



IN DEPTH

Official Newsletter of the Submariners Association

Patron: Admiral the Lord Boyce KG GCB OBE DL

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Editorial

Welcome to the December 2013 (Christmas) Issue of *In Depth*. This is going out a little earlier than originally planned to give you all something to read while you are relaxing after that big Christmas Dinner and while waiting for the Queen's Christmas Message to come on the Box.

You will see that there is a long list of New Members this Issue – eighty one if I have counted correctly and – the keen eyed amongst you will see a new Branch name listed! This is the Grangemouth Branch which is to be formally instituted in the New Year with our old friend *Tex Ranger* as the Secretary. A very warm welcome to all new Members of the Association and, also to a New Branch.

Sadly, however, there is quite a long list of departed Members and friends including seven of our World War Two veterans, six Submarine Commanding Officers and a George Medal holder.

There are quite a few Christmas Greetings which have been forwarded by various Branch Secretaries and I have included all received but it is probably the case to say that 'everybody wishes everybody else' all the best for Christmas and the New Year.

This Issue includes a Report from the Submarine Museum on progress to date of the re-organisation of the Naval Museums and some of the changes to be implemented. The Report also looks forward to the re-opening of the ALLIANCE after its Refit.

Dave Barlow has asked for his Circular about the Annual Reunion in March to be included. The Booking Forms are attached at the end of the Newsletter for you to complete with your choices and return to Dave. Book early to avoid disappointment!

One of our new Members, Sub Lieutenant Tony 'Lofty' Eldridge, RNVR, has been in touch to tell us about his WWII Chariot exploits when he, and his Number 2 – Petty Officer

Woollcott were launched from HMS *TRENCHANT* and made a successful attack on the Merchant Ship *SUMATRA* in Japanese occupied Phuket Harbour. For his exploits he was awarded the DSC and his No. 2 – the DSM. Following their successful attack they returned to the Submarine but had to scuttle their Chariot. They both had to stay onboard *TRENCHANT* for another three weeks of the Patrol! The full story is told later in this issue.

There are several new books out which may be of interest to Association Members. Ian Atkinson has written about his Naval experiences in '32 Years Man & Buoy', Norman Lauritson has written an E Book 'A Charmed Life' about his father – the WWII Norwegian Submarine Commander Einar Lauritson, Roger Branfill-Cooke has published his new book 'X1 – The Royal Navy's Mystery Submarine', Stuart Prebble's book 'Secrets of the Conqueror' is on discounted sale from Maritime Books and Chas Cooke has written his E Book 'Why Should Britain Tremble – A Submariners Tale'. Details of how to find these books follows in this Issue.

Did you watch the BBC programmes about the Cold War Submarines? The first of these seemed to give fair coverage to the involvement of the three Navies (US, UK and Soviet) involved. The second programmed promised to give equally balanced coverage but afterwards the impression was that only the Russians and the Americans took part. I imagine that many of our Cold War Warriors were very disappointed and were left with the impression that they must have imagined events which seemed only too real at the time.

Thank you to everyone who has contributed stories to 'In Depth' over the past year. Your stories are most valuable and all of you have a story to tell. Whilst relaxing over Christmas and the New Year put your recollections down on paper and send them in!

Regards and 'Seasons Greetings'

Barrie Downer

Cover Picture: Hull and East Yorkshire Branch 'Mini- Reunion' in Chatham

Chairman's Report

Friends and fellow Submariners

Once again Christmas is upon us and no doubt, like me, you are vowing that next year you will start the preparations earlier and not put up with this rushing around again! I promise myself this every year, but it wouldn't seem like Christmas if we were not rushing from pillar to post! Accept this and enjoy the Season!

This year's Remembrance Parade and Service on the Victoria Embankment was a total success again with even more attending than ever before. Seeing so many Veterans mingling with so many Serving Submariners was a joy to behold. There must have been close to 500 people on parade. A fabulous turn-out and one we can be proud of. It seems that the attendance is growing each year so we will need to give some very careful thoughts as to how we can arrange everyone so that we all feel involved! This year, unlike last year, the weather was just right for the event. It was also an opportunity for everyone present to meet the new Honorary Chaplain to the Submariners Association – Paul Jupp. Paul agreed to take on the role as our Chaplain when Rev Steven Brookes was appointed as Chaplain to the Royal Hospital Chelsea.

Many of you might know Paul from his 32 years Submarine Service prior to his "*Road to Damascus*" moment. 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 Dolphin 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.

Paul is a member of the West of Scotland branch of the Association.

Paul was understandably very nervous about officiating at his first Embankment Parade, but he did an excellent job and I know that he was delighted to meet up with so many old 'Oppos' from his days in the service.

The following weekend I attended the Remembrance Service at the Royal Navy Submarine School in HMS Raleigh. This was a Service on a much smaller scale but poignant and dignified none the less. During that visit I presented the Submariners Association Trophy to AB2 (CISSM) Richard Mills. The recipient of this Trophy, presented twice per year, is chosen by the RNSM School Instructors not based just on academic achievements but the student they believe exhibits the characteristics and ethos of the modern Submariner. Richard is a worthy winner of the award.

I was delighted to receive £150.00 from Cdr Gomm, C/O of the School, as a donation towards the VC Blue Plaque initiative. This was money collected in a well-advertised tin situated in the entrance foyer of the School. Our thanks and appreciation goes to all who contributed to this generous sum of money.

All of you should know by this time that we are committed to placing a Blue Plaque at the birth place of each of the 14 Submarine Service Victoria Cross recipients. Each Plaque costs £500 so we are very grateful for any contribution towards this costly but worthy initiative. The first plaque has been placed at the birth place in South Wales of Cdr Linton VC. The second Plaque dedicated to Cdr Holbrook VC will be unveiled in 2014. The date of this event will be well publicised when details are finalised. All are welcome to attend. If you or anyone you know, maybe your branch or local community would like to contribute to this initiative; all donations will be gratefully received. The donations are kept in a separate account dedicated to the Blue Plaques therefore any money given will not be absorbed into our main funds. Any contributions should be made payable to "**Submariners Association Blue Plaque Account**" and sent to our National Treasurer.

The annual Full Members Reunion for 2014 will be held at the Holiday Inn Maidstone-Sevenoaks in Kent over the weekend of 21st to 23rd March. Incorporated into this weekend is of course the National Council Conference (NCC) which is in effect our Annual General Meeting!

I would encourage as many members as possible to attend this weekend for a number of reasons. It is a great opportunity to meet up with your oppose and spin a few ditz while sharing a pint or two. Dave Barlow and his organising team work very hard to ensure that every aspect of the Reunion is as you would wish to have it.

It is also a very important event in the Association calendar where the NCC allows us to vote in new members of the NMC and if necessary make changes to our Rules & Constitution. It's where YOU get the opportunity to have your say. Could you contribute by becoming a member of the National Management

Committee? Every year we ask members to volunteer, take responsibility and help the Association to progress in a manner that suits all. This year as in most other years there are very few people willing to take up the challenge. That is sad because I know there are many of you out there with a lot to offer! Come and make it happen!

The only requirement is that you must be a Full Member of the Association, put your name forward with Proposer and Secunder to the National Secretary no later than 31st December. It will then be up to each branch to vote for the candidate of their choice. The democratic process in operation!!

As I said at the beginning, it's almost Christmas so I had better get back to the task of enjoying myself!! When you

New & Re-joining Members of the Submariners Association 1st Oct 2013 to 21st Dec 2013

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

Name	Rank/Rate	Branch	SM Service	Submarines
E C (Edwin) Atkinson	Captain	DORSET	1967 to 1976	AENEAS (67-68), OTUS (68-69), WARSPITE (70-71), SWIFTSURE (72-74), OCELOT (74-75) & OPOSSUM (75-76)
I J Atkinson	CMEM(M)	BATH	1984 to 2011	SOVEREIGN (85-89) & (94-96), SPARTAN (91-93), TALENT (98-01) & TURBULENT (05-06)
C C E (Chris) Bayly	LEM	WEST OF SCOTLAND	1965 to 1969	PORPOISE (66), OPPORTUNE (67-68) & OTWAY (68-69)
P S Peter (Jimmi) Bond	CCCT	ESSEX	1968 to 1982	DREADNOUGHT (69-72), SOVEREIGN (72-75), SCEPTRE (76-78) & SUPERB (82-84)
M (Michael) Boulwood	CRS(SM)	MEDWAY TOWNS	1968 to 1988	REPULSE, CONQUEROR & CHURCHILL
T (Terence) Brown	Petty Officer Radio Supervisor	DOLPHIN	May 71 to Sep 79	VALIANT & SCEPTRE
J (John) Bulloch	CMEM(M)	WEST OF SCOTLAND	1973 to 1994	OTTER (73-78) & ORACLE (82-90)
R G (Raymond) Burns	LMEM (E)	GRANGEMOUTH	1973 to 1981	OCELOT (73-77) & ODIN (77-80)
K J (Kevin) Burrell	Leading Seaman (WS)(TSM)	SHEFFIELD	2002 to 2011	TIRELESS, TRENCHANT & TRIUMPH
C W (Chris) Cain	Lieutenant Commander	WEST OF SCOTLAND	Sep 77 to May 13	DREADNOUGHT (79-80), REVENGE (83-86), RESOLUTION (88-92), VANGUARD (95-97) & VENGEANCE (05-09)
C P (Carl) Cameron	Chief Petty Officer MEA(EL)	NORFOLK	1985 to 1993	COURAGEOUS (85-88) & UNSEEN (89-92)
M (Mark) Carlson	Leading Seaman	PLYMOUTH	1998 to ****	SPARTAN (01-02), TIRELESS (03-07) & TURBULENT (07-13)
G J (Gerard) Conway	Chief Petty Officer MEM(L)	PLYMOUTH	1986 to 2012	WARSPITE (86-89), UPHOLDER (89-95), TALENT, TRENCHANT (95-07) & TURBULENT (08-12)
G Graham (Chas) Cooke	Petty Officer WEM(O)	GOSPORT	1975 to 1987	COURAGEOUS, RESOLUTION (P), ONSLAUGHT & OBERON
B R (Barry) Craker	Chief Petty Officer MEA (L) (SM)	PLYMOUTH	1977 to 2007	SOVEREIGN (77-82), TURBULENT (85-87), TIRELESS (88-91), TORBAY (95-97), TRAFALGAR (99-03), SUPERB & SCEPTRE
S (Simon) Crosthwaite	MEM1	DOLPHIN	1976 to 1980	OCELOT (76-78) & ODIN (78-80)
D C (Denier) Dennis	Leading Seaman	NOTTINGHAM	1965 to 1972	OTUS (65-67), GRAMPUS (67-68), TABARD (68-69), TRUMP (69-70) & AURIGA (70-72)
I (Ian) Dobbins	SA (SM)	NOTTINGHAM	Left 2001	SOVEREIGN, TALENT & TIRELESS
R (Ryan) Drake	Able Seaman	DOLPHIN		TBA
A W C (Tony) Eldridge, DSC	Lieutenant, RNVR	DOLPHIN	Jan 43 to Nov 45	CHARIOTS & TRENCHANT **
M A (Mark) Ellwood	WEM (O) 1	SHEFFIELD	1989 to 1992	TORBAY, TIRELESS & TURBULENT
D (Dave) Flamson	Chief Petty Officer Mech1	BLYTH & WANSBECK	Oct 53 to Feb 68	SPRINGER (55-57), ORPHEUS (62-63), AMBUSH (63-66) & OPPORTUNE (66-67)
G (Grant) Fox	Warrant Officer 1 Coxswain)	PLYMOUTH	1977 to 2012	REPULSE, RESOLUTION, COURAGEOUS, TRAFALGAR, TORBAY, TURBULENT, TRIUMPH & TALENT
C M (Chase) Frost	Able Seaman	DOLPHIN		TBA

are out there having a great time please remember that there may well be someone you know who is not quite as fortunate as yourself! An elderly neighbour or a friend on his/her own, give them a wee call. It will only take a minute and you will feel better afterwards!!

I would like to wish you, your family and friends a very Merry Christmas and a safe and prosperous New Year.

**Keep on keeping on
Jim McMaster**

S G.(Shannon) Goffin	WS(S)(SM) Chief Petty Officer	GOSPORT	1975 to 1995	NARWHAL (76-78), ONSLAUGHT (78-81), OPOSSUM (81-85), SUPERB (86-88) & UNSEEN (91-95)
C W (Christopher) Griffiths	Able Seaman ETME(SM)	DOLPHIN	2009 to ****	TRENCHANT (09-13) & ARTFUL (13-**)
S (Scott) Hamilton	Able Seaman	BARROW-IN-FURNESS	2007 to ****	SCEPTRE (07-10) & ARTFUL (2012-**)
J M (John) Hardy	LET (WESM)	SHEFFIELD	2001 to 2009	TALENT & TRENCHANT
P N (Paul) Henderson	Petty Officer (CIS) (SM)	WEST OF SCOTLAND	1989 to ****	RESOLUTION (90-93), VICTORIOUS (93-96), VIGILANT (97-00), SPLENDID (02-03), SOVEREIGN (03-05) & AMBUSH (08-11)
A (Anthony) Hill	Chief Petty Officer WEA	BLACKPOOL & FYLDE	1986 to 2004	RESOLUTION (88-89), VICTORIOUS (93-96) & VENGEANCE (97-02)
J J (Joshua) Hopson	Able Seaman	DOLPHIN		TBA
J K (John) Jackson	Petty Officer	POOLE & DIS	2001 to ****	TORBAY (02-09)
J (Jim) Jacques	Petty Officer Telegraphist	BLYTH & WANSBECK	1943-1945	H44, L27 & TRUANT
M A R (Michael) Janes	Able Seaman 2 ETWE (SM)	DOLPHIN		TBA
G J Gary (Jimmy) Jewell	Warrant Officer 1 MEA(EL)(SM)	BARROW-IN-FURNESS	1977 to 2004	SUPERB (77-79), SCEPTRE (79-84), TORBAY (84-87), VANGUARD (90-92) & VENGEANCE (96-99)
J S (Jim) Johnstone	LOEM	BLYTH & WANSBECK	1961 to 1967	NARWHAL, SEALION & VALIANT
H (Harry) Kelly	Able Seaman WA2	BLYTH & WANSBECK	1964 to 1969	OPOSSUM, OSIRIS & PORPOISE
S J D (Stuart) Kelly	Warrant Officer 2	WEST OF SCOTLAND	1987 to 2013	RESOLUTION (S) (87-91), VICTORIOUS (S) (94-97), VENGEANCE (03-06) & VANGUARD (08-10)
D R (David) Law	Chief Petty Officer	SHEFFIELD	1984 to 2007	SWIFTSURE, TRENCHANT, TRIUMPH & TRAFALGAR
D R (David) Laver	Chief Petty Officer WEM(O)	CHELTENHAM & W.MIDS	May 77 to May 96	SUPERB (78-81), SOVEREIGN (81-83) & (84-87) & VANGUARD (90-94)
B (Brian) Leak	Petty Officer	NORFOLK	1954 to 1964	TIRELESS (54-57), SCYTHIAN (57-59), TOKEN (60-61) & GRAMPUS (62-64)
L (Leigh) Pickard-Morrish	Chief Petty Officer	PLYMOUTH	Apr 86 to ****	TALENT (97-03), VICTORIOUS (04), SPARTAN (05-06), TIRELESS (06-07), TALENT (08-11) & TRENCHANT (11-13)
P A (Peter) Lever	Able Seaman UW3	COLCHESTER	1954 to 1966	ALCIDE (60-62), AMBUSH (62-63), ANDREW (63-64) & ALLIANCE (64-65)
R M (Richard) Lewis	Chief Petty Officer	WEST OF SCOTLAND	1989 to 2012	ORACLE (89-90), OPPORTUNE (90-93), VICTORIOUS (96-99), VIGILANT (99-03) & VENGEANCE (07-10)
I R (Ian) Lund	Acting LOEM	NORFOLK	1973 to 1977	VALIANT (74-76)
A (Alexander) Macaulay	Leading Seaman (SM)	SCOTLAND NORTHEAST	Jun 74 to Jun 96	SUPERB, SCEPTRE, TRAFALGAR & TORBAY
S G (Steve) Maden	Lieutenant	LINCOLN	1996 to ****	SPARTAN (96), SPLENDID (98-99), VICTORIOUS (01-05), VIGILANT (06) & VENGEANCE (07-09)
A R (Allan) Maltby	RO1 (SM)	SOUTH KENT	1987 to 1995	TURBULENT (88), TRAFALGAR (89-92) & VANGUARD (94)
S L (Stefano) Mannucci	Warrant Officer 1 ET (ME) (SM)	WEST OF SCOTLAND	1986 to ****	SCEPTRE, SPARTAN, SPLENDID, SOVEREIGN & VENGEANCE
E G (Eddie) Munro	Leading Steward	BARROW-IN-FURNESS	2001 to ****	SPLENDID (01-03), SUPERB (03-05), SCEPTRE (05-06) & (09-11) SOVEREIGN (06-07), VICTORIOUS (11-12) & ARTFUL (12-**)
G J (Gary) Norris	Petty Officer	GRANGEMOUTH	1989-to ****	OSIRIS (90-92), SOVEREIGN (94-99), SCEPTRE (99-00), SPARTAN (00-03) & VENGEANCE (07-09)
P J (Paul) Nott	Chief Petty Officer MEA (ML) (SM)	WEST OF SCOTLAND	Sep 80 to Mar 13	RESOLUTION (85-89), RENOWN (89-99), VIGILANT (00-02) & VICTORIOUS (03-07)
G W (Gary) Owen	Petty Officer	NOTTINGHAM	1988 to 1992	REVENGE (89-90) & REPULSE (90-92)
C (Christopher) Pettit	Chief Petty Officer MEM(L)	PLYMOUTH	1992 - ****	TALENT (92-95), TURBULENT (95-12) & TRIUMPH (12-**)

C J (Christopher) Purvis	LMEM	SHROPSHIRE	1979 to 1990	SUPERB (80-83), TIRELESS (83-86) & SPARTAN (87-89)
D M (Dayn) Rawlings	Able Seaman WS (S)(SM)	DOLPHIN		TBA
P O (Philip) Riggs	Chief Petty Officer	SOUTH KENT	1978 to 1989	SCEPTRE (79-81) & TORBAY (84-87)
L A (Lee) Rowland	Leading Seaman WS TSM	PLYMOUTH	2006 to ****	TRENCHANT (07), TORBAY (08-12), VICTORIOUS (12) & TORBAY (12-**))
J (John) Scott	Chief.Mechanician	BLYTH & WANSBECK	1960 to 1974	PORPOISE, RORQUAL, THERMOPYLAE, AMPHION & COURAGEOUS
C (Christopher) Shepherd	Acting Leading Seaman (S)SM	MANCHESTER	Jan 90 to Nov 00	TALENT (90-93) & SPARTAN (94-96)
A V (Anthony) Shonk	ETWE(SM)	DOLPHIN		TBA
J (Kevin) Smale		GOSPORT	1977 to 1998	CHURCHILL (77-80), OCELOT (81-83), ORPHEUS (87) & SPLENDID (91-95)
A (Alex) Smith	CMEM.(L)	BLYTH & WANSBECK	1970 to 1979	REVENGE & REPULSE
P (Patrick) Smith	OEM.1	GOSPORT	Jan 67 to Jun 72	TRUMP (67-70), OPPORTUNE (70-71) & OBERON (71-72)
C D (Craig) Stannard	CMEM(M)(SM)	BARROW-IN-FURNESS	1989 to 2013	SPARTAN (90-93), TRENCHANT (93-99), TURBULENT (00-05), TRENCHANT (05-09) & ARTFUL (11-13)
R J (Richard) Stevens	Able Seaman 2	DOLPHIN		TBA
I D (Ian) Stoney	Warrant Officer 2 WEA	LINCOLN	1989 to 2007	REVENGE (90), RENOWN (90-95), RESOLUTION (94), VIGILANT (97-00) & VANGUARD (04-07)
G D (Grant) Testi-Fraser	TBA	PLYMOUTH	2000 to ****	TRIUMPH (00-02) & (03-04), TURBULENT (05-09) & TRIUMPH (09-10)
P J (Peter) Ward	LMEM	MEDWAY TOWNS	1968 to 1973	WARSPITE, ONSLAUGHT & CACHALOT
F S (Fergus) Walker	Lieutenant	PLYMOUTH	2002 to ****	TORBAY (08), TALENT (09), TIRELESS (09-10) & TRENCHANT (11-12)
A D (Andrew) Waller	Petty Officer ET (WESM)	LEICESTERSHIRE & RUTLAND	1990 to 2012	REVENGE (90-93), VANGUARD (93-97), VENGEANCE (98-01), VICTORIOUS (03), VIGILANT (03-05) & VICTORIOUS (08-11)
D R (David) Webb	Able Seaman ET	DOLPHIN		
M J (Mark) Wheatley	ETME (SM)	PLYMOUTH	2011 to ****	TRENCHANT (12) & TIRELESS (12-**))
I R (Ian) White	Commander	NORTH EAST	1983 to 1990	ORACLE (83-85), RESOLUTION (86), REPULSE (86-88) & OTTER (88-90)
A (Alec) Wood	Chief Petty Officer REL.	DOLPHIN & CENTRAL LANCS	Feb 55 to Mar 63	TALLY HO (56), TRENCHANT (56-58), SENTINEL (58-60) & TOTEM (60-63).
G J (Graham) (Woody) Woodberry	Leading Seaman	DOLPHIN	Jun 59 to Aug 65	SCORCHER (59-60), ALARIC (60-62) & ARTFUL (63-65)
M S A (Martin) Willerton	Able Seaman WS (I) (SM)	DOLPHIN		TBA
G T (Graham) Wynn	Charge Chief MEA	BARROW-IN-FURNESS	1960 to 1985	DREADNOUGHT (61-65), RESOLUTION(66-68) COURAGEOUS (71-72) (78-82) SUPERB (74-76) & DREADNOUGHT (82-83)
T (Tony) Yalden	Chief Petty Officer MEA	DERBYSHIRE	1968 to 1993	ASTUTE (68-70), WALRUS (70-72), OCELOT (72-74), SOVEREIGN (76-88), OLYMPUS (88-90) & TALENT (90-93)
M C (Mark) Yeldham	Able Seaman	ESSEX	Dec 69 to Mar 72	CHURCHILL
D G (David) Young	Petty Officer (IS)	PLYMOUTH	1974 to 1989	CACHALOT (74-77), SUPERB (78-80), SCEPTRE (80-82), OSIRIS (82), TIRELESS (83) & SPLENDID (83-88)

SUBMARINE PROGRAMME PLANNING

Tim Everard sent in the following story from his home in sunny Australia.

When I was CO of HMS TALENT I wandered into the office of Commander Shorty Turner (FOO to FOSM at Fort Blockhouse) and, looking at the Flotilla's 'Longcast', I saw I had a blank week in September. So (when no one was looking) I wrote in 'Bordeaux' - it would be the time of the vendage.

I thought nothing of it - imagining it would be deleted in time. To my shock/horror the next Flotilla Programme

when it came out had us going to Bordeaux. Sometime later I was summoned and told that I was required for a Task/Exercise in the Atlantic so could not have Bordeaux but could have a visit where I liked on the UK West Coast.

Glad to get off so lightly I sent for my Cox'n and told him the troops could choose where we went, provided I could get the boat in easily and it was a safe berth. The boys opted for Fleetwood but Fleet said it was 'overvisited' so try again. This time they chose Wallasey and we had a great LWE.

HULL & EAST YORKS MINI REUNION

By Cyril Raines

This is what the Hull & East Riding Branch did this year instead of going to the Mixed Reunion in Solihull. Our Branch decided instead to go down to Chatham for the weekend.

Friday was spent seeing the local sights. Saturday was spent in Chatham Dockyard - which was a good day out. Saturday night was spent seeing the sights again. Sunday we went to the Embankment for the Submariners Remembrance Parade and to meet old shipmates.



In the picture are (from left to right) Back Row - Lenny Norton, Cyril Raines (Sec), Tim Paulus, David Heap, Dave Broadley, Pete Inchcliff, Kevin Pengelly (Chairman), Bill Vaughan, Bill Thundercliffe, Pete Griffin, Neil Simpson (Treasurer), Steve Armstrong, Keith Woods (Associate Member)

Front Row - Ron Simpson (Associate Member), and Ian Turner.



The above picture was one to take every one back to the old days – unfortunately it was empty!!

Life on a Cold War submarine

By Sarah-Jane Hughes (BBC History)

At the height of the Cold War, HMS OCELOT secretly served on the front line. In the clandestine battle against the Soviet navy, she would stay submerged for weeks at a time, silently watching and listening to the enemy. Five members of her crew during the 1960s recall their extraordinary life below the waves.



Brian Defurey, Ron Hitchin, Norman Hart, Richard Dixon and John Wakelin are now all pensioners, but still call each other by the Navy nicknames given to them 50 years ago - Billy, Ted, Nobby, Dixie and Wacker. They often reunite to reminisce about the cramped conditions and camaraderie of working, living and breathing with 65 other men.

"You were always bumping into each other," Billy says. Not that it overly concerned the crew. "Most men on the boat would have considered it just like being in a room inside their house. Besides, any signs of claustrophobia are weeded out very quickly in the Navy."

The daunting training for British submariners - historically denounced by other sailors as "pirates" - included escaping from a deep, underwater chamber without breathing apparatus, and being locked in a submerged, darkened "pressure pot."

But Nobby recalls one rare incident when one man had some kind of panic attack while the Ocelot was dived. "He was shouting 'I want to get out, I want to get out', and tried to open the escape hatch." Overpowered and then sedated - for his own and everyone else's safety - he was looked after until he could be taken off by a passing ship.

If the confinement didn't bother them, the smell was something they did notice.

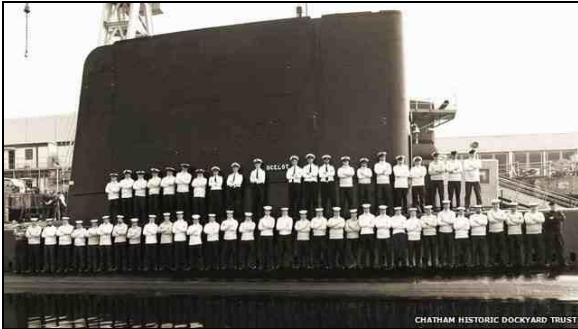
"The submarine stank," says Dixie. "It stank of diesel, sweat, fags and food. Water was rationed, particularly if you were going on a sneaky [a spying operation] because you didn't know how long you'd be gone for. There was only a small bowlful a week to wash and shave in. So no-one bothered."

Even worse, on long patrols, bags of rubbish built up and festered in the gangways. "It couldn't be got off the boat as it would give away our position to the enemy", explains

Billy. "So it stayed there until we could dispose of it safely."

The crew could wear what they wanted once the boat had put to sea. Known as "pirate rig" this was often just a pair of old jeans or shorts and a top, which were rarely changed. Billy recalls Dixie's socks would "stick to the wall" if thrown. He's also alleged to have worn a 'teddy boy' suit and 'brothel creepers', although Dixie denies this.

The OCELOT's full service records have never been released by the Ministry of Defence but in the 1960s it was heavily involved in clandestine operations, along with Nato exercises and weapons testing. Most operations were never revealed, even to the crew, who were generally told they were executing a training exercise or "war game".



HMS OCELOT Crew

"You knew you were about to go off on a real sneaky, though," says Nobby, "because someone would paint out the numbers on the conning tower."

One of the "exercises" involved the boat sitting undetected on the bottom of the sea, quietly gathering information on an enemy ship above. The men followed a "silent routine", as the enemy sonar operator would have literally been able to hear a spanner drop on the Ocelot. Communicating in whispers, they also put rubber mats on the floor and crept about in rubber-soled shoes.

Often the crew had no idea where they were, although the temperature on board might suggest the Mediterranean or freezing Russian waters. When they joined up, the men recall signing the Official Secrets Act and being forbidden to talk about their job.

On board, every man had his own job to do, whether it was loading torpedoes or operating radar, but all had to have a working knowledge of the boat. At night it was lit by dim, red lighting. There were three alternating watches or shifts, and each day was split into working, watch keeping, cleaning, sleeping and eating.

"Food was better than general service [surface ships]," remembers Wacker, "I never had a bad dinner." "Babies' heads" (steak and kidney puddings) and "train smash" (tinned tomatoes and bacon) and other tastefully named meals were cooked by a chef in the galley.

They ate in the cramped surroundings of the mess deck while the officers ate in the wardroom. Fresh supplies lasted around two or three weeks after leaving harbour, and then everything came out of tins.

Besides tea and coffee, the day's liquid intake included the famous Navy rum ration. Stopped in 1970, most of the Ocelot boys fully enjoyed the high-proof spirit served at "tot-time". Billy remembers the wave of excitement when "up spirits" was announced. "The rum was like honey - everyone would cheer."

Off-duty, the men worked hard to distract themselves in the absence of TVs and music. Card and board games were popular, and many read books - a lot. Football results were anxiously waited for.

Conversation always stayed general and light-hearted - no one discussed operations, religion or politics, knowing they'd be on dangerous ground. The men simply had to tolerate each other, and while tempers could naturally fray, especially towards the end of long patrols, disputes were rapidly quelled for everyone's safety.

Wacker recalls quizzes being piped through the boat and also attending Sunday "church" services in the fore-ends. Taken by an officer, the hymn 'For Those in Peril on the Sea' was often sung by a congregation squashed in next to the torpedoes.



Tot time: Ted (back, 2nd left) and Billy (back right) and - is that Ian Walsh (2nd from right)

The mess deck was also the sleeping area, games room and cinema. Film reels were loaned by the Navy library in harbour - Tom and Jerry was extremely popular ("the Fred Quimby ones," notes Wacker), as was The Magnificent Seven.

"Everyone would take a part, Steve McQueen or whoever, and then we'd turn down the sound and re-enact the lines," laughs Nobby. They'd be watched one after another, even backwards and in fancy dress while others were sleeping in the bunks behind the screen.

The bunks were so small that once in, you couldn't turn over. Dixie remembers his feet permanently sticking out of the bottom. Every man was issued with his own sleeping bag and pillow, but the bunks were often "hot bunks" - one man out, another man in. "You were so tired, you just dived straight in, clothes and all," he recalls. Like some, Wacker had a photo of his wife and daughter pinned up by his bunk. Others weren't so romantic. One had a picture of the highly desirable Aston Martin DB5 - the Bond car in Goldfinger - in his radar office.

Did they miss their wives and girlfriends? Nobby confesses it became more difficult towards the end of his time on the boat, and Wacker, like many others, came out after children began to appear on the scene.

The men felt the job had to be got on with, and the total isolation - no phones, no telegrams, no mail - just had to be dealt with. Personal telegram messages could be received by the boat but only when near or on the surface, and often these were withheld if an operation was ongoing.

As a radio operator, Nobby received the signals, and sometimes it wasn't good news. "We got quite a few 'Dear Johns'," he said, "but the worst signal I ever

received came through for a friend whose wife had miscarried. The captain ordered me not to tell him until the end of the operation, knowing how upset he'd be." Once in harbour, the man was told, and was taken off the boat. "He was in tears. I never saw him again."



John "Wacker" Wakelin (left) on HMS TIPTOE

Those who volunteered to serve knew conditions would be primitive and very dangerous. What made them do it? One big draw was the unique camaraderie of submariners, in part generated by the smaller division between officers and ratings and the more lenient discipline and uniform compared with general service.

But for many of these young men it was the "operational reward" - a rare chance in the Cold War to go head-to-

head with the enemy, and in a world-class warship. Or, as Wacker puts it, "it was a bit of a Boy's Own adventure". The OCELOT boys regularly reunite to recall their remarkable days of bravery under the seas. While the navy tattoos have blurred with age, the camaraderie is still clear. "You don't make friendships like this on Civvy Street," says Billy.



Billy (left), Dixie (centre), Ted (3rd right) and Nobby (2nd right) with crewmates in 2012 at the 50th anniversary of the OCELOT's launch

LETTERS AND E MAILS TO THE EDITOR & THE WEBSITE

Date: 07/12/2013
Name: GSW
Email Address: d4rk0rph4n@gmx.com
Comments: Hello all, I'm the son of CPO MA Gordon Watkins, who was on HMS Warspite (S103) from 1967 to 1968 (I believe), and also worked at Haslar/Dolphin. He left the RN in 1972 & died in 1998. I am looking for any of his old colleagues and also any information on the following:

- (1) How do I go about getting his service record from the MoD?
- (2) Does anyone have any more information about the alleged collision with the Soviet E2 on 9/10/1968 or are the details still classified? Thanks in advance.

Answer: For Ratings who entered the service between 1928 and 1938 you will need to contact:

The Directorate of Personnel Support (Navy),
 Navy Search, TNT Archive Services, Tetron Point,
 William Nadin Way, Swadlincote, Derbyshire,
 DE11 0BB Tel: 01283 227913 Fax: 01283 227942
 email: navysearchpgrc@tnt.co.uk

For Ratings joining the service after 1938 your best contact is:

The Data Protection Cell (Navy), Victory View, Building 1/152, HM Naval Base, Portsmouth, PO1 3PX.

However as many joining after 1938 and serving during WWII may still be alive you will probably be asked to

demonstrate that you are either Next of Kin or have permission of the Rating you are investigating.

Date: November 29, 2013
Name: Katrina Crook
Email: pompey.t@hotmail.co.uk
Comments: Hi, I am trying to locate David John Richards service number P105318, born in late 1952 early 1953, all I know is that he was at HMS DOLPHIN Gosport in 1971/1972 and I believe he came from Redruth, Devon. I am his daughter and my last memory of him was on my third birthday many years ago, we lost touch due to no fault of our own and I would like to find him so that he could get to know me and my children. If anyone has any information that could help me with this could you please contact me.

Answer: If anyone remembers David Richards and knows where he is please try and put him in touch with Katrina.

Date: November 14, 2013
Name: Willie Stewart
Email: Williamstewart7@msn.com
Comments: Received my brother Eddie Stewart's Navy Record, Hoping to find what submarines he served on but his record only tells me what depot ship he was attached to - HMS MONTCLARE in May 1953 and ADAMANT in Oct.1954. I believe he served on HMS TALLY HO but that is all I know, so how would I find out more and how could I contact his shipmates

Answer: Anybody remember Eddie Stewart from TALLY HO. Willie will be pleased to hear from you!

Date: November 14, 2013
 Name: Lt Cdr (MMCS(SS) Michael Coppinger
 Email: lmcopp@sbcglobal.net
 Comments: I wish to become a member of the Submariner's Association of the United Kingdom. I spent plenty of time at the Holy Loch and visiting HRM submarine base the next loch over I rode many submarines for the U.S. Navy and retired after 22 plus years. I wish to convey my gratitude to all submariners in the United Kingdom and the world over. Our community is small even looking at it with a worldly view. Please except my prayers for all submarines who have perished in the fight for freedom and all those who are with us on the most wonderful Veterans Day.

Answer: Is the any Branch which accepts Honorary Member able to get in touch with Michael and offer him Membership?

Date: November 09, 2013
 Name: Barry
 Email: barry.boy1@btinternet.com
 Comments: Another year and Remembrance Sunday is upon us. I give thanks to the men of H.M Submarine service and to all who fought for the freedom I cherish. I remember with love, my grandfather who served aboard HMS TANTIVY. I will remember them.

Answer: Thank you Barry. Much appreciated.

Date: November 03, 2013
 Name: Dave Camp
 Email: dave@thecamps.plus.com
 Comments: My father Peter Camp joined the Service in 1946 at the age of 16. I believe he served on the SERAPH, ASTUTE, and TOKEN. He was an ASDIC operator and left as a Leading Seaman after serving under Lieutenant J. H. McLeod Hatch RN, who wrote him a reference in 1960. I believe he left the service in 1960 and he died in 1971. I have little recollection of his time in the navy and he rarely spoke about it after he left. I know a little of the history of the SERAPH (Man with no name, etc) but know little about the other ships he may have served on, so any information about him or the ships would be welcome.

Answer: Dave, If you look at the answer to GSW's question above you will see how to obtain a copy of your father's Service Record which should help to fill in the gaps.

Date: November 01, 2013
 Name: Bryan Jackson
 Email: bjackson26@bigpond.com
 Comments: I served in Submarines for twenty years from 1963 to 1983. My boats were TOTEM, THERMOPYLAE, OBERON, ODIN & OPOSSUM. I was Chief Stoker on ODIN and OPOSSUM. I went to Australia with ODIN the Chief Stoker was Charlie Squibb and I relieved him. Some of my mates were Jim Critchley, Jack Kershaw, Mick Goodchild, Dave Semple and many more. Please contact me.

Answer: Hello Bryan. Hopefully all your 'oppos' will get in touch to spin a yarn or two

Date: October 27, 2013
 Name: Nick Crocker
 Email: p477.com67@yahoo.com
 Comments: Hi everyone. My dad Kenneth (Ken) Leslie Crocker crossed the bar on the 27th of March this year. He served on the following; AURIGA 1954-1955 & 1961-1964; SPRINGER 1957-1958; OTUS 1967-1969; TOTEM 1958-1960; TOKEN 1966-1967 & 1960-1961: He told us many stories. He joined the navy in 1946 just turned the age of 16 then went on to join submarine service in 1953. I can say that he lived his life to the full and brought happiness and comfort to all around him. If there is anyone who can remember his name just leave note or say hello. He was an ERA1.

Answer: Does anyone remember serving with Ken Crocker? If yes then why not get in touch with Nick!

Date: October 20, 2013
 Name: Matthew Watts
 Email: mlswatts@hotmail.co.uk
 Comments: My Grandfather was a submariner in WWII and he was a Stoker. He is no longer with us and never spoke about his time. His name was Charles Watts and he lied about his age when he enlisted. He was from London and about 14 years old can you help with any history? He spent a bit of time doing trials on HMS HOOD.

Answer: I can refer to the answers to the Questions by GSW, David Camp and Sergeant Houchin on how to get your grandfathers Service Record.

Date: October 19, 2013
 Name: Janet Kinrade Dethick
 E mail: kinrade1944@libero.it
 Comment: Hello. I am researching the submarine SARACEN, scuttled on 14th August 1943 off Bastia by her captain, Lt. Michael Lumby, and have obtained all the records appertaining to the vessel from the National Archives. I now know what happened to most of the crew but there was no liberation report or any other kind of information for Temporary Acting Warrant Engineer H S Chown except that he was missing, probably a Prisoner of War. Strangely enough, despite the fact that nine crew members managed to avoid recapture, there is no Escape or Evasion report for any of them. If any of your readers can give me information on how the following men managed to avoid recapture and where they spent their time on the run in Italy I would be delighted to hear from you.
 Acting Leading Tel. E J Arnold, Signalman D Brocklehurst, PO Cook. J V Lee, Stoker E Metcalfe and Stoker PO (Ty) T E Ryan
 Thank you, Janet Dethick

Answer: Harry Chown became a POW in Milag & Marlag Nord and was released in 1945. He was promoted to Commissioned Engineer. He died in 1966.

Edward Metcalfe also served in SICKLE. He was a Member of the Merseyside Branch of the SOCA but he died in 1997. No further information yet on the other names.

Date: October 18, 2013
 From: Adam Houchin
 E Mail: adamhouchin@hotmail.co.uk
 Comment: Dear all, I have recently lost my granddad 90 years old and have received his war medals. I know he served as an electrician on board the subs during the war and I am desperate to trace his service history. I served in the army and I am a veteran myself. Can anyone please put me in contact with the right people or help in any way? Yours gratefully, Sgt A Houchin RHA (retired)

Answer: By Editor. You don't tell us your granddad's name! Please see the reply to the questions above by GSW and David Camp which tells you how to obtain his Service Records

Date: October 16, 2013
 Name: Alan Clare
 Email: alclare@tpg.com.au
 Comment: Hi anyone who is still with us in 1970 to 90 remember me? I was outside wreckers mate HMS TABARD & TURPIN in the 50s & was on THERMOPYLAE when SIDON went down at Portland.

Answer: Anyone remember Alan Clare? Get in touch if you were on the same boats with him!

FIVE NAVAL SURGEONS

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!"

SEASONAL GREETINGS

THE 'INDALO IN SPAIN' BRANCH MEMBERS WISH ALL IN THE SUBMARINERS ASSOCIATION A HAPPY CHRISTMAS AND ALL THE BEST FOR 2014.
REGARDS, ROY CHESHIRE

THE 'NORTHERN IRELAND' BRANCH SENDS SEASON'S GREETINGS TO ALL SUBMARINERS EVERYWHERE. MERRY CHRISTMAS AND A HAPPY, HEALTHY AND PROSPEROUS NEW YEAR.
REGARDS, DAVY GEORGE

THE BEDS AND HERTS BRANCHES WISHES ALL ASSOCIATION BRANCH MEMBERS A VERY MERRY CHRISTMAS AND A HAPPY NEW YEAR

THE WELSH BRANCH WISH ALL SUBMARINERS AND THEIR FAMILIES A HAPPY AND PEACEFUL CHRISTMAS AND A HAPPY AND HEALTHY YEAR IN 2014

THE BURTON UPON TRENT BRANCH WOULD LIKE TO WISH SEASON GREETINGS TO ALL SUBMARINERS AND THEIR FAMILIES. A VERY MERRY CHRISTMAS AND A HAPPY AND PROSPEROUS NEW YEAR

THE DORSET BRANCH SEND SEASON'S GREETINGS TO ALL SUBMARINERS EVERYWHERE A MERRY CHRISTMAS AND A HAPPY, HEALTHY AND PROSPEROUS NEW YEAR'

RN SUBMARINERS DOWN UNDER AND THEIR FAMILIES WISH ALL IN THE SUBMARINER COMMUNITY AND THEIR FRIENDS A BLESSED, PEACEFUL AND MERRY CHRISTMAS. GOOD FORTUNE, HEALTH AND HAPPINESS IN THE NEW YEAR
REGARDS TOM OATES, AUSTRALIA BRANCH

"THE NORTH STAFFS BRANCH SEND CHRISTMAS GREETING TO ALL SUBMARINERS"

TO ALL FELLOW SUBMARINERS ,ESPECIALLY THE LADS DOING CRIMBO PATROLS, ON BEHALF OF THE SCOTTISH BRANCH
I WOULD LIKE TO WISH YOU ALL A "MERRY CHRISTMAS" AND A HEALTHY AND PROSPEROUS NEW YEAR. "LANG MAE YER LUMS REEK"
SANDY STUART
DEPUTY CHAIRMAN SCOTTISH BRANCH

A MERRY CHRISTMAS AND A HAPPY, PROSPEROUS AND HEALTHY NEW YEAR TO ALL ASSOCIATION MEMBERS AND ALL SUBMARINERS EVERYWHERE FROM BIRMINGHAM BRANCH S.A.

ON BEHALF OF THE NEW ZEALAND BRANCH OF THE SUBMARINERS ASSOCIATION OUR PATRON

CON THODE (102) AND ALL MEMBERS WISH TO SEND THE SEASONS GREETINGS AND A SAFE AND PROSPEROUS NEW YEAR IN 2014.
YOURS AYE JESSIE JAMES HON SEC SA NZ BRANCH.

SUSSEX BRANCH WOULD LIKE TO EXTEND SEASONAL GREETINGS TO ALL SUBMARINERS, WITH SPECIAL THOUGHTS TO ALL THOSE WHO ARE NOT IN THE BEST OF HEALTH.
DAVE PALMER (THE REAL ONE !!!)
SEC. SUSSEX BRANCH

THE CHAIRMAN, SECRETARY AND MEMBERS OF THE **SUNDERLAND BRANCH** WISH SUBMARINERS EVERYWHERE A MERRY CHRISTMAS AND A HAPPY, PEACEFUL AND PROSPEROUS NEW YEAR

SEASONAL GREETINGS AND BEST WISHES TO ALL MEMBERS OF THE NMC AND ALL THE MEMBERS OF THE ASSOCIATION AND THEIR WIVES / PARTNERS AND FAMILIES FROM ALL THE MEMBERS OF THE **GOSPORT BRANCH**, LET'S HOPE IT'S A 'GUD UN'
YOURS (HO! HO! HO!)
BILL (BUNGY) WILLIAMS

ALL MEMBERS OF **BLACKPOOL & FYLDE BRANCH** WOULD LIKE TO WISH ALL SUBMARINERS, OLD AND NEW, A MERRY CHRISTMAS & A HAPPY, HEALTHY & PROSPEROUS NEW YEAR FOR 2014

MERRY CHRISTMAS AND A HAPPY NEW YEAR FROM ALL THE MEMBERS OF THE **EXETER BRANCH SUBMARINERS ASSOCIATION**

"BASINGSTOKE BRANCH"
WISHING YOU ALL A VERY MERRY CHRISTMAS AND A VERY HAPPY NEW YEAR
WE SINCERELY HOPE THAT YOU ENJOY THIS COMING FESTIVE SEASON WITH ALL YOUR FAMILIES
MERRY CHRISTMAS FROM THE BLACKPOOL SUBMARINERS ASSOCIATION

THE **BARROW BRANCH** WISH ALL MEMBERS OF THE ASSOCIATION AND THEIR FAMILIES A VERY MERRY CHRISTMAS AND A HAPPY AND PROSPEROUS NEW YEAR. PLEASE FIND TIME OVER THE FESTIVE PERIOD TO RAISE A GLASS TO THOSE SUBMARINERS AWAY FROM THEIR LOVED ONES AT THIS TIME OF YEAR

ANNUAL CONFERENCE/ REUNION 2014

The annual Full Members Reunion for 2014 will be held at the Holiday Inn Maidstone-Sevenoaks in Kent over the weekend of 21st to 23rd March. The conference itself will be on Saturday 22nd March. The address of the hotel is London Road, Wrotham Heath, Sevenoaks, Kent TN15 7RS.

Location

The hotel is located just off Jct 2a of the M26 which is a relatively short motorway linking the M25 and the M20, is on the outskirts of the small village of Wrotham Heath (pronounced Rootam) which is a short walk away. It is less than walking from Dolphin Senior Rates Mess to Alecto Colonnade. The larger village of Borough Green is 2 miles away and boasts a railway station with a very regular train service to and from London Victoria, every 30 minutes during the week, every hour on a Sunday with a 45 minute journey time. I have checked the trains from various parts of the country and examples are just over 6 hours from Glasgow, 4½ hours from Newcastle with the return 5 hours on the Sunday and even Plymouth is just less than 6 hours. Pompey is just 3 hours via London as is Birmingham. A taxi from the station is about £7 but we are hoping to get the use of a mini bus to do a shuttle on Friday PM and Sunday during the peak arrival and departure times. Gatwick Airport is 32 miles away. A train into London and then out to Borough Green is probably the best bet from the airport. It is 15 miles to Rochester and the Medway towns. Maidstone is 10 miles away and the historic market town of West Malling is just 4 miles away. There is ample free parking on site for cars and coaches. There is a leisure centre with a swimming pool, Sauna, Jacuzzi and Exercise Machines and whilst open there is a full time pool attendant. Bring your own cossy

Accommodation

There are a total of 105 bedrooms located on 2 floors and can be arranged to give a maximum of 178 beds in a mixture of Twins, converted Doubles and Singles. However the hotel is on a slight slope, is like a rabbit warren and there are no lifts. There are just 6 rooms on the ground floor, and a further 12 up one flight of 10 stairs. Of the 6 ground floor rooms 2 are classed as easy accessible with low entry baths rather than being fully disabled. None of the rooms have a walk in shower but are the over the bath type. The remainder of the rooms require further stairs or there is an outside walkway which although having some small steps would be easier for those with walking difficulties giving access to further bedrooms. The hotel will assist with carrying bags to the rooms. We viewed a selection of rooms and found them all to be clean, reasonably spacious and all had TV, Tea and Coffee making facilities and a fridge.

Meals

The Friday evening meal will be a 3 course buffet style meal with a waiter served 2 choice starter, a 3 choice buffet main course and a 3 choice buffet desert. The Saturday Reunion Dinner will be a 4 course dinner with a 2 choice starter, an intermediate soup course, a 2 choice Main and a 2 choice desert with ½ bottle of wine per person and Port for the toast.

Rates Note all rates are per person

The rates are only slightly higher than last year but that's inflation and the southerly location.

Friday & Saturday nights	Dinner, Bed & Breakfast (Sharing Twin)	£125
Friday & Saturday nights	Dinner, Bed & Breakfast (Single)	£145
Friday Night Only	Dinner, Bed & Breakfast (Sharing Twin)	£65
Friday Night Only	Dinner, Bed & Breakfast (Single)	£85
Saturday Night Only	Dinner, Bed & Breakfast (Sharing Twin)	£75
Saturday Night Only	Dinner, Bed & Breakfast (Single)	£95
Additional night Thursday or Sunday	Bed & Breakfast (Sharing Twin)	£35
Additional night Thursday or Sunday	Bed & Breakfast (Single)	£60
Non Resident Saturday Reunion Dinner		£37
Non Resident Friday Buffet Dinner		£23

The two night rates, the Saturday only rate and the Non Resident Saturday Dinner includes your Tot, ½ bottle of wine and Port for the toast.

Considering we are in the expensive South the bar tariff negotiated is, I believe, very good.

Draught Beer, Lager, Cider and Guinness	£ 2.80 per pint
Regular Spirits including Woods rum	£ 3.00 per 35ml
Mixers by the pump dash	£ 0.40
Mixers by the bottle	£ 1.00
House Red or White Wine (bottle)	£14.00
House Red or White Wine (175ml glass)	£ 3.50

All other drinks will be at the normal hotel price.

The hotel is also looking at the possibility of providing a guest real ale.

At the moment I have got a hold on every room but I have to release what I haven't sold at the end of January. If your application arrives later than that you take the risk that the rooms have been lost. I therefore urge you all to submit your applications in **as soon as possible**.

Enclosed with this letter are two Applications, one for your Accommodation requirement(s) and the other for the Saturday Reunion Dinner Meal Choices. **Please note that the Accommodation and Meal Choices forms are at the last two pages of this Newsletter.** Whilst applications via your secretary are welcome I am happy to accept applications from individual members, indeed that is the preferred method so that I can quickly ascertain the room requirements.

I would prefer full payment up front, but a £50 deposit for packages greater than that will be accepted but I do need the **FULL BALANCE by Friday 31st January 2014.**

Please remember to include your contact details including your postal address so that I can send your tickets or contact you if there is a query. Although this circular and application form will be sent to all those members on email I would ask all branch secretaries to get it out to your members as quickly as you can.

Please send your applications and cheques to Dave Barlow at 84 Holbeck Park Ave, Barrow-in-Furness, Cumbria LA13 0SB. Tel 01229 831196. Email dave@davebarlow.plus.com. Please make your cheques payable to the "Submariners Association" and NOT to me. This causes a delay while I clear the cheque through my own bank before I pay the treasurer.

If you wish to attend the conference but not stay at the hotel there is a Premier Inn in Wrotham Heath, which is a short walk away. You must make your own arrangements if you are doing this.

Best Regards

Dave Barlow

The 'Chariot' Attack on Phuket Harbour 26th/27th October 1944

Sub Lieutenant Anthony William Charles 'Lofty' Eldridge, DSC, RNVR has been in touch and tells me that 27th October 1944 was the date of the Chariot Attack at Phuket Harbour in Siam (now Thailand) in which he took part as the No.1 of one of the attacking 'Chariots'.

The 'Chariot's and their seven crews, previously based in Home Waters and the Mediterranean were embarked in the Submarine Depot Ship HMS WOLFE (12th Submarine Flotilla) in May 1944 and was sent to the Indian Ocean to be based in Trincomalee Harbour in Ceylon (now Sri Lanka). After arrival at Trincomalee and, under the direction of their Commanding Officer – Lieutenant Commander John McCarter, the 'Chariot' Crews commenced practice runs in the tropical waters starting with a few weeks of day time operating before moving on to night time training. The teams also had to undertake 'jungle survival training' in case they had to leave their craft during 'Operations' and make their way through Japanese occupied

territory. Whilst the crews were getting used to the tropical waters - and their 'Chariot's - the Operations Staff in WOLFE were developing the plans for an attack on enemy shipping.

The team's 'Chariots' were the improved Type II or 'Terry' Chariots. These had an increased maximum speed of 4 ½ knots and a range of 30 miles with a larger warhead of 1,100 lbs. of Torpex.

Two 'Chariot's (Nos. LXXIX & LXXX) were selected to take part in an attack on two Merchant Vessels in Phuket Harbour on Selanga Island. The targets were the SUMATRA (5,000 tons) and the VOLPI (5,272 tons). The SUMATRA had previously been damaged but had been repaired and was awaiting tow to Singapore. The VOLPI had also damaged and was partly submerged but was in the process of salvage before being refitted.

The two Crews selected were:

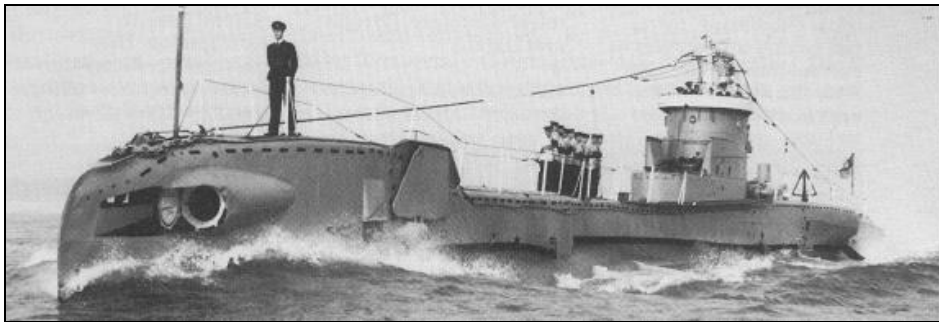
Sub Lieutenant Tony Eldridge, RNVR as No.1 - with Petty Officer S Woollcott as his No.2 Crewman. Their target was the SUMATRA.

Petty Officer Wilfred Stanley Smith as No.1 (later Lieutenant Commander) - with Steward Albert 'Bert' Brown as No.2 Crewman. Their target was the VOLPI.

The Operation started on 22nd July 1945 with the 'Chariot's secured on the Port and Starboard Ballast Tanks of the 'T' Class Submarine HMS TRENCHANT (Lieutenant Commander Arthur 'Baldy' Hezlet, RN.

The two crews were on board TRENCHANT with their 'dressers' and had checked their 'Escape Kit' before embarking. Each crew member had been issued with a 0.38 revolver and ammunition, local currency, a bag with 25 gold sovereigns, a silk map, needle and thread (in case of a wound needing to be stitched up), a knife, a compass and - according to Warren and Benson - a suicide pill. There was also a 'Blood Chit' which was a sheet of silk on which was written a message in several local languages asking for assistance in hiding or escaping and promising a reward.

The passage to the 'Operational Area' took five days with the TRENCHANT arriving in the morning of 26th October allowing time to take a good look at the targets through the periscope before the Operation. It was 2200 in the evening when the two 'Chariots' with their crews were sent on their way. The 'Launch Point' was some 6½ miles from the targets.



HMS TRENCHANT

Anthony William Charles 'Lofty' Eldridge was born on 16th July 1923. He joined the Royal Navy as a Midshipman, RNVR and was appointed to HMS DOLPHIN on 16th January 1943. A further appointment to the Submarine Depot Ship HMS TITANIA (12th Submarine Flotilla) at Loch Corrie followed on 20th March 1943 with a further appointment to HMS VARBEL at Port Bannantyne on 9th May 1943. After promotion to Temporary Sub Lieutenant, RNVR he was appointed to the Submarine Depot Ship HMS BONAVENTURE (12th Submarine Flotilla) at Loch Erisort on 30th April 1944. On 15th July 1944 Tony Eldridge was appointed to the Submarine Depot Ship HMS WOLFE on passage to Trincomalee in Ceylon. On 22nd October 1944 he embarked in Submarine HMS TRENCHANT at Trincomalee to take part in a Chariot attack on Shipping in Phuket Harbour in Siam (now Thailand).

After a five day passage at 2200 on 26th October Tony Eldridge and his No. 2 Crewman, Petty Officer Woollcott, were launched for their attack on the Merchant Vessel SUMATRA. After a six and a half mile passage they reached their target and placed their 1,100 lb. Torpex charge - setting the time delay fuse. Returning safely to the Submarine they arrived back at the same time as a second Chariot which had attacked the VOLPI also in Phuket Harbour. The two crews of both Chariots re-embarked in the TRENCHANT but both chariots were scuttled. The Submarine remained off Phuket for the rest of the night and, at about 0600 the crews watched through the periscopes as the charges both exploded throwing debris high into the air. Following the successful attack the Chariot Crews remained on board TRENCHANT for the remaining three weeks of submarine's patrol before returning to Trincomalee. Tony was awarded the DSC for his part in the attack. His No. 2 was awarded the DSM. Tony Eldridge then returned home with HMS WOLFE and was appointed to HMS DOLPHIN 'for Submarines' on 6th Nov 1945

ROYAL NAVY SUBMARINE MUSEUM - WINTER NEWSLETTER

The last few months have been a time of great change at the Museum - a process that continues. Change is driven by 2 main developments - the continuing process of Integration with the National Museum of the Royal Navy (NMRN), and the progress of the Alliance Project.

NMRN INTEGRATION

As many of you will know, the Submarine Museum is now part of the NMRN and a new staff structure that will support all the museums of the NMRN (the Fleet Air Arm Museum, Royal Marines Museum, Royal Navy Museum, Royal Navy Submarine Museum and Explosion!) is in the process of being implemented. In future, there will not be 5 separate Museum staffs each with their own Director, Finance Manager, Marketing Manager Curator, Archivists etc. Instead, these services will be provided to all Museums in the group by a central NMRN staff in 5 Directorates which are:-

1. Collections, Learning Access and Research
2. Finance
3. Administration and HR
4. Operations
5. Fundraising, Communications and Marketing.

Each of these Directorates will be headed by a director, all of which have been appointed (except the Finance Director who will be recruited shortly). The staff of the Directorates are being recruited from current museum staff and so far, Bob Mealings, our Curator, has been appointed to be the Head of Collections (a senior post in the Directorate of Collections, Learning Access and Research) and Bill Sainsbury, our Marketing Manager has been appointed as Marketing and Communications Manager (a senior post in the Directorate of Fundraising Communications and Marketing). We expect all the Directorates to be populated and the new staff structure to be in place by March. Across the whole NMRN group, a small number of redundancies will result from this restructuring and nearly everyone's job will change to some extent, so it is a time of some uncertainty for all staff. Nonetheless, the RNSM staff continues to do an excellent job in running the museum and working on the Alliance Project. Importantly, there will be no Museum Directors in the new structure, so the post that I currently occupy will cease to exist sometime in the middle of next year. The Museum will be run by an Operations Manager, supported as necessary by the staff of the 5 Directorates described above. I am delighted to say that Isabella Stagg, our Finance Administrator, has successfully applied for this post. Isabella's father was a WW2 submariner and she has worked at the Submarine Museum for 17 years. She knows the Museum business inside out and the Museum could not be in better hands. Beyond these changes I should also point out that Colin Way, Museum Secretary for the last 13 years, retires in January 2014. Colin has been a point of contact for many veterans and is a real authority on Museum business. The role of Museum Secretary will be undertaken by Laura Nastase from early January.

HMS ALLIANCE

Thanks to the hard work of many, we are on the home straight with Alliance. All the external work is complete and she looks magnificent. There is still work to do inside the boat and she will be closed as follows to allow this to happen 16 -20 December 2013 and 23 December 2013 – 2 April 2014

Public Opening

On 3 April, we plan to hold a Public Opening of the submarine. This will be a Gosport Community focussed event mainly for local people who have assisted with the Project.

Royal Re-Dedication

In the early summer of 2014, we hope to hold a second event which will focus on re-dedicating the submarine and concentrate on its significance as a memorial. As we are hoping for a Royal guest of honour, we will have to wait until January before we know the date of this event. At the same time it is hoped that a new memorial will be dedicated in the John Fieldhouse Building to recognise the Australian WWI Submarines AE1 & AE2. This Memorial – a backlit glass engraving by Frank Grenier is being funded by AE1 Incorporated and the AE1 & AE2 descendant families. The John Fieldhouse Building is only insured to hold 200 guests, so places for both of these events are inevitably limited. Places have been assigned to a number of groups (donors, sponsors, schools etc) and for both events, a number of places have been reserved for veterans. Guest lists are being drawn up with the assistance of the Submarine Association and Friends of the Museum. We will operate a 'Reserve' list if these places are oversubscribed, and invite reserves if some of the other invited guests are not able to attend. I apologise in advance if you are unable to get a place for one of these events but hope you will visit soon after Alliance reopens to see what an enormous difference has been made to the submarine.

Fundraising for Alliance

Thanks to the efforts and generosity of many, we have raised nearly £6.8m to refit Alliance. We are currently about £50,000 short of our headline figure and so fundraising continues relentlessly. If you have any spare cash, details of how to donate are on our website!

Museum Programme

Whilst Alliance will be closed between Christmas and 2 April, the Museum will be open except for 23-26 December (inclusive) & 31 Dec and 1 Jan and, following the pattern of the last 2 years, the museum is closed on Mondays and Tuesdays during January, February and March.

Next Season's Talks

The next Third Thursday Talk Season starts on 17th April 2014 with the following events planned

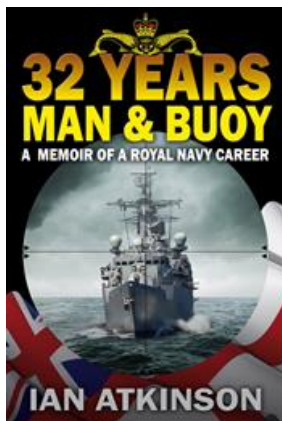
- 17 April HMS Alliance – deconstructed for Haynes by Peter Goodwin, the author of the latest Haynes manual featuring HMS Alliance.
 15 May The Conservation Story of HMS Alliance – Bob Mealings
 19 June X Craft – lighting the way to D-day – Alex Geary
 17 July Hunter Killers – Ian Ballantyne, author of the book ‘Hunter Killers’ will lead a discussion on Cold War submarine operations.

Bookings for all museum events can be made on the website www.submarine-museum.co.uk or by emailing marketing@submarine-museum.co.uk or by calling 02392510354 x 244

Season's Greetings Chris Munns

BOOKS

32 YEARS MAN & BUOY



In the summer of 1978, a naive young man left school with a few mediocre qualifications, no real ambition, absolutely no idea what he was going to do next, and a job in the Royal Navy wasn't even on the radar. As for his knowledge of the Navy, the author had only seen a TV series called 'Warship'. Just how hard could it be?

32 Years Man and Buoy charts Ian Atkinson's Naval career through the highs and lows of basic training before spending more than half of his life serving his Queen and country. The author's recollections are an honest and humorous account of an immensely enjoyable career. He makes some monumental mistakes along the way as he slowly matures from a barely capable Marine Engineering Mechanic to the dizzy heights of a Chief Petty Officer Submariner.

Serving on frigates, destroyers and submarines throughout his long career, Ian Atkinson had a lot of laughs and shed a lot of tears through times that were good, bad and sometimes downright ugly. Nobody ever said it would be plain sailing.

Available in paperback from Amazon

ISBN 978-1-17840704-1-0 priced £8.99

Also available from Amazon as a download for Kindle priced at £6.17

Submarine Book Bargain SECRETS OF THE CONQUEROR

You have probably heard of the book **SECRETS OF THE CONQUEROR** which tells the story of her exploits down south in 1982 but also an interesting yarn of one of her 'Sneaky' patrols up north. I've just read the book written by the boss of ITV News (ITN). It's an amazing story (if all true!) which I can certainly recommend but the publishers obviously printed too many to sell at £20)

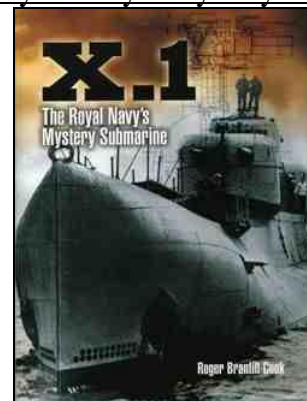
We will shortly get copies of the Hardback of this book in to sell in the next few days - well before Christmas to sell at just £9.99 (inc UK post) to your members.

Supplies are limited of course and there are plenty of other books to interest your members at bargain prices on our website too. See them at www.navybooks.com. Please send your order to Maritime Books, Lodge Hill, Liskeard PL14 4EL

Mike Critchley, Maritime Books

ISBN 978-0-571-29033-8

X-1 The Royal Navy's Mystery Submarine



X-1 was the first new Submarine to be designed and built for the Royal Navy following WWI and the largest British submarine until the advent of the Nuclear Age. In addition this was the first (and only) Submarine to be fitted with two Twin 5.2 inch Gun Turrets and the first to be fitted with a production Variant ASDIC set. Built at

Chatham X-1 developed a reputation for unreliability and accidents and once fell off the blocks when in dry dock. Roger Branfill Cooke's researches lays to rest some of the myths surrounding X-1.

Seaforth Publishing. ISBN 978-1-84832-161-8

A CHARMED LIFE

Einar Lauritsen was born in Norway and after attending a Maritime College went to sea in the Norwegian Merchant Marine. After the outbreak of WWII and the invasion of Norway he joined the Royal Norwegian Navy and became a Submariner in H.Nor.M. S/M B1 as 3rd Hand. After serving with the Dundee Flotilla he later joined UREDD as 3rd Hand building in Barrow. Following operations in the North Sea Einar left UREDD -shortly before her untimely loss - to join ULA in Barrow as 1st Lieutenant. Following his Perisher he returned to B1 in Command. He transferred to General Service in Minesweepers and, post war, was involved with the rescue of US Submariners from the COCHINO when she sank in the Arctic. He had a brief return to Submarines commanding UTSIRA

before resuming his Merchant Navy career in which he commanded tankers, general cargo ships and whale factory ships.

Norman Lauritsen has researched his father's career in minute detail to produce a very readable story. You can find it at www. charmedlife.info

WHY SHOULD BRITAIN TREMBLE

Chas. Cooke is a member of the Gosport Branch. His book is a Submariner's tale and is a comic and often bawdy look at life in boats, although it does start with his 'skimmer' time in the Ark Royal. It is a reminder of why so many of us got away from the Surface Navy but, reflecting on some of his memories, you might question why we all stayed in boats – certainly if the lady in your life reads it she might have some second thoughts about living with a Submariner at all!

The book has been reviewed on Amazon and a kindle version is available at <http://www.amazon.co.uk/Why-Should-Britain-Tremble-Submariners-ebook>

THANKSGIVING SERVICE

ADMIRAL SIR JOHN FOSTER WOODWARD GBE, KCB

On Thursday 14th of November 2013 a Service of Thanksgiving for the life of Admiral Sir Sandy Woodward was held in the 900 year old Chichester Cathedral at 2.30pm.

Four members of the Portsmouth Branch of the Submariners Association attended the service. They were the Chairman Leslie Hanks, Vice Chairman John Baber, retired Secretary Ernie Williams and Treasurer/Membership Secretary Bob Lewis. Harry Summerton, Chairman of the Sussex Branch reported five members of the Sussex Branch also attended the Service of Thanksgiving. There may have been other Association members present however because of the large number of attendees present (there wasn't a spare seat in the Cathedral) it was difficult to tell.

Her Majesty the Queen and His Royal Highness the Duke of Edinburgh were represented by Admiral Sir George Zambellas, The First Sea Lord, his Royal Highness the Duke of York was represented by Vice Admiral Rory McLean and his Royal Highness Prince Michael of Kent was represented by Commodore Andrew Jameson ADC, Royal Navy.

The representatives of The Royal Family were escorted to their seats by the Dean of Chichester. Shortly afterwards 'The Alert' was sounded by the Bugler, which heralded the entrance of the Admiral's Orders and Decorations, carried by Jack Simpson and Kyrah Woodward - accompanied by the Royal Navy Colour Party

We were all welcomed to the Cathedral by the Very Reverend Nicholas Frayling, Dean of Chichester.

A fine and outstanding tribute was given by Captain John Jacobsen, Royal Navy.

A second tribute was delivered by the Reverend David Cooper who was Chaplain to the 2nd Battalion the Parachute Regiment in 1982.

All in all, it was a very moving day, with an outstanding service, very well conducted. The only slight problem was that the overwhelming number of attendees out led to an acute shortage of seats. The Cathedral staff were kept very busy getting folding chairs to accommodate all of us but they rose to the occasion.

After the Memorial Service we were invited to take refreshments in the George Bell House. It is located in the historical Cathedral grounds and is an eight bedroom house offering bed and breakfast accommodation.

On entering the house we were greeted by the Admiral's widow and two supporting male members of the family. John Baber said to his widow, "Are you his daughter?" This was well received and lightened the moment. John then carried out a presentation of a framed picture of 'EVERY DAY IS REMEMBRANCE DAY' dedicated to Admiral Sir Sandy Woodward on behalf of the Portsmouth Branch of the Submariners Association.

Admiral Sir John 'Sandy' Foster Woodward awards are:-

Knight Grand Cross of the Order of the British Empire	1989
Knight Commander of the Order of the Bath	1982
South Atlantic Medal	1982
Queen Elizabeth II Silver Jubilee Medal	1977

Lieutenant Commander Humphrey Michael Woolrych, GM

Humphrey Woolrych, who died on 29th Nov 2013 at the age of eighty seven, was one of the few holders of the George Medal. He joined HMS TACTICIAN as 3rd Hand in March 1948 moving on to HMS STURDY, also as 3rd Hand in March 1950. He was serving in HMS SIRDAR in June 1952 when he was involved in an unusual rescue in which he risked his life to

rescue not one but two airmen from a crashed aircraft. The story is of why he was awarded the George Medal is best told in the Citation for the award as follows.

LONDON GAZETTE
CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD
St. James's Palace, S.W.A.
10th October, 1952.

The QUEEN has been graciously pleased to approve the award of the George Medal to:—

Lieutenant Humphrey Michael WOOLRYCH, Royal Navy (Emergency), HM S/M SIRDAR.

At 1934 on 25th June, 1952, H.M. Submarine SIRDAR sighted a large curtain of flame about one mile away. She surfaced and found this to be the wreckage of a Shackleton aircraft which had burst into flames on hitting the sea. As the submarine approached the flames one of the crew was seen to be waving from a position close to the northern edge of the burning wreckage. No boat was carried on board the submarine, and Lieutenant Woolrych volunteered to swim to the survivor. At 1940 he swam to the man, who was injured, and brought him safely back to the submarine.

A second member of the crew was then sighted to the south of the flames and about five yards from the most intense area of fire. At 1954 Lieutenant Woolrych again dived overboard and, disregarding his own safety, swam to this survivor. Owing to the proximity of the flames it was necessary to tow Lieutenant Woolrych and the airman from the vicinity. The airman, who was suffering from severe burns of the face and hands, was most skilfully brought onboard the submarine by Lieutenant Woolrych.

The airmen undoubtedly owe their lives to the speed and skill with which Lieutenant Woolrych recovered them from the sea.

The Diary of Petty Officer Henry Kinder (RAN) of Submarine AE2

(Continued from Issue No. 42)

WAR AND DISASTER

The AE2 was in Sydney when war was declared but we did not get our sailing orders until August 28th. At seven in the morning after going on board as usual we got our orders to provision the boat and prepare for sea. We were leaving at midday: destination unknown.

The war was on everyone's lips and we had had one or two nasty things said by some of the Sydney flappers about whether we were ever going to go to war, but at last we were off. There was no chance to say goodbye, so we increased the postal revenue by sending telegrams to say that we wouldn't be home for tea.

We had no idea of our destination until we passed through the Heads, when the captain told us that we were to join up with the fleet above Cairns and then proceed to British New Guinea. The sea was fairly choppy. We picked up a slow old tub that was to be the submarine parent ship and with the fleet, carried on to German New Guinea at a very slow speed. If any German cruisers were in Rabaul Harbour they had ample time to move out as they had had plenty of warning we were coming.

The fleet anchored in Rabaul Harbour on September 12, 1914. It is a deep and well sheltered harbour and is very pretty with it. The tropical jungle comes right down to the water's edge. The town of Rabaul was nicely laid out with some very pretty bungalows and gardens.

On Sunday, 13th September, AE1 was supposed to go out on patrol work with one of the destroyers, patrolling between the Straits of New Britain and New Ireland. But, owing to some trouble with her engines, AE2 was detailed to go in her place. It was a glorious day and the sea was like a sheet of glass. The small islands covered with coconut palms looked as though they were floating on the sea.

The captain's orders were that the boat was to be back in harbour at six pm but we were running a bit late. A signal from the Flag ship told him to be in on time in the future.

On 14th September, 1914, AE1 went out, accompanied by a destroyer, on what was to be her last journey. Little we thought, when laughing and joking with the crew just before she left, that it was the last time that we were going to see them.

During the day we cleaned up the boat and took in a fresh oil supply. After tea the AE2 crew was sitting around on deck. Towards six o'clock some of us went onto the parent ship, as it was the custom for any crews of boats lying in harbour to watch any submarines coming in off duty. As it was just on six, everyone was watching a point a mile or more away where we would get the first sight of AE1.

Six o'clock had gone and no sign. We guessed that something had happened but no-one liked to voice an opinion as to what it was. At last we saw the destroyer come around the point full speed. Our worst fears were confirmed when she signalled the flagship asking if AE1 had returned.

It appears that everything had gone well until 4:30 pm when they started to return to harbour. Surface running, AE1 was heading toward a small island when the captain of the destroyer sang out through a megaphone that he would steam around the island and catch up with the AE1 before she reached harbour. But, on rounding the island he could see no sign of AE1. He came to the conclusion that she had gone in at full speed and reached the harbour, so he fully expected to find her there.

All the destroyers proceeded to sea to try and find a trace of her but although they searched all the islands no trace could be found. Some oil showed on the water where she was last seen.

It was hard to say what had happened to her to cause her sudden disappearance, as so many things can cause a submarine to sink. Rumours went around regarding her sinking but none were ever proved. So she remains, to this day, one of the mysteries of the war. It was fully

believed that it was through some cause in the boat and not by the enemy that she went down.

AE2's crew was very down-hearted at the loss of AE1. Many of her crewmen were mates as both crews had been together for two or three years.

It seemed a sad and terrible end, but it is the fortunes of war. We stayed at Rabaul for a few weeks. The only excitement was from the natives trying to snipe at us from the shore. Fortunately, no-one got hit. We had a few false alarms caused by some of the soldiers getting full and lighting the alarm flare. We were not sorry when orders came that we were off to Suva.

On the way there AE2 broke another propeller, and as there was no dock at Suva we had the same tedious job of putting the new one on by divers. This time it took much longer. Luckily there were two spare propellers for each boat and they would fit either boat. The propeller that was being put on had a nasty flaw in it, but it never affected it as it was still on when the boat went down. After the propeller was fixed we anchored behind a mangrove island for about a fortnight. The mosquitoes were cruel. At dusk you could see them in black clouds. We were not sorry to hear the order to prepare the boat for sea for the return to Sydney. Escorted by HMAS MELBOURNE we left, calling in at New Caledonia, a group of islands held under the French flag. We got leave and had a look around Noumea where the French convict settlement is situated. We went to the fish market where the fish are sold alive, kept in tanks of water.

TO THE MEDITERRANEAN

We arrived in Sydney on November 14th and went to Garden Island to refit. We guessed we wouldn't stay very long in Sydney and on the 17th December, the captain told us if we cared to ring Garden Island at eight we would probably hear of our future movements.

I rang the Island only to find out we would be leaving for England on Saturday the 19th at twelve noon. It was rather short notice to fix up our affairs as it only left us Friday night. However, we were used to these short notices. Little did we know when we said good-bye that Saturday morning how many months and years were going to pass before we saw our families again. All day Friday we worked hard getting the spare gear packed and the boat ready for sea.

There was another death amongst our spare crew during our stay in Sydney. The stoker left behind to look after our spare gear while we were in German New Guinea lay down on one of the stools after dinner for a nap and suddenly rolled off dead from heart failure.

On Saturday the 19th after provisioning AE2 we cast off at mid-day and went down to South Head to pick up the troop ship BERRIMA which was to act as our parent ship and to tow AE2 as far as Port Said.

On arriving at Melbourne we joined up with a lot more troop ships and on 23rd December sailed out of Port Phillip to spend one of the worst Xmases it was possible to have.

As fresh meat and bread can only be kept in a submarine for a couple of days, arrangements had been made to provision the submarine from the BERRIMA every second day, weather permitting. During the morning a signal was sent over for what was required and about midday the BERRIMA was stopped with the submarine's bow allowed to draw up under the counter. The

foodstuff was then lowered down in bags. Some of AE2 crew would stand in a line and pass the bags back to the conning tower. Sometimes if a swell was on AE2 would dip her bows under before you could get the bag to the conning tower so it was a case of let the bag go, grab the handrail and hang on until she came up again. We generally lost some of our provisions every time. It always caused a fair amount of amusement for the soldiers who use to line the sides of the BERRIMA and give us a cheer when we came up.

At Albany we picked up the remainder of the transports totalling seventeen with only the submarine as escort. We called at Colombo to coal the transport and then at Aden where we once more struck trouble delaying us for a day and a half.

AE2 had come into the inner harbour to pick up oil. All the troop ships were anchored in the outer harbour. After AE2 had hooked onto the six inch hawser behind the BERRIMA, the hawser had been played out about two hundred yards.

The BERRIMA anchor was then lifted, catching the telegraph cable running from Aden to Colombo in the fluke of the anchor. The captain went astern on the BERRIMA to try and clear it, consequently stripping a couple of hundred yards of insulation off the cable and finally breaking it. At the same time the BERRIMA port propeller picked up the six inch towing hawser taking about seven turns around it and pulling the engine up with a jerk. Fortunately we had a diving outfit in the BERRIMA. One of the life boats was equipped to take the diving pump and a volunteer crew was called for from amongst the soldiers.

There had been a previous experience with a volunteer crew at Albany. Some of the officers had to go over to the flagship. I think the wind did more to get the boat to its destination than the crew. Lifeboats are very awkward to handle when one is not used to them.

When the 3rd Officer of the BERRIMA, who was in charge, asked for a crew every soldier on board was willing to volunteer. They could all pull an oar or so they said, so with the diver and two of us as attendants, we were lowered away. It is the usual custom to slip a lifeboat just before touching the water. When the officer pulled the slipping cord, the for'ard fall jammed and the fun began.

As there was a heavy swell on, we all stood a good chance of being thrown into the water. When a wave would pass, the bows would be left suspended in the air while the stern would fall into the trough. I scrambled for'ard to give the soldiers a hand to let it go. The block, which weighed half a hundredweight, came down with a bang on the back of my hand, breaking one of the knuckles. We got it free, only to find just a few of the soldiers knew anything about pulling a boat. Some of them might have been able to pull a skiff on Sydney Harbour but in the present situation they were useless. Just as we were drifting we passed the BERRIMA's stern. Someone thought to throw us a line and so saved us from drifting away. It was far too rough under the BERRIMA's counter for a diver to work even if it had been possible to turn the air pump. The waves were lifting the boat right up under the BERRIMA's stern. It was hopeless to try and do anything and by this time it was getting dark.

As my hand was paining I decided to come up the Jacob's ladder hanging over the BERRIMA's stern, and get it dressed. On getting to the top, I looked down to see the boat drifting away and disappearing from sight in the darkness. Someone had let her go. At 3 o'clock in the morning the pilot launch picked up and towed into harbour a very sick boat load. They had tied up to one of the channel buoys a couple of miles out.

Next morning the BERRIMA went into the calmer water of the inner harbour to allow the diver to work. The lost boat's crew returned, hardly able to shift the boat. This time it was caused by rum. After a lot of trouble the diver managed to get the wire off and in the afternoon we

sailed for Suez. The other transports and QE2 had preceded us the previous day.

From Suez and through the canal we began to approach the war zone. Troops lined both sides of the canal, as the BERRIMA was going through and we saw a skirmish with a Turkish outpost.

At Port Said AE2 left the transports and proceeded on her own to Tenedos, [now called Bozcaada], an island a few miles from the mouth of the Dardanelles. After leaving Port Said we had experienced a terrific storm. It was one of the worst I had been through since joining Submarines.

H.M. SUBMARINE "TALENT" (DOCKYARD ACCIDENT)

House of Commons, Deb. – 16th December 1954

Mr. Bottomley (by Private Notice) asked the First Lord of the Admiralty if he has a statement to make about the disaster to H.M. Submarine "Talent" in Her Majesty's Dockyard, Chatham.

The First Lord of the Admiralty (Mr. J. P. L. Thomas)

Yes, Sir. At about 3.30 p.m. yesterday afternoon, the caisson sealing the entrance to No. 3 dock collapsed. Water rushed in with such force that the submarine "Talent," which was being refitted in the dock, was lifted off the blocks and carried through the dock entrance and across the River Medway where she grounded on the mud. There were 50 people on board at the time. Three men were missing. The body of one has since been recovered from the dock. In addition, some 30 men were injured, and I am sorry to say that one of them died in hospital this morning; two others have been detained in hospital. The House, I know, will wish me to express the deepest sympathy for those bereaved and injured.

The submarine has been pumped out and is now secured alongside a salvage vessel. Both vessels were grounded on an even keel this morning on the falling tide. It is intended to re-float them and to move them into the Dockyard later this afternoon. The reason for the collapse of the caisson has not yet been established, and a full investigation has been ordered. I would like to pay tribute to the very prompt action of the Dockyard and naval personnel on the spot in organising immediate rescue work and to the very ready and skilful assistance rendered by the Royal Engineers at Chatham, and by the Kent Fire Brigade.

Mr. Bottomley

While associating all of us on this side with that message of sympathy, may I also say that personnel in Chatham Dockyard will welcome the speed with which an inquiry is to be held? May I ask the First Lord whether there will be means whereby compensation will be paid to those who suffered? Is he in a position—in view of the fact that this accident is the first of its kind—to say whether there is any suspicion of sabotage?

Mr. Thomas

If I may answer the last part of the right hon. Gentleman's question first, I have heard no suggestion of sabotage and, naturally, I prefer to await the outcome of the investigation. So far as compensation is concerned, the Admiralty will pay pensions and gratuities in the case of those who died. The Ministry of Pensions and National Insurance is responsible for industrial injury compensation and, pending the usual legal formalities, arrangements have been made for immediate advances of pay where necessary to dependants. Injured men will receive sick pay.

Mr. Burden

It would be quite improper to ask a question on particulars at this stage, but may I ask my right hon. Friend if he will give particular attention to the question of speedy—if possible, ex gratia—payments to dependants of those who have lost their lives? There is bound to be some financial difficulty, in particular at the time of year into which we are now entering.

Mr. Thomas

The answer is that the whole question of pay is amply covered by the facts I have mentioned in my answer to the right hon. Gentleman.

Mr. Hobson

Will the right hon. Gentleman make public the findings of the inquiry? Can he say whether an accident of this character has ever happened before in the history of the Royal Naval Dockyard or civil dockyard?

Mr. Thomas

I will certainly make public the results of the inquiry. So far as I know from the inquiries I have made today, no such accident has ever happened before in any shipyard.

Obituaries - Members 'Crossed the Bar' 1st Oct 2013 to 21st Dec 2013 (indicates WWII Service)**

NAME	DATE/AGE	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
Richard (Chuck) Bacon	13th Dec 2013 aged 85	Stoker Mechanic	Leicestershire & Rutland	1946 to 1948	SENTINEL & ALARIC
Cyril Bowden	12th Oct 2013 aged 90	Stoker 1st Class	North Staffordshire	1943 to 1946	VIRTUE **
John Curtain	Oct 2013 aged 77	Warrant Officer Coxswain (SM)	Australia	From 1963	TOKEN, TALENT, TIPTOE, CACHALOT, OCELOT, OXLEY & OTWAY
P (Peter) E Dollamore	Oct 2013 aged 89	Chief Petty Officer (REL)	Gosport	1953 to 1961	ANCHORITE, ACHERON, AENEAS, TOKEN & TRUNCHEON
Gordon L Grosse	18th Oct 2013 aged 75	Petty Officer Electrician	Dolphin	Mar 1958 to Sep 1967	SCOTSMAN (58-61), SEALION (61-64) & ORPHEUS (66-67)
Ramsey Harrison	Oct 2013	Petty Officer (LTO)	Merseyside	May 1943 to June 1947	H50, H51, SEAWOLF, P554 & AURIGA **
Chris Hazell	19th Nov 2013 aged 93	Able Seaman (ST)	Dolphin	1943 to 1946	P555 & TRUNCHEON **
Kenneth Higgins	19th Dec 2013 aged 88	Able Seaman	Welsh	Nov 1943 to Oct 1946	UNRIVALLED, SAGA & TANTALUS **
S C 'Sydney' Hill	15th Nov 2013 aged 84	Leading Seaman (TD3)	Dolphin	Jun 1946 to Nov 1953	AMPHION & STURDY
John Godkin 'Johnny Marotta'	5th Nov 2013 aged 69	Charge Chief MEA	Plymouth	Jun 1964 to Mar 1985	ANCHORITE, TIPTOE, CHURCHILL, VALIANT & COURAGEOUS
Jack Negus	15th Dec 2013 aged 92	Petty Officer (2nd Coxswain)	Norfolk	1940 to 1946	H33, P512, UNRIVALLED, VOLATILE & TOTEM **
John (Jack) Edward Roberts	25th Oct 2013 aged 92	Petty Officer Telegraphist	Australia	Mar 1942 to Jul 1946	L26, TRUANT, O19 (LIAISON) & TRENCHANT **
John G G Rowat	11th Dec 2013 aged 89	Able Seaman (UC)	Plymouth	Feb 1943 to Sep 1945	SERAPH **
J. (Joe) Shields, MBE	Died Mar 2013 aged 62	CPO.Coxswain	Dolphin	1972 to 2007	RESOLUTION, ODIN, OSIRIS, ONSLAUGHT, WALRUS, ONYX OPOSSUM & SCEPTRE
Oliver B 'Olly' Sharp	7th May 2013 aged 84	Lieutenant Commander	Dolphin	Nov 1949 to Oct 1968	TACTICIAN, ASTUTE, THOROUGH, SOLENT, THULE, TIPTOE, SENESCHAL (CO), AUROCHS (CO), WALRUS (CO) & OCELOT (CO)
Jeffrey G E Westwood	15th Nov 2013 aged 73	Chief Engine Room Artificer	Eastern States	Mar 1960 to Oct 1968	SCOTSMAN (60-61), NARWHAL (61), ORACLE (62-66), TACITURN (66) & TABARD (67-68)

Obituaries – Other Submariners ‘Crossed the Bar’ 1st Oct 2013 to 21st Dec 2013 (indicates WWII Service)**

NAME	DATE	RANK/RATE	SM SERVICE	SUBMARINES
Julian Simon Field Burrage	15th Oct 2013	Lieutenant Commander	Not Reported	TURPIN (CO), TEREDO (CO 1959) & ODIN (CO)
Colin Richard Cooper	Nov 2013 aged 63	Commander (WE) (SM)	Not Reported	REPULSE (S), REVENGE (P) & CHURCHILL & RAN Service
David Castley	17th Nov 2013 aged 77	Chief REA to Lt Commander (WESM)	From Sep 1959	PORPOISE, ARTFUL, RORQUAL, ORPHEUS, DREADNOUGHT & WARSPITE (WEO)
Bryan Louis Cleary	7th Dec 2013 aged 89	Commodore, RAN	Sep 1943 to Nov 1945	K9, VARNE (NO) & SUPREME (NO) **
Martin ‘Doc’ ‘Dolly’ Dalton	4th Jul 2013 aged 53	MEM1	Not Reported	REPULSE
Michael Henry (Mike) Everett	25th Oct 2013 aged 79	Captain	1956 to 1985	TRUNCHEON, TEREDO, ACHERON (IL), TOTEM (CO), ONYX (CO), RENOWN (P) (CO) & Captain SM1
Jack Feherty, MBE	Nov 2013 aged 93	Engine Room Artificer to Engineer Lieutenant (ME)	Not Reported	DOLPHIN & FORTH **
Thomas Henry Green, OBE	7th Oct 2013 aged 80	Commander	1955 to 1974	SENESCHAL (55-57), ACHERON (57-58), SEADEVIL (59-60), TOKEN (60-61), ORPHEUS (61-62), TIRELESS (CO 63), TOTEM (CO 63-64), RORQUAL (CO 66-67), RESOLUTION (S) (XO 69-71), REPULSE (S) (CO 72-74) & CDR SM10 (74)
Paul Hind	12th Dec 2013	Commander	From 1970	ALLIANCE Sep- Dec 1970), FINWHALE (Dec 1970 to Mar 1972), RENOWN (S) Jan 1973 to Nov 1975), DREADNOUGHT Dec 1975 to Nov 1978), OLYMPUS (CO) Nov 1980 to Jul 1982), RENOWN (P) (Jan 1986 to Oct 1987)
Max Hardy	29th Nov 2013 aged 70	Warrant Officer Coxswain (SM) (RAN)	Nov 1974 to 1981	OPOSSUM (66 to 67), OXLEY (68 to 91), ONSLOW (72-74) & ONSLOW (78 to 81)
Charles William ‘Charlie’ Naylor	Dec 2013	Medical Technician 1st Class	From Jul 1967	RENOWN (S) (1967), SWIFTSURE (1972), SCEPTRE (1978), TRAFALGAR & TALENT (1990) & CSST
Glen Pearce	15th Oct 2013 aged 58	Leading Seaman (MT) (SM)	1975 to 1982	OTWAY & ORION (RAN)
Eric Norman Teasdale	15th Oct 2013	Chief Petty Officer (ME)	Nov 1949 to Aug 1969	AENEAS (50), TALLY HO (50-52), ARTEMIS (52-53), TACTICIAN (54-56), SERAPH (56), AUROCHS (57-58), TELEMACHUS (58-59), TRUMP (62-64 & TRUMP 67-69)
Stanley Frederick Warner	1st Dec 2013	Able Seaman	1947 to 1952	THOROUGH (47), ALCIDE (50) & TRESPASSER (51-52)
Humphrey Michael Woolrych, GM	29th Nov 2013 aged 87	Lieutenant Commander	From 1948	TACTICIAN, STURDY & SIRDAR

