (58-59), SEA DEVIL (59-60), WALRUS (61-62), RESOLUTION (66-67), REVENGE (71-73) & COURAGEOUS (76-77)
B W (Brian) Wood	CMEM(M)	Gosport	1965-1995	OTUS (65-71), NARWHAL (72-73), ONSLAUGHT (73-77) & ODIN (81-82)
R S (Richard) Kavanagh	OM (TSM)	West of Scotland	May1999 – Jun 2006	VANGUARD (00-01), TURBULENT (02) & SCEPTRE (02-06)
S M (Stephen) Branigan	CPOWEA	Bath	Jan 1976 to Oct 1998	RENOWN (77-79), OBERON (80-81), REPULSE (85-89) & RESOLUTION (91-95)
J (Jack) Fowler	Leading Cook	Poole & District	1966-1980	ARTFUL (67-68), AMBUSH (68-69), ORPHEUS (69-71), OTUS (73-74) & ONYX (78-79)
B (Brian) Hall	WO1	Exeter	1974-2013	VALIANT (74-77), WARSPITE (78-79), SUPERB (81-83), SWIFTSURE (84-88), TIRELESS (90-93), VIGILANT (97-99), VANGUARD (02-04), VICTORIOUS (07-09), VIGILANT (09-12) & VENGEANCE (12)
L E (Leslie (Tiny) Little	Acting Radio Supervisor (SM)	West Riding	1976-1986	SWIFTSURE (77-79), OLYMPUS (81-83) & ONSLAUGHT (83-86)
K E (Kevin) Gentle	Petty Officer (TS)	Dolphin	1978-1990	SCEPTRE (79-82), SUPERB (82-84), OBERON (84-86) & SWIFTSURE (87-89)
G (Geoff (Gus) Sykes	CCWEA	Dolphin	1970-1989	GRAMPUS (70-71), WALRUS (72-73), OBERON (73-74) & CHURCHILL (78-80)
C I (Christopher)		Poole & District	1970-1975	COURAGEOUS (71-75)

Cox				
J R E (James) Errington	Able Seaman	North East	Sep 2009-****	TRENCHANT (10-**))
R F (Robert) Gilfillan **	Able Seaman (ST)	West of Scotland	1943-1946	SCEPTRE (44-46)
J A (John) Hamilton	Chief Engine Room Artificer	West of Scotland	Sep 1964-Jun 1974	WALRUS (64-64), RORQUAL (65-69) & REVENGE (69-72)
J G G (John) Rowat	Able Seaman (UC)	Plymouth	Feb 1943-Sep 1945	SERAPH
R M (Rick) Spiring	Mechanician	Plymouth	1966-1975	ARTFUL (66-67), REPULSE (67-71) & WARSPITE (74-75)
J A (John) Stather	WO1 MEA(EL)	Exeter	1977 - 2007	DREADNOUGHT (78-82), SPARTAN (84-87), SUPERB (89-92), TRIUMPH (95-97), VALIANT (97-00) & TORBAY (00-02)
P J (Peter) Green	Commander	Morcambe Bay	Sep 1986-****	TRAFALGAR (87-88), OTTER (88-90), WARSPITE (90-91), SPLENDID (91), RENOWN (P)(92-93), VICTORIOUS (S)(97-99), TRAFALGAR (CO 05-07) & AMBUSH (CO 09-13)
J (John) Gozzard	Captain	Dolphin	1968-1997	GRAMPUS (68), REPULSE (69-70), REVENGE (70-72) & RENOWN (82-85)
S P (Stephen) Moffitt	Leading Seaman (TS) (SM)	West of Scotland	1989-2013	OPOSSUM (90-91), ORACLE (91-93), VICTORIOUS (94-98) & (99-05) & VANGUARD (06-12)
G A (Gary) Moinet	LMA	Bedfordshire & Hertfordshire	1983-1986	OPPORTUNE (83-84) & TRAFALGAR (84-86)
D J (Dustin) Laughlin	Leading Seaman (CIS) (SM)	Barrow in Furness	Mar 1990 -****	TURBULENT (91-92), TRIUMPH (01-06), TALENT (06-07), TRENCHANT (07-12) & ARTFUL (13-**))
E M (Ewen) Pinsent	Lieutenant	Dorset	1952-1956	THULE (52-53), ALLIANCE (53-55) & UNTIRING (55-56)
M (Michael) Gallant	Chief Petty Officer WEA	West of Scotland	1971-1996	WALRUS (71-75), OTTER (81-83) & REVENGE (84-87) & (91-92)
L R (Lee) Goldhill	Chief Petty Officer	Dolphin	May 1984-2002	REVENGE (85-01), VANGUARD (91-96), SPLENDID (98-00) & SUPERB (01-02)
M E (Michael) Evans	Lieutenant	Gosport	1985-2007	RESOLUTION (86-90) & TRAFALGAR (00-03)
J (Jason) Newton	RO1 (SM)	Birmingham	1986-1992	REPULSE (87) SCEPTRE (87-90) & COURAGEOUS (92)
M R (Mike) Bennett	CPO CEW Mech (SM)	Eastern States	1968-1980	ANDREW (68), ODIN (68), RESOLUTION (69-73), FINWHALE (73-74), NARWHAL (74-76) & CACHALOT (75-77)
A (Allan) McLachlan	Able Seaman	West of Scotland	2002-2006	VANGUARD (03-06)

DENNIS CHURCHILL

Award of Presidents Certificate of Appreciation

Earlier in the year at one of our monthly meeting we discussed making Dennis Churchill (Nottingham Branch) an honorary member of the Submariners Association. Dennis who had held various positions in the branch and is still a member, but due to ill health only attends meetings if he feels well enough. However, when our Chairman Mac Flowers phoned Jim McMaster and made enquiries, Jim informed Mac there was no such position, but the branch could nominate Dennis for the "Presidents Certificate of Appreciation". A letter was sent to nominate Dennis and it was not long before we heard officially from the National Secretary David Watts that the Presidents Certificate for Dennis has now been formally and fully endorsed by all!

This set the wheels in motion to organise the presentation. Mac Flowers took on this role - making sure that Dennis was not aware of the presentation luckily he managed to get in contact with Dennis's daughter. Mac made phone calls, drafted a letter, and an e-mail to invite local VIPs to the award presentation. I made sure that all members of the Nottingham Branch were informed of the award.

On Friday 9th August at "The St Ann's Inn" in Nottingham, Dennis Churchill was formally presented with "President's Certificate of Appreciation". This is only the second time that the Submariners Association's highest award had been presented - this one, being in recognition of Dennis's long and dedicated service to the Association. Sixteen Branch members, some with wives attended, this included Dave Pank coming all the way

from Portsmouth. Twenty family members and friends of Dennis also attended the presentation.



The formal presentation of the award was made by Admiral Sir James Perowne, KBE - the President of the Submariners Association. He expressed his gratitude to Dennis for his work and dedication over the years enhancing the image and objectives of the Association, this making the award so well deserved. Other VIP guests were the Sheriff of Nottingham and his lady wife, and Councillor Brian Grocock and his wife. A "Letter of Commendation" was received from The Right Honourable Graham Allen MP., this was read out and presented to Dennis by Admiral Sir James Perowne.

Brian Wainwright made a presentation to Admiral Sir James Perowne - a drawing Brian had done of HMS SPARTAN - the last submarine to salute HMS DOLPHIN - a few days before DOLPHIN was decommissioned.

A good night was had by all - Up Spirits!!!



HULL BRANCH



Cyril Raines has sent in the above picture of the Hull & East Yorkshire Branch members and friends who attended the Remembrance Parade at Edan Camp, Malton, North Yorkshire on 8th September 2013. This is a yearly event which the Hull Branch has been attending for the past four years and they have been the only Submariners Association Branch to attend. This year there were 56 Standards in attendance and, of them there were only five RNA - with the rest made up of Army and R.A.F.

The camp is an Ex Italian P.O.W. camp during the Second World War, but for the past twenty five years it has been a Museum with plenty to see and do (there is a BAR!).

In the picture are (Left to Right) Pete Griffin, Dave Broadley, George Palmer (President), Ron Simpson, (Assn. Member), Keith Woods (Assn. Member), Ron Thundercliffe, Bill Vaughan & Teressa Vaughan (Assn. Member - Ex Royal Marine plus wife), Cyril Raines (Branch Sec), Neil Simpson (Branch Treasurer).

Front: Topsy Turner (in the recycled bomber!)

HULL VETS WEEKEND

The two pictures below (also provided by Cyril Raines) were taken at the Veterans Weekend, East Park Hull on the weekend of 27th/28th July 2013. We have taken part as a Branch for the past five years and have always had a good response from the public in general. Our display has Photos of past and present Submarine Models, Crest's and lots of other memorabilia. In the first picture are 'Topsy' Turner, Cyril Raines (Sec Hull Branch), Keith Woods (Assn. Member), Pete Griffin, Ron Thundercliffe, & Kevin Pengelly (Chairman Hull Branch). In the second picture are 'Zepp' Weatherall, George Palmer (President) & Ron Thundercliffe.



NOTTINGHAM BRANCH

The War Graves Photographic Project

By Paul Ellis, Secretary Nottingham Branch)

On Armed Forces Day 2013 the Nottingham Branch set up a stand representing the Submariners Association in the Veterans Tent. I happened to notice a stand for 'The War Graves Photographic Project' nearby and, being curious I went over to find out what it was all about. 'The War Graves Photographic Project' is a voluntary organisation, working with the Commonwealth War Graves Commission (CWGC), to photograph every War Grave in the world.

The War Graves Photographic Project has a web site www.twgpp.org with a searchable database which includes many National Memorials and Head Stones to individuals. If the photograph for the Memorial or grave which you require is not listed in their records the Project may be able to obtain it - but there will be a waiting period as they depend on a volunteer being available in the relevant area to take a photograph.

There is of course a cost to getting a photograph and, it all depends if the photo is to be sent by either E Mail or as a hard copy by post. By post costs around £3-50p (as

of June 2013) but as this is subject to change you would need to visit the website for the current cost details. This is a very small cost compared to other methods of obtaining a photograph of a War Grave and this is why the project was set up. This is a very worthwhile project the War Graves Photographic Project is happy to accept any donations - which are gratefully received,



HM Submarine TIGRIS

By Doug Bell, Secretary (Newbury & District RNA)



HMS TIGRIS was adopted by Newbury Town Council during "Adopt a Warship Week" in 1942.

Sadly, HMS TIGRIS was sunk with the loss of all sixty three "hands" off the West Coast of Italy on 27th February 1943 – sunk by the German Sub Chaser UJ2210. HMS TIGRIS was commanded by Lt-Cdr George R Colvin, Royal Navy and this year saw the 70th Anniversary of her loss. A Memorial Service was held in St Nicolas' Church, Newbury which was attended by the Leader of West Berkshire Council (Adrian Edwards), the Mayor of Newbury Town (Arthur Johnson) and the Mayor of Thatcham Town (John Boyd).

HMS TIGRIS was built in Chatham Dockyard and launched in 1939.

Each year a Memorial Service is held in Newbury on the last Sunday of February. All are welcome to attend.

HMS SARACEN MEMORIAL SERVICE

A Memorial Service for Submarine HMS SARACEN (Commander Michael Lumby) - and two Agents that were landed from the Submarine in Corsica in Operation FREDERICK in early 1943 - has been held in Corsica to mark the 70th Anniversary of the Operation and the subsequent loss of the Submarine in August 1943. HMS SARACEN was depth charged off Bastia causing damage which resulted in the scuttling of the Submarine. All but two of the crew survived to be taken Prisoner of War. The two Agents were not lucky as both were captured and later executed.

The Memorial Service was held at the Memorial at Cupabia in Corsica (unveiled in 2008) and was attended by the Corsican Authorities, the local Mayor and relatives of the Submarine Crew and the Agents. A Ships Badge for HMS SARACEN was presented by author and historian Terry Hodgkinson which will be displayed on the wall of the Town Hall at Coti-Chiavari and a photograph of Commander Lumby will be on display inside the Town Hall.

MEDICAL HUMOUR

Five Naval surgeons were taking a coffee break and were discussing their work.

The first said, "I think Jack Dusty's are the easiest to operate on. You open them up and everything inside is numbered."

The second said, "I think Writers are the easiest to operate on. You open them up and everything inside is in alphabetical order."

The third said, "I like to operate on Electricians. You open them up and everything inside is color-coded."

The fourth one said, "I like to operate on Regulators. They're heartless spineless, gutless, and their heads and their tails are interchangeable."

The fifth surgeon says "I like Stokers. They always understand when you have a few parts left over at the end."

A CENTENARIAN SUBMARINER

Captain Hedley Kett, DSC*

(This is an extract from a recent Trinity House newsletter was forwarded by Jeff Tall)

"We thought you would like to know that Younger Brother Number 39 - Captain William Hedley Kett, DSC*, RD*, RNR, Captain of several wartime Submarines and Harwich pilot celebrated his 100th birthday last month. H.R.H. The Master sent her congratulations and the Deputy Master, Wardens, Assistants and Fraternity as a whole sent their greetings under the Corporation's seal."

William Hedley Kett (nicknamed 'Deadly Hedley' by his crew for his accurate torpedo shooting) joined Submarines in 1939 and served to 1953 in OBERON as the Navigator, CLYDE firstly as the Navigator and then as First Lieutenant before completing his 'Perisher' in September 1942. He then commanded five Submarines - HMS P555, ULTIMATUM, OTWAY, TAKU, TACTICIAN and SPRINGER. He was awarded a DSC and a Bar "for five passages to Malta with stores" and the sinking of a U-Boat and two frigates.

HMCS CORNER BROOK ACCIDENT

DAMAGE

Slamming into the sea floor at 11 km/h damaged one of Canada's submarines more severely than the Navy originally admitted to the public, new documents obtained by CBC show. The Royal Canadian Navy's Damage Assessment and Options Analysis report for HMCS Corner Brook tells a story of a submarine suffering "extensive damage" from "tearing and dents" that left a gaping, two-metre hole in the submarine's bow.

Seawater was "rolling" in the parts of the submarine and two of its torpedo tube doors had been torn off when it rammmed the ocean floor off British Columbia two years ago. The submarine had 60 people aboard, including some of the most experienced and senior submariners in the Navy, when it rammmed the rocky seafloor while cruising 45 metres below the surface. Two sailors were slightly injured during the June 4, 2011 collision. The Navy's official Board of Inquiry blamed Lt.-Cmdr. Paul Sutherland, the sub's captain, for the collision.

The inquiry was closed to the public and the Navy only released a one-page summary of the hearing. The Navy has publicly called the accident a "fender bender" which resulted in no structural damage. But the Navy's internal report tells a much different story.

The damage report obtained by CBC under Access to Information was completed three days after the grounding and contains photographs detailing the damage to the Corner Brook. While Vice-Admiral Mark Norman, now commander of the Royal Canadian Navy, assured Canadians the damage was not as bad as it looked, the report says "structural state of sub 'unk'." 'Unk' is navy shorthand for unknown.

"Location of strike likely to have caused shock stress transmission within forward structure," states the Navy's early damage report. Norman had denied the damaged extended beyond what could be seen in several photographs obtained by CBC in February 2012.

The photos showed the submarine after it was hauled from the water with a hole in it the size of a ping-pong table.

Safety questioned

"The Navy has not been upfront with Canadians about the degree of damage and just how close we came to a truly serious accident. I think the Canadian Navy has to come clean across the board with respect to Canada's VICTORIA class submarines," said Michael Byers, a University of British Columbia defence expert who has been critical of the submarine program in the past. The report said that there are "strong indications" of damage to the main ballast tank that may extend to the pressure hull of the submarine. The pressure hull is a thick, rolled-steel area of the submarine where sailors live and work. "This accident came very close to claiming the lives of the entire crew," said Byers, who co-authored a recent report on Canada's fleet of four second-hand British-built submarines.

Byers said if the pressure hull is twisted or damaged, it may be impossible for the Navy to fix.

"Please bear in mind that the documents you have from the ATI request were created very soon after HMCS Corner Brook ran aground in 2011," wrote Department of National Defence spokeswoman Tracy Poirier in an e

mail to CBC. "While I can say that more work has been done since then to look into what damage the submarine incurred, I have not been able to find out any details as to what was learned during these subsequent surveys."



The damage to the HMCS CORNER BROOK was in the area in which sailors are quartered. (Obtained by CBC)

The Navy has said it intends to repair the 2,400-tonne submarine during its scheduled refit period, which is to begin this year and run until 2016. The Navy will replace the British torpedo system and other sensors and communications equipment that came with the four Victoria-class submarines Canada bought in 1998. A similar refit process was just completed on another submarine from the class — HMCS WINDSOR — and it took five years instead of the planned two.

The cost of the work on the WINDSOR totalled \$209 million and still only one of the sub's two generators is operational, limiting the distance the sub can go away from land.

The Navy has not said how much more it will cost to attempt to repair the collision damage to the 70-metre-long CORNER BROOK. "If it turns out not to have worked after an attempt at repairing the vessel then Canadian taxpayers will have poured close a billion dollars into a bottomless pit trying to recover this submarine," said Byers

HMS AGAMEMNON KEEL LAYING CEREMONY

North West Evening Mail Friday 19th July 2013

The 'Keel Laying' Ceremony for the 6th 'Astute' Class Submarine HMS AGAMEMNON took place in the BAE Shipyard in Barrow in Furness yesterday - Thursday 18th July 2013'

Not only did staff, dignitaries and excited schoolchildren gather in Devonshire Dock Hall for the landmark keel-laying of AGAMEMNON – boat six in the Astute Class programme – but Philip Dunne, Minister for Defence Equipment, Support and Technology, also confirmed the Government's commitment to commissioning the 'Successor' series of Submarines.

Such a move to replace the Trident nuclear missile vessels would ensure generations of work for Barrow shipyard, should the go-ahead be given in three years.

Mr Dunne's commitment followed a review from Danny Alexander, the Lib Dem Chief Secretary to the Treasury, which claimed there were alternatives to Britain's Trident nuclear deterrent, and prompted much political debate over the replacement of the 'Vanguard' class.

In his speech to the crowd, Mr Dunne said: "We should not forget to plan for the future and to the next class of Submarines and the replacement for Vanguard. As Defence Secretary Philip Hammond said this week, we must not gamble with Britain's security."



John Hudson, left, BAE Systems' managing director in Barrow, introduces Philip Dunne, Minister of Defence Equipment, Supplies and Technology, to staff at the Devonshire Dock Hall

Harry Atkinson REF: 50051088B004



Photo from BBC Cumbria Website

The keel-laying ceremony unveiled the first unit of AGAMEMNON's pressure hull, marking the transition from fabrication to major construction.

After unveiling a commemorative plaque to a soundtrack of Rule Britannia, Mr Dunne told the Evening Mail: "Our position is very clear and when we come to make the Main Gate decision in 2016, this will secure the submarine enterprise here in Barrow for decades to come and sustain the high-skilled engineering jobs in Barrow and surrounding areas for this and subsequent generations."

John Hudson, BAE managing director in Barrow, said: "We understand that investment in strategic defence is a massive issue for the Government and it's appropriate the political debate takes place.

"But being submarine builders, it's very reassuring to hear very strong support for the programme from the Defence Procurement Minister."

Electrical designer Alex Tyson, 21, of Askam, has been at BAE for four years. He was at the ceremony, along with his dad Neil Tyson, the boat manager of AGAMEMNON.

Mr Tyson Jnr, who has worked on all the Astute class submarines and has now moved onto the Successor programme, said: "You kind of get used to it (the submarines), but I'm on Successor now and when you come in here it's still overwhelming seeing the size and capability of them."

HMS ARTFUL NAMING CEREMONY

The third 'Astute' Class submarine – HMS ARTFUL was 'Named' by Lady Zambellas – wife of the 1st Sea Lord – at Barrow on Friday 20th September. 2013. Gone are the days when we had a dramatic slide down a slipway into Walney Channel. Not even a 'Roll out' from the Devonshire Dock Hall and a lowering into Devonshire Dock from the Ship Lift. Just a 'Naming' ceremony inside the Dock Hall itself. The Submariners Association did not receive any invitations so all those former crew members from the old ARTFUL missed out. Perhaps there will be an invitation for them for the 'Commissioning Ceremony at Faslane?'



Mr John Hudson, the former Managing Director has recently been promoted and moves on. The new Managing Director of BAE Submarines is to be Tony Johns - who is a former Submariner so maybe, just maybe, things might change.

Although HMS ARTFUL was not 'Rolled Out' and 'Launched' this time it will take place in the Spring of 2014 – a date the Commanding Officer of ARTFUL - Commander Scott Bower is looking forward to.

MoD Confirms ASTUTE and AMBUSH 'Handover' as 'Keel Laid' on Sixth Submarine

From 'The Manufacturer' 18th July 2013 by James Pozzi

The Ministry of Defence (MoD) today announced the handover of HMS ASTUTE and HMS AMBUSH to the Royal Navy as the keel for the sixth 'Astute' Class submarine was laid. Phillip Dunne MP, the Minister for Defence Equipment, Support and Technology, made the announcement at BAE Systems' site in Barrow-in-Furness to announce the submarines have now been officially handed over to the Royal Navy.

Mr Dunne joined guests from BAE Systems, Royal Navy, MoD and local community for a ceremony at the home of UK nuclear submarine building, where he officially laid the keel for AGAMEMNON. He said: "The keel laying of the sixth submarine, AGAMEMNON, and the handover of HMS ASTUTE and HMS AMBUSH to the Royal Navy are huge milestones reflecting significant progress in the programme." Mr Dunne added that a new contract signed between BAE Systems secure around 5,000 jobs at BAE Systems and thousands more who

work in over 400 suppliers across the UK submarine supply chain."

Today's ceremony marked the start of the transition from preparation and fabrication to construction for AGAMEMNON. It also marked the start of a new contract between the Ministry of Defence and BAE Systems, which will help deliver the 'Astute' Class and pave the way for the future Successor nuclear deterrent submarines. The agreement will also help secure around 5,000 jobs at BAE Systems and thousands more who work in over 400 suppliers across the UK submarine supply chain.

John Hudson, managing director for BAE Systems Maritime – Submarines, said today marked an important milestone for the programme. "This is a very important milestone for the programme and, as we mark the first step in one submarine's construction, we also acknowledge the importance of HMS ASTUTE and HMS AMBUSH being handed over to the Royal Navy," he said. "These are highly effective submarines, engineered and built to provide the Royal Navy with unrivalled underwater capability. While AGAMEMNON has some way to go before it joins HMS ASTUTE and HMS AMBUSH it will one day form part of a formidable class of submarines.

Mr Hudson added: "Signing this contract underlines our commitment to SEPP and recognises our role as the lead contractor for the design and build of submarines for the Royal Navy. At the heart of it is the principle to collaborate with the MoD, Rolls Royce and Babcock in the delivery of this very complex programme.

Indian Sub Explosion Likely Caused by Detonated Munitions

By: USNI News Editor Tuesday, August 20, 2013

Indian defense officials are blaming "possible ignition of armaments," for the Aug. 14 explosion that killed 18 Indian Navy sailors aboard the Kilo-class diesel submarine INS SINDHURAKSHAK.



INS SINDHURAKSHAK

"Initial assessments indicate that an internal explosion occurred in the forward compartment of the submarine where ordnance was stored resulting in further near-simultaneous explosions and major fire aboard SINDHURAKSHAK," defense minister A.K. Antony told the Indian parliament on Monday.

In response to the explosion, the Indian Navy is now conducting checks on weapon safety systems aboard its submarines and auditing training for sailors, Antony said. A Tuesday report in Jane's Defense Weekly cited naval

experts who concluded the explosion was caused by "mishandling of equipment."

SINDHURAKSHAK had rejoined the Indian fleet in April following a 36 month, \$80 million refit in Russia and was armed with torpedoes and ship and land attack missiles. The ship was scheduled to depart last week on patrol, according to the JANE'S report.

The disaster highlights the weakness of the Indian submarine arm

"Ensuring a safe and effective submarine fleet will be the key to ensuring that their underwater capabilities will be on par with the increasingly powerful naval aviation and surface fleet capabilities," Eric Wertheim, author of 'Naval Institute's Guide to Combat Fleets of the World,' told USNI News last week.

India's neighbors and regional rivals Pakistan and China both have undergone extensive expansion in their submarine fleets.

ANOTHER RUSSIAN SUBMARINE ACCIDENT

September 24, 2013

In a Pacific coast shipyard a Russian 'Oscar' class nuclear submarine recently caught fire while undergoing refurbishment.

Navy officials said the September 16th blaze was put out the same day and that the reactors had been shut down and weapons removed before the shipyard work began. There was no radiation leak or damage to the sub's reactor.

The fire was started when a power saw ignited some rubber insulation and spread to other flammable material. The fire took five hours to put out and killed 14 people. The government called for improved supervision of work on submarines to prevent incidents like this. This is the fourth submarine fire since 2006. This doesn't always happen in shipyards but that is where a sub is most vulnerable to such accidents.

Russia has always had problems getting competent management in its shipyards and that became worse after the Soviet Union collapsed in 1991, and the more capable shipyard managers could find better paying jobs in the civilian sector.

The 'Oscar II' class boats began entering service just as the Cold War ended. Three were in commission when the Soviet Union disintegrated in 1991.

Construction continued on six more and by 1997, eight were in service. Seven 'Oscar IIs' remain in service, as the KURSK was lost in 2000 to a well-publicized accident (a torpedo exploded while the sub was underwater).

The 'Oscar's' were designed as "carrier destroyers," with long range cruise missiles that could, in theory, take out an American Aircraft Carrier.

AND NOW – A LITTLE LIGHT RELIEF!

THE 2013 DARWIN AWARDS

You've been waiting for them with bated breath, so without further ado, here are the 2013 Darwin Awards:

Eighth Place

In Detroit, a 41-year-old man got stuck and drowned in two feet of water after squeezing head first through an 18-inch-wide sewer grate to retrieve his car keys.

Seventh Place

A 49-year-old San Francisco stockbroker, who - totally zoned when he ran - accidentally jogged off a 100-foot high cliff on his daily run.

Sixth Place

While at the beach, Daniel Jones, 21, dug an 8 foot hole for protection from the wind and had been sitting in a beach chair at the bottom, when it collapsed, burying him beneath 5 feet of sand. People on the beach used their hands and shovels trying to get him out but could not reach him. It took rescue workers using heavy equipment almost an hour to free him. Jones was pronounced dead at a hospital.

Fifth Place

Santiago Alvarado, 24, was killed as he fell through the ceiling of a bicycle shop he was burglarizing. Death was caused when the long flashlight he had placed in his mouth to keep his hands free rammed into the base of his skull as he hit the floor.

Fourth Place

Sylvester Briddell, Jr., 26, was killed as he won a bet with friends who said he would not put a revolver loaded with four bullets into his mouth and pull the trigger.

Third Place

After stepping around a marked police patrol car parked at the front door, a man walked into H&J Leather & Firearms intent on robbing the store. The shop was full of customers and a uniformed officer was standing at the counter. Upon seeing the officer, the would-be robber announced a hold-up and fired a few wild shots from a target pistol. The officer and a clerk promptly returned fire, and several customers also drew their guns and fired. The robber was pronounced dead at the scene by Paramedics. Crime scene investigators located 47 expended cartridge cases in the shop. The subsequent autopsy revealed 23 gunshot wounds. Ballistics identified rounds from 7 different weapons. No one else was hurt.

HONORABLE MENTION?

Paul Stiller, 47, and his wife Bonnie were bored just driving around at 2 A.M. so they lit a quarter stick of dynamite to toss out the window to see what would happen. Apparently they failed to notice that the window was closed.

RUNNER UP?

Kerry Bingham had been drinking with several friends when one of them said they knew a person who had bungee jumped from a local bridge in the middle of traffic. The conversation grew more excited and at least 10 men trooped along the walkway of the bridge at 4:30 AM. Upon arrival at the midpoint of the bridge they discovered that no one had brought a bungee rope. Bingham, who had continued drinking, volunteered and pointed out that a coil of lineman's cable lay nearby. They secured one end around Bingham's leg and then tied the other to the bridge. His fall lasted 40 feet before the cable tightened and tore his foot off at the ankle. He miraculously survived his fall into the icy water and was rescued by two nearby fishermen. Bingham's foot was never located.

AND THE WINNER IS....?

Zookeeper Friedrich Riesfeldt (Paderborn, Germany) fed his constipated elephant 22 doses of animal laxative and more than a bushel of berries, figs and prunes before the plugged-up pachyderm finally got relief. Investigators say ill-fated Friedrich, 46, was attempting to give the ailing

elephant an olive oil enema when the relieved beast unloaded. The sheer force of the elephant's unexpected defecation knocked Mr. Riesfeldt to the ground where he struck his head on a rock as the elephant continued to evacuate 200 pounds of dung on top of him. It seems to be just one of those freak accidents that proves... 'Sh*t happens'

IT ALWAYS SEEMS IMPORTANT TO THANK THESE PEOPLE FOR REMOVING THEMSELVES FROM THE GENE POOL but remember – they walk among us!

HMS ONYX

There has been much speculation in recent months as to the fate of HMS ONYX - which has been in Barrow Docks since June 2005. Earlier this year the Submarine was sold to new owners and it was intended that the boat be scrapped on the Humber. HMS ONYX was moved through the Dock System to the Anchor Line Basin in June this year (see below) where she was prepared for tow.



Currently the Submarine is still in the Anchor Line Basin pending the outcome of discussions between the new owners and a group based on the Clyde which hopes to acquire HMS ONYX to go on public display in the Graving Dock at the former Scott's Shipyard at Greenock.

Scott's, as everyone will remember, built many submarines in the past – the last two being ORION and OTAMA for the Royal Australian Navy in the 1970's. Hopefully there will be good news about HMS ONYX in the not too distant future.

LETTERS AND E MAILS TO THE EDITOR

Date: September 20, 2013
 Name: wigmore
 Email: mail@wiggies.plus.com
 Comments: As the French said at Trafalgar, a leau cest l'heur. Are there any other ex-snorting boat crew who have a blood condition called polycythaemia? Apparently it can be attributed to periods of lack of oxygen. Best wishes to all, Ray, ex Talent, Orpheus, Finwhale. (1959-1967)

Answer: Not heard of this condition myself but there should be plenty of Med Techs and Diesel Submariners out there who can advise.

Date: September 06, 2013
 Name: Jane Jaques
 Email: janejaques@btconnect.com
 Comments: Hi, I'm trying to contact my father, Vic Arnold, who is a member of the Norfolk branch. I understand he is now in a Residential Home somewhere near Thorpe St. Andrew in Norwich. I would appreciate a private email if anyone is able to help. Thanks in advance, Jane

Answer: Can anyone from the Norfolk Branch help Jane?

Date: August 23, 2013
 Name: Guy Siner
 Email: guysiner@hotmail.com
 Comments: Dear Sirs, I am (hopefully) producing a film set on the eve of the Evacuation of Dunkirk and heavily featuring a T-class submarine which I imagine would probably have been built in Barrow. In the first instance it would be of great help to be able to contact someone with specific knowledge of T-class boats in the early years of WWII. We have visited HMS Alliance, which I know is close to the T-class in many ways and

where we hope to do some internal filming, but I would love to see any plans/photographs etc. which might still exist that would help us recreate certain aspects of the boat. I would be most grateful if you would kindly direct me to someone in your Association who would be able to help me. Thank you very much for your kind attention. Yours faithfully, Guy Siner

Answer: On 10th September Brian Hodder reported that he had put Guy Siner in touch with someone with a good knowledge of the type of T Boats that he wants information on. I'm sure there are others who can also help.

Date: August 21, 2013
 Name: Mandy Sparks
 Email: Timmandyom@yahoo.co.uk
 Comments: My father was at Ganges as a boy seaman and left in 1951 to go HMS St. VINCENT. His first submarine was the HMS ASTUTE then HMS ALLIANCE. He served on other submarines but I don't have that information. He left the submarine service and went to Halifax, Nova Scotia on Minesweeper's before leaving the service in 1959. Could anyone tell me how to obtain my dad's Dolphins?

Answer: By Editor. I have E mailed Tim to find out more about his father and to see what might be arranged.

Date: August 21, 2013
 Name: Cara MacDonald
 Email: caramacdonald@pier21.ca
 Comments: Searching for whereabouts of William "Bill" Black who served as Petty Officer Cook on the HMS AURIGA in the early 60's. Stationed in Halifax, Nova Scotia 1963/4. Any information please contact: caramacdonald@pier21.ca

Answer: Is there anyone who served with Bill on AURIGA who can help? Is this the same Bill Black who served in DREADNOUGHT and VALIANT as the PO Chef?

Date: August 17, 2013
 Name: Ray Zepp Heppell
 Email: zepp149@yahoo.com
 Comments: Hi I've just joined a few weeks ago at the Northeast branch there a great bunch of lads

Answer: Always knew they were a friendly bunch up North.

Date: August 14, 2013
 Name: Cam Heather
 Email: education@haslemuseum.co.uk
 Comments: I am part of a youth group at the Haslemere museum researching Wesley Puttock, who served on the K13 submarine. We know he was the last surviving escapee but we were wondering if you had any further information on him. Thank you

Answer: By Editor. I have looked up Wesley Puttock - who did exist and did serve in the Navy - but according to his Service Record he didn't join up until a week after K13 was sunk and - he never was a Submariner. I have checked with Dave Piggott - the K13 expert - who is quite certain that no-one of that name ever served in K13. I have replied to Cam Heather along these lines.

Date: August 13, 2013
 Name: Gail Blake
 Email: caselectronics@btinternet.com
 Comments: Hi, I am researching my grandfather's naval career and would like more information on his sub E19 his name was Arthur Henry Blake.

Answer: Arthur Blake joined submarines in 1917 and went to the Baltic for E19 and didn't return to DOLPHIN until Jan 1918. He then continued to serve in boats until October 1919 when he was demobbed.

Date: August 11, 2013
 Name: Bob Seymour
 E mail: rsns9707@gmail.com
 Comment: I was the UC1 on the Ocelot 1967-68 and wondered if any of my old mates were out there have tried making contact via other sites with no luck. Would be great to hear from anyone who can remember me from that time.

Answer: Come on all you ex OCELOT's - give Bob a call and swing a few lamps!

Date: August 04, 2013
 From: Henry Thomas Heddle
 E Mail: jamie_heddle@sky.com
 Comment: My dad Henry is 88 - born 11th Mar 1925 and served mainly on HMS TRUMP from 1944 and was in charge of torpedoes. He also did some time on HMS TRUNCHEON and HMS TOKEN. He is still alive and very well and has a brilliant memories and great stories. Regards Jamie Heddle (son)

Answer: By Editor. I have asked for more details about where Henry lives to see if a local Branch might be able to visit.

Date: 18th Sep 2013
 Name: John Keating
 Email: keatingclan@optusnet.com.au
 Comment: I'm trying to contact an old mate, Tim Mather, a POUWSM, originally from Exeter, in the West Country; we were both LS (UW) (SM)'s when we re-commissioned OPOSSUM at Chatham Dockyard, in 1973 (I was the Killick forendie & Tim was a back aftie). Previous to OPOSSUM Tim had served as the after-ender on ALLIANCE; we both later became TT's. I then went to OBERON in 1975 & Tim later went to OSIRIS. Often when he went away (he was single then) he would leave his beloved Jaguar at our house. My wife Charlotte & I went to his wedding to Reb, in the West Country, probably in the late 70's, early 80's; we emigrated to Australia in Sept 1984 & were still in touch with Tim & Reb, for several years after that, until one year our Christmas card came back, as unknown at this address; since then we have been back to the UK & attended several reunions at DOLPHIN & have made many attempts to contact Tim with no success; he had a brother that also served in RN SM's, ending up as a WEEO, I believe that he lived in Plymouth.

If anyone knows of his whereabouts please contact me at the E Mail Address above.

Secondly, during WW2, the RN provided Liaison Teams (usually an Officer known as the BNLO with a Telegraphist & Signalman), to certain Allied surface ships & SM's. Several of our WW2 Veterans served in this role; Jim Appleton, former AB Tel, served on Dutch O10 (in Scotland) & Jack Roberts, former PO Tel, served on Dutch O19 (in the FE).

We are corresponding with an American historian/author, Mark C Jones. He has produced articles in the US Journal of Military History (Experiment at Dundee; the RN 9th SM Flotilla & Multinational Naval Cooperation during WW2). Mark has undertaken extensive research at the Public Records Office, Kew on this subject, and would welcome more personal info in the form of - Name, rank/rating, SM served in, period, where, experiences, any photographs etc.

Regards, John Keating - President, Submariners Association - Australia Branch.

Answer: Does anyone know of Tim Mather's whereabouts? Also, if you know of any WWII Submarine Liaison personnel, please contact John on his E Mail. I have sent him a list of known Liaison Personnel (Officers, Telegraphists & Signalmen) to John but there may be others.
 Editor

Date: October 03, 2013
 Name: werner
 Email: wernerrooks@yahoo.com
 Comment: I have the HMS Stubborn's Own Newspaper ACHTUNG from 1945 to 46. A letter attached from the captain indicates that copies were to be made after the war for all crew. Did this happen? If not I would like to offer copies to surviving crew at my expense. Son of a submariner.
 Werner

Answer: I have not heard about this Newspaper before. Sounds as if it could be very interesting.

Date: Sep 30, 2013

Name: Brian Willis
 Email: brianwillis70@yahoo.co.uk
 Comment: I am an ex Conventional and Polaris boat man of 20 years' experience. Trying to make contacts in Fife area as part of a SSAFA case I am working on.

Answer: Perhaps the Scottish Branch or Scotland North Easy could follow up on this request?

Date: Sep 23, 2013
 Name: Steve Phillips
 Email: sp89128912@yahoo.co.uk
 Comment: Hello, I'm trying to find out, if he is still alive the whereabouts of a Derek Catton/Catten/Cotton, age approx 75-80 was a chef/cook, served on a submarine that begun with the letter 'A', was based in Portsmouth in 1960. I know this is a very, very long shot but I am doing this on behalf

of his daughter who is a friend of mine. Any help advice would be much appreciated. Steve Phillips.

Answer: Anyone recognise this name and know where Derek lives?

'GUS' BRITTON 'Dits' & COMMISSIONING CREW LISTS

I must thank all those members who kindly sent me copies of Submarine 'Commissioning Crew Lists' and some of the 'Gus' Britton 'Dits' that were absent from my collection. Copies of any other 'Commissioning Crew' lists held by Members would be appreciated – E Mailed copies or Xerox copies by post would be ideal.

Barrie Downer

A Message from the Association Vice Chairman EMBANKMENT PARADE 2013

Gentlemen,

This year's Embankment Parade will take place on Sunday the 3rd of November. The venue for meeting will be as previous years HMS PRESIDENT (1918). We were trying to arrange a different venue but this has proved too complicated in the short time available.

HMS PRESIDENT will be available from 0900 with platoons forming up outside at 09:55 ready to march off at 10:00.

For those Branches who have ordered wreaths, these will be available from beside the gangway to the ship. For those laying the wreaths please ensure you are in No. 1 platoon.

The Ship will be available on completion of the service.

Please ensure you listen to instructions on the day as the programme has to have a little fluidity on it to ensure its smooth running - especially if it is 'Wet Weather' routine.

For those Branches who have not yet ordered their Wreaths please do so a.s.a.p. as I will be on holiday just before the Parade. Last year there were disappointed branches on the day.

If you require further information please contact me on slinger165@btinternet.com

John Wood

Vice Chairman, Submariners Association

A Message from the Association Membership Secretary Membership Records & Contact Details

A gentle reminder - to help us keep the Association Membership Records up to date - both at Branch level and at National Level - and to ensure that you receive all the information available on Association News and Events - Members are requested to advise their Membership Secretaries of changes of Address – both Home and E Mail – as soon as possible after the change. You can do this by advising your Committee at a Branch Meeting or by sending an E Mail to both your Branch Membership Secretary and to the National Secretary. Serving Members are also requested to advise any updates to Boats served in.

Thank you – Keith Bishop (E Mail: membership@submarinersassociation.co.uk)

The Naval Service Memorial

As some of you may know, the Royal Naval Association has been running a project to mark the 60th anniversary of our Royal Charter in 2014. We had been inspired by an ARNO idea for a memorial and loved the blue glass design that had been considered by their Council. RNA National Council wanted an all-inclusive memorial that commemorates **those who have served, serve today and will serve tomorrow regardless of rank, trade or fighting arm**. We sought designs for a memorial to be placed in the Naval Section of the National Memorial Arboretum (NMA) to be a place for shipmates and their families of the Royal Navy, Royal Marines, their Reserves, RFA, QARNNS, WRNS and RNXS to quietly remember their comrades and loved ones. At present there is the Armed Forces memorial for those who have given their lives on operations since WW2 and a collection of Association and Fighting Arm memorials in the Naval area. Unless your loved one served in one of the ship classes or one of the fighting arms with a memorial, there is no place in the Arboretum for you to feel 'at home'. We received 22 designs from RNA individuals and Branches as well as some professional design artists, with a special invitation to the ARNO artist, Graeme Mitcheson. A committee of taste appointed by the National Council whittled the designs down to two:

- An idea based on 'At the going down of the sun we will remember them' – with elements of 3 designs submitted. To be developed by Graeme Mitcheson.
- A submission by Ian Rank-Broadley who designed the two wonderful sculptures on the Armed Forces Memorial at the NMA.

The two designs were presented to the National Council in June at our National Conference, in Liverpool, for a decision. Ian Rank-Broadley designed a bronze wall with a theme of the size and dangers of the sea with 4 men on a raft, survivors of their sinking ship. Graeme Mitcheson produced a highly innovative design using glass panels. The National Council unanimously chose Graeme's design.

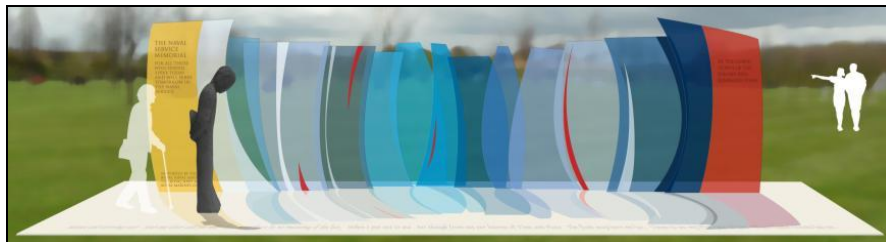


The idea is this:

'At the going down of the Sun we will remember them'.

The memorial shows a figure facing West into the setting sun, head bowed in respect to Shipmates. The figure suggests this could be a sailor from the bell bottoms and round cap held in the 'at ease' position, but is deliberately ambiguous.

Coloured glass panels diffuse light onto a white limestone pavement. The colours are those of the 5 oceans – Steel grey for the Atlantic; turquoise for the Indian; ultramarine blue for the Pacific; and with white inserts for the Arctic and Southern Ocean. Yellow for the rising sun - red is there for the setting sun and for the blood spilled at sea and on the land in the defence of our nation. Suggestions of green for the Royal Marines and dark colours for dived submarines.



The glass panels suggest waves and motion – from the side, masts in harbour. The panels vary in size to suggest the tide coming in and out. The glass panels cast a shadow suggesting the shape of a warship which is in the direct gaze of the figure. The shape of the shadow ship changes as the sun moves. From right angles the glass panels suggest medal ribbons, the colours of the Atlantic and Arctic Stars are present.

The figure is made from battleship grey Kilkenny limestone, which turns black when wet, drying in patches showing the way water is integral to the figure. There will be an information board that tells the story of the memorial and highlights the role of the principal funders.

The National Council are delighted that the First Sea Lord has approved that the memorial can be called 'The Naval Service Memorial'. Making the memorial, in effect, a gift to the Naval Service from the RNA, RNRMC and other contributors individual and collective. The memorial will be dedicated at the NMA at 1200 on Sunday 15th June 2014. We hope to have a VVIP, the First Sea Lord and other senior Naval figures in attendance, the Chaplain of the Fleet will take the Service. The RNA will be encouraged to parade their standards and all other Naval Associations are invited to attend, letting RNA HQ know.

Finally, although the RNA National Council have allocated £50,000 and we hope for a grant from the RNRMC, it is not likely to be enough, so if you are inspired by this wonderful design you are encouraged to send donations to me (see contact details below) for the Naval Service Memorial – cheques made payable to the RNA.

Paul Quinn OBE, General Secretary
Room 209, Semaphore Tower
HM Naval Base, Portsmouth
Hampshire PO1 3LT
Paul@royalnavalassoc.com
02392722983

WOMEN AT SEA IN SUBMARINES?

Three newly recruited WRNS Ladies? Sent on to the conning tower to prepare the nuclear submarine for diving? Sixty seamen below - all frantically filling in Request Forms requesting their immediate discharge from the Submarine Service! All of the ship's company's wives were invited to come with us on the trip from Portsmouth to Portland. butrobably because of the difficulty of finding baby sitters and/or the long distance that some wives might have to travel, only a few wives took

www.submarinersassociation.co.uk

up the invitation. The Officers' wives were Jim Marsh's wife Charmian, David Wixon's wife Poppet, and Brian Smalley's wife Gilly. Charlotte Woodward - wife of the former First Lieutenant Sandy Woodward was kind enough to look after Bryan & Gilly's two boys at home.



Nuclear Submarine HMS VALIANT - July 1969

En route from Portsmouth to Portland - just before Diving. On the left - Engineer Officer's wife - Poppet Wixon, in the middle - Electrical Officer's wife - Charmion Marsh and on the right - Executive Officer's wife - Gilly Smalley - Bryan Smalley was behind them taking the photo!

As the Submarine approached the Exercise Area the wives were ordered below so that they could 'open up' the submarine for diving, but (just in case) we monitored their activities carefully to ensure that no valve was left in the wrong position. We dived safely! After we had carried out our Exercise we arrived back on the surface safely (phew!)

(Item and photo supplied by Bryan Smalley)

BOOKS

The incredible, true inside story of the Cold War beneath the waves

Official Royal Navy definition - HUNTER KILLER - a submarine designed to pursue and attack enemy submarines and surface ships.

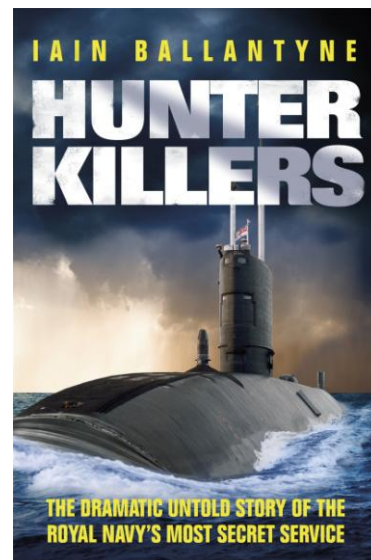
HUNTER KILLERS tells the dramatic untold story of Britain's most secret services. It is a gripping new book that follows the careers of four daring submarine captains - also featuring some of the men who served with them - all risking their lives during exploits that have, until now, been consigned to the shadows.

Their experiences encompass the span of the Cold War, from voyages in WW2-era submarines under Arctic ice, to nuclear-powered espionage missions in Soviet-dominated seas. There are dangerous encounters with Russian spy ships in UK waters and finally, as the communist façade begins to crack, the intrepid submariners hold the line against the Kremlin's oceanic might.

Speaking out about their covert lives for the very first time, HUNTER KILLERS is based on exclusive interviews with Cold War submarine captains. It offers the most revealing and enthralling insider account so far of the most dangerous arena of the East-West confrontation during which humanity hovered on the edge of the nuclear abyss.

Iain Ballantyne has been on both ends of a submarine attack. At the close of the Cold War he was aboard a warship forced to take evasive action in the Barents Sea when a Russian submarine launched a torpedo. He has also sailed under the waves aboard a nuclear-powered attack submarine, at one stage using the periscope to view potential targets during a combat exercise. A one-time London-based defence and diplomatic correspondent for

a national news agency, Iain has contributed to coverage of naval and military issues in a number of publications, including prestigious yearbooks for NATO and the Royal Navy.



HUNTER KILLERS

By Iain Ballantyne

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OBITUARIES

Admiral Sir John Foster Woodward, GBE, KCB, Royal Navy

Sandy Woodward was educated at Stubbington House School and joined the Royal Navy in 1946 at the Royal Naval College at Dartmouth. After General Service, including time with the Home Fleet, he joined Submarines in 1954. On completion of Training he was appointed to HMS DOLPHIN 'additional as Spare Submarine Officer' on 19th Mar 1954. This was followed by an appointment to the Submarine Depot Ship HMS FORTH 'additional for HMS SANGUINE' on 16th Jul 1954. He was 'lent to HMS TABARD' on 17th Dec 1956 and then appointed to the Submarine Depot Ship HMS ADAMANT 'for HMS PORPOISE as 1st Lt' on 1st Aug 1958. Two years later he was appointed to HMS ADAMANT 'for COQC No. 44' on 1st Aug 1960. On successful completion of the 'Perisher' Sandy was appointed to HMS DOLPHIN 'for HMS TIRELESS in Command' on 19th Dec 1960. This was followed by HMS DOLPHIN 'for FOSM Staff' on 3rd Feb 1962 and then DOLPHIN 'lent to HMS PRESIDENT for courses at RNC, Greenwich' on 27th Sep 1962. His next Submarine Command was HMS DOLPHIN 'for HMS GRAMPUS in Command' on 11th Apr 1964 and this was followed by HMS DOLPHIN 'for HMS VALIANT as 1st Lt – Standing by whilst completing' at Vickers at Barrow on 1st Mar 1965. He joined HMS MAIDSTONE (3rd Submarine Squadron) 'additional' on 17th Apr 1967 & 'as CO COQC vice Fry' on 15th Mar 1967. During his time as 'Teacher' some thirty three officers successfully completed 'Perisher'. One of his successful students later became Flag Officer Submarines and another served as Commander in Chief Fleet. After two years as 'Teacher' Sandy was appointed to HMS WARSPITE 'in Command' in 1969 - assuming Command after the reported collision with the 'mobile iceberg' in the Barents Sea. Promotion to Captain followed in 1972 and he became Captain, Submarine Sea Training in 1974. Returning to General Service he was appointed to HMS SHEFFIELD 'in Command' in 1976. He served in the MoD as 'Head of Naval Plans' in 1978 before he was promoted to Rear Admiral in 1981 and was then appointed as Flag Officer, First Flotilla in 1981. Whilst serving in this appointment the Falkland Islands were invaded in April 1982 and he was appointed Commander Task Force 317.8 – flying his Flag in the Aircraft Carrier HMS HERMES - and was tasked to evict the invaders. This was successfully achieved but his former command – HMS SHEFFIELD – and several other ships were lost in the process. He was appointed Flag Officer, Submarines in 1983 and was promoted to Vice Admiral in 1984. He then served as Deputy Chief of the Defence Staff (Commitments) from 1985. Sandy Woodward was promoted to full Admiral in 1987 and served as Commander in Chief, Naval Home Command from 1987 to 1989. After retiring in 1989 he wrote his memoir of the Falklands War titled 'One Hundred Days' and also chaired the Falklands Islands Memorial Chapel Trust which raised £2.3M and the Chapel was opened by the HM the Queen at Pangborne College in 2000. Sandy Woodward died on 4th August 2013 at the age of 81. (with thanks to National Newspapers)

THANKSGIVING SERVICE

A Thanksgiving Service for the life of Admiral Sir Sandy Woodward will be held in Chichester Cathedral on Thursday 14th November at 2.30 p.m. The service will be followed by a reception in the Cathedral precinct. It will be much appreciated if those who are wishing to attend could e-mail Tessa Simpson (Tessa is Sandy's daughter) at Admiral.woodward@btopenworld.com.

Captain (E) Kenneth S J Dunlop, MiD, FI Mech. E, Royal Navy

Captain (E) 'Ken' Dunlop died on 2nd August 2013 aged 92. Kenneth Dunlop joined the Royal Navy as a Special Entry Cadet (E) on 1st May 1938. One year later, on 1st May 1939, he was promoted to Midshipman (E) and continued his training ashore at the Royal Naval College, Greenwich and then at the Royal Naval Engineering College at Keyham, Devonport, where he was promoted to Sub Lieutenant (E) on 1st June 1940 and to Acting Lieutenant (E) on 16th November 1941. General Service followed during which he was confirmed as Lieutenant (E). In 1943 he joined the Submarine Course at HMS ELFIN at Blyth and, on completion, he moved to Dundee to join HMS FORTH (3rd Submarine Flotilla) as 'Spare Crew' and took part in Noise Reduction Trials.

On 1st June 1944 he joined Submarine HMS TACITURN 'as the Engineer – Standing by whilst building' at Barrow in Furness 'and on Commissioning'. He served in TACITURN in the Far East until the end of hostilities receiving a Mention in Despatches (London Gazette 20th November 1945) 'for Far East War Patrols from March to August 1945'. He returned to the UK with TACITURN and, after some shore leave, joined Submarine HMS AMBUSH 'as the Engineer -standing by whilst building' also at Barrow.

On 21st January 1947 he joined Submarine HMS ALLIANCE 'as the Engineer' prior to her Commissioning - serving in ALLIANCE until he joined HMS DOLPHIN on 13th August 1947 as 'Trials and Refits Officer' for the 5th Submarine Flotilla. In 1948, whilst still in HMS DOLPHIN, he transferred to the Staff of FOSM taking up the post of 'Assistant Fleet Engineer Officer'. During this period he was promoted to Lieutenant Commander (E) on 16th November 1949.

On 28th January 1950 he joined the Submarine Depot Ship HMS MONTCLARE (3rd Submarine Flotilla) at Rothesay 'as the Senior Engineer Officer'. A year later, on 21st January 1951 he joined the Staff of the Mechanical Training Establishment at HMS PEMBROKE at Chatham 'as Training Officer for RN Engineer Officers'. He was to serve there for about a year where he was promoted to Commander (E) on 31st December 1952.

In April 1953 he returned to General Service, serving as the Engineer Officer with the 1st Destroyer Squadron for approximately 2 years. In 1955 he joined the staff of HMS VICTORY 'as Assistant Manager for the Engineering Department in HM Dockyard Portsmouth' with 'Special Duty for the reconstruction of the aircraft carrier HMS VICTORIOUS'.

Ken Dunlop returned to submarines on 17th February 1958 with an appointment to HMS ADAMANT (3rd Submarine Squadron) at Faslane 'as the Engineer Officer' - a post he held for two years. On 22nd July 1960 Ken Dunlop returned to HMS DOLPHIN 'as Fleet Engineer Officer' subsequently moving to the CPE in September 1963. In the latter quarter of 1965 he became Acting Captain at Chatham Dockyard serving there for over 5 years.

In the Retired List of Naval Officers of 1975 he was listed as an Engineer Commander with the additional rank of Honorary Captain. (With thanks to George Malcolmson at the Submarine Museum)

Rear Admiral John S Grove, CB, CBE, BSc, FIEE, Royal Navy

The death (after a long illness) has been reported of Rear Admiral John Grove. John Grove was one of the first Electrical Officers to serve in Submarines in the 1950's. His first Submarine was HMS TALLY HO in 1953 and this was followed by HMS TURPIN in 1954 and 1955. He stood by the build of HMS PORPOISE (the 'First of Class') as the Electrical Officer at the Vickers Shipyard in Barrow in 1955 and was serving in the Submarine when it 'Commissioned' on 17th April 1958.

Brian Smalley - the Navigator of PORPOISE) - reports that John Grove was an excellent technician and received a Herbert Lott Award for his work in the PORPOISE build. He recalls that John Grove received the award for his work on the Automatic Hydroplane Control Gear, 'George' which had been fitted in TABARD - but which was rarely used because of its unreliability. John's solution was simple. The system required an input to tell 'George' the accurate depth of the submarine. This was achieved by measuring the outside water pressure. But the sea water pressure pipe was led horizontally from the control box through the pressure hull to the sea. Every time the submarine rolled in heavy seas 'George' would record this as a depth change. John Grove arranged for the sea water inlet to be moved to the keel where the submarine's rolling would have least effect. The problem was resolved.

Brian Smalley also recalled another problem in the engine room. The older design boats had much slower engine revolutions creating tolerable noise at a lower frequency. The ASR1s at high speed created high frequency noise making it almost impossible to hear anyone speak and therefore pass information or orders to others in the compartment. John Grove talked to the Naval Constructors at Bath about the problem and discovered that aircraft carriers were being fitted with magnetic loop circuits, noise cancelling microphones, and radio receiver fitted ear-muffs. With John's personality he easily enlisted 'a splendid fellow in Bath' who knew where the equipment was being produced. This chap put him in touch with someone who 'was a good chap to talk to'. The work was being done at a Naval laboratory (probably in West Drayton). The aircraft carriers' requirement was to enable good communications to be available on a noisy flight deck, which was identical to our problem. The contact in the laboratory was very helpful and willingly gave John a noise cancelling microphone, a receiver fitted ear-muff, and a short description of how to rig a simple magnetic loop circuit. His final words to John were: 'Try not to let the powers that be know what you are up to.' With Vickers help, John set-up a magnetic loop circuit with the microphone and ear-muff supplied and it worked very well. John believed that we could never have completed harbour and sea trials safely without the loop. The secret was kept by all who knew about it until our acceptance trials. FOSM had a representative on board who sent a very enthusiastic signal to his Lord and Master (FOSM) and copied the signal to the world and his wife! The net result was that John received a mild rebuke from FOSM and very nice private letter from him saying 'splendid work - Bravo Zulu!' Brian Smalley heard later that the unfortunate man who had given John Grove the equipment was sacked!

John Grove returned to Barrow in Furness in 1960 as the Electrical Officer and Principal Technical Officer of HMS DREADNOUGHT 'Standing by while building' and after 'Commissioning'. Once again his engineering expertise, knowledge of the Barrow Shipyard and personnel were invaluable in bringing into service another 'First of Class' - this one Nuclear powered. Subsequent appointments included HMS DOLPHIN as CSO (E) to FOSM and the Strategic Systems Executive. In retirement his services and knowledge were invaluable and he took part in and chaired various studies and reports - some for the MoD. (With thanks to Bryan Smalley)

Lieutenant Frederick Henry Sherwood, DSC*, RCNVR

Frederick Henry (Freddie) Sherwood is reported to have died in May 2013 at the age of 99. A native of Ottawa, Freddie Sherwood joined the RCNVR in 1933 and was one of the first Canadians to go overseas with the Navy. He volunteered for Submarines during his training course in Britain and joined Submarines on 30th September 1940 when he was appointed to HMS DOLPHIN 'for the Submarine Course'. On 6th November 1940 he was appointed to the Submarine Base HMS ELFIN (6th Submarine Flotilla) at Blyth 'for Submarines'. Six weeks later on 22nd December 1940 he was appointed to the Submarine Depot Ship HMS TITANIA (3rd Submarine Flotilla) at Rosyth 'for HMS SEALION as the Torpedo Officer'. After eight months in SEALION - mainly in Norwegian waters - he joined the Submarine Depot Ship HMS CYCLOPS (7th Submarine Flotilla) at Rothesay 'for Submarine L23 at First Lieutenant' on 22nd Aug 1941. With the fast progress of Submarine Officers in WWII Freddie Sherwood was next appointed to HMS DOLPHIN (5th Submarine Flotilla) on 7th Jan 1942 'for Submarine HMS SAFARI - standing by whilst completing' at the Cammell Laird Shipyard in Birkenhead and, 'as First Lieutenant' on Completion. HMS SAFARI had been launched at Birkenhead on 18th Nov 1941 and was 'Commissioned' on 15th Feb 1942 only five weeks after he arrived in Birkenhead. Following Acceptance and a 'Work Up' in Home waters HMS SAFARI was sent to the Mediterranean and was attached to the 8th Submarine Flotilla based on HMS MAIDSTONE at Gibraltar. He was awarded the DSC as reported in the London Gazette of 1st August 1942 for his work in HMS SAFARI.

On his return to UK he was appointed to HMS DOLPHIN 'for the Commanding Officers Qualifying Course' on 2nd November 1942 and was one of the first Reservists to complete the 'Perisher' in WWII. By now a Lieutenant Commander his first Command, on 15th Feb 1943, was HM Submarine P556 which was attached to the 7th Submarine Flotilla at Rothesay and which was one of the elderly US Navy Submarines transferred to the Royal Navy.

Five months later on 21st Jul 1943 Freddie Sherwood was again appointed to HMS DOLPHIN but this time for 'Submarine HMS SPITEFUL – standing by whilst completing' at the Scott's Shipyard at Greenock on the Clyde 'and in Command on Commissioning'. After 'Completion' on 6th October 1943 and following 'Work Up' and a patrol in Home Waters HMS SPITEFUL was sent to the Indian Ocean and the Pacific where Freddie Sherwood completed seven War Patrols in SPITEFUL. Whilst attached to the 8th Submarine Flotilla based on HMS MAIDSTONE at Fremantle, Western Australia he was awarded a Bar to his DSC as reported in the London Gazette of 15th Sep 1944. On his return to UK he joined HMS DOLPHIN on 15th April 1945.

AUSTRALIA BOUND

Continuation of the Diary of Petty Officer Henry Kinder (RAN) of Submarine AE2 (from Issue No. 40)

In Jan 1914, AE2 was ready to do her trials. Usually the engine and diving trials are done separately but as time was pressing (we had to be in Australia before the monsoon weather started) these two trials were done on the one trip.

A dockyard crew does the trial with the engines. A naval crew goes out to see that they are carried out properly and to do the diving trials. They must have thought they were on a picnic as there were hampers filled with roast chicken and different things and plenty to drink. But as it wasn't much use to them we tucked into it.

On arriving back in the dockyard the captain (Lieutenant Commander Henry Hugh Gordon Dacre Stoker, Royal Navy) had trouble getting alongside the wharf on account of the high wind blowing. What he said that night would have filled a book!

About a fortnight later the AE2 was turned over to the naval authorities and put into commission. Our long holiday at Barrow was ended.

At the beginning of February we proceeded to Portsmouth to prepare for our long journey to Australia. The AE1 had left Barrow a fortnight previously and had made a record trip to Portsmouth, but when AE2 left Barrow there was heavy weather in the Irish Channel. It took seven days to get to Portsmouth – a trip AE1 had done in two. AE2 had to run into shelter twice as our escort, an old cruiser (HMS ADAMANT), couldn't make any headway. A cruiser generally escorted new submarines in case of breakdowns.

AE1 and AE2 stayed in Portsmouth about ten days taking on oil and provisions as it was to be the longest journey undertaken by submarines before the war. The journey would be somewhere about 15,000 miles as the captain wanted to call into as many ports as possible to pick up oil and provisions.

On March 1st 1914 the two submarines were ready for sea and at 6 am we cast off and joined up with our escort, a cruiser (HMS ECLIPSE). She was escorting us as far as Colombo. It was arranged that she was to tow the two submarines alternatively, twenty four hours about, the other boat to run under her own power.

Our speed was about twelve knots or thirteen and a half miles an hour. After running on engines for twenty-four hours it was quite a relief to get on the tow rope and rest from the terrible din of the engines. It also gave us a chance to clean up the boat.

During the trip out, the AE1 had a fair amount of engine trouble and consequently got a lot of time on the tow rope which left AE2 to do more than her share of running on her own power.

(By Editor: The main problem with the engines throughout was with the inlet and exhaust springs which broke regularly. There appear to have been two different

types of springs and Lieutenant Commander Besant - AE1 - reported that the springs with less coils lasted longer. After Singapore AE1 also had problems with the Engine Clutches (of the 'Toggle Clutch' Type) with 'the Coupling Bolts bending and some breaking putting undue strain on the Toggle Bolts causing them to break'. Replacement bolts were manufactured by the Artificers in HMAS SYDNEY. BKD)

AE2 had several accidents with her propellers during her short career. The first one happened just as we were going through the Bay of Biscay when one of the blades broke off the starboard propeller. I was on watch at the time and it seemed as though the boat would shake to pieces with the vibrations until the engine was stopped. We proceeded slowly to Gibraltar on one engine.

At Gibraltar AE2 was put in dock to replace the broken propeller. New chocks had to be cut to take AE2 as they were not used to taking submarines in the Gibraltar dockyard. As these propellers are cast in one piece a new one had to be fitted. Two spare propellers were carried on board the escort for each boat. Only a few hours were given to do the job and it was hard work getting it finished in time. The floodgates were to be opened at 6 pm and we didn't have time to collect all the tools.

That night we put to sea and had a good run as far as Malta as the Mediterranean was on its best behaviour and was beautifully calm. Staying at Malta just long enough to oil and provision the boats, we proceeded to Port Said waiting there until the Suez Canal was fairly clear of shipping. The speed limit for big boats passing through is five knots but owing to submarines being so hard to steer at slow speed on engine power, the captain had permission to travel at ten knots.

The two boats looked like two big hydroplanes with the big white awnings set. At Port Said the boat had been painted white to try and lessen the heat on the steel decks. The engine room was unbearable and all the steelwork was burning hot to the touch. We passed through the canal without any mishap and had a good run down the Red Sea. It was very hot in the tropics as we passed through 'Hell's Gates' early one morning.

The day we were due to arrive at Aden the AE2 lost another propeller blade. As there was no dock at Aden the new propeller had to be put on by divers, which was a long and tedious job. It took three days, working day and night, to get it finished. As Aden is the last place on earth, just barren hills, there was nothing of interest to see.

We were glad when the job was finished and the boats got underway again. Colombo was our next port of call, where things were a little more lively and civilised. At Colombo our next escort was waiting, a cruiser (HMS YARMOUTH) from the China Station. As soon as our

spare gear was transferred we left for Singapore. On the way over we just missed running into a sailing ship one dark night.

At Singapore, HMAS SYDNEY was waiting to escort us to Sydney. On account of being anchored out from shore and the sea a bit rough, we had some trouble oiling the submarines. A big barge I was on with about forty coolies broke away and drifted a couple of miles out to sea before the Sydney's steamboat came and towed us back.

Our next call was Batavia then on to Port Darwin, our first Australian port. The residents of Darwin gave us a great welcome- the only one we received in Australia. At Cape York we ran into bad weather and one of the hydroplane guards was knocked off in heavy seas. The hydroplanes themselves had been removed before we left England in case we met with bad weather.

Just before leaving Thursday Island some of us had done some washing and tied it along the handrails to dry. Rough weather prevented us getting it in as the captain thought we might get washed over the side. So we had to watch our gear getting carried away as the waves caught them. My hammock managed to carry away the wireless aerial. As it was the Signalman's job to repair and look after it, he said some nasty things about people washing hammocks. As it was about the fourth time it had been carried away during the trip you couldn't blame him for blowing off.

A peculiar thing about the hammock: the cord that was holding it to the rail broke and as the hammock was being washed away on a wave, the stern of the boat rose and the hammock was caught on the rounded deck. It was not until the next afternoon that I could go down and get it. There was nothing holding it. How it stuck on I don't know as it was under the water most of the time.

We called in at Cairns where a rumour got around that one of the submarines was going to dive. A big crowd gathered at the waterfront but they were doomed to disappointment. The boats couldn't have dived even if they had wanted to as the hydroplanes were off.

Leaving Cairns we still experienced rough weather so it was decided to run around the back of Moreton Island for shelter for the night. Next morning when we again put to sea it was, if anything, worse.

The boats were due to arrive in Sydney by Saturday afternoon and a crowd had gathered at Mrs Macquarie's Chair to see the two submarines come in. However, owing to the rough weather we didn't arrive outside Sydney until midnight, Saturday.

After passing Newcastle the sea had begun to calm down, so by the time we reached the Heads the sea was quite calm. The boats just drifted about until daylight. The crew was too excited to go to sleep so we just watched the South Head light flashing and talked.

At daybreak we entered the Heads and soon got our clearance from the port doctor. Just after starting the AE2's engines to go up the harbour the engines gave trouble for the first time as two cylinders on the port engine ran hot and nearly seized up. Luckily, it didn't take long to run up to Garden Island. Our long journey was finished and both boats' crews were not sorry. The journey had occupied nearly three months, and with no room to exercise when off watch, time hangs heavy and things get very monotonous.

I was glad to get back to Sydney as I had been away for four years. Sydney had altered a lot during that time.

As we had a lot of leave due to us we had a good holiday, but on priming up after our leave we set to work to prepare the boats for diving and get everything shipshape. Naturally the submarines were objects of curiosity and crowds of people used to sit and watch them from Mrs. Macquarie's Chair. Several times we sank the boats to the bottom to test the hull for leaks in case any of the rivets had started on the journey out.

One of the dock yardmen had his first experience of submarines the first time we went outside the Heads. He was on board by mistake when we cast off. As the sea was a bit lively he didn't seem to enjoy the trip.

We dived for an hour and he seemed thankful to see daylight again. By the eager way he jumped ashore on returning to Garden Island, I don't think he was anxious to repeat the trip.

That same afternoon we tried to take a barge in tow which had broken loose from a broken down tug. A man on the barge was having a rotten time of it as the barge deck was level with the water. After snapping a couple of wire hawsers our captain gave it up and sent a message for the pilot boat, CAPTAIN COOK.

We were unfortunate in losing one of our shore crew during our stay in Sydney. A picket boat he was driving was cut down by a coastal boat and he was drowned.

By Editor: The man lost was Leading Stoker William James Groves O/N RAN 7301 of AE2.

Leading Seaman John Thomas McGregor O/N 190691 (Po) RAN 7532 of AE2 and Able Seaman John Reardon O/N RAN 7474 of AE1 were the two survivors of this incident.

Obituaries - Members 'Crossed the Bar' 27th Jun 2013 to 30th Sep 2013 (indicates WWII Service)**

NAME	DATE/AGE	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
L E (Les) Elvin, MBE	4th Jul 2013 aged 77	Telegraphist	Portsmouth	1957 to 1962	TRESPASSER & TRENCHANT
James Alexander Moultrie	7 th Jul 2013 aged 82	Petty Officer (UC1)	Scotland North East	1950 to 1960	SEADEVIL (50-51), SIDON (51), ALDERNEY (51-52), TOTEM (53-55), ANCHORITE (57) & TIRELESS (58-60)
J J (John) Whittingham	10 th Jul 2013 aged 81	CPO (TASI)	Nottingham	Jul 1955 to Mar 1972	ALARIC, TIPTOE, WALRUS, RORQUAL & RENOWN
W F (Keith) Prowse	14 th Jul 2013 aged 74	Able Seaman UW3	Plymouth	Mar 1962 to Jan 1966	OTTER
John Allen (Shorty) Featherstone	18 th Jul 2013 aged 90	CPO Coxswain	Colchester	1942 to 1961 **	P555, VARANGIAN, UPRIGHT, SLEUTH, TIPTOE, TRUNCHEON, STURDY, SENTINEL, TRUMP, ANCHORITE, TACITURN & SEADEVIL
J (Jim) Pollard	22 nd Jul 2013 aged 88	Able Seaman (UC3)	Dolphin	Feb 1941 to Aug 1952 **	H43, TURPIN & TAURUS
H W (Harry) Mullin	25 th Jul 2013 aged 91	Leading Signalman	Manchester	1941 to 1947 **	H31, P31, UPRIGHT, UNISON, TRUANT & TEREDO.
Gerald Edmondson	28 th Jul 2013 aged 84	PO Chef	Morecambe Bay	Not Reported	ALCIDE, ALDERNEY, THULE, SELENE, TACTICIAN, THOROUGH & TELEMACHUS
Geoff Wormald	July 2013 aged 82	LEM	Sussex	1951 to 1954	SCYTHIAN, SUBTLE, SOLENT & ANCHORITE
Rodney (Rod) T Frostick	Jul 2013 aged 82	CPO (OEL)	Gosport	1955 to 1970	TRUNCHEON, FINWHALE, OTUS, AMPHION, RESOLUTION & ALCIDE
Sir John Forster 'Sandy' Woodward, GBE, KCB	4th Aug 2013 aged 81	Admiral	SM Officers Association	1954 to 1985	SANGUINE, TABARD, PORPOISE (IL), TIRELESS (CO), GRAMPUS (CO), VALIANT (IL) & WARSPITE (CO). FOSM 1983 to 1985
Ron Slater	10th Aug 2013 aged 84	Stoker 1st Class	Derbyshire	1946 to 1948	Reserve Group 'G' (SAGA, SCEPTRE, STORM & TIRELESS)
M G Copeland	27th Aug 2013	Petty Officer (ME)	Lincoln	1968 to 19**	REPULSE (P) (1st Commission Crew on 28th September 1968)
A R (Alec) Boyling	Aug 2013 aged 78	WO Coxswain	Gatwick	1954 to 1980	ARTFUL, AMBUSH, SPRINGER, TELEMACHUS, ANCHORITE, SOLENT, WALRUS, AURIGA, ALARIC, ALCIDE, (1st Commission Crew on 9th Nov 1971) & RESOLUTION (DASO 14th Jul 1977)
Terrence Ronald Eames	August 2013 aged 93	Lieutenant Commander	Australia	Feb 1943 to Nov 1944 **	P511, OTUS, L27 & P553
Edmund Gilbert (Ted) Gigg	August 2013	Commander, RCN	SAOC	1943 to 1945 ** & 1950 to 1967	OBERON (TO), UTHUR (NO), TRADEWIND (NO) ALDERNEY (IL), SELENE (CO), TALLY HO (CO), GRILSE (CO) & SM1 (RCN)
D (Dave) Tweedie	August 2013 aged 78	Leading Steward	Scottish	Nov 1957 to 1968	TRUNCHEON, TIRELESS, TALENT, ALCIDE, GRAMPUS, PORPOISE, ODIN, WALRUS, SELENE & DREADNOUGHT (63-68)
Keith Bowden	29th Aug 2013	Lieutenant Commander,	SAOC (East)	Not Reported	RCN Submarine Service

		RCN			
Ernst Fredrick (Ernie) Ebner	31st Aug 2013 aged 83	CERA	SAOC (West)	Not Reported	GRILSE (RCN)
Grahame Francis	1st Sep 2013 aged 64	Able Seaman (UC3)	Derbyshire	1969 to 1973	REVENGE (S)
Fred Button	1st Sep 2013	Able Seaman (ST)	SAOC (West)	Not Reported	RN Submarines & GRILSE & RAINBOW (RCN)
Christopher Payne	5 th Sep 2013	Engineering Technician (MESM)	Serving	Not Reported	Submarine Service in TRIUMPH
Thomas Anthony (Terry) Sawyer	6th Sep 2013 aged 87	Chief Petty Officer (RCN)	SAOC (Central)	Not Reported	ANDREW, ALCIDE, AENEAS & OJIBWA (RCN)
Stan D Hancox	10th Sep 2013	Able Seaman (ST)	Middlesex (ex-London)	1945 to 1949 **	TAKU, TACTICIAN, TEREDO, ALLIANCE & TEMPLAR
Malcolm 'Jock' Campbell	17th Sep 2013 aged 77	CERA (SM)	Australia Branch	1966 to 1969	RN Boats & OTWAY (RAN)
John S Grove, CB, CBE	29 th Sep 2013	Rear Admiral	SM Officers Association	Not Reported	TALLY HO (53), TURPIN (53-54), PORPOISE (55-58) & DREADNOUGHT (60-64)
Derek M Saville	Sep 2013	Warrant Officer MEA (P)	ex-London Branch	Mar 1957 to May 1989	SUBTLE, SCOTSMAN, EXCALIBUR, DREADNOUGHT, RESOLUTION (S), RENOWN & REPULSE

Obituaries – Other Submariners 'Crossed the Bar' 27th Jun 2013 to 30th Sep 2013 (indicates WWII Service)**

NAME	DATE	RANK/RATE	SM SERVICE	SUBMARINES
William (Bill) Andrew Hughes	11th Jul 2013 aged 86	Rear-Admiral (Ret'd) RCN, CAF	Not Reported	Submarine Service in five RN & one USN Submarine
Michael G K Evans	15th Jul 2013	Commander (E)	Jan 1962 to Oct 1978	EXPLORER, WALRUS, DREADNOUGHT, REVENGE & RENOWN
Roger A Vigar	29 th Jun 2013 aged 70	Radio Electrical Artificer	Not Reported	OSIRIS
Rodney (Vic) Silvester	July 2013 aged 67	Fleet Chief Engine Room Artificer	1968 to ****	ODIN 'on re-commissioning in May 1972' & Resolution Class
K S J (Ken) Dunlop, MiD	2nd Aug 2013	Captain (E)	1942 to 1960 **	TACITURN, AMBUSH & ALLIANCE
Aylmer Harvey Alexander	8th Aug 2013 aged 80	Commander (MESM)	Jul 1958 to 1982	TALENT, TIRELESS, EXCALIBUR, OCELOT & SEO SM1
Ian David George Franklin	Aug 2013	Captain (WESM)	Not Reported	Not Reported
Kevin J Riggs	13th Sep 2013 aged 52	Petty Officer MEM(L)	Not Reported	ONSLAUGHT, OSIRIS & OTTER
Peter Noakes	Sep 2013 aged 77	Petty Officer OEM	Nov 1954 to Oct 1976	AMPHION (55), ANDREW (63), CHURCHILL (68) & COURAGEOUS (76)
Paul (Mango) Mangan	24 th Sep 2013	Chief Petty Officer (ETS) (SM)	Not Reported	COLLINS, DECHAIINEUX, WALLER, SHEEAN & RANKIN