



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 April 2014 Edition of 'In Depth'. It's a little later than planned but this is because of the recent National Council Conference and the need for everyone to be able to read about the decisions taken and the result of the Committee elections. It's also a little longer than usual as it includes the President's speech to the Conference and the National Secretary's Report.

Dave Barlow has provided the details of this year's Mixed Reunion. The Forms for booking your accommodation for that event and also for selecting your Meal choices are attached as pages 23 & 24.

I have been sent more articles for inclusion than I can fit in this time so if you don't see your item you can be assured that I still have it and will look to include it in the next Issue.

As I write this Editorial news has come in that HMS TIRELESS has arrived off Australia to help in the search for the missing Malaysian airliner. Hopefully they will be able to help find the 'Black Box'.

You will find an article (taken from the Web) about HMS ASTUTE and her recent trials in the Mediterranean. The story is not quite correct but it gets close. It is good to be able to report that HMS ASTUTE has now completed all her 'First of Class' Trials and is now fully 'Operational'. Another article reports some issues with HMS VANGUARD and her reactor systems and yet another article reports the large investment in the Shipyard at Barrow to prepare for the Successor Programme. A lot of Civil Works are required which must be completed without adversely affecting the ASTUTE Class build programme.

There are reports of two submarine fires – one Australian and one Indian – these are not the only accidents as it seems the Russians also set fire to one they are decommissioning!

There has been a rush of books about Submarines recently and I have provided details of four of these that I think will interest every one. One is an update of a book about Australian Submarines in WWI, one is the story of a WWII Submarine Officer who rose from Ordinary Seaman to become Submarine First Lieutenant in less than five years! I have included a book about the Cold War which goes into some detail but, before everyone rushes off to write their memoirs of those times I must draw your attention to the article on Page 9 which reminds people of their responsibilities to the Official Secrets Act and the need to get the appropriate permissions before bursting into print.

On the Obituaries Pages there is an apology to the family of Charlie Naylor who was incorrectly included in the Crossed the Bar list in the last Issue. Charlie's daughter reports that he is, happily, still with us.

The serialisation of Henry Kinder's diary is continued and this time Henry tells of the first unsuccessful attempt to make the passage through the Dardanelles into the Sea of Marmora.

I hope you enjoy your April 'In Depth'. Comments are always welcome – but polite ones please. A request to keep your stories coming in - so that I can print them and everyone else can see what you got up to!

Regards

Barrie Downer

Cover Picture: The 2014 Reunion - Group Photograph

Chairman's Report and Conference

Friends and fellow Submariners

The dust has just about settled now after what I believe was a very successful Annual Reunion and National Council Conference (NCC) a format which has proved to be popular and well attended. There were 36 Branch Delegates present at the Conference this year, 5 more than last year. Obviously I would like to see much more participation by branches, but we are at least heading in the right direction. The venue for this year's events was the Holiday Inn Maidstone-Sevenoaks in Kent which is well served by road and rail. Dave Barlow and his organising team, Iain Mackenzie and Colin Jones (supported by our agent in these matters David Tremmil) are to be commended for their hard work in sourcing this hotel. The location of this year's Reunion was chosen with the 'Southern Branches' in mind as some have complained in the past that the venues were too far north for them to travel. I wonder what excuse they will offer this year! However there were 105 Members at the event this year and I know from feedback that all who made the effort enjoyed the entire weekend. The numbers attending were affected by the unfortunate coincidence of the Coxn's reunion and the Resolution reunion being held on the same weekend. This was down to poor communications and we have learned a lesson from it. As a result of this and following a lot of hard work and negotiating by Dave Barlow, Iain Mackenzie and our Agent I am now able to advise you that the dates and locations chosen for the next two reunion weekends are as follows:-

The **2014 Mixed Reunion** is planned to take place on the weekend of **Friday 12th – Sunday 14th of September 2014 at the HOLIDAY INN, RUNCORN**. The hotel is situated just 2 minutes from the M56 junction 12 in Cheshire. The nearest railway stations are in Runcorn, each only a few minutes by taxi to the hotel, with Liverpool John Lennon being the nearest airport at 12 miles away. Chester is a 15 minutes car ride but there are also local buses to Chester. There is also ample free secure onsite parking.

The **2015 National Council Conference and Reunion** will take place on the weekend of **Friday 27th – Sunday 29th March 2015 at the HOLIDAY INN, LEICESTER**. The hotel is located in the centre of Leicester in the middle of a large roundabout with an NCP car park adjacent. It is literally 5 minutes' walk to a very large modern shopping centre and is about 1 mile from the railway station and 35 miles from East Midlands Airport.

Currently the organising of these events is still ongoing, however, once further details are known they will be promulgated and booking details sent to everyone. Hopefully this early notification will

enable you to give some serious thought to supporting these two major events in our Association calendar.

Back to the present, we were delighted to welcome Lord Boyce to the Reunion and NCC this year. He has a very busy schedule and it is great that he can spend some time with us. Saturday morning started as always with a church service and the laying up of Branch Standards – not an easy task due to the very low ceilings in the room! The Standard Bearers under the leadership of the National Standard Bearer Trevor Thomas did an excellent job with dignity. The service was a first for our new Chaplain the Rev. Paul Jupp who was in fine form. It is the duty of the Chairman to read aloud the names of our colleagues who have Crossed the Bar since we last gathered together. The past year has seen 57 submariners go on their final patrol. Thankfully this is 31 less than last year.

Next came the NCC which as I have already said was well attended by Delegates and Observers. My thanks go to all those branches who made the effort to attend this very important event. The full details of the debate and the voting will be published in the Minutes of the meeting which will be distributed in due course by the National Secretary David Watts. However a summary of the events may be of interest to those who have difficulty accessing the Internet. There was 1 Proposal and 3 Recommendations to be dealt with.

The **Proposal** was from the Medway branch and was "*The centre insert for all Submariners Association Wreaths should have a Black background with the Association Crest and Lettering in Gold.*" i.e. the inserts should have standard appearance. After a short debate to ensure that everyone knew what was being proposed the vote was taken. The result was overwhelmingly in favour of the proposal to standardise the wreath inserts. It is understood that there may be a short transition period if some branches have a stock of different coloured inserts.

Recommendation 1 was that "*The currently existing Full Members Reunion which incorporates the National Council Conference be changed to a fully integrated mixed reunion but with access to the Conference limited to Full Members Only.*"

As you can imagine with this recommendation a lively debate followed the result of which is that an overwhelming majority voted in favour of the recommendation.

Recommendation 2 was that "*The stand alone Families/Mixed Reunion held in the Autumn be discontinued.*"

This recommendation clearly went “hand in glove” with the previous (No.1) and as a result was also carried with a massive majority.

Recommendation 3 was that “*The position of Membership Secretary becomes a Full Appointed Member of the National Management Committee. This would require the following amendments to Clause 9 of the Rules and Constitution Issue 3, March 2012.*”

This was also debated and discussed with the vote being massively in favour!

The consequences and ramifications resulting from Recommendations 1 & 2 being implemented will be discussed in detail at the next NMC meeting in mid-April and a full report on the changes etc. will be sent to all branches in due course.

Every year two places in the NMC are up for re-election. This year it was the turn of Frank Pas and Rick Rothwell to stand. These votes are taken by post in the main and are done in a manner such that the results are not known by anyone until the Vice Presidents count the unique voting forms at the NCC.

This year Rick Rothwell decided that he would not seek re-election. Rick has been a member of the NMC for well over a decade and during this time he has worked hard to ensure that the ordinary member’s voice was heard. He has dedicated a lot of his own time working on a number of projects and his contribution will be missed. We thank Rick for his hard work and commitment and wish him well for the future.

The outcome of the voting was in favour of Frank Pas and Frank ‘Sandy’ Powell. I’m pleased to have Frank Pas continue his work and we welcome Sandy into the NMC.

I would like to thank Stuart Brown (Beds & Herts.) and Ian Fowler (Blackpool & Fylde) for showing commitment and courage by putting their names forward for election. They were unlucky this time but I hope this will not deter them from applying in future. Their enthusiasm is greatly appreciated.

On completion of the more serious business of the NCC Lord Boyce spoke for a short period and discussed the events surrounding the Submarine Museum and its merging with others into the Museum of the Royal Navy. He assured us that he had the men in place (himself included) who would look after our interests and ensure that the ethos and ‘tribalism’ of the Submarine Service was not lost.

Ian Vickers and Brian de-Mullet Secretary and President respectively of the International Submariners Association gave a brief but interesting presentation on their forthcoming 52nd

International Submariners Congress being held in Portsmouth on 18th – 21st May 2015

Finally Russ Timpson gave a presentation on the 4 VCs awarded to Submariners during the Gallipoli Campaign during WWI.

By this time everyone was ready for a tot so the meeting was closed and we proceeded to Tot Time! The remainder of the weekend went as planned with a very good 4-course meal (plus wine & port) and excellent speeches from RASM and Lord Boyce with toasts from Bob Seaward, George Nowak and me on the Saturday evening. A short church service on Sunday morning and we were all off on our journeys home. A thoroughly enjoyable weekend was had by all.

During the weeks previous to the reunion I believe that there was quite a bit of chatter on Facebook and possibly other social media regarding the Submariners Association Memorial at the National Memorial Arboretum. It is unfortunate that the condition of our memorial has deteriorated over the years and we have spent large sums of money in recent years to have this remedied. Some people have commented on the style of our Memorial and indicated that something better could be built. The design and size of the present memorial was not our design, this is what was allowed by the then Arboretum authorities. We are looking into how we might raise the necessary funds to construct another memorial and it is hoped that the entire Submarine Community will contribute in some way. In the meantime please be aware of the new memorial being unveiled in June this year. This is the Naval Services Memorial and it will be unveiled by HRH Prince Michael of Kent. This memorial is colourful, modern and innovative. The Submarine Service is represented by the darker colours of the Monument.



Graeme Mitcheson’s highly innovative design using glass panels

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.



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 last four months have brought unprecedented rain and associated flooding. I sincerely hope that neither you nor your families have suffered as a result of these dreadful conditions. The summer months are fast approaching and with them hopefully some sunshine. By the time the next issue of this magazine comes around you will all have enjoyed a well-deserved holiday in some sunny corner of a foreign country. Well I hope so anyway. I wish you all well. Keep on keeping on.

Jim McMaster

President's Address to The SA Conference
22 March 2014

Lord Boyce, Vice Presidents, Chairman, Members of the NMC, Delegates, Fellow Submariners. I would like to add my welcome to our Patron, Admiral; Lord Boyce, who is here to observe your behaviour,

share a tot, and give the speech tonight, so you will not be hearing me twice today you will be pleased to learn.

I am delighted to be here today and I am pleased to see 36 Branches represented here but would still like to see more attend. The number of observers that are here, about 70, is down on last year which is sad. I do feel that the more who observe the Conference will see that the SA is a very democratic organisation where the NMC do their best to action what the membership want, not just do their own thing.

This has been our second year under the Leadership of Jim McMaster and in my view he is doing a great job with his normal good humour and positive outlook coming through in all the issues he deals with so adeptly. Jim we are all indebted to you for all your hard work in keeping us together and in check.

As you know last year we introduced a President's Certificate to honour those who go above and beyond as Branch Officers and as I told you last year I presented the first to Frank Deadman of the Sussex Branch who was 97 and fit as a fiddle. It shows what a good tot of rum a day can achieve. Well this year it was the turn of Denis Churchill of the Nottingham Branch, and once again there was a great turn out by both the Branch and his family and it was a very fitting and appropriate tribute to a great man, I have to say he was reduced to tears as we gave him the certificate!. Please look out in your branch for any suitable recipients and forward their names to Jim McMaster for consideration. I will try to present them all but it may not always be possible.

The Submarine memorial at the NMA is not in a good state but has been kept looking as good as it can through the assistance of Bas Bowyer who checks on it and reports to the NMC. It is now a rather out of date style which was all that was allowed in the days it was built. On 15th June, the RNA will be unveiling the new Naval Service Memorial at the NMA which is very striking and represents a sailor facing the setting sun with the theme "At the going down of the sun, we will remember them." The monument is made of glass panels and one of them represents the submarine service. Therefore, the decision we need to make is this: Do we retain our present memorial now we have the Naval Service one, or replace it at a modest cost with a similar sized one but made of solid stone, or at much greater expense, probably in tens of Ks, commission a much larger memorial? The mock-up of a conning tower of a WWII boat, or a real nuclear boat's fin has been mentioned. This will require extensive fundraising in the whole submarine community and may take a few years to complete. Please again give your views to NMC members this weekend as we will be discussing this on 12 April at our next NMC meeting.

Finally, I have been your President for 12 years and I feel it is time for me to pass on the baton. Rear Admiral Niall "Chuckles" Kilgour has provisionally agreed to take over next year, so I hope that at Conference next year, he will be here to take on the role.

I hope we have a productive conference and a great reunion dinner tonight.

Thank you

**NATIONAL SECRETARY'S REPORT TO
THE 2014 NATIONAL COUNCIL
CONFERENCE**

Good morning gentlemen, I hope that all of you are finding the hotel comfortable and to your liking in respect of the service at the bar and at meal times. The venue this year although not located within the bright lights of Maidstone was chosen with the expectation that our Southern Branches would support both the Conference and Full Members Reunion. Sadly this support has not been forthcoming; however Dave Barlow and his team should still be commended for all they have done to arrange this Conference. The facilities are just what we need and I hope that you will also find that the power point presentation, compiled by our Webmaster Mike Kemp, which is being displayed during the proceedings an informative visual aid to the Conference.

There is a good turn-out here today, better than anticipated, as there are five more Branches in attendance than last year – which is good, but still disappointing, as Conference is the time when all Branches get the opportunity to vote on both the Proposals and Recommendations brought to Conference and with some Branches not attending I feel that we don't get a true reflection of how the Branches feel about the issues that have been raised. However, I do endeavour to circulate all relevant information to the Branches with the hope that it reaches the Membership via their Branch Secretaries. As communication is a two way exercise it would be nice to receive some constructive feedback from the Branches, as to for example; how can we encourage younger Members to take on more responsibility by becoming Branch Officers, as currently, quite a number of Branch Secretaries are of an age where they have served in that role for many years and unfortunately no one is willing to take over the role. Sadly, if this trend continues we may be potentially faced with a further reduction Membership due to Branches having to close. However, on a brighter note, the Blyth and Wansbeck Branch which found itself in that position last year has been reformed, plus a new Branch has been established in Grangemouth and there has also been some interest expressed in forming another new Branch in the North of England.

It is customary at this meeting, the National Council Conference, for the National Secretary to give you all a breakdown on the Association Membership figures for the previous year. I would like to thank our Membership Secretary Keith Bishop for compiling these statistics, which will be given later in my report and will also be displayed visually as part of the power point presentation.

I have now been officially in the role as the National Secretary for a year and I strive to continue to hopefully fulfil that commitment to good of the Association and its Membership. However at times it can be very challenging and also very frustrating when I hear of derogatory comments being made on Facebook about the Association by people from the Submarine Community who appear to be full of criticism or good ideas, but don't want to become involved in any shape or form with our Association, which is currently trying to bring together all Submariners in a way where we can work together in harmony, rather than in different factions, all trying to achieve similar aims. A prime example being, the establishing of a new Submarine Memorial at the National Memorial Arboretum for the benefit of the Submarine Community as a whole!

On another subject regarding recruitment, late last year I had the pleasure of attending the Inaugural Northern Diesel Boats DTS., at which I met quite a few former boat mates that I hadn't seen for many years, some were Members of the Association, but others were not, which poses the question how can we get them on-board? Having talked to some, I got the impression that they preferred to attend a less formal type of function, rather than one where there is a formal dinner with speeches etc. Perhaps the way forward for future Reunions would be to cater for both a formal and informal event, where on completion of the formal proceedings both groups could integrate. Food for thought and with that in mind I would ask you to bring this up at your next Branch Meeting, with the view that further suggestions may be forthcoming with regards to ways of increasing both our Membership and catering for both sides of the coin at future reunions, thereby potentially increasing attendance at future reunions. At the end of the day, it is your Association, which depends on your support, as well as making the NMC aware of your ideas for helping improve the wellbeing of the Association, so gentlemen when you return to your Branches please try and get the message across that the NMC is looking for constructive input from the Membership, as to how we can do what we do to the betterment of the Association. Because "If you don't tell us how you think we can improve things, we'll never know!"

MEMBERSHIP

Membership at last conference was 1,940. Since then there have been 132 new or re-joined members, 44 members have crossed the bar and 78 have lapsed their membership. Membership now stands at 1,950. There are currently 38 applications for membership being processed. Once these have been confirmed as members by Branches the membership total will be 1,988. A number of serving submariners have completed application forms to be acted on once they have completed their part three training.

A major concern for both the Membership Secretary, and Branch Secretaries, is the problem of Members not keeping the Association up to date with their contact detail changes. There are also a number of Members paying their National Subscriptions by standing order, but they are not paying their Branch subscriptions, this issue causes problems for both the Branch and the Membership Secretary.

All members should by now have received their new style membership cards (Plastic card with your name printed on it). If you haven't please contact your Branch Secretary NOW! Also, it would be appreciated if you could make sure that any of your fellow Branch Members who do not regularly attend meetings are aware of this please.

Before closing my report I would like to make you aware that our Website, thanks to the hard work of our Webmaster Mike Kemp is still receiving on average 2000 hits per month, which proves that Mikes endeavours are worthwhile and are also appreciated by the Association.

That concludes my report Gentlemen, thank you for your kind attention.

David Watts (Hon National Secretary)

Northern Diesel Boats DTS

On behalf of the NMC and all the Members of the Submariners Association I would like to thank all who attended the inaugural gathering of the Northern Diesel Boats DTS which took place on Saturday 12th October 2013 for their most generous donation to our Blue Plaque Fund which is greatly appreciated. This was made possible by the raffle they held during the DTS which resulted in the princely sum of £304 being raised thanks to them all digging deeply into their pockets to help support this

worthy project which will lead to a Blue Plaque marking the birth place of each of our 14 Submarine VCs. Once again gentlemen, thank you for your generous donation it will go a long way in helping us achieve our goal! Can I also please make you aware that this 'Thank You Notice' was previously posted on the both the SA Website and Facebook page, many thanks.'

Yours aye, David Watts

2014 Mixed and 2015 National Council Conference and Reunions

The 2014 Mixed Reunion will take place on the weekend of Friday 12th – Sunday 14th September 2014 at the **HOLIDAY INN, RUNCORN**. The hotel is situated just 2 minutes from the M56 junction 12 in Cheshire. The nearest railway stations are in Runcorn, each only a few minutes by taxi to the hotel, with Liverpool John Lennon being the nearest airport at 12 miles away. Chester is a 15 minutes car ride but there are also local buses to Chester. There is also ample free secure onsite parking.

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The first of these events is arranged and details accommodation booking and meal choices for the 2014 Mixed Reunion are attached to this newsletter. Details for booking the 2015 National Council Conference and Reunion will be promulgated. Hopefully this early notification will enable you to give some serious thought to supporting these two major events in our Association's calendar and it would also be appreciated if you could pass this information on to any of your fellow Branch Members who are only contactable by either snail mail or word of mouth, many thanks.

New & Re-joining Members of the Submariners Association 22nd Dec 2013 to 29th Mar 2014

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

Name	Rank/Rate	Branch	SM Service	Submarines
M A (Michael) Raiment	M(E) 1	Middlesex	1955-1962	TRESPASSER (55-57), SHRIMP (57-58), ARTEMIS (58-60) & TRUNCHEON (61-62)
M A (Mark) Caswell	LMA	West of Scotland	2010-****	VICTORIOUS (11-13)
C J (Christopher) Copper	Chief Petty Officer ET (WESM)	Beds & Herts	2008-****	VIGILANT (08) & VANGUARD (10-13)
S C (Sam)	Petty Officer	Dolphin	1985-1990	OTUS & ORPHEUS

Hubbard				
T (Tony) Lovegrove	MEM1	Cheltenham & West Midlands	1975-1984	GRAMPUS (75) & ORACLE (75-79) & (80-83)
A R (Andrew) Sloan	Chief Petty Officer ET (SWS)	Sheffield	21 Jan 02–18 Mar 14	VIGILANT & VENGEANCE
I D (Ian) Stoney	Warrant Officer 2 WEA	Lincoln	1989-2007	REVENGE (90), RENOWN (90-95), RESOLUTION (94), VIGILANT (97-00) & VANGUARD (04-07)
T (Terence) Russell	Able Seaman 1	Plymouth	2003-****	SPARTAN (03-06), TURBULENT (06-09), TRAFALGAR (09-12) & TRIUMPH (13-**)
N P E (Norman) Jeffrey	Leading Seaman	Espana Levante	1966 - 1972	RORQUAL (66-69), ODIN/OTTER/OSIRIS (69-70 & OSIRIS (70-72)
N F (Nicholas) Fisher	Lieutenant	Poole & District	1984-1994	OLYMPUS (85-88), OTWAY (90-91) & OVENS (92-93)
D M (Jan) Richards	Petty Officer (UW)	Dolphin	Jul 66-Jul 77	TOKEN (66-67), TABARD (67-68), ARTEMIS (69-71) & ONYX (74-76)
D V (Don) Hickman	Leading Seaman	Vectis	1959-1967	AMBUSH (59-60), TEREDO (60-61), GRAMPUS (61-64), ASTUTE (64-65) & AURIGA (65-67)
S J (Stewart) O'Brien	Able Seaman (TS) SM	Merseyside	1990-1995	RENOWN (91-93), RESOLUTION (93) & SPLENDID (93-95)
P A (Philip) Hall	Lieutenant Commander	Dorset	1982-1992	SUPERB (83), SWIFTSURE (84-85) & TURBULENT (91-62)
W (William (Bill)) Martin	Chief Petty Officer MEA	Welsh	1964-1985	AURIGA (65-68), ORPHEUS (68-71), ORACLE (73-75), SOVEREIGN (79-82) & SWIFTSURE (83-85)
J (John) Muir	Able Seaman	Dolphin	1957	EXCALIBUR
J R (James) Spink	Leading Seaman (S)(SM)	West Riding	1968-1976	OTTER (68-70), REVENGE (72-74) & RENOWN (74-76)
K (Karl) Ward	Leading Operator Mechanic (SSM)	Manchester	1994-2002	SPLENDID (95), TRAFALGAR (96-97), TURBULENT (98-00) & SPARTAN (00-01)
B M (Bryan) Wylie	LM(E)	Norfolk	1963-1966	WALRUS (63) & ALCIDE (63-65)
B J (Brian) Malcolm	Radio Supervisor (SM)	West of Scotland	1976 - 2000	DREADNOUGH (76-78), COURAGEOUS (82-84) & (87-89), WARSPITE (90), SPARTAN (91-92) & REPULSE (94-96)
W (Martyn) Jeffery	Chief Petty Officer MEA	Medway Towns	1973-1986	WARSPITE (73-78), VALIANT (81-84), CHURCHILL (82) & (83) & TURBULENT (84-86)
N T (Nick - Turbo) Thurlow	Able Seaman (TS)(SM)	Plymouth	1983-1990	SPLENDID (84-87) & TRENCHANT (87-90)
B (Barry) Roberts	Chief Petty Officer (MEA) (SM)	Plymouth	1976-2014	CHURCHILL, SCEPTRE, TRAFALGAR & TRIUMPH
P N (Peter) Payne-Hanlon	Commander (WE)(SM)	Plymouth	1968-2001	REPULSE (70-72) & RENOWN (74-76), SUPERB (78-80) & (86-90) & OBRON (83-84)
T A (Trevor) Pringle	Petty Officer Steward	Dolphin	1973-1986	RENOWN (72-74), REVENGE (78-85) & REPULSE (85-86)
A M (Andrew) Edwards	Chief Petty Officer MEA (EL)	Nottingham	1977-1999	SCEPTRE (78-80), SPLENDID (81-83), SUPERB (84-85), TRAFALGAR (88-91) & TRIUMPH (92-95)
T D (Terrance) (Ron) Biggs	LMEM	Merseyside	1971-1977	OBERON (72-73), OTTER (74), OTWAY (74-75) & NARWHAL (75-77)
M (Matthew) Brace	Not reported	Plymouth	18 Sep 2000-****	TALENT (01-02) & (06-**) & TIRELESS (02-06)
M R (Mark) Chapman	Chief Petty Officer (MEM)	Plymouth	July 1986 to Dec 2014	SWIFTSURE (86), SCEPTRE (91) & SPLENDID (94), TIRELESS, TRIUMPH (01), TRAFALGAR (03) & TRIUMPH (10)
D W (David) Eames	Stores Assistant	Medway Towns	1990-1998	TRENCHANT (90-91) & TALENT (94-96)
C M (Charles) Edwards	Chief Petty Officer (MEM) (M)	Plymouth	????-****	SWIFTSURE; TALENT; TURBULENT & TRAFALGAR
L (Liam) Gates	Able Seaman SSM	Norfolk	2011-****	TRENCHANT (12-**)
D J (Derek) Hurndall	TO2	Manchester	1957-1961	TACITURN (57) & AMBUSH (58-60)
R (Bob) Morrison	Warrant Officer 1	West of Scotland	1985-****	OCELOT, VANGUARD & SCEPTRE
J K P (Kevin) Mullord	Not reported	Plymouth		Not reported
N K (Nigel) Stevenson	Chief Petty Officer WEM(O)	West of Scotland	1972-1991	REPULSE (73-76), RENOWN (76-80), REVENGE (80-88) & RESOLUTION (88-91)
R N (Robert) Stuart	Chief Petty Officer (MEM) (M)	Plymouth	1989 - ****	CONQUEROR, TRAFALGAR. TORBAY & TALENT
M W (Mark)	Leading Hand	Plymouth	2005-****	TALENT & TRIUMPH

Youngs				
V T (Irevor) Andrew-Gernand	Leading Seaman (RP2)	Shropshire	Oct 54-Jan 59	UNTIRING, AMBUSH, ALLANCE & TURPIN
R W (Roy) Britten	Acting Petty Officer (ME)	Colchester	1963-1970	ASTUTE (63-69) & TIPTOE (69)
A J (Andrew) Mahood	CT1	Hull	1968-1978	FINWHALE (69-70), CACHALOT (70-71), ONSLAUGHT (72-75) & OSIRIS (75-78)
G D (Gerald) Moore	MEMN1	Hull	1966-1986	ALCIDE (66-69), FINWHALE (69-71), GRAMPUS (73-75), CHURCHILL (77-79) & VALIANT (79-82)
B (Bruce) Poole	CCT	Hull	1968-1975	
R M G (Michael) Brooker	Radio Operator 2 (G)	Dolphin	1961-1967	TOKEN (64-66) & ALLIANCE (66-67)
K J (Ken) Marriott	Charge Chief MEA	Norfolk	1973-1988	RESOLUTION (74-82) & REVENGE (82-88)

Now it can be told ... or can it?

Many of you will have seen the BBC two-part documentary programme, *The Silent War*, late last year, about submarine operations during the Cold War. This contained some information that had enjoyed little previous public prominence and was presented in terms of “now it can be told.” So does this mean that those who participated in such events can now freely discuss them with family, friends and the outside world?

Before answering this question it might be useful to introduce some recent developments on Ministry of Defence policy about submarine operations, together with recent and ongoing media projects. In the past there has been a single, simple response to all enquiries about submarine operations – past and present – “The Ministry of Defence does not comment on submarine operations.” This generally remains in force with some modifications. Some examples of the full prohibition are fairly obvious – SSBNs and Special Forces. Others may be releasable on a case-by-case basis and only after careful scrutiny.

Turning to *The Silent War*, it would be easy to see this as telling everything but it didn't say quite as much as those of you with direct knowledge may have thought. There was Naval Staff and other Ministry of Defence (MoD) involvement in the project from the outset. From concept to research, interviewing to editing, the BBC and MoD have cooperated fully. As a result what was broadcast was very carefully considered and entirely approved. For example one interview, conducted at length, gave an account of a collision as seen through the experiences of one person involved. What it did not say was – which boat, where and when the incident was.

Of course if you knew the answers anyway, either because you were there or you had picked up the story on the ‘dit’ net, then all *The Silent War* did was to add colour. For a viewer from outside, however, this extra information remains unknown.

For those reasons, therefore, discretion remains an important requirement. At a formal level many

readers of *All Round Look* (and *In Depth!*) have obligations under the Official Secrets Acts. These applied to them during their service and still do. More practically, many of the operations conducted during the Cold War fall under this restriction, and sometimes other ones as well, and still do. A further point is that some of the tactics and techniques that were in use then are still used now, either identically or substantially, and unauthorised disclosure of them can still do us harm. A very late edit of *The Silent War*, for example, removed one such reference.

It is clearly unreasonable to expect that people, who may have served in submarines, often several decades ago, will know all the detail of what can and cannot be talked about now particularly in the face of much of the information that is already out there in books or on the internet; authorised or not, accurate or not.

But none of this background solves the practical problem of what can I – the reader of this article and in all probability a member past or present of the Submarine Flotilla tell others about my experiences? Clearly this is likely to depend in a complex way on three principal factors: the boats served in, the operations in which these participated and the timescale of such service. No clear, simple and concise answer can be given in this article but help is at hand if you feel a pressing need to unburden yourself and publish your memoirs. In such cases individuals should make contact with the Navy SO1 in Directorate Media Communications at DMC-OpsPRNavySO1@mod.uk who will then arrange for tailored advice to be given.

Defence boom will create thousands of BAE Systems jobs in Barrow

North West Evening Mail 13 March 2014

The boom days of the 1980s look set to return to Barrow shipyard following a major announcement that more than £300m is to be spent on the site. The investment – the biggest in the yard in more than 25 years – is needed to prepare the BAE Systems site to build the huge Vanguard Successor submarines.

The eight-year programme, which will employ around 850 contractors at its peak, includes new builds and revamping of existing infrastructure.

The major construction projects will include:

1. An extension to the Devonshire Dock Hall construction hall to include a new state-of-the-art manufacturing and installation facility.
2. Two new major buildings that will house pressure hull units ready for shot blasting and painting and the integration of submarine equipment modules.
3. The refurbishment of the site's main fabrication facility, together with its existing plant and machinery
4. An intention to build a 28,000m sq. off-site logistics hub to store submarine parts and materials.

The Successor programme, and infrastructure work linked to it, will create thousands of jobs and significantly boost the local economy.

Philip Hammond, Secretary of State for Defence formally announced the plans on a landmark day for the town.

The next generation of armed nuclear subs, to replace the original four Vanguard boats built in Barrow, remain subject to approval by the government in 2016. But the process is already well under way, with around 1,300 people working on the design of Successor in Barrow.

In December last year, the Ministry of Defence awarded BAE Systems contracts totalling £79m to start procuring for the Successor programme which will carry the nation's nuclear deterrent capability from 2028.

With work on the seven-boat Astute submarine programme still ongoing, multiple major construction projects will be under way over the coming years.

Demolition of some existing buildings will start this month – the first major activity of an ongoing programme

Tony Johns, BAE Systems Maritime – Submarines managing director – previously a Submarine Engineer Officer, said: “We have to grow the shipyard for the Successor programme by another couple of thousand people and the facilities programme at its peak will probably employ another 850 people. So this is going to see the shipyard at its busiest in over 20 years. Subject to a satisfactory outcome at Maingate in 2016, this is really giving us the opportunity to see a resurgence in the submarine capability and takes us back to something akin to what was happening in the mid-to-late 1980s in terms of the volume of submarine construction here. This is perhaps a once-in-a-generation opportunity in that respect and one which we've got to work hard at, through our own business performance and

ability to deliver to the customer, to make sure we land that opportunity over the next couple of years. But it's great news for the town.”

BAE Systems is leading on the design of the Successor submarine, working alongside the MoD, Rolls-Royce and Babcock on a programme that now employs more than 3,000 people

Barrow Submarine Launch is Imminent

THE latest 'Astute' Class submarine will be put into the water soon. Seven nuclear powered attack submarines are being designed, built and commissioned for the Royal Navy in Barrow.

The first two – HMS ASTUTE and HMS AMBUSH – have been handed over to the Royal Navy, while the remaining five are now in various stages of construction. And steel was cut this week on the seventh boat.

Tony Johns, BAE Systems Maritime – Submarines managing director said boat number three, ARTFUL is nearly ready to be launched.

He said: “Hopefully in the next two to three months you will see ARTFUL going into water. The reason I'm slightly vague is because we always make sure the submarine is in the best condition it can be to go in the water, because that minimises the work that needs to be done downstream. But it's not far away.”

Armed Forces Helpline

Former Armed Forces to get help with Housing and New Veterans' Helpline Number

Housing: Thousands of Veterans are set to benefit from £40 million of funding for nationwide housing projects. Ex-Armed Forces personnel in need of housing will be able to benefit from funding for life-changing accommodation initiatives across the country, Defence Minister Anna Soubry announced on 4th February. The new funding, guaranteed through LIBOR fines imposed on banks, has doubled the total amount the Government has given to Armed Forces' and Veterans' Charities through this scheme, which is part of the nation's commitment to the Armed Forces Covenant.

Veteran's Helpline: 4th February also saw the launch of the new Veterans' Helpline number to ensure that Veterans facing any housing difficulties will be able to seek help at any time. The new number, 0808 191 42 18, has been improved to become more memorable for Veterans, with extended operating hours to provide support for any callers in crisis. At the same time, the Veterans UK helpline has extended its opening hours to 0730 to 18:30 on working days, but to 1700 on Fridays. In addition to the extended working hours the Veterans UK helpline now also has an 'out of hours' option to connect callers in urgent need to either the Combat Stress or Samaritan's 24hr helplines. The

new number is Free to Call from landline phones and MOD is working with industry to make the new number also free to call from mobile phones, it is hoped this agreement will be in place by the summer.

The Veterans' UK Helpline has operated very successfully for many years, predominantly supporting queries around Pensions and Compensation claims but the Helpline also helps signpost people to other parts of Government or the Charitable Sector for help where appropriate.

SUBMARINE ACCIDENTS

Fire On Board Submarine HMAS Waller



On the afternoon of February 27th HMAS WALLER, one of the Royal Australian Navy's Collins Class submarines, experienced a fire whilst on the surface off the West Australian coast. Emergency response actions were taken to extinguish the fire, and there were no casualties.

As a precaution four members of the ship's crew who were involved in the response to the fire have been landed for observation.

HMAS WALLER had recently completed a scheduled maintenance period and was at sea as part of her return to operations. A full investigation into the incident will be held. At this stage no further details are available.

FIRE ON INS SUBMARINE SINDHURATNA

The Indian Navy also had fire incident this week on an ex-Soviet boat – regrettably two officers are listed as missing after this incident. India's Navy Chief has resigned after the accident on board a submarine off the coast of Mumbai that injured seven sailors and left two missing. Admiral D. K. Joshi had accepted "moral responsibility" for this and other operational accidents involving Indian Navy ships in recent months, officials said. "The INS SINDHURATNA was being tested at sea when smoke triggered the automatic closure of hatches on Wednesday."

Last year, 18 sailors died in one of the Indian Navy's worst disasters. They were killed when a submarine

sank following two blasts and a fire at a Mumbai dockyard.

Initial investigations showed arms on board the Russian-built INS SINDHURAKSHAK may have played a role in its sinking.

There has been a string of Submarine disasters. "Taking moral responsibility for the accidents and incidents which have taken place during the past few months, the Chief of Naval Staff Admiral D. K. Joshi today resigned from the post of Navy Chief," the Defence Ministry said in a statement on Wednesday. The government said it had accepted his resignation "with immediate effect".

The latest accident is thought to be the 10th involving a navy warship and the third submarine accident in the last seven months since the Mumbai dockyard disaster in August. In the latest incident, reports say INS SINDHURATNA was not carrying any ammunition since it was still being tested. The INS SINDHURATNA was being tested at sea off the naval dockyard in Mumbai

"The submarine was on a routine training sortie off Mumbai's coast when smoke was detected. Measures were taken to contain it," navy spokesman Commander Rahul Sinha told the NDTV news channel. The crew were taken to hospital after inhaling the smoke. "All the sailors are currently undergoing treatment under the supervision of a team of doctors," Commander Sinha added.

Navy ships have been deployed around INS SINDHURATNA to provide help, he said. The Russian-origin 'Kilo' Class vessel was recently refitted. Reports said there was no serious damage to the submarine and that it was making its way back to the harbour. A board of inquiry under a senior officer has been ordered to find out the reason behind the accident, Press Trust of India reported.

Last month, another submarine, INS SINDHUGHOSH, reportedly carrying ammunition and a full crew, ran aground while returning to the harbour in Mumbai. There was no loss of life or damage to the submarine. In February 2010, one sailor was killed when a fire broke out in the battery compartment of INS SINDHURAKSHAK.

SM2 Sunshine Squadron (13th Anniversary)

I would like to take this opportunity to thank each and every one of you who turned up on Sat 1st March 2014 to make the day such a success. Once more you have proved to be a giving bunch of 'Roughy Toughy Softies', as you did last year, you again went through the £1,000 mark in takings, a magnificent £1021.42, as per usual, I'll keep £100.00 back to help kick-start next year's Reunion which will be Saturday 7th March 2015. The venue remains the same: - Weston Mill Oak Villa Sports & Social Club, Ferndale Road, Plymouth, PL2 2EL. Tel 01752 363352.

I would like to take this opportunity to thank each and every one of you who attended, and helping to make the day such a memorable one, numbers attending this year were something akin to last year's numbers, I ticked off 116 from my Blue Book with another 47 new attendees. The latter make up for those at sea this time round. I had a guest named Iain Ballantyne, you may have heard of him. He's the author of 'Hunter Killers' and through his publishers, he arranged for two signed copies of his book to be placed into the main raffle, and a further six signed copies to be sold at whatever price I chose, with the monies going into the Chosen Charity. I thank you Iain for your generosity. The chosen charity this year was to be the Blue Plaque Initiative; unfortunately, a curved ball was thrown my way by a most generous donation of some £7,500.00 from the estate of a sister of an X-Craft Submariner. This donation more than covered the requisite total cost for the remaining Blue Plaques.

I have written to the Steward of the venue thanking everyone for their commitment to make our reunion a day to remember, that's both front of house and staff behind the scenes, the catering staff done us proud once again. They make a loss on the food (loss leader), but the club makes a profit on the wet side, when I go to the bar to order my lemonade (Ahem!!) I always say to the person serving me, "Take for a drink yourself please." Some do, some don't, those that don't, I tell them to put a pound in the 'Tips Jar'. In case some people don't do likewise, I arrange for a 'Tips Bucket' to do the rounds and that is shared out to all the staff. I know the catering staff donate their share to their chosen charity, this year's tips totalled £193.86. I have sent a document to the SM2 Sunshine Squadron website Manager to update what my intentions are reference the £921.42. www.sm2sunshinesquadron.co.uk will reveal all once it's posted.

A date for your diaries: - Saturday 2nd August 2014 - the famed Diesel Boat DTS Reunion, being held at the same venue WMOVS&SC.

Until then, stay well and stay safe,
Yours Aye, Billy Dobson

Britain's super-sub: Navy unveils James Bond-style mini submarine carried on board HMS Astute which can launch from under water

By [Luke Garratt](#) 23 March 2014
(Images by AFP Getty Images and Douglas S Coult)

The Royal Navy's newest submarine - a miniature sub which can launch underwater that James Bond would be proud of, has been spotted moored off of Gibraltar.

The submarine is intended to launch underwater in order to carry commandos to their destinations

covertly so they can perform attacks or infiltration near the water.

Attached to a large nuclear sub, the mini pod can carry up to around eight elite commandos in heavy assault gear and is designed to be as stealthy as possible.



The miniature submarine atop the HMS ASTUTE

The pod can be seen attached to the topside of the nuclear submarine, the HMS ASTUTE, currently off the coast of Gibraltar.

In a covert attack, the secret submarine pod will detach from the HMS Astute and head to its destination, absorbing sonar on the way to evade detection.



HMS ASTUTE, one of British Royal Navy's new nuclear powered submarines, lays at dock in Gibraltar on its maiden call



The mini-sub opening its deployment hatch, where the commandos will leave from during their covert operations.

The pod will be in use by Special Boat Service commandos in their covert operations, and the miniature submarine will likely make their activities hard to predict or anticipate.

Before it was mounted to the top of the HMS Astute, the miniature submarine had to be airlifted by helicopter to seas near its destination, before being picked up later.

Now the submarine will move closer to the destination, and plans for deployment and support for the commandos will be more readily available.

The miniature submarine, codenamed 'Project Chalfont', has been tested since it was installed in 2012, but this is the first time it will reach active service.



The miniature covert submarine is designed to be as stealthy as possible, and even comes with the ability to absorb sonar to avoid detection

The HMS ASTUTE is the largest attack submarine the Royal Navy has at its disposal, and is the lead ship of its class. Thanks to air recycling it could theoretically circumnavigate the planet without having to resurface, and its nuclear power system means it will never have to refuel again during its 25-year-service.

However, its limit is that it is only able to carry three months food for the 98 crew needed to man it.

The miniature submarine's main duties are for counter intelligence, as it allows for incredibly covert ops from discreet locations, and will now be able to deploy while hidden underwater, rather than having to travel by helicopter, which runs the risk of revealing its position.

VANGUARD REFUELLING

Published Friday, 07 March 2014

Minister reveals £120m will be spent on nuclear sub's reactor. Britain's oldest (?) nuclear submarine,

Barrow-built HMS VANGUARD, is to have its reactor refuelled at a cost of £120m after a test reactor operating in Scotland was found to have a small internal leak of radiation.

Defence Secretary Philip Hammond, announced that the nuclear submarine, HMS VANGUARD, is to have her nuclear reactor refuelled after a test reactor in Scotland developed a small leak. A further £150m will be spent on equipment to ensure other nuclear submarines can also be refuelled if needed. The defence secretary, Philip Hammond told the House of Commons that the test nuclear reactor in Dounreay had been run for longer and at higher intensity than the reactors installed on the 'Vanguard' and 'Astute' Class submarines to identify any use or age-related restrictions in the design.

He told MPs yesterday that in January 2012, radiation was found in the cooling water around the test reactor – something which would not normally happen. A microscopic breach in metal cladding around the test reactor's core is thought to be to blame but Mr Hammond said it was not clear how this came about. The refuelling of HMS VANGUARD will take place during its next scheduled "deep maintenance period", due to last three-and-a-half years from 2015.

Mr Hammond told MPs there was no sign that the problem had ever occurred in one of the reactors installed on a British submarine and emphasised the confidence of the Ministry of Defence that such a problem would be immediately detected.

Mr Hammond said a decision on refuelling the next-oldest submarine, HMS VICTORIOUS, would not need to be taken until 2018. To keep the option open, £150m will need to be spent to ensure the task can be carried out in Britain.

LETTERS AND E MAILS TO THE EDITOR & THE WEBSITE

To: Jim McMaster
22 Mar 14

Dear Jim,

I would like to take this opportunity to thank the Submariners Association for the very generous donation of £215.38 at the Submariners National Conference over the weekend. It was a great pleasure to assist as the local Sea Cadet Unit.

We have some long term projects which we are trying to take forward which includes keeping the Sea Cadet Boating taking place on the river in the centre of Maidstone where it belongs. As you appreciate this takes a lot of funding to improve our facilities at the Unit which includes secure canoe pens, and over the next 18 months (hopefully) a new

moorings and boat station behind the Unit, so the money will be put to good use for the future of our Cadets.

As an Associate Member of the Association and as a former Royal Naval Careers Adviser, I will endeavour to promote the Submarine Service to the Cadets under my Command. However as ex-Skimmer, this could be quite difficult!

Once again, thank you very much from everyone at TS SCOTT.

Gary Hammell
Chief Petty Officer (SCC)
Commanding Officer

Date: January 25, 2014

Name: Mike Colton

Email Address: mikecolton@hotmail.com

Comments: Dear Sir, At Noon on Saturday 14th June 2014 the Falklands Memorial Way will be officially opened by the Lord-Lieutenant of Staffordshire Mr. Ian Dudson CBE. This "Way" will link up memorials to civilian and military casualties who lost their lives during the war in 1982. In the centre of the Falklands Memorial way a Memorial Orchard will honour the Falkland Islanders who spied on, sabotaged and disrupted the enemy before British Forces landed. It will also honour those Islanders that helped transport troops, ammunition, supplies and vital intelligence to our troops as they battled across the Islands. The "Way" is located in the Allied Special Forces Memorial Grove at the National Memorial Arboretum, Alrewas, Staffordshire. Please contact Mike Colton (ex 22 SAS) on 07929-118598 who is managing the project in the Grove. More can be found on our website, just type Memorial Grove or Falklands Memorial Grove into google. This is an open event and everyone is welcome, just let us know if you wish to attend. Regards, Mike Colton

Answer: If you plan to go to this unveiling perhaps you might like you take some pictures and write a report for the next Issue of In depth.

Date: January 22, 2014
Name: Robert McWilliams
Email: r.mc2010@btinternet.com
Comments: Hi! Anybody from s/m SEALION 1966-1971? (mc bungy)

Answer: Come on all you ex SEALIONS – get in touch with Bungy

Date: January 19, 2014
Name: Chris Greene
Email: chrisgreene143@btinternet.com
Comments: Served on HMS RESOLUTION 1968-1970, HMS REVENGE 1971-1977 & then HMS RESOLUTION 1980-1983. Calling any Ex Caledonia S52 Tiffs. Fifty years this year since we joined up. Fancy a reunion? Contact me please

Answer: Are you an S52 Tiff? Get in touch with Chris!

Date: January 05, 2014
Name: Zeke Halley
Email: Carolyshalley@hotmail.com

Comments: Was a POME on OTTER 73-74. Would like to contact any of my old mates from around that era. Spent 12 years in Faslane 62-74 then left UK for Canada

Answer: Are you an ex OTTER – do you remember Zeke?

Date: December 26, 2013
Name: Philip Marsden
Email: philipmarsden@hotmail.com
Comments: You may recall my post on behalf of Eric Wilding and me some months back trying to trace CREL Denis Elgar, ex RENOWN (S). I thought you would like an update. After a little bit of research, courtesy of the Submarine Museum - who corrected our spelling of Denis!, FreeBMD.org.uk, 192.com and thephonebook.bt.com, we managed to locate Denis' wife in Yorkshire! I called her and she seemed pleased to hear from us. From Renown (build and 1st two Stbd patrols, Denis went to HMS FOREST MOOR in late 1969. Leaving the RN in 1972, he worked at RAF Northolt and then for North East Gas. Sadly, Denis died in 1997. Like Eric Wilding and Chief R Mech Tony Marvin, he retained copies of Renown (S)'s 'Hi Ho Journal' after leaving the boat - the copies are now split between their two sons. One of their sons even called me out of the blue!

Answer: Thank you Phil.

Date: December 17, 2013
Name: Mr Edward Gill
Email: edgill437@btinternet.com
Comments: Mr Edward Gill, whose late uncle, Leading Stoker Albert Gill was lost when HM Submarine E50 struck a mine and sank in the North Sea during World War I, has in his possession a photograph of the crew taken just prior to her loss. Mr Gill, unfortunately is unable to identify his uncle in the photograph and wonders if anyone has a copy which lists the names of the crew and their location in the photograph. If you can help Mr Gill in his quest please contact him by email

Answer: Edward has been referred to the photographic archive at the Submarine Museum but no photo listing the names has yet come to light. Can anyone else help?

A Request from the Membership Secretary

Would the following Members please contact the Membership Secretary? His Contact details are on Page 2 of this Newsletter.

Altree C.M. (Colin) CPO (WEM) O, **Anderson** M. (Mark) R .Adml., **Anderson** J.A. (John) L/Sea.HSD (MID),

Andrew P. (Peter) Lt., **Appleyard S.** (Steve) AB. (WS).S., **Brutton J.H.** (Joe) Lt., **Burgher C.** (Corey) LET., **Chapman G.T.J.** (Gary) CPO.MEM (M), **Doughty S.** (Stephen) CPO.WEA., **Erskine H.J.** (John) Ck., **Freeman M.J.** (Martin) Lt., **Greenham R.J.** (Reg) AB.UC3., **Hookway A.** (Adam) AB. T., **Joseph A.M.** (Joe) RS., **Keepin C.B.** (Chris) AB. WS (S), **McGovern P.J.** (Rocky) L/Sea., **Milford M.R.** (Rocky) L/Sea. (UC2), **Moreland M.J.** (Michael) Cdr., **Mullen K.A.** (Kev) CPO. WEA., **Nolan A.** (Tony) CPO.MEA., **Osborne K.O.** (Kevin) AB. (WS), **Pardoe J.R.** (James) Cdr., **Pitts A.J.** (Andrew) PO.MEA., **Poynder C.F.T.** (Charlie) Lt.Cdr., **Pratchett W.L.** (Bill) CERA., **Shearing G.** (Geoff) LREM., **Spuhler G.J.** (George) WEM(O)1., **Stockman C.** (Colin) Cdr., **Taylor J.L.** (John) PO.RE., **Thwaites L.W.** (Lindsey) Lt., **Williams G.D.** (Gascoine) LRO., **Winsland P.** (Peter) LMEM(M), **Wylie I.C.** (Ian) Lt.Cdr.

HMS ONYX

What is happening to HMS ONYX? Several enquiries have been made recently and the Submarine Museum has also asked what was planned - knowing that the original plan to establish a Submarine Heritage Centre in Barrow based on HMS ONYX was no longer a viable proposition. In the middle of last year (2013) there was quite a lot of activity and the Submarine was prepared for tow - after various demands from the Maritime and Coastguard Agency had been fulfilled. It was understood that the owner was a Peter Davies who had bought the Submarine from Joe Mullen and was planning to tow the submarine to Hull to be scrapped. The intention was that the Submarine was to leave Barrow in June 2013 whilst the weather was suitable. Nothing then happened and, by the end of the year ONYX was still in the Dock System with the weather deteriorating rapidly.

Towards the end of the year there was an intervention from a group based at Greenock on the Clyde who wanted the Submarine to go to Greenock to be displayed in the James Watt Dock (ex Scott's Shipyard) as the centre piece of a Heritage Centre to be established there. Two of the people behind this plan were a Bill Mutter and a George Byng. The only points of discussion seemed to be the price demanded by Peter Davies and arranging the tow to the Clyde. To this end there was a visit to Barrow in January by the Greenock team and other interested parties to view the submarine and to discuss the way ahead.

The price quoted to the new Greenock Group by the owner was reportedly some £350k. This figure was based on the owner's estimate of the scrap values of the metals in the Submarine including a reported 150 tons of lead - apparently in the keel - the scrap value of the lead in the batteries, all the copper in the electrical systems and the steel of the hull. Of course there is no lead in the keel - it is pig iron - and a maximum of 120 tons at that - which reduces the overall scrap value considerably.

This price then put the acquisition of the Submarine out of reach of the Clyde team and, in any case, their James Watt Dock option was found to be not possible (for technical reasons), a second plan to use the Victoria Dock then failed (the water is not deep enough and dredging was not possible owing to the bottom being rock) and, additionally, the anticipated funding from local authorities was not going to be available - as had been expected.

The owner's plans then changed with the Hull scrapping option failing as, it is thought, that the relevant permissions and licences were not in place, there were concerns about the safety and practicability of a tow 'north about' to Hull and the alternative route via the Channel was out of the question. The alternative plan was then to tow the submarine to South Wales and scrap it there at Cardiff. As the demand for £350,000 odd was a non-starter for the Clyde team their plan was then reduced to waiting for the tow to Wales to complete whilst negotiating with the owners to cut off the bow of the boat back as far as either the Bow Caps or the Rear Doors and cut this section in half vertically with the two halves then being transported from Cardiff to the Clyde to be shot blasted, painted, reassembled and put on display overlooking the James Watt Dock together with a Mk 8 torpedo. The cost of this option being estimated at some £35k.

This apparently remains the way ahead - although the whole boat plan could be reinstated if new funding sources are forthcoming.

Currently ONYX is still in the Dock system at Barrow gently rusting away. The boat survived the recent severe storms only requiring the breasts and springs to be adjusted and the brow (on loan from BAE) to be recovered from the bottom after it fell off in the storms.

BOOKS

There has been a bit of a rush with submarine books recently covering WWI & WWII memoirs and Cold War operations. Here are four of them!

HUNTER KILLER

By Ian Ballatyne

If you, like many of us, were a bit confused by the BBC Series 'The Silent War' which gave the impression that RN Submarines played little or virtually no part in the Cold War this book is the one

for you. There are names here of Officers and Ratings that many of you will recognise and names of both Conventional and Nuclear Boats and their participation in many of the Cold War scenarios. Many of you will recognise the events described - particularly the 'Mobile Iceberg' story although

whether you remember these events fondly or otherwise is another story. You may be surprised by some of the detail – especially considering the Official Secrets act and the ‘Now it can be told ... or can it?’ item on Page 9. No doubt your wife (and or girl-friend) might well say accusingly – ‘You never told me that was what you were doing!’

ISBN 978-1-4091-4418-2 Orion Books £20.00

HELLO LAD, COME TO JOIN THE NAVY?

By Michael Tibbs

Written with the benefit of information from his letters to and from his family and friends this book describes Michael Tibbs’ progression from a schoolboy in Surrey to an Ordinary Seaman in HMS COLLINGWOOD in 1940 (it was still much the same in the 1960’s), service in the Hunt Class HMS COTTESMORE in the Atlantic and the North Sea, Officer Training at HMS KING ALFRED and being ‘Commissioned’ as a Midshipman, RNVR. After further service in HMS SHEFFIELD in the Atlantic and the Mediterranean he joined Submarines serving in L26, TANTALUS with Hugh Mackenzie and Hugh Oliphant in the Far East & Australia and finishing the War in HMS VARNE as 1st Lieutenant. A remarkable story of events at sea and at home Michael Tibbs’ book is recommended reading.

ISBN 978-1-84104 562-7 The Memoir Club £17.00

If You Can’t Take a Joke You Shouldn’t Have Joined!

Author Bob Clarke

How does a quiet, shy kid from an unassuming background, grow up yearning for the sea and end up a submariner in some of the most perilous times the waters of the earth have ever known? How does that happen?

Maybe it was the droning beat of the German bombers and the blazing rattle of anti-aircraft guns that shaped a young boy’s mind as he sought refuge under a table during WWII. Maybe it was an imagination fired as a son heard tales of a dad’s survival after twice being sunk by U-Boat and twelve days adrift in a lifeboat. Maybe it was a lust for escape from an empty purse, salt-cleaned teeth, free

school dinners, shared beds and third hand clothes and the prospect of a lifetime of boredom working at the motor factory. Maybe it was the exploits and escapades of sea captains and eccentric explorers, dreamed of in books, which ignited a passion for maritime adventure. Maybe! But that shy kid counted the hours and days till’ he was the regulation 15 years and three months that would allow him entry to the Royal Navy. That ‘Shy Kid’ waited and longed and dreamed of adventure and ‘If You Can’t Take a Joke.....’ is a captivating and informative telling of his life and times in the ‘Silent Service.’

An Ideal Father’s Day or birthday present.

Book price £10. UK postage free for readers of the Submarine Association Newsletter. Send cheque made payable to R T CLARKE at “Richmond”, Main Road, Woodham Ferrers, Essex CM3 8RW Phone 01245 322583

STOKER’S SUBMARINE

By Fred & Elizabeth Brenchley

This is an updated version of the book originally published in 2001. That version was solely concerned with telling the story of the short career of Australian Submarine AE2 and her Captain – Henry Stoker. Famously AE2 was the first Submarine to break through the Dardanelles into the Sea of Marmora on 25th April 1915 but was sunk after only a few days. Stoker and his crew then spent the rest of the war in a Turkish Prisoner of War camp. Stoker was belatedly awarded the DSO but the next two Captains that followed him into the Marmora were awarded the Victoria Cross. This version of the book also covers the even shorter career of AE2’s sister Submarine (AE1) which was lost with all hands in mysterious circumstances in the Pacific in 1914 – the first submarine loss of WWI. Published in this, the 100th Anniversary year of Australian Submarines this book is not to be missed.

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REUNIONS

Those who attended the conference a week or so ago will know that finally the Association has arrived at having a fully integrated Reunion at which our ladies, friends and family can enjoy with us, without having to separate for dinner and incorporating the Annual Council Conference. The Conference will of course only be open to FULL Members of the Association. We have also dispensed with the Families Reunion held later in the year. Both these decisions were taken with a big majority, which was very heartening to see. They are not really suitable for young children, so no ankle biters please.

As is normal, the agreements reached at a conference kick in the following year so the Family or Mixed Reunion will still take place this year but it will be the last one. The first of the fully integrated reunions/conference will take place on the last weekend of March 2015.

So, where are we at this moment in time?

As stated, the Families or Mixed Reunion will take place over the weekend of the 12, 13 & 14th September at the Holiday Inn in Runcorn. It is a couple of minutes off the M56 and within easy reach of Chester and Birkenhead. The nearest railway station at Runcorn is a £7.50 taxi ride. A taxi from Liverpool airport which is the nearest is circa £23. I believe we have negotiated a good deal for the weekend along with big discounts at the bar. I have got deals for the two night weekend dinner, bed and breakfast, a deal for just the Saturday night, options to stay over on the Thursday and/ or Sunday on a bed and breakfast basis along with a cost for non-residential dinners for those that live local.

The costs are fully itemised on the attached application so I will not repeat them here. The two page application (attached at the end of this Newsletter) also includes your choice for the Saturday dinner which is a four course dinner comprising a two choice, cold starter, two choices of soup, three choice main course and 2 choices for desert. The Friday night meal will be a hot buffet with choices to suit everyone. The draft beers are £2.80 and the house spirits are £3.00. The deal includes the usual tot, ½ bottle wine per person and port for the loyal toast with the Saturday meal. I will be arranging entertainment for the Saturday evening with a raffle and a quick Irish bingo to help pay for that.

The rooms are held until the end of July after which I have to release those not sold. I need the full cost by then and whilst I would prefer the full cost with your application I will accept a £50 deposit on the understanding that you settle by the end of July. I am happy to accept your applications by email with a follow up cheque if you prefer. Can you also include your mailing address so that I can send out your tickets at the appropriate time.

The applications for the fully integrated reunion next March will go out as soon as the September mixed reunion has finished.

See you in September. Best Regards Dave Barlow and Iain Mackenzie (reunion organisers).

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

(Continued from Issue No. 43)

AT THE MOUTH OF THE DARDANELLES

On 5th Feb 1915, AE2 joined up with the English submarines for duty guarding the mouth of the Dardanelles. The weather was bitterly cold and our crew felt it more as we had just come from the tropics. Unfortunately, all our winter clothing had been taken to Malta. The English submarines had a lot of woollen gear sent out from the Red Cross but Submarine B9 was the only crew which offered us any. My share was a pair of mittens so I had something to be thankful for.

It was just like living in a freezing chamber in the submarine. Fortunately, we had our hammocks on board right from Australia. We went out on patrol duty every second day and with everything so cold, our existence was anything but pleasant. It was a hard job to get bread or meat from the supply ship owing to Service red tape. Somehow, I managed to contract malaria and pneumonia and was put on the parent ship to await the hospital ship. Some Frenchmen on board kept me dosed with hot wine until I could see a dozen ships spinning around.

After a few days I got so bad I was taken over to one of the battle ships. A couple of days later the Fleet started bombarding the forts on the Dardanelles. The ship I was in had to go in to close range to draw fire. All day long the whining of shells as they passed overhead and then shells exploding could be heard. Fortunately we were not hit but some came dangerously close.

A few weeks later the Fleet was again bombarded but by this time I was back on the parent ship convalescing. From the fo'c's'le I had a good view of the fight. The battleships, Ocean, Goliath and two French ships were sunk. The Bauret, (actually Bouvet) which struck a mine, was blown to pieces while the battle cruiser Inflexible got torpedoed with 46 killed. The light cruiser Sapphire had twenty-six killed in the stokers' boiler room. Many of the mine-sweepers received casualties, so it wasn't a bad day's work for the Turks although they too suffered as a lot of their forts were blown up. It showed that the forcing of the Dardanelles wasn't going to be an easy job as it was well fortified by land and water.

When the transports began to arrive, a base was formed at Mudros Harbour on Lemnos, so our base was shifted there as well. One night AE2 was returning from patrol duty and on entering Mudros Harbour met with a serious accident. At the entrance to the harbour special lights were used to guide the boats through the submarine nets across the mouth. This night was extremely dark and one of the lights was out. The captain, mistaking another light for the channel light, put us off our course and AE2 finished up being piled up on the rocks. Luckily the rocks were sloping. About 15 plates were damaged. After a lot of signalling, a destroyer came out and put a hawser on board and, with the help of AE2's engines, got her off. The

double bottoms saved her from sinking but she was unable to dive as a lot of the tanks were leaking.

We had to proceed to Malta, the nearest dockyard, to get some new plates put in. You can bet your life that the crew was not sorry as it would mean a few nights' leave.

I did not go with AE2 to Malta but travelled down with the spare crew. The only available transport was a big collier which had just discharged a load of coal and our accommodation was one of the upper bunkers. It took us four days to reach Malta, so one can guess what sort of mess we were in. Our clothes and hammocks were the same colour as ourselves. We looked like a lot of Negroes arriving. Each time the boat would roll clouds of coal dust would come over us. Fortunately, one can get clothes washed very cheaply in Malta, so we just bundled the lot out. AE2 went into dock and the Maltese dockyard men started putting new plates on. The engines were also overhauled.

It is practically impossible to work in the boat with the Maltese as the smell of garlic is overpowering. I counted sixty of them working in the boat one day so we got permission to do most of our work in the workshops. The olive oil tanks had to be kept locked as the Maltese would soon have emptied them. Their main diet is olive oil and garlic.

Malta is a great place to spend a holiday and also money. A good many of our crew believed in a short life and a merry one, but often they were not so merry next morning.

There are many places of interest to visit in Malta. One can spend many hours in some of the many churches. The queerest and most interesting is the Chapel of Bones which is decorated with the skulls, shin and thigh bones of a thousand Maltese warriors. It is a very creepy sort of place. I also went through the catacomb where thousands of Maltese lived during the time of the crusaders. How they managed to exist underground like they did is a mystery.

All hands were sorry when orders came to prepare the boat for sea as one can always enjoy oneself at Malta and we didn't like the thought of going back to the Dardanelles. There was no fun to be had there.

RUNNING THE DARDANELLES – FIRST ATTEMPT

AE2 came out of dock on Saturday morning, April 15th. We oiled and provisioned the boat ready to leave on Sunday. At 6pm on Sunday, just as the bells were striking, the captain walked on board and gave the order to cast off. He then told us that Submarine E15 had made an attempt to go through the Dardanelles but had run on a bank just below Chanak and become entangled in some wire hawsers. The Turks had opened fire on her and had put several shots through E15's hull.

We heard afterwards from some of her crew that on running aground the captain was just going up the conning tower to have a look around to try to find their position when a Turkish shell hit and went right through the conning tower cutting the captain in half. When the crew got orders to abandon ship they had to crawl over the captain's body and through the hole made by the shell. The Turks were still shelling the boat and six of the crew were killed and several wounded. The remainder was taken prisoner. A few days later two picket boats from one of the battle ships went up to try and blow E15 up to save her from falling into the enemy's hands. One boat was blown to pieces with a shell but the other managed to finish E15 off. Little did we think that while sympathising with E15's crew, how soon we would join them in captivity.

It was not very pleasant news for us as we knew that on arriving at Mudros, AE2 was going to make the same attempt. The captain had already volunteered before AE2 met with its accident. E15 was the third boat to make the attempt.

Two French boats had previously tried. The first was not heard of again and the second tried in Jan, 1915 but only got half way through when she ran aground. Fourteen of the crew got out but then something happened to the boat and the captain and the remainder of the crew were drowned. Our chances of success seemed small.

Every submarine has a motto. AE2's was "Fortuna Favet Fortibus" or "Fortune Favours the Brave". With a motto like that we ought to have some kind of luck.

After leaving Malta to return to Mudros harbour, AE2's engines gave a lot of trouble because the Maltese had left bits of cotton waste in the oil ways. First one engine and then the other would clog. Twice during the night the French Fleet pulled us up and challenged us. It's a wonder we were not sunk as the wrong password was signalled.

Arriving at Mudros we oiled and provisioned the boat for a month. We then waited for sailing orders to try our luck with the Dardanelles. We might succeed where others had failed.

It seemed endless waiting for the start but at last the orders came. We were to make the attempt at midnight on the 23rd Apr. It didn't seem to affect the crew as we all got a sleep before starting.

Just before 12 the watch keeper called all hands. The engines were soon opened out and ready. The crew was a bit fed up with the starting hour but were quite unconcerned about the dangers we were about to face. Some of the remarks about the war would not stand repeating here. In casting off we wondered when we were likely to return, if ever.

We had a good distance to run from Tenedos Island to the mouth of the Dardanelles. On entering, a sharp lookout was kept for any enemy gun boats

which often ventured down to the mouth under cover of darkness.

At 3am after running a fair distance up on both engines, one engine was shut off to lessen the noise of the exhaust. The captain wanted to run as long as possible on engine power to save the batteries. But at the first signs of daylight the other engine was stopped and preparations were made for diving. This takes about a minute.

Great care has to be taken with the engine exhaust cover as any water leaking through (owing to the heavy pressure when the boat is submerged) not only puts the engine out of action for a couple of hours but the added weight alters the trim of the boat.

The diving gear is supposed to be tested by hand before being put into electrical gear. This is to ensure that everything is clear and that the hydroplanes are free. On this occasion I had just reached my station when I heard the coxswain start working the forward hydroplane in electrical instead of hand gear. Evidently, his thoughts were elsewhere. I had no time to warn him that the hydroplane locking block was still in.

One of the knuckle joints on the driving shaft snapped. This block is a 4 inch square piece of steel which prevents the hydroplane from moving in a rough sea or when running on engine power. The slightest incline would drive the boat under and then there would be another submarine disaster. What the captain said when he heard the extent of the damage would fill a book but I doubt if it would be readable.

AE2 was in a dangerous position with daylight breaking fast and unable to dive. It was a good run to the Dardanelles before we would be clear of danger. The engines were soon ready again and going full speed. I think AE2 shifted faster that morning than ever she did before. Thankfully, there was a three knot current running in our favour.

I was on watch and every minute expected to hear a shell burst overhead as we had several forts to pass. The only thing that saved us was the fog hanging on the surface of the water between first light and sunrise. It was just sufficient to shade the boat.

(to be continued)

HMCS CHICOUTIMI

February 14, 2014: Source www.straterypage.com

Ten years after a fire at sea, the Canadian sub HMCS CHICOUTIMI is returning to service, sort of! CHICOUTIMI can only make shallow dives until further tests are run. Tests will also be required to make sure the new torpedo handling equipment is working properly. The repairs for the 2004 fire cost \$125 million and the fire occurred a month after CHICOUTIMI entered Canadian service. It may be another year before CHICOUTIMI is really, really ready for service.

Sixteen years after purchasing four slightly-used British diesel-electric submarines Canada still has not gotten all of them in shape to go to war. Currently, only one of the four Victoria class subs can go to sea actually fire a torpedo. Within a year two more may be ready as well, or maybe not. What Canada has learned from all this is that submarines are expensive boats to build and maintain, even if they are second hand.

It all began in the 1990s, when Canada wanted to replace its 1960s era diesel-electric subs. This did not seem possible, because the cost of new boats would have been about half a billion dollars each which was more than Canada could afford. Britain, however, had four slightly used Upholder class diesel-electric subs that it was willing to part with for \$210 million each. That was nearly half what it cost Britain to build these boats in the late 1980s. The Upholders entered British service between 1990 and 1993 and were mothballed shortly thereafter when it decided to go with an all-nuclear submarine fleet.

So the deal was made in 1998, with delivery of the Upholders to begin in 2000. Canada decommissioned its older Oberons in 2000, then discovered that the British Upholders needed more work (fixing flaws, installing Canadian equipment) than anticipated. It wasn't until 2004 that the subs were ready and that year CHICOUTIMI was damaged by fire while at sea. CHICOUTIMI was supposed to be back in service by 2006 but the repair job was more extensive than first realized and there were other problems found as the repairs proceeded. Thus the initial \$20 million repair job just got more and more expensive.

The Upholders are now called the Victoria class and are much more modern and capable than the older Oberons. The Victorias are 2,160 tons (displacement on the surface) boats with a crew of 46 and six torpedo tubes (and 18 Mk 48 torpedoes.) The electronics on the Victorias are state of the art and a primary reason for buying these boats in the first place. The subs are to be used to patrol Canada's extensive coastline. The passive sonars on these subs make it possible to detect surface ships over a great distance. But not having any subs on active duty, ready for combat, for most of the last decade has become a major issue in Canada.

The problem is that the subs were bought without a thorough enough examination. It was later found that most major systems had problems and defects that had to be fixed (at considerable expense). Thus these boats have spent most of their time, during the last decade, undergoing repairs or upgrades. The final fix was to get the

torpedo tubes working, something that was only completed in the last two years. In any event, a Canadian sub has never fired a torpedo in combat, mainly because the Canadian Navy did not get subs until the 1960s. Lots of Canadian surface ships have fired torpedoes in combat, but the last time that happened was in 1945. The sole operational Victoria class boat is on patrol in the Pacific, listening for trouble which, if found, will be handled as best the only operational submarine in the Royal Canadian Navy can manage.

VIETNAMESE SUBMARINES

February 20, 2014:

On the last day of 2013 Vietnam received its first submarine, a Russian made KILO class boat. This is the first of six KILO s, which were ordered in 2009 and cost \$2.1 billion. The KILOs are based at Cam Ranh Bay, a deep water port developed by the United States during the 1960s and has, since then, been a major shipping and ship maintenance facility. The Russian fleet has used the facilities there for three decades.

The KILOs weigh 2,300 tons (surface displacement), have six torpedo tubes, and a crew of 57. They are quiet and can travel about 700 kilometers under water at a quiet speed of about five kilometers an hour. KILOs carry 18 torpedoes or SS-N-27 anti-ship missiles (with a range of 300 kilometres and launched underwater from the torpedo tubes). The combination of quietness and cruise missiles makes KILO very dangerous to surface ships.

North Korea, China, and Iran have also bought KILOs. China is building its own unlicensed version of the KILO (the Type 41 SONG class). Considering the low price, it appears that the Vietnamese boats do not have AIP (Air Independent Propulsion), which allows non-nuclear boats to stay underwater for weeks at a time.

The KILOs are the first subs the Vietnamese Navy has ever had and were obtained to provide some defence against growing Chinese naval power.

CON THODE - 103 Not Out

New Zealand Branch Patron Con Thode has recently celebrated his 103rd birthday. He has the distinction of being the only New Zealander to command a Submarine during WWII. He was born in Auckland, New Zealand on 11th Mar 1911. In his Submarine career he joined PROTEUS as the Navigator. Whilst serving in PROTEUS he was 'Mentioned in Despatches'. He then served as 1st Lieutenant in H50, ULTOR and TUNA before joining HMS DOLPHIN for COQC on 12th Apr 1943 and on successful completion of 'Perisher' was appointed to SCYTHIAN 'in command' in July 1944. After trials and working up, he took SCYTHIAN out to Trincomalee, where, between February 1945 and the end of the war, he carried out a number of patrols in the Strait of Malacca. Targets were scarce, but on her first three patrols SCYTHIAN sank twelve vessels by gunfire, for which service Con Thode was again 'Mentioned in Despatches'. He had completed four years as a submariner when he paid off SCYTHIAN in England in October 1945.

The Photo shows Con Thode with his mates, L-R Tony Miller, Des Price, Jan Langdon, Jessie James, & Rod Simpson.



The New Zealand Branch thanks everyone who made Con's 103rd birthday a success and reports that he received many Cards and letters from Submariners from all MEMBERS of the Commonwealth involvements in "BOATS"

Obituaries - Members 'Crossed the Bar' 22nd Dec 2013 to 29th Mar 2014 (indicates WWII Service)**

NAME	DATE/AGE	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
R J (Richard) Hill	21st Nov 2013	Acting Chief ERA	Eastern States	1961-1968	TRUNCHEON (62-65) & TABARD (65-68)
N G. (Norman) Woodruff	25th Dec 2013 aged 78	Charge Chief WEA	Gosport	1958-1980	EXCALIBUR, FINWHALE, GRAMPUS, CACHALOT, OPOSSUM, OPPORTUNE & ORACLE
E J (Hoppy) Hopkins	12th Jan 2014 aged 90	Stoker1 st Class	Southampton	Sep 41-Sep 45	THRASHER, TRENCHANT & SOLENT **
A C (Jim) Green	Jan 2014 aged 88	Leading Stoker	Merseyside	1948-1959	TOKEN, STATESMAN, STURDY, THERMOPYLAE, SEASCOUT, TAPIR, THOROUGH & AMBUSH
K (Keith) Crisp	Jan 2014 aged 63	Leading Stores Assistant	Portsmouth	1973-1990	SOVEREIGN (74-76), ONYX (79-83) & SEALION (85-89)
K W C (Ken) Simner	15th Jan 2014 aged 84	Leading Seaman (UC2)	Welsh	May 48-Feb 57	SENTINEL, ALDERNEY, THOROUGH, TRESPASSER, TACTICIAN & TEREDO
W (Bill) McLoughlin	28th Jan 2014 aged 88	Stoker 1 st Class	Merseyside	Jul 44-Jun 46	TUNA & SCOTSMAN **
G J (Gordon) Lowden	Jan 2014 aged 62	MEM.1	Scotland Northeast	1975-1982	RESOLUTION (Pt3) & REVENGE
R (Roy) Hemming	Nov 2013 aged 84	Able Seaman	Dolphin	1948-1959	AFFRAY, ALLIANCE, ANDREW, ASTUTE, SANGUINE, SEADEVIL, SENESCHAL, SPORTSMAN, TABARD, TALENT, TOTEM, TRENCHANT & TUDOR
B S (Ned) Kelly	Jan 2014 aged 88	Able Seaman (IM)	West of Scotland	Jul 43-Jun 46	SEAROVER, STATESMAN & VORACIOUS **
P L (Pete) Payne	Feb 2014 aged 87	Chief Ordnance Electrician	Lincoln	Mar 57-Nov 79	ALARIC, THULE, TALENT, TOKEN, ANCHORITE, ANDREW, RORQUAL, NARWHAL & ORACLE
K (Kenneth) Williams	February 2014 aged 64	Radio Operator 1(G)	Barrow in Furness	1968-1975	WARSPITE(2), COURAGEOUS, ODIN & OTTER
P G (Pedro) Neave	Feb 2014 aged 89	Acting Leading Seaman (ST)	Colchester	1943-1946	PROTEUS, TRIBUNE, PORPOISE & P512 **
John R Dansey	Date not reported	Petty Officer (ME)	Essex	Jun 53-Sep 63	TALLY-HO, TUDOR, TALENT, AMBUSH & ONSLAUGHT
W L (Bill) McNeil	18th Feb 2014	Chief OPS (IS)	Dolphin	1965-1988	WALRUS, ODIN, ONSLAUGHT, DREADNOUGHT & TURBULENT
G (George) Melville	17th Feb 2014 aged 72	Radio Operator 2 (G)	Australia	1963	ANCHORITE (63)
C (Colin) Cunningham	18th Jan 2014 aged 67	Chief Petty Officer WEA.	Merseyside	Feb 64-Feb 85	TOKEN, TIPTOE, RESOLUTION, REVENGE & REPULSE
L (Les) Clarkson	18th Jan 2014 aged	Petty Officer	Eastern States	Apr 54-Aug 70	UNTRING, SUBTLE, TRESPASSER, THOROUGH, TELEMACHUS,

	78	(UC2)			TURPIN, PORPOISE & RAN Boats
V B (Victor) Collins	8th March 2014 aged 85	Leading Stoker Mechanic	Southampton	1947-1953	TIPTOE & SCYTHIAN
Frederick Garry Bax	6th Mar 2014	Chief Petty Officer (MTP) (SM)	Submarines Association of Australia	Not Reported	OXLEY, OTWAY, OVENS, ONSLOW, ORION & OTAMA

Obituaries – Other Submariners ‘Crossed the Bar’ 22nd Dec 2013 to 29th Mar 2014 (indicates WWII Service)**

NAME	DATE	RANK/RATE	SM SERVICE	SUBMARINES
John Sydney Huckle, DSC*	9th Dec 2013 aged 89	Sub Lieutenant, RNVR	From Sep 45	VULPINE & SPRINGER
Michael John Worsfold	28th Dec 2013 aged 61	Marine Engineering Artificer (P)	Not Reported	RESOLUTION & WARSPITE
Peter L (Pils) Illingworth	3rd Jan 2014	Marine Engineering Artificer (P)	Not Reported	WARSPITE, SWIFTSURE (1st Commission Crew) on 17th Oct 72 & SOVEREIGN
Robin Hunter	Jan 2014 aged 79	Lieutenant Commander	Mar 56 to Jun 65	AURIGA (Jul 56), TRESPASSER (Sep 58), DREADNOUGHT (Nov 60 - 1st Commission Crew Apr 63)
Roger Geoffrey Bridgeman	21st Feb 2014	Captain (WESM)	From August 1963	OTTER, DREADNOUGHT & SOVEREIGN (1st Commission Crew Jul 74)
David John Philpot	Feb 2014	Chief Petty Officer Coxswain	From 25 Jun 64	CACHALOT (64), ALCIDE (66), CACHALOT (67) & AMPHION (68)
Keith Barrett	Mar 2014	Not reported	Not Reported	Not Reported
Edward Alderwick	9th Mar 2014	Marine Engineering Artificer (P)	Not Reported	FINWHALE (on commissioning on 15th Nov 74)
David Crossland	21st Feb 2014 aged 72	Leading Cook	Not Reported	WARSPITE (1st Commission Crew on 18th Apr 67)

CHARLIE NAYLOR – AN APOLOGY

From: Elise Cavan
 To: jim.mcmaster2@ntlworld.com
 Subject: Charlie Naylor

I am the daughter of Charlie Naylor whose death is detailed in the Submariners Association obituary column for December 2013. I can assure you that my father is alive and well and is currently residing in Barrow-in-Furness. My mother, Jean was particularly upset to have to field enquiries regarding her husband's funeral. Maybe there is another Charles Naylor who has died but the rank and submarines stated in the obituary match my father's details perfectly. I don't know which source your information was received from but I can categorically state that Charles (Charlie) Naylor is still alive and would like this fact to be stated on your website.
 With regards Elise Cavan (nee Naylor)

From: jim.mcmaster2@ntlworld.com
 To: "Elise Cavan" <elisennaylor@hotmail.com>
 Subject: Re: Charlie Naylor

Mrs Cavan, I apologise unreservedly for any distress this mistake may have caused you and your family. Please pass these apologies to your mother. Somehow someone has got information wrong or mixed up. As an organisation spread throughout the country we rely on information being sent to us from our members regarding colleagues who have Crossed the Bar. We accept this information in good faith and our intentions are to inform others. I will ensure that the necessary information is promulgated on our Web Site. Once again I apologise for this distressing error.
 Regards, Jim McMaster - Chairman Submariners Association

BRANCH:

STARTERS	S1	Tomato & Mozzarella salad with pesto dressing		
	S2	Roasted vegetable & pesto tart		
INTERMEDIATE COURSE	I1	Mushroom and Tarragon Soup		
	I2	Broccoli & Blue Cheese soup		
MAIN COURSE	M1	Breast of Chicken wrapped in bacon with red wine jus		
	M2	Roast loin of Pork, apple sauce, sage @ onion stuffing		
	M3	Roasted red pepper filled with cous cous & goats cheese		
		All Main courses served with Rosemary Roasted potatoes & seasonal vegetables		
DESSERTS	D1	Baked lemon tart with berry compote		
	D2	Pecan toffee cheese cake with toffee sauce		
WINE	R or W	Red or White		

Please enter your selection with a 'Y' in the appropriate boxes

SURNAME		FIRST NAME		REUNION DINNER MEAL SELECTION										OTHER DIETRY REQUIREMENTS		
				S	S	I	I	M	M	M	D	D	WINE			
				1	2	1	2	1	2	3	1	2	R		W	