



IN DEPTH

Official Newsletter of the Submariners Association

Patron: Admiral of the Fleet Lord Boyce KG GCB OBE DL

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HM Submarine B11 entering Grand Harbour, Valletta, Malta, 1912.

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Editorial

Well, that's another Reunion and Conference over and done with. Jim McMaster will explain the Conference details in his Report. From what I have heard the venue was more than acceptable and was well up to expectations.

Easter has been and gone again so we are now on the run down to Summer - again.

In this Issue I have been able to include a wide selection of stories and contributions from Members. One of our WWII members tells the story of his recent award to the USHAKOV

Medal for his Russian Convoy duties.

There is also a report on the President's Award to Nottingham Branch Member Dave Summers

Member Charlie Lonsdale got permission from the SAOC West Branch to use the Dave Perkins article about Canadian Submariners and the loss of HMS SIDON.

This month sees the 100th Anniversary of the Gallipoli landings and the success of HMAS AE2 in penetrating the Dardanelles before her subsequent loss. To commemorate these events there will be a major event in Turkey on ANZAC day and a Parade in London with a Commemoration Service at St Pauls.

Thank you to all who have contributed to this Issue – please enjoy the read and please keep the stories coming.

Regards
Barrie Downer

Cover Picture: SUBMARINE B11 at MALTA 1912 – USS CHESTER IN BACKGROUND

Photo supplied by Pat Heffernan (Australia) courtesy of Jenny Smyth - nee Haggard (daughter of Lieutenant Geoffrey Haggard, DSC – 1st Lieutenant of B11 in 1912 and AE2 at the Dardanelles)



The Chairman addresses the National Council Conference

CHAIRMAN'S REPORT

Friends and fellow Submariners

I hope and trust that everyone who attended this year's Annual Reunion and National Council Conference (NCC) had a pleasant and uneventful trip home. This year's Annual Reunion was the first where our wives and partners were invited and indeed welcomed to the event and judging by the numbers attending, it was the right decision to make. On Saturday evening there were 196 for Dinner with 56 of those being wives/partners. Our principle guest Rear Admiral Parr CB COMOPS RASM was accompanied by his wife Marianne, like wise our President Admiral Sir James Perowne, KBE was with his wife Nicola. The four-course dinner with wine and port was of a very high standard as were the toasts and responses from our guests. The whole meal was a success. I know that there were and probably still are some members who were a little reticent about involving our wives and partners but I have had nothing but glowing comments on the entire event. I personally found it very moving that Les Catlin and his wife Dorothy celebrated their 50th Wedding Anniversary with us at the Reunion. I can't tell you the number of people who went out of their way to tell me just how much they enjoyed the event. The fact that the hotel and hotel staff were very welcoming and ever present ready to satisfy our requests only served to enhance the weekend. Perhaps the bit that won it over was when those who made it down to Saturday breakfast discovered that eternal favourite breakfast of the submarine fraternity S**t on a raft!! The hotel chef became a legend!!

The Saturday morning started with a church service and the laying up of Branch Standards. The service was conducted by our Chaplain Rev. Paul Jupp and the names of the 64 comrades who have 'Crossed the Bar' since our last Reunion were read out by the Chairman. The traditional Tribute and minutes silence were observed in their honour and the honour of all who have gone before us. I believe that it is an essential part of our services where ever they take place to take the time to remember those brave men who earned the reputation we enjoy. The church service was followed by the NCC and then the traditional Tot Time. The hotel is situated right adjacent to the town centre so retail therapy was immediately available for those who needed it. Our weekend coincided with the town's services and celebration of the internment of King Richard III so we were very fortunate in that we were well placed to enjoy the fireworks displayed later in the evening. I believe that I can say with confidence that the Annual Reunion in Leicester 2015 was a major success and must commend Dave Barlow and Iain Mackenzie for all the hard work they put in, sourcing and negotiating the deal on our behalf.

It was not just a Reunion weekend, however, we now as you know incorporate our NCC into the event. So immediately after the church service on Saturday morning the room was reconfigured to accommodate the Conference Delegates and Observers. The NCC followed a very 'well-worn path' and went as per the published and distributed Agenda. There were 36 Delegates present at the Roll Call (representing 64% of membership) which if memory serves, is the same as last year. Obviously we would prefer that more branches were represented but this number is not too bad. There were a good number of Observers present which is also very encouraging. There were a few items requiring a vote and naturally all the details of the debates and the voting will be presented in full when the Minutes of the meeting are distributed by the National Secretary. I can however give you a very brief 'heads-up' on how the voting went on the various items.

The first vote concerned the ratification of the Membership Secretary post on to the NMC with full voting rights. This was carried with an overwhelming majority and Keith Bishop the current Membership Secretary will carry on in that role for the time being. There was just one Proposal this year and it came from the Sheffield Branch who wanted the start time of the Embankment Parade delayed until the afternoon. The Sheffield Branch put forward a well-constructed case and the matter was debated. This Proposal was not carried however. Next on the Agenda was the NMC Recommendation to increase the Annual Subscriptions to £15 per year. After a presentation on the matter by the Chairman there was only one Proposal offered from the Beds & Herts. Branch and it was proposed as written. This was seconded and as there were no others the debate got under way. As expected there was a passionate and comprehensive debate but well conducted and respectful of each speaker's opinions. Finally a vote was taken and the Proposal carried.

As I mentioned previously all the debate details and voting will be given in full in the Minutes.

Each year there are two places on the National Management Committee (NMC) available to every full member of the Association. Yet every year we struggle to find volunteers to fill these two important posts. This always puzzles me because there are so many people out there ready to tell us where we go wrong all the time but they never take the opportunity to step up and take responsibility to bring about change. Thankfully this year we had four volunteers for the two posts. Colin Jones and Iain Mackenzie occupied the places to be re-elected. Colin decided not to stand for re-election this year and I and the others on the NMC would like to thank him for all of his contribution to the running

of the Association during his tenure. Colin was always a wise council with steady and measured contributions and advice. We wish him well and hope to meet up as often as possible in the future. The two new members of the NMC are Iain Mackenzie (Re-elected) and Stuart Brown (Beds & Herts. Branch) who is a new comer. Both are very welcome and I hope that they both enjoy the experience of the NMC. Our thanks go to the unsuccessful candidates Brian Tate and Paul Swaby for having the courage and commitment to offer their services. I look forward to their participating in the future.

As there were no other candidates Jim McMaster will serve as National Chairman for a further three years. I greatly appreciate this honour and am privileged to serve for a further term. Thank you.

The President's Speech, always anticipated and enjoyed, will be published in full in the Minutes.

After a small presentation by the ISA (UK) Team on their forthcoming Congress and a plea for support for a charity by Ray Wigmore (Sussex Branch) the NCC was closed.

I would like to take this opportunity to thank everyone who took the time to talk to me at the event or sent me e-mails and cards with all their words of support and comments on how much they enjoyed the entire weekend. Your feedback is vitally important to our organising team so that they can ensure that you the members get what you want at your Reunion.

Enough of the Reunion Weekend. The next big event, probably the biggest and most important date in our calendar is the annual Embankment Parade and Service of Remembrance where we pay Tribute

to all our colleagues who have 'Crossed the Bar'. This year there will be some changes to the format of the Parade and you will be notified of any changes when we have the details and thrash out procedures. These are not changes of our choice! We have been notified by the City of London that the road and pavements where we hold our Service and march-past may be undergoing serious reconstruction work during the time we hold our event. Details are scarce at the moment and John Wood our Vice Chairman and lead organiser for the Embankment event is doing his best to get some kind of clarification from the people responsible for the major road works. The problem is that TfL (Transport for London) have plans in place to turn that whole stretch of the Victoria Embankment into a Cycle Super Highway! I assure you that there will be a Service of Remembrance on Sunday 1st November but the format is not yet known and won't be until we can get the relevant information from TfL. You will be given plenty of information and instructions just as soon as we have them. Watch this space.

As I conclude this dit for the In Depth I am encouraged by the weather outside. Up here in the sunny West of Scotland things are looking good. A bright sunny day, clear blue sky. Is this the start of Summer?? I do hope so.

I look forward to meeting you all again soon.

Keep on keeping on.

JMcM

NEW & RE-JOINING MEMBERS – 21st December 2014 to 31st March 2015

(**** Serving Member) (** WWII Service)

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
T L (Terence) Alger	RO1	MEDWAY TOWNS	1977 to 1982	REPULSE & REVENGE
D M (David) Bruce	LWEM(O)	GRANGEMOUTH	1977 to 1994	OPPORTUNE (77), PORPOISE (77-80), OCELOT (81-86) & (86-92) & ONYX (86)
A T (Anthony) Bullen	ME 1	MERSEYSIDE	Sep 59 to Oct 66	ARTFUL (60-63) & AMBUSH (63-66)
R G (Rodney) Cartwright	Radio Mechanician	HULL	Not Reported	OSIRIS, RENOWN (S) (1st Commission), COURAGEOUS (1st Commission) & SOVEREIGN
D N (David) Cliff	WO1 (ETSM)	WEST OF SCOTLAND	1982 to ****	TIRELESS (87-90) & TRENCHANT (95-97) & (00-05)
D A (David) Clutten	Radio Supervisor	COLCHESTER	1969 to 1978	ONYX (70), CONQUEROR (70-74), OPOSSUM (76) & ORPHEUS (76-78)
T W (Terry) Cogley	CPOMEM	PLYMOUTH	1979 to ****	CONQUEROR, TALENT, TIRELESS, TRIUMPH, TRENCHANT & TRAFALGAR
R (Robert) Conry	POMEM	GRANGEMOUTH	1979 to 1998	ORACLE (79-89) & RENOWN (92-94)
E (Eric) Davies	L/CH	PLYMOUTH	1988 to 2001	SUPERB (88-91), SPLENDID (88), TURBULENT (92-95), TALENT (95), TIRELESS 98-00) & TRIUMPH (00-01)
P (Paul) Eldershaw	WEM (R)	NORTH STAFFS	1990 to 1997	TORBAY (91-93) & (95-95) TRAFALGAR (93-94) & (96-97)
G (Gary) Francis	CPOWEA	PLYMOUTH	1984 to 1993	SOVEREIGN (1986-1989)

J P (John) Gowens	Able Seaman	EAST KENT	1970 to 1973	DREADNOUGHT (70-73) & WARSPITE (73)
B D (Barry) Grace	CPO WEA	GOSPORT	1975 to 1993 RN 1993 to 1997 RAN	OPOSSUM, ORPHEUS, OCELOT & OVENS
B J (Brendon) Heywood	PO OEL	WELSH	1965 to 1980	TIPTOE, ANCHORITE (65-66), OCELOT (68-71), OLYMPUS (66-67) & OBERON (77-79)
M S (Malcolm (Mal)) Hubner	WO Coxswain	ESPANA LEVANTE	1971 to 1989	AENEAS & ANDREW (72-73), NARWHAL (74-76), OSIRIS (79-79), ONYX (79-80), OSIRIS (81-83) & TRENCHANT (86-88)
I (Ian) Hutchinson	LMA(SM)	NOTTINGHAM	2001 to 2010	TORBAY (01-03) & TURBULENT (04-06) & (07-09)
J C (John (Jamie) Jamieson	CPO OPS(S)	WEST OF SCOTLAND	1963 to 1983	OSIRIS (63-67), RESOLUTION (P) (67-70) & (P) (73-75), REPULSE (71) & CONQUEROR (77-79)
P R (Paul) Kitchen	LWEM(O)	BIRMINGHAM	1980 to 1987	REVENGE (P) (81-84)
R (Robert) Laverick	Leading Seaman (TS) (SM)	SUNDERLAND	1987 to 1990	SOVEREIGN (86-87) & SWIFTSURE (97-90)
A I (Arthur) Lyness	Steward	BARROW-IN-FURNESS	1988 to 2013	OPPORTUNE (88), VALIANT (88-89), SPARTAN (89-91), TORBAY (91-94), VIGILANT (94-98), VENGEANCE (98-00) & VANGUARD
M T (Mac) McGinn	Leading Seaman	GOSPORT	1974 to 1994	OSIRIS (75), OTUS (76-81), ONYX (82-83), OBERON (83-85), ONYX (87-89) & OPPORTUNE (91-93)
R J M (Bob) Metcalf	CPOET(ME)	PLYMOUTH	1982 to 1998	VALIANT, COURAGEOUS & TIRELESS
I (Ian) Moore	CCMEA(M)	WEST OF SCOTLAND	Jun 75 to Aug 94	ORPHEUS (75-78), OPPORTUNE (83-87), OPOSSUM (91-92) & ORACLE (93)
G C (Gary) Newman	CPOMA	VECTIS	1984 to 1990	SPLENDID (85-89)
D O (David) Pritchard	Able Seaman	LINCOLN	1956 to 1958	AENEAS (56-57), SEASCOUT (57) & AMPHION (57-58)
J J (Julian) Redfern	CCMEA(ML)	DERBYSHIRE	Feb 1979 to Jul 2002	REVENGE (81-84), RENOWN (88-95), REPULSE (95-96) & VIGILANT (97-00)
K M (Kevin) Richards	PO	NORTH EAST	Nov 90 to Nov 14	RENOWN (92-96), VANGUARD (96-98), VIGILANT (98-03), VENGEANCE (05-08) & VICTORIOUS (08-14)
D E (Don) Rogers	Able Seaman	PETERBOROUGH	1964 to 1965	AMBUSH (64-65)
K J (Ken) Seymour	MEM.1	HULL	1973 to 1978	ONSLAUGHT, OPPORTUNE & OBERON
B J (Bryan) Simpson	Leading Seaman	LEICESTERSHIRE & RUTLAND	1952 to 1958	SCYTHIAN (53), SOLENT (53), SLEUTH (53-54), SCORCHER (54), SIDON (54-55) & TRUNCHEON (56-58)
S B (Stephen) Simpson	Able Seaman	LEICESTERSHIRE & RUTLAND	1974 to 1978	SOVEREIGN (74-76)
P L (Peter) Simpson	LH	LEICESTERSHIRE & RUTLAND	1987 to 1989	REPULSE (P) (87-89)
A D (Alan) Smith	CPO.MEA	DERBYSHIRE	Jun 73 to 2008	WARSPITE (73-78), SPARTAN (78-81), SCEPTRE (83-86), CHURCHILL (86-91), RENOWN (91-94) & VIGILANT (94-99) & (02-06)
D (David) Smith	CPOWEA	GRANGEMOUTH	1976 to 1995	RESOLUTION (P) (77-80) & (S) (82-86)
R J A (Ross) Staples	Leading Steward	PLYMOUTH	1989 to 2013	OPOSSUM, UNICORN, TRAFALGAR, SPLENDID, SPARTAN, TURBULENT & TIRELESS
I W (Ian) Talbot	PO(WS)SSM	PLYMOUTH	1981 to 2009	RENOWN, RESOLUTION, SPARTAN, SCEPTRE, TALENT & TRENCHANT
B J (Bart) Tobin	Leading Steward	GRANGEMOUTH	Mar 75 to Dec 96	ORPHEUS, OSIRIS, OPPORTUNE, ODIN, ORACLE & REVENGE
R D (Roy) Tomkinson	CPO Coxswain (SM)	NORTH STAFFS	1978 to 1997	RESOLUTION (S) (79), OCELOT (81-82), OSIRIS (83-85), OPPORTUNE (87-88), OTTER (89-91), TALENT (91-92), OPOSSUM (93) & RESOLUTION (93-96)
G J (Gordon) Vincent	Leading Cook	DOLPHIN	1974 to 1994	REPULSE (74-79) & (82-85), TURBULENT (85-90), ODIN (90) & WARSPITE (90-91)
G (Garry) Winterbottom	CCMEA	HULL	1975 to 1997	SPARTAN (80-83), TURBULENT (84-88) & TORBAY (92-94)
S S (Simon) Young	PO(WESM)	GOSPORT	1987 to ****	RESOLUTION, RENOWN, VANGUARD, VENGEANCE, VICTORIOUS, VIGILANT, TORBAY, TRAFALGAR, SUPERB, COURAGEOUS & VALIANT

THE ROYAL NAVAL SUBMARINE MUSEUM NEWS

New Chairman of the Board of Trustees

After seven years involvement with the Royal Naval Submarine Museum, with the ALLIANCE project very successfully completed and the Royal Navy Submarine Museum fully integrated into the National Museum of the Royal Navy, Vice Admiral Sir Tim McClement has decided to step down as Chairman of Trustees. He has handed over to Captain Dan Conley.

Thanks to Sir Tim's tremendous commitment and drive together with his very successful fundraising efforts, ALLIANCE is in excellent shape and proving a first rate visitor attraction reflected by visitor numbers which since April have approached the 100,000 total.

LIEUTENANT COMMANDER MARTIN ERIC DUNBAR-NASMITH VC, RN

Honoured with Blue Plaque at Birth Place

As part of the Submariners Association initiative the third 'Blue Plaque' commemorating a WWI Submariner and VC holder was placed on his birth place at 136, Castelnau, Barnes, London, SW13 9ET on Saturday 11th April 2015.



The Blue Plaque at the Martin Dunbar-Nasmith, VC Birth Place

Approximately 60 guests, which included members of the Dunbar-Nasmith family, friends and relatives of Simon and Katie Cooper (*owners of the property*), the Deputy Mayor of Richmond-Upon-Thames (*Councillor Peter Buckwell*) joined veterans and serving submariners including RASM, Rear Admiral Mathew Parr CB for the ceremony.

The commemoration service was led by the Reverend David Cooke (*St Helen's Holy Trinity, Barnes*). Our Chairman, Jim McMaster welcomed everybody to the event and our President Admiral Sir James Perowne KBE gave a detailed description of Lieutenant Commander Nasmith's career and the deed which led to his award of the VC. This was followed by the unveiling of the plaque by the Admiral and Mr Simon Cooper.

Lieutenant Commander Martin Eric Nasmith was born 1st April 1883 at what was, originally, 13 Castelnau Gardens, Bridge Road, Barnes. However, this was later renamed Castelnau and the number changed to 136. He was educated at Eastman's Royal Naval Academy, Winchester and HMS Britannia at Dartmouth and joined the Royal Navy at the age of 14 in 1897 gaining the rank of Lieutenant in 1904.

One early event in his career often gave him pause to ponder in later life. In May 1912, King George V was in HMY Victoria and Albert III in Weymouth Bay to witness Fleet manoeuvres. Because of heavy fog, the program was disrupted, and the King expressed the desire to dive in a submarine. On Wednesday 8th May, he embarked on HM Submarine D4, under the command of Lieutenant Nasmith, and (*in the words of the Times*) "made a lengthy run in her when she was submerged". What made the occasion all the more remarkable was the presence on board of his second son, Prince Albert, who was to become King George VI, Captain Roger Keyes, Inspecting Captain of Submarines and former Prime Minister Arthur Balfour.

Nasmith's diary records that "*We remained under water for ten to 15 minutes, during which time he showed great interest in the proceedings, periscope in particular.*" The Navy News article from July 2012, records that Nasmith often wondered what would have happened to the course of 20th century history had he sunk that day, a not unreasonable thought, given that he had very nearly sunk in the Solent in 1905 whilst in command of HM Submarine A4.

It was during WWI, that at the age of 32 and when in command of HM Submarine E11 he was awarded the Victoria Cross.

During the period 20th May to 8th June 1915 he managed to penetrate the heavily guarded Dardanelles, which included numerous minefields, short batteries and patrolling Turkish gun boats and enter the Sea of Marmara, whereupon he destroyed one large Turkish gunboat, two transports, one ammunition ship, three store ships and four other vessels.

What was even more remarkable is that during his exit of the area and when he had safely passed the most difficult part of his homeward journey he received information that a cargo of coal was heading towards Istanbul from the Black Sea. Realising that coal was essential for the morale of the besieged city, Nasmith turned back.

When the coal-carrying ship came into sight of the docks, a welcoming committee of municipal Turkish grandees soon formed, along with a happy crowd – water, electricity and rail transport had all suffered due to a lack of coal. Hardly had the ship berthed than it mysteriously blew up before the eyes of the

astounded crowd. Nasmith successfully slipped out again.

Nasmith conducted combat operations in the Sea of Marmara for a three month period. When his torpedoes ran low, he set them to float at the end of their run, so that he could recover them should they fail to hit a target. On one occasion he trimmed down by the bow and recovered the torpedo through his stern tube. The torpedo was then dismantled and man-handled through the submarine to the fore-ends, whereupon the crew re-assembled it. It is understood that he only did this once and all other torpedoes were recovered through the bow tubes, torpedo stern first.

At one point, he captured a sailing dhow, and lashed it to the conning tower of E11 as camouflage, and went on to capture an ammunition ship using small arms. His penetration of the Golden Horn was the first time an enemy ship had done so in over 500 years. He also attacked a railway viaduct.

Nasmith's First Lieutenant, Guy D'Oyly-Hughes, and Second Lieutenant, Robert Brown, were awarded the Distinguished Service Cross, and all the rest of the crew were awarded the Distinguished Service Medal. Nasmith was promoted to Commander immediately and to Captain a year later. Following the Armistice, during the Russian intervention, Nasmith was in charge of the Seventh Submarine Flotilla in the Baltic and was Senior Naval Officer at Reval (*later Tallinn*), and was appointed CB in 1920 for that service. That year he also married Beatrix Justina Dunbar-Dunbar-Rivers and legally changed his name to Dunbar-Nasmith.

He was captain of HMS Iron Duke from 1921 to 24, was appointed Commandant of the Royal Naval College, Dartmouth in 1926 and held the office of Aide-de-Camp to HM King George V between 1927 and 28. Martin Dunbar-Nasmith was Rear Admiral Submarines from 1929 until 1931. He became Commander-in-Chief of the East Indies Station in 1932 and was invested as Knight Commander, Order of the Bath (K.C.B) in 1934. He held the office of Second Sea Lord and Chief of Naval Personnel in 1935 and, at the outbreak of WWII he was the Commander-in-Chief, Plymouth and Western Approaches a post he held from 1938 to 1941. He served as Flag Officer in charge of London from 1942 and retired in 1946.

In Retirement Martin Dunbar-Nasmith became Vice Chairman of the Imperial War Graves Commission and was also appointed Vice-Admiral of the United Kingdom - a ceremonial position - and he became President of the Royal Naval Benevolent Trust. In 1955 he was invested as a Knight Commander, Order of St. Michael and St. George (K.C.M.G.) and held the office of Vice-Lord-Lieutenant (D.L.) of Morayshire in 1957. Beatrix and Martin had three children - Evelyn and David who have unfortunately

passed away and Sir James who attended the ceremony.

Martin Eric Dunbar-Nasmith died on 29th June 1965 at age 82 at Glen Rothes, Rothes, Morayshire, Scotland and he is buried in the Holy Trinity Churchyard at Elgin. Martin Eric Dunbar-Nasmith was undoubtedly a very remarkable man.

The unveiling ceremony was completed by the Reverend David Cooke by blessing the plaque and reading the Naval Collect. This was followed by the Chairman presenting Simon and Katie Cooper with a Submariners Association Crest, a book of Submariners Poems, a set of Dolphins and a framed picture containing a copy of the birth certificate of Lieutenant Commander Nasmith VC.

The Dunbar-Nasmith family also presented Simon and Katie Cooper with a picture containing three photographs, one of E11 returning from patrol, the Crew of E11 and a copy of the first periscope picture taken by Nasmith with a Brownie Box camera.

Following completion of the event all guests were invited by Simon and Katie Cooper for tea and cakes in their rear garden which was very much appreciated by all who attended.



L to R: Jack Bradley, Trevor Thomas, Simon Cooper, Katie Cooper, Rev. David Cooke, Councillor Peter Buckwell, Sir James Perowne & Robert Clarke

In summary it was a great day, everybody appeared to enjoy themselves and the rain stayed away. The organisers of the event, Sandy Powell and Keith Bishop would like to thank all serving and submariner veterans that attended the ceremony and in particular, the National Standard Bearer (*Trevor Thomas*), members of Middlesex and Medway Towns Branches together with their Standard Bearer's (*Jack Bradley & Robert Clarke*).

Note: It is planned that the next Commemorative Blue Plaque will be unveiled in September 2015 and will be either Lieutenant Commander Boyle VC or Lieutenant Commander White VC

WATCH THIS SPACE!!

Sandy Powell.

CANADIAN NAVY SAYS CANADA'S SUBMARINES READY TO PERFORM



HMCS Victoria at the Canadian Forces Ammunition Depot, Rocky Point, Victoria, B.C.

THE CANADIAN PRESS/Dirk Meissner

The force of the blowback of air from two simulated torpedo launches from Canadian Navy submarine HMCS Victoria sends hats, cameras and notebooks flying, leaving observers gasping in amazement.

"It's quite spectacular," said Cmdr. Alex Kooiman aboard the 70-metre-long, 2,400-tonne submarine, following the massive thrust of water fired from its torpedo tubes to simulate test shots.

Canada's Navy did the simulation in waters near Victoria to show the readiness of its submarine fleet after years of mechanical, technical and fire-related issues.

HMCS Victoria has six torpedo tubes and can carry up to 18 heavyweight torpedoes for use against surface and sub-surface targets. It fired a live torpedo in a military exercise off Hawaii in 2012, sinking a decommissioned U.S. naval vessel, but the sub has never been in a conflict where its weapons had to be used.

On Thursday, as the submarine was cruising at a depth of about 60 metres in waters just west of Victoria, Kooiman said the vessel is in full operations mode and ready for any duties.

"We have full weapons capability and all our systems are functioning," he said in the weapons room. "Anything that the government of Canada asks us, the submarine service to do, we are able to do on HMCS Victoria."

Canada's four long-range, diesel-electric submarines, including HMCS Victoria, were bought from the Royal Navy in 1998, but the transition to full Canadian Navy operations has not been smooth.

HMCS Windsor, stationed in Halifax, has undergone extensive and costly repairs, and has only recently returned to operations. HMCS Chicoutimi is preparing for operations following a deadly fire in 2004 on its first Canadian voyage that killed Lt. Chris Saunders and sent two others to hospital.

HMCS Corner Brook hit the ocean floor during training exercises off Victoria in June 2011 and is

expected to be out of service for repairs until at least 2017.

Capt. Jamie Clarke, commanding officer of Canada's submarine fleet, said on board Victoria that the West Coast submarine is highly capable while HMCS Windsor and HMCS Chicoutimi are on their way to getting there.

"Windsor is at sea today on the East Coast," he said.

"Chicoutimi will be back in the next few weeks."

Clarke said the submarine fleet offers Canada a powerful defence weapon.

"One submarine stored up, fuelled up, can go to sea for 40-plus days and be on station and tell folks and communicate back to folks what's going on in that neck of the woods," he said. "Incredibly important, and they can do all of that without anybody knowing they are there."

The long-range capabilities of the submarines means they are globally deployable, Clarke said.

"We've gone north of 60 in the Arctic. We've gone as far south as the Panama Canal, as far east as Europe, Norway, the United Kingdom, as far west as Hawaii," he said. "So, we've covered a significant patch of the globe."

Clarke said the stealth, surveillance and weapons might of submarines can deter other countries from taking military actions.

"To have that ability to influence foreign governments is huge," Clark said. "Whether you are at a time of war, a time of tension or a time of peace, having that capability and that tool of diplomacy is very important."

From: The Canadian Press: February 27, 2015

HMS TALENT COLLIDES WITH ICEBERG

According to recent reports in the Mail on Sunday and the Daily Mail (4th & 5th April) by Mark Nichol the nuclear submarine HMS TALENT suffered £500,000 damage in a collision while tracking Russian vessels.

Apparently the 5,300-ton Submarine limped back to port with a huge dent and will be out of action for several months. Royal Navy top brass are reported to be investigating the incident.

Ministry of Defence officials have not released full details of the crash – where or when it happened – but stated that the Submarine struck 'floating ice'. The collision resulted in damage to the front of the fin as shown in the photo above.

In 1981 following similar damage to HMS SCEPTRE the iceberg story came out after a reported collision with the Russian submarine K-211. Prior to that in the late 1960's HMS WARSPITE suffered similar damage when colliding with an 'iceberg'.

According to the Daily Mail a Navy source said: 'Striking ice is a problem of the environment we

work in. Some patches of ice show up on our scanners but not all, with the density of the ice also being a factor. On this occasion some damage was sustained by HMS Talent.

The damage to HMS TALENT is being repaired at the Submarine Refit Complex at Devonport.

HMS TRUCULENT 65th ANNIVERSARY MEMORIAL SERVICE

The photograph show the two magnificent cakes that were made for the Service held to commemorate the 65th Anniversary of the loss of HM Submarine TRUCULENT. The Memorial Service took place on Saturday 10th January 2015 at St. George's Church, Chatham, in the former HMS Pembroke – Chatham Barracks. The Memorial Service was, as always, organised by and hosted by the Medway Towns Branch.



SUBMARINE LOSSES OF WWI

This is the third article in a series listing Submarine losses during WWI and submariners lost.

Two Submarines were lost in April 1915 - both at the Dardanelles.

The first Submarine lost was:

Submarine E15 which ran aground at Kephez whilst attempting to make a passage through the Dardanelles into the Sea of Marmora on 17th April 1915. After running aground the submarine was shelled by the Turkish Forts in the area. In the shelling the Commanding Officer and five of the crew were killed and a further six were wounded. Of those that survived the shelling (and who were taken Prisoner) another eight died as Prisoners of War. Those killed by the shell fire are indicated by * and those who died as POWs are marked **. The Crew consisted of:

Officers:

Lieutenant Theodore Stuart Brodie *
Lieutenant Edward John Price, Royal Navy**
Sub Lieutenant Geoffrey J F Fitzgerald, RNR
Lieutenant Clarence E S Palmer RNVR

Ratings:

Petty Officer George Williams O/N 184383 **

Petty Officer John Shepard O/N 169388 **
Petty Officer Sidney J C Kenchington O/N 183194
Leading Seaman Henry Trimmer O/N 221231
Able Seaman Patrick Brennan O/N 226804 **
Able Seaman Henry John Barter O/N 230790 **
Able Seaman Frederick John Cornish O/N J8305 *
Able Seaman Frederick John Gingell O/N 239994 *
Able Seaman Arthur Housman O/N J6914 *
Able Seaman John Biggar Lockerbie O/N J5768
Able Seaman Herbert James Rogers O/N 203222
Leading Signalman Charles Horn O/N 229604
Telegraphist Alfred Edward May O/N J9748
Chief ERA Samuel Bishop Todd O/N 270751
ERA William Norman O/N 271316
ERA Albert Henry Ellis O/N M5868
ERA Ernest Valletta Hindman O/N 272067 *
Stoker PO Ernest Henry Mitchell O/N 288459 **
Leading Stoker James Bond O/N 306132 **
Leading Stoker Charles Emil Gosling O/N 295949
Stoker 1 William T G Williams O/N 233214 **
Stoker 1 John MacDonagh O/N K14409
Stoker 1 Charles Henry Stratford O/N K4797
Stoker 1 Thomas O'Neill O/N K22745
Stoker 1 William Howes O/N K2070
Stoker 1 James Geens O/N K5847 & SS103898
Stoker 1 Henry Nash Tapper O/N K/8918*

The second Submarine lost was:

Submarine AE2. Having been the first Allied Submarine to make the passage of the Dardanelles on 25th April 1915 and enter the Sea of Marmora Submarine AE2 was scuttled five days later by her Commanding Officer. This was after the Submarine became unmanageable and had surfaced close by a Turkish Gunboat, which then damaged the hull of AE2 by gun fire preventing her from diving to safety. All of the crew were rescued and made Prisoners of War. Four later died whilst in captivity in Turkey. Those who died as POWs are marked **. The crew was:

Officers:

Lieutenant Commander Henry H G Dacre Stoker
Lieutenant Geoffrey Arthur Gordon Haggard
Lieutenant John Pitt Cary

Ratings:

Chief Petty Officer Harry Abbott O/N 8268
Chief Petty Officer Charlie Vaughan O/N 8259
Petty Officer Cecil Arthur Bray O/N 7296
Petty Officer Stephen John Gilbert O/N 8053 **
Leading Seaman Charles Holderness O/N 8270
Leading Seaman George Henry Nash O/N 8056
Able Seaman William Thomas Cheater O/N 7999
Able Seaman Lionel Stanley Churcher O/N 7920
Able Seaman Albert Edward Knaggs O/N 7893 **
Able Seaman Alexander Charles Nichols O/N 7298
Able Seaman Benjamin Talbot O/N 8221
Able Seaman John Harrison Wheat O/N 7861
Leading Signalman Albert C N Thomson O/N 8221

Telegraphist William Wolseley Falconer O/N 1936
 CERA Harry Burton Broomhead O/N 8278
 ERA 1st Class Peter Fawns O/N 8285
 ERA 1st Class James Henry Gibson O/N 8273
 ERA 2nd Class Stephen Thomas Bell O/N 8272
 Chief Stoker Charlie Varcoe O/N 8275 **
 Stoker Petty Officer Herbert A Brown O/N 8096
 Stoker Petty Officer Henry J E Kinder O/N 7244
 Leading Stoker John Kerin O/N 7391
 Stoker 1st Class James Cullen O/N 2826
 Stoker 1st Class Horace James Harding O/N 7216
 Stoker 1st Class William Brown Jenkins O/N 2080
 Stoker 1st Class Charles George Suckling O/N 2148
 Stoker 1st Class Thomas Henry Walker O/N 8289
 Stoker 1st Class Michael Williams O/N 2305 **
 Stoker 1st Class Thomas Wishart O/N 8277

The Crew of Submarine AE2 are commemorated on the AE1/AE2 Memorial in Ramsden Square in Barrow, at the Royal Navy Submarine Museum and on Memorials in Sydney, NSW.

No Submarines or Submariners were lost in May or June 1915

RUSSIAN NUCLEAR SUBMARINE CATCHES FIRE IN DRY DOCK

Tuesday 7 April 2015

The ship's nuclear reactor had been shut down before the blaze started, and officials say there was no danger and no-one was hurt.

22:59, UK,

Firefighters had been struggling to extinguish the blaze for several hours before deciding to flood the dock and submerge the vessel.

"At this moment, the fire on submarine Orel has been completely put out," said Yevgeni Gladychyev, spokesman for the Zvyozdochka shipyard in Severodvinsk, in the northern province of Arkhangelsk.



In a statement, the shipyard said the fire started at 2.00pm (12pm UK time) in the stern when welding work impacted rubber-based insulation. Televised footage from the dock showed black smoke rising above the 155 metre-long (508ft) sub.

However, a representative of the local fire service said: "You can't smell the smoke in the city." He

added that they were not called in to help the shipyard's own firefighters.

The state news agency Tass said the Orel is an Oscar II-class sub capable of carrying nuclear-tipped cruise and anti-submarine missiles.

Ilya Zhitomirsky, a spokesman for the United Shipbuilding Corporation which runs the shipyard, said the Orel's weapons and critical elements of its nuclear reactor had been removed before the repairs started.

The nuclear fuel had been unloaded from the Orel before it was put up on dry dock. The reactor is turned off," he told RIA Novosti agency. He said no one had been injured in the blaze.

The shipyard's website said the Orel - part of Russia's Northern fleet based in the port of Murmansk in the Barents Sea - has been under repair since November 2013 and that the work will take two years.

HMS TRIUMPH RETURNS

Plymouth Herald 24th March 2015

The crew of HMS TORBAY have come home to a hero's welcome as the submarine returns after a successful six-month patrol.

As HMS TORBAY entered Plymouth Sound she was followed by a passenger boat crammed with cheering families and friends waving 'welcome home' banners.

The happy party followed the submarine to her berth in Devonport and were reunited at an emotional meeting in Royal William Yard.

The nuclear-powered submarine, which carries Tomahawk land attack missiles, has returned after routine underwater deployment.

During deployment HMS TORBAY took part in a multi-national exercise where the submarine's skills at evading surface ships hunting her down were put to the test.

Sub Lieutenant Craig Dymock, one of the newly qualified submariners, completed his exams while on deployment and was presented with his symbolic Dolphin's badge as a result. He said: "It is an immense moment when you get presented with your Dolphins. The culmination of all your hard work pays off in that moment you are presented with them. It's been hard work combining my studying with duties on board. With being on watch and studying to qualify I would be working on average an 18 to 20 hour day. Yes it is a lot of work, but you really have to seize the opportunity by the throat and go for it if you want the honour of wearing those Dolphins."

Naval Writer Christopher King said: "I've enjoyed the variety of training that we've accomplished and the personnel milestones that I've achieved. The variety of cultures that I've witness has been eye-opening. But I am looking forward to seeing my

girlfriend and getting back on my road bike now I'm home."

During her deployment HMS TORBAY has travelled 19,653 nautical miles, roughly equivalent of once round the world and spent 2,562 hours dived.

Petty Officer Justin Green said: "Seeing my family after a long deployment and going on holiday with them is what I'm looking forward to most. Time away from them is hard but what other career allows you to ease the separation with the fun of go-karting on Christmas Day at a top international track with my shipmates."

A submarine can only work out what day of the week it is from the menu as there is no indication of daylight or night under water - if it is steak night it must be Saturday, while pizza night equals Sunday and there is always a curry on a Wednesday. Submariners are a superstitious lot at the best of times and any deviation from this routine is an unacceptable risk in tempting fate.

Whilst keeping bad luck at bay, the chefs in the galley have produced four meals a day for 130 people for the entire 6 months, using 1,902kg of beans, 16,032 eggs and 20,040 sausages.

Not bad considering the galley on board is no bigger than a kitchen in a small flat - and the temperature in the submarine's kitchen rarely drops below 40°C

REAR ADMIRAL DAVID COOKE CB **MBE – MEMORIAL SERVICE** **RETIRING COLLECTION**

The following has been received from Captain Gavin Pritchard OBE

The £800 from the Retiring Collection at the Memorial Service for David Cooke has been kindly donated to TS Hornet, the Gosport Sea Cadet Unit by Mrs Sarah Cooke. The Sea Cadets offers young people amazing opportunities for personal development, confidence building, team work and learning new skills in a maritime environment. As the Chairman of TS Hornet, I would like to extend my sincere thanks to everyone who attended the Memorial Service for this extremely generous donation in David Cooke's memory.

Many thanks.

Gavin Pritchard OBE

WELSH BRANCH TRAFALGAR **DINNER**

The Welsh Branch is to hold a Trafalgar Night Dinner.

Date: 23 October 2015, time 19:00 for 19:30.

Venue: Hilton Newport Hotel, Chepstow Road, Langstone, Newport, NP18 2LX

The guest speaker, Commodore Toby Elliott OBE, our Branch President, was Captain of HMS/M Trafalgar for her second commission

If any members/friends of the association together with wives/sweethearts would like to join us for what will be a very interesting and entertaining dinner, please contact branch secretary, John Andrews 01970 358095 or babsjo2@hotmail.co.uk Dinner cost is £25 per person for four courses and the hotel is offering a special rate of £59 for a Double room for bed and breakfast.

LEST WE FORGET

Dennis Churchill reminded me about the loss of HMS AFFRAY in very sad circumstance on 16th April 1951 and suggested that the two following poems should be included in this Edition of 'In Depth'.

I am only too pleased to oblige.

IN SEARCH OF THE AFFRAY – APRIL 1951

Perhaps somewhere 'neath where we search
seventy five souls are now at prayer
with words not heard in any church
of alternative hope and then despair.
Thoughts of sweethearts and of wives
who cry and know not restful sleep
for thinking of those feared lost lives
who lie in water enclosed and deep.
Give to them, my God, I pray
swift rescue and the light of day.
Not my will, but thine, be done.
Help us cry 'The battle's won.'
Perhaps such is not your will at all
but on their sins, please do not frown
and when your Bosun sounds the call
give your blessing to their last 'Pipe down'

Written on board HMS MYNGS whilst searching for the submarine HMS AFFRAY in the English Channel
R.I.P. M. J. B.

SALUTE TO THE MEN OF THE 'AFFRAY'

Hail Submariners! Gone to rest below,
Not in the throes of battle bravely borne;
Thro' green tinged depths our signal halliards fly.
"Blow Negative!" and rise to greet the morn.

Another silent victim of your calling's fate
Where liest now the "Boat" which bore you down?
And we who pass o'erhead, and stand and wait
All help to share the burden of your crown.

Farewell, our comrades of the heaving deep,
Bless'd with the key of Neptune's high estate
Farewell you "Pigboat" men, and may you sleep
In peace below, until you stand before the Golden Gate.

So let each one stand stalwart there and proud
Commander, Coxswain, Ratings – British men
Droop not your heads but lift them high and say
“We did our solemn duty, as we saw it then!”

Come to Salute! My shipmates standing into land
Our island gateway lights have raised their loom
Whilst ‘neath our keel the yellow moving sand
Drifts quietly round your mystic silent tomb!

Eric Thompson
R.M.S. QUEEN MARY - Crossing the English
Channel April 19th 1951

Both of the above poems were included in ‘Voices from
the Deep’ published by the Submariners Association in
2012.

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SUBMARINE TEST RANGE

The Ministry of Defence (MoD) has said claims that a test area in Scotland for Royal Navy submarines has been expanded without consultation are untrue. SNP MSP Dave Thompson said it was his understanding local fishermen had not been consulted on extending the ranges between Raasay and the mainland.

Fishing is banned in an area six miles (10km) long and three miles (6km) wide in the Raasay Ranges. The MoD said consultation on a planned expansion was due to begin in June.

A spokesman said: "It is absolutely not true to say that the MoD has already doubled the size of the protected areas of Raasay Ranges. "Consultation with local sea users regarding the proposed expansion of the protected area is due to begin in

June 2015 as part of the MoD byelaw review, led by the Ministry of Defence's Defence Infrastructure Organisation. "No final decisions will be made before then."

Exclusion zone

The Ranges which are in the Inner Sound between the Isle of Raasay and Applecross on the mainland form part of the British Underwater Test and Evaluation Centre (BUTEC).

BUTEC provides a sonar and weapon system test area for the Royal Navy crews of Vanguard-class nuclear weapon submarines and Astute and Trafalgar-class attack submarines. Fishing is prohibited in the area and fishing boats and other vessels can only remain in the BUTEC test area for as long as it is necessary for them to pass through the Inner Sound. The submarine ranges are run from a site near Kyle of Lochalsh.

Mr Thompson, SNP MSP for Skye, Lochaber and Badenoch, said the ranges' exclusion zone was to be expanded to the shorelines of the Inner Sound. He told BBC Scotland: "I have no problem with them (MoD) putting in greater investment and developing the area. "But if they wish to expand the restricted area, which will stop other people from earning a living, then any extra benefit to the local community will be totally negated."

DAVE SUMMERS – PRESIDENT'S AWARD

Submitted by Paul Ellis (Nottingham Branch)

On 9th January 2015, our President, Admiral Sir James Perowne, KBE attended the Mill Public House (where the Nottingham Branch of the Submariners Association hold their meetings) in order to present the President's Appreciation Certificate to long serving member Dave Summers. Dave Summers has been a member of the Submariners Association for more than 40 years and spent much of that time serving the Nottingham Branch as Secretary or Chairman.



Also present at the event was the Lord Mayor and Lady Mayor of Nottingham. Our current Chairman - Mac Flowers - hosted the event. Dave was

unaware of the award prior to attending. Dave's wife, Pat, and extended family, including children and grandchildren attended, making it a very family orientated atmosphere.

After the presentation we all enjoyed a wonderful buffet provided by the landlady Vicky. As normal, copious amounts of liquid were consumed. Our boatmate John Hendren travelled from Scotland to be present and was congratulated on his recent MBE award. A good night was had by all. The event was covered by the Nottingham Evening Post and an article was in the Newspaper.

HMS SIDON MEMORIAL

At 1100 on Tuesday 16th June 2015 the Dorset Branch of the Submariners Association will be laying a wreath on the Sidon Memorial at Portland.

This will, as in past years, take the form of the wreath(s) being laid followed by a minute's silence.

Some Sidon survivors have indicated they will be attending, health permitting, as will some family members of those who died on 16th June 1955.

It is a very informal gathering and anyone who wishes to pay their respects would be welcome.

Regards

Brian Hodder, Dorset Branch

<http://www.dorsetsubmariners.org.uk/>

VISION UNVEILED FOR BAE SYSTEMS BARROW SHIPYARD'S £300M FUTURE

North West Evening Mail Monday, 06 April 2015

New images have shown how a proposed extension to Barrow shipyard must look in order for it to be ready to build the next generation of submarines.



Following consultations with the community, BAE Systems has now applied to Barrow Borough Council for planning permission to extend the Devonshire Dock Hall.

In addition to two new buildings on the Walney Road-facing end of the DDH, there would also be a new Gate House, Security Sate, and changes to site access.

The scheme is one of five major new-build projects forming part of the overall site redevelopment programme. The work is needed to allow the construction of the Successor Vanguard submarines, which will be significantly bigger than the original four built in Barrow.

Pending planning permission, this part of the £300m-plus site investment programme is expected to be completed by the second quarter of 2018. The size of the Successor project – and arguably its viability – still hangs on the politics of the day following the May 7th general election.

A BAE statement submitted to the council said: "While the Successor programme remains subject to final government approval in 2016, approval has been received for initial works to commence.

"It is therefore essential that work begins now to meet the UK government's target of having the first submarine in service by 2028. The redevelopment of the site is fundamental to the future of the business and will ensure that BAE Systems stays at the forefront of submarine design, build, test and commissioning

AFTER 150 YEARS CONFEDERATE SUBMARINE'S HULL AGAIN REVEALED

By BRUCE SMITH, Associated Press

Scientists say that after six months of work, about 70 percent of the encrusted sand, silt and rust from the outside of the first submarine in history to sink an enemy warship has been removed. Scientists hope that when the entire hull is revealed, it will provide the clues as to why the Hunley sank after sinking a Union blockade ship off Charleston, S.C., in 1864.



Photo: Bruce Smith



Conservator Virginie Ternisien works at removing the encrustation from the hull of the Confederate submarine H.L. Hunley at a conservation lab in North Charleston, S.C., on Jan. 27, 2015.

A century and a half after it sank and a decade and a half after it was raised, scientists are finally getting a

look at the hull of the Confederate submarine H.L. Hunley, the first sub in history to sink an enemy warship.

What they find may finally solve the mystery of why the hand-cranked submarine sank during the Civil War. "It's like unwrapping a Christmas gift after 15 years. We have been wanting to do this for many years now," said Paul Mardikian, senior conservator on the Hunley project.

The Hunley sank the Union blockade ship USS Housatonic off Charleston in February 1864 as the South tried to break the Union blockade strangling the Confederacy. But the sub and its eight-man crew never made it back to shore.

The Hunley was discovered off the South Carolina coast in 1995, raised in 2000 and brought to a conservation lab in North Charleston. It was covered with a hardened gunk of encrusted sand, sediment and rust that scientists call concretion.

Last May, it was finally ready to be bathed in a solution of sodium hydroxide to loosen the encrustation. Then in August, scientists using small air-powered chisels and dental tools began the laborious job of removing the coating. Now about 70 percent of the outside hull has been revealed.

Mardikian said the exposed hull indeed has revealed some things that may help solve the mystery of the sinking.

"I would have to lie to you if I said we had not, but it's too early to talk about it yet," he said. "We have a submarine that is encrypted. It's like an Enigma machine."

He said the clues will be studied closely as scientists try to piece together what happened to the 40-foot submarine that night in 1864.

The Hunley had a 16-foot spar tipped with a charge of black powder that was exploded, sinking the Housatonic. After close examination of the spar two years ago, scientists speculated the crew was knocked unconscious by the shock wave of the explosion. When the Hunley was first raised, scientists speculated the crew may have run out of air before they could crank back to the coast.

After the Hunley was raised, the sand and the silt and the remains of the crew in the interior were removed. In April 2004, thousands of men in Confederate gray and Union blue walked in a procession with the crew's coffins four miles from Charleston's waterfront Battery to Magnolia Cemetery in what has been called the last Confederate funeral.

OUTSIDE WRECKERS & LAWYERS

Submitted by 'Buster Brown' (SAOC East)

An Outside Wrecker dies and reports to the Pearly Gates.

St. Peter checks his dossier and says, "Ah, you're an Outside Wrecker! I'm very sorry- you're in the

wrong place." So, 'Wrecker' reports to the Gates of Hell and is let in.

Pretty soon, 'Wrecker' gets dissatisfied with the level of comfort in hell. He gets his trusty ole tool box out and starts designing and building improvements. After a while, they've got air conditioning and flush toilets and escalators, and then the Outside Wrecker becomes a pretty popular guy.

One day, God calls Satan up on the telephone and says with a sneer, "So, how's it going down there in hell?"

Satan replies, "Hey, things are going great. We've got air conditioning and flush toilets and escalators, and there's no telling what my Outside Wrecker is going to come up with next."

God replies, "What!! You've got an Outside Wrecker?? That's a mistake -- he should never have gotten down there; send him up here.

Satan says, "Not a chance dude. I like having an Outside Wrecker on my staff, and I'm keeping him."

God says, "Send him back up here immediately or I'll sue." Satan laughs uproariously and answers, "Yeah, right. And just where are YOU going to get a lawyer? There all down here."

USHAKOV MEDAL

By Ted Hancox P/JX 162708

Burton on Trent Branch



Ted Hancox and Bernard Quinlan at Walsall Town Hall on 25th February 2015 for the presentation of the USHAKOV Medal to Ted for Russian Convoy duties in 1940, 1941 and 1942

After hearing an announcement on a television News programme regarding recognition being given to all personnel that took part in convoys to Russia, I wrote to the MoD Medals Department at Innsworth in Gloucestershire. They sent me the forms and the address of the Third Secretary to the Embassy of the Russian Federation. I duly filled in the forms and returned them together with a large S.A.E. for their reply. This took place at the end of March 2014, but no reply was received.

In February 2015, from seemingly out of nowhere a large envelope marked 'Do Not Bend' arrived and, to my surprise, it was an invitation to a ceremony at Walsall Town Hall to be presented with the USHAKOV Medal. Then, after a series of telephone calls to and from the organisers, I received

instructions as to where to park and the times for the ceremony.

Together with my old friend Bernard Quinlan and my two guests, Jean and John Withers, I duly presented myself at the Town Hall. We were all made very welcome, and we were escorted into a large hall complete with tables etc. and at the front there was set out a row of about 25 chairs for the recipients and the V.I.P. guests, which included the Mayor of Walsall, the local M.P., the Deputy Lord Lieutenant, and the Town Clerk of Walsall.

A speech was made by the Russian Third Secretary, in which he said a number of 'thank yous' and emphasised the sort of conditions endured by the veterans present today in their efforts to help the Russian people in their hour of need. Included in the line-up of recipients for the award were about three people who, for various reasons were acting as proxies.

As our names were called out we were required to walk up a short ramp on to the stage, where we were greeted with a handshake by the Third Secretary and a few words of thank you once again. He handed me a very smart maroon-coloured case containing the USHAKOV Medal and a personalised dedication; then after thanking him I proceeded down another short ramp to re-join Bernard and my guests. After a few more speeches, including one by the Mayor and another from the Town Clerk, refreshments were served – tea and coffee with constant refills and an abundance of very tasty sandwiches and cakes. During this period we were photographed by the media, probably from the local press, and also by people requiring photos for their family. As the refreshments thinned out, so did the people so slowly the hall emptied – but what a memorable day; it was so special to be remembered after 70 years.

LETTERS AND E MAILS TO THE EDITOR & THE WEBSITE

Date: 03 March 2015
 Name: Alan Cottis
 Location: Torpoint
 Email: rum_rat@live.co.uk
 Comments: Served on Acheron May 1970 as a UC3 till the time of going into scrap. Brilliant boat

Date: 18 February 2015
 From: Chris Montgomery
 Location: Brisbane, Australia
 Email: chrismontgomery@optuhsome.com.au
 Comments: Hello, just wanted to alert anyone interested that I have started an un-moderated FaceBook group dedicated to HMS Stratagem. My grandfather, George Henry Howard, was Petty Officer on board when she was depth charged on 22/11/1944. So far I have posted public domain information that I have been able to find out about Stratagem and her crew. Any interested, please feel free to add yourself to the group (HMS Stratagem) and all contributions welcome.
 Best wishes, Chris Montgomery

Date: 07 February 2015
 From: Malcolm Greenslade
 Location: Cornwall:
 E-Mail: mgreensl@live.co.uk
 Comments: Hi, my father was in the Royal Navy for 24 years and of this he only spent approx. 6 weeks on a submarine. This does not appear on his naval records but all his family remember but when or which submarine they don't know. My only clue was a photograph on my bedroom wall when I was little, it was the sub on surface in calm seas

taken I assume from a helicopter at about 45 degrees facing the starboard bow, and also was taken at dawn or dusk. My father was sent to Portsmouth for 6 weeks in 1967 (from HMS Seahawk) which he did not speak about to my memory. Looking at type of submarine and service entry dates I am assuming it could be HMS Warspite. My father was L.M.A. Stewart Bruce (Jan) Greenslade. Any information would be helpful as I am trying to complete a record of him for his great grandchildren as they are still toddlers and he sadly died in November 2014. Many thanks in anticipation

Date: 12 January 2015
 From: Mark Reynolds
 E mail: markploppy@yahoo.co.uk
 Comment: My late Father who died at 62 years in the late 80s was a crew member of HMS Tradewind. I am trying to research my late father's service and hope someone from your association can help or even remember him. His details are William Arthur Reynolds also known as Bill (christened as Arthur William Reynolds) born Bethnal Green, London. I don't have any service documents or details as these have been lost by my elderly Mother, I do recall him showing me as a boy his service record which had several T class submarines and other classes too including HMS Tradewind which he was very proud of and named our house after it. I appreciate this is a shot in the dark, as I am an association member of 2 UK Army associations as being ex HM Services Army. I do hope you and your members can help as I am very proud of my Father and wish to know more about his service.

Dear Editor, I have recently received July's and October's 'In Depth' newsletters of the SA, a publication I never knew existed, thank you for forwarding them to me via the Dolphin Branch of the SA.

With reference to the July article about SM AFFRAY when I was a member of the Southampton SOCA I met two 'survivors' of the AFFRAY - Leading Seaman John Goddard and Able Seaman Mike Barlow - they had actually been left inboard at DOLPHIN to make room for all the extra people on board for the last trip. John was Chairman of the Southampton SOCA but he has 'Crossed the Bar' a few years ago. As for Mike I lost contact with him some years ago. He would be in his mid-80s now if he is still with us.

Mike and I served together as instructors on the Southampton Sea Cadets but when he retired - as he was older than me - we lost contact. I hope this is of some interest.

Yours Aye, Paul J Dymond, Dolphin Branch

**A MESSAGE FROM THE BRANCH
WEBMASTER**

The Submariners Association now has a Facebook presence 'Submariners Association Members Group' at

<https://www.facebook.com/groups/276260715896782/>

This is a closed group for Full Members of the Association. Dits, Banter & chat to your oppos. A Member can add other Members but they cannot post or see posts until approved by Admins. It makes life easier for the Admins if you state your Membership Number from your Membership Card.

Regards, Keith Bishop
Webmaster

Report from SA Representative on RNSM Advisory Panel (AP) Meeting 27th February 2014

The meeting was held in Torbay Block in the RNSM and we discussed matters we hope will eventually be adopted the NMRN main board.

Visitor Management.

The new waterbus schedule (one every 30 minutes) is welcomed as a means of providing greater flexibility for visitors. It would be useful to complement this greater flexibility with a plan to improve the attractiveness of the rest of the site and galleries to take the pressure off Alliance. This would encourage visitors to spend more time on site and in the galleries and possibly the shop and cafe. This can be helped by:

- Improving JFB displays with weapons exhibits.
- Using hand held guides to guide visitors around the galleries.
- Longer term development of the JFB as outlined in the RNSM Development paper.

Separately the AP would be interested to see any analysis of visitors 'habits'.

RNSM Development

The AP have contributed to and approved the RNSM Development paper. If this paper is accepted by the RNSM Directors, the AP would support a strategy for implementation such as the approval by the NMRN Main Board and formal adoption of the paper's proposals in the NMRN Strategic Plan.

Budget

The AP was grateful for Isabella Stagg's amplification of the budget data. The AP commented on:

The performance of the Trading Company, especially the poor corporate hire performance. AP member/authority Dr Jonathan Davies renewed his offer of free advice to assist with improving Corporate Hire performance.

The question of RNSM allocation in the All Attractions Ticket (AAT) ticket price. Visitor numbers are sky-high but this is not reflected in a corresponding increase in RNSM income.

The Committee of the Friends of the RNSM are prepared to fund a project to enhance the visitor experiencing the RNSM up to a value of £25,000. A number of project ideas were considered and the one favoured is to move some submarine weapons into the JFB making both floors areas of compelling visitor experience. Better sign posting, and enhanced explanations on some of the displays. This proposal will be forwarded to the RNSM Directors meeting and will doubtless be accepted.

The AP noted that the staff on site continued to exhibit enthusiasm and a professional attitude of a high order.

Next meeting of the AP will be on Friday 26th June in the RNSM.

Best regards Ted Hogben.

THE LOSS OF HMS SIDON
A TRIBUTE TO THE CANADIAN SUBMARINE VOLUNTEER

(By the late J David Perkins)

DEDICATION

This account is dedicated to the memory of Petty Officer 2nd Class TD2 Laverne Donald McLeod, RCN, and the Canadian submarine volunteer. HMS SIDON sank over forty years ago. Thirteen men were killed that day, including PO2 TD McLeod. For some of those involved it will always seem like it happened yesterday, for others it is an event now shrouded in time and overlaid by other memories, but none can ever forget

The Royal Canadian Navy paid scant heed to the incident despite the fact that a number of Canadian sailors were involved. In Britain it was treated as a national tragedy. The accident and aftermath were given front-page coverage. Flags were flown at half-mast. There was an inquest, a ceremonial internment and a thorough technical investigation. Once the authorities had uncovered the facts corrective action followed swiftly.

For his family, and for those who have shared the same ambitions that placed Verne McLeod aboard HMS SIDON, there is an inner need to give recognition to what happened that sunny June morning. Verne McLeod was son, brother, husband, father, sailor and submarine volunteer. He was one of us. He was all of us. That surely deserves our recognition and that of those who follow.

INTRODUCTION

There is no truer saying than "A volunteer is worth ten pressed men". The volunteer is there out of choice and because they qualify. Canadian volunteers have been serving in Canadian and British submarines on and off since 3 August 1914, the day before the First World War began. In that war Canada owned and manned two submarines of its own. As well, officers of the Royal Canadian Navy and in the naval reserve forces served in, and even captained, Royal Navy submarines. During World War Two, twenty-two RCNVR officers volunteered to serve in RN submarines and many did so with distinction. Two attained their own commands. In 1950, when Canadian officers resumed serving aboard British submarines, they did so voluntarily. When the agreement that established the 6th Submarine Squadron at Halifax was implemented in 1954, 200 volunteers were needed for service with the Royal Navy. In all, over 400 officers and men of the RCN served with the RN before the expiration of that agreement in 1967. For over a decade Canadian submariners sailed in the boats of nearly every RN flotilla or squadron in the UK, Canada, and abroad.

Understandably, some men dropped out at an early stage. Submarines and conditions then existing in the RN were not for everybody. In addition to their normal pay and allowances, officers and men alike received \$30.00 per month Risk Allowance and it didn't improve much until the mid-1960s when Submarine Allowance was introduced. Money was never much of an incentive. Those who served did so because they chose to.

The risks associated with service in submarines were never hidden, and there had been some very dramatic reminders of those risks. After being rammed by a freighter one dark night in January 1950, HMS TRUCULENT sank in the mouth of the River Thames with a heavy loss of life. This was made doubly tragic when many of the survivors who escaped the sunken wreck were swept out to sea and died from exposure before they could be rescued. In April 1951 HMS AFFRAY accidentally sank in the English Channel taking 75 men with her including an officer training class and some Royal Marines. On 23 September 1952 the submarine SYBILLE, a sister ship of HMS SIDON on loan to the French Navy, failed to surface off Toulon with 48 men aboard. Even in peacetime, sailing in submarines is a dangerous occupation.

During the summer of 1955, there was another tragic illustration of the dangers of life aboard submarines and in this instance, there was a Canadian fatality.

THE SIDON ACCIDENT

HMS SIDON was a modernized, 854-ton, S-class submarine commanded by Lieutenant Commander H. T. Verry, RN. She was his first command. The submarine belonged to the 2nd Flotilla based on the depot ship HMS MAIDSTONE which was anchored in Portland harbour. On the morning of 16 June 1955, Sidon was preparing for sea. In all, there were fifty-six men on board, the crew plus eight or nine passengers and trainees. All hatches except for the conning tower were shut; all internal bulkhead doors and openings were open. She was lying outboard of the Danish submarine SAELEN, which was alongside the port side of the depot ship. Outboard of SIDON was her sister ship, HMS SPRINGER, which was also preparing for sea.

Previously that morning SIDON had embarked two Mk. 12 Fancy SR experimental high-test peroxide (HTP) fuelled practice torpedoes. Torpedo No. 16 had been loaded into No. 3 torpedo tube and No. 8 in No. 4 tube. The embarkation and loading operations were supervised by SIDON's Torpedo Officer, Lieutenant J. M. W. Rycroft, RN, and were attended by Lieutenant Commander J. K. Needham, RN, who was responsible for the preparation and handling of the special torpedoes. Two Ordnance Artificers supervised the actual preparation and loading of the weapons. They had prepared the torpedoes for firing the day before, a procedure that the junior OA had done previously but it was the first time for the senior OA. The test firing was scheduled to take place on the torpedo range later that morning. This was the first time that HTP torpedoes had been carried aboard Sidon. Over 200 firings of the Mk. 12 had taken place previously without incident.

Leading Seaman T. R. Dorey was the senior Underwater Weapons rating. He was relatively new to submarines, had little experience with submarine launched torpedoes of any kind and none at all with the experimental weapons. Consequently, he deferred to the two OAs, the Torpedo Officer and Lieutenant Commander Needham. He probably was not aware that his seniors had little experience with the special torpedoes either, not that it would have made any difference under the circumstances. Dorey was being assisted by Acting Leading Seaman D. G. Davies and Able Seaman J. R. Ford.

The torpedoes were loaded and the rear doors shut. The two OAs had overseen the loading of the weapons, something else the senior OA had never done before and the other only a few times. As the torpedoes entered the tubes the OAs removed the blowing head flap, air start lever and propeller safety chocks. The Torpedo Officer instructed them to carry on inboard taking the safety chocks with them. Possession of the chocks served to verify that the torpedoes had been loaded properly. They would also be needed when the torpedoes were recovered. Lieutenant Commander Needham and Lieutenant Rycroft reviewed the preparations for the upcoming firing while the torpedo men cleared away the loading gear.

There were six Canadians in the crew of SIDON. Petty Officer 2nd Class TD2 Laverne Donald McLeod had joined the boat that very morning. It was his first submarine. "Verne", as he was known to his friends, was 24-years old and a native of Goderich, Ontario. He enrolled in the RCN at HMCS PREVOST in London, Ontario, in November 1949. Between July 1950 and May 1951 he served in Korean waters aboard HMCS ATHABASKAN and later aboard HURON. His onetime messmates aboard ATHABASKAN recall his interest in becoming a submariner even then. He was promoted to petty officer in November 1954 and left Canada early in January 1955 with the second draft of Canadian trainee submariners. His wife Charlotte and children, two-year old Roxene and six-week old Linda, whom he had never seen, were living in Dartmouth, Nova Scotia. At the time, Charlotte McLeod was busy making preparations to join her husband in England.

Petty Officer Engine Room Artificer Sam Jennings and Leading Stoker Jean Claude "Frenchie" Gourdeau were in the engine room waiting for Harbour Stations to be piped and the process of getting under way to start. The fourth Canadian, Petty Officer 1st Class "Spud" Gregory was in the mess with Verne McLeod. The fifth, Able Seaman Ralph Romans, was on the casing.

The whereabouts of the sixth, Stoker Petty Officer Ray Spencer, who had recently transferred from the RN to the RCN, could not be determined with certainty but he may have been inside the conning tower disconnecting a fresh water hose from the depot ship supply.

In the fore-ends the decision was made to withdraw the torpedo from No. 3 tube in order to open the air stop valve, an essential step in the preparation for firing that had been missed during the initial loading. Torpedo No. 16 was withdrawn far enough that the valve could be opened and then hauled back into the tube and the rear door shut. The whole operation took only five minutes. It was during that brief, simple, procedure that a mechanical accident took place that was to result in a dreadful tragedy. During reloading, part of the loading gear snagged the rear end of the tube. This made the torpedo jump which in turn caused the lever that initiated the engine-start sequence to be inadvertently operated-not fully, but enough to begin an unstoppable series of events. It is probable that the men involved in handling the torpedo were not even aware of what had taken place, or of the consequences.

There was a safety device, a tube-held stop valve that was supposed to prevent the flow of HTP fuel as long as the torpedo was in the tube. Had it been functioning properly nothing further would have happened and the torpedo could probably have been fired normally or at least ejected for recovery and safe disposal.

During the hauling back and reloading process three crewmembers, including Spud Gregory, visited the fore-ends for one purpose or another and none of them observed anything unusual taking place. Spud Gregory, obeying a call of nature, excused himself and headed aft to the heads. He left McLeod in the little mess just inside the accommodation space doorway drinking a cup of tea.

Inside No. 3 tube torpedo No. 16 was rapidly turning itself into a bomb of incredible destructive potential. When the air start lever had been operated the containers holding the chemicals that made up the fuel mixture were immediately pressurized forcing the ingredients into the supply lines leading to the torpedo engine. In the case of the HTP, it escaped past the malfunctioning tube-held stop valve and into the fuel line where decomposition commenced turning the HTP into superheated steam and oxygen. As the engine could not run to burn off the fuel, heat and pressure instantly built up in the lines until one of them ruptured releasing the ingredients into the interior of the torpedo. A small explosion of the highly sensitive HTP took place in one of the valves, which ignited the chemicals pouring into the confined space of the torpedo body.

At 0825 the volatile fuel mixture exploded. The torpedo shot forward fully seven feet forcing the bow cap open and leaving six feet of body protruding from the muzzle. The blast ripped out the interior components of the forward half of the weapon, smashed open the front of the practice head and fired them into the harbour bottom like a giant shotgun blast. This ruptured the container of dye intended to mark the position of a spent torpedo, staining the water around the bows a brilliant yellow-green colour. Simultaneously, the rear door of the torpedo

tube was blown off and hurled through the fore-ends like a missile. This was accompanied by most of the components of the after half of the weapon, which were sprayed into the confined space like shrapnel, puncturing the pressure hull in several places. The blast was accompanied by a sheet of searing hot flame. The bulkhead around the starboard tube-space door was peeled back as if made of tin. The accommodation space forward bulkhead doorway 20-feet further aft was also distorted by the explosion.

Continuing aft the blast ripped out the interior of the accommodation space and rammed the debris against the forward control-room bulkhead. Access to the accommodation space was completely blocked by the compressed wreckage. The ignition of the fuel mixture created huge volumes of carbon monoxide, carbon dioxide and thick black smoke that instantly filled the forward compartments. With both ends of No. 3 tube open to the sea the submarine began to sink, settling by the bows almost immediately.

Every man between the tube space and the control room bulkhead was either killed outright or fatally injured. Six died instantly in the blast, including Verne McLeod who suffered a fractured skull. Six others succumbed as a result of their injuries and asphyxiation. Fortunately, the crew had been closing-up at Harbour Stations and the men were dispersed throughout the boat, otherwise the loss of life would have been much greater as most would have been in the accommodation space.

One observer, who witnessed the event from the seawall, saw a sheet of flame shoot up from the conning tower. This was followed by a column of black smoke that formed a mushroom cloud over top of the boat. Almost immediately the crew came tumbling out of the tower, some with their clothes ripped off and all of them covered in black soot. He recalled that the dockyard emergency siren began wailing shortly afterwards.

The CO quickly realized that an explosion must have taken place. Like the others on the bridge, which included the First Lieutenant, Navigating Officer and the Engineer Officer (EO) who had come up to make his sailing report, he had not actually heard an explosion. He had felt a sudden concussion and noticed a rush of hot air from the voice pipe, which was followed by a plume of smoke and a column of debris that shot out of the tower hatch. Everyone clearly heard the alarm buzzers and bells ringing below as systems and circuits failed. His immediate concern was for fire and at first he did not appreciate that the boat was sinking. He ordered the engine room and after escape hatches to be opened and everyone to evacuate the boat. He then instructed the First Lieutenant and EO to go below and assess the situation. The First Lieutenant, who was busy assisting survivors out of the tower, did not hear the order.

Because of the conditions inside the boat, those who survived the blast had little option except escape. The only light was provided by emergency lamps and torches (flashlights) and the boat was full of smoke and toxic gasses making it very difficult to breathe. Most were in shock, several were injured or concussed and many were partly asphyxiated.

Chief Engine Room Artificer Pearson survived the explosion and remained below. He acquired a breathing-set from aft and set about trying to save his boat and her crew. Frenchie Gourdeau and one of the electricians in the motor room ducked into the after ends shut the door and secured the bulkhead. They were certain they could handle an escape on their own. With some difficulty, Frenchie opened the after escape hatch and, realizing they were still afloat, reopened the bulkhead door. He helped a few others out and went up top himself. Sam Jennings and Spud Gregory also left the boat through the after hatches. They were taken off the casing by one of the service boats that responded to the call for help.

On reaching the control room the EO, who had donned a breathing set, encountered the Chief ERA and together they opened as many LP master blows as they could. Then, descending into the auxiliary machinery space under the control room they started the blower in the hopes of clearing the air and helping to keep the boat afloat. As they could not get forward, they only succeeded in blowing on Nos. 4 and 5 main ballast tanks.

MAIDSTONE's fire and rescue party mustered on the well deck with their gear in response to the pipe "Fire in the port trot" initiated by the Senior Officer Operations who had witnessed the explosion. Immediately after the explosion SPRINGER slipped her lines and manoeuvred clear of the trot. Aboard SAELEN all bulkheads were shut down and all doors and hatches were shut except for the tower and the crew mustered on the casing. She was later hauled clear and secured in a safe berth. As soon as it became apparent that SIDON was liable to sink, a SUBSMASH message was sent out to all commands. On receipt of the message, HMS SOLENT, which had just cleared Portland breakwater, came about and began to rig her fore-ends as a re-compression chamber. There were other Canadian personnel aboard both SPRINGER and SOLENT. Salvage vessels and personnel were immediately mobilized and dispatched to Portland.

Little time was spent waiting for situation reports or in actually organizing a rescue. Led by Captain SM2 himself, most of the senior personnel went aboard the submarine on their own to see what needed to be done. Commander SM remained aboard MAIDSTONE to supervise. Nearly all of the party had breathing sets of one kind or another and those who didn't soon left as the smoke and gasses made breathing very difficult. Sent below by Captain SM2, the Chief OA from the torpedo party reached the control room and began attacking the barrier of debris. He was soon joined by Captain SM2, the MAIDSTONE's Senior Engineer and SIDON's EO. The

EO and the Chief OA actually managed to break through into the accommodation space where they were all but overcome by the gasses and forced out. The two would-be rescuers left the boat by way of the conning tower assisted by Surgeon Lieutenant Rhodes who had come aboard from MAIDSTONE. Part way up the EO passed out when his breathing set ran out of air and had to be hauled out.

Having received no reports from the First Lieutenant or EO, and thinking his First Lieutenant would take charge on the bridge, SIDON's CO donned a DSEA set and descended into the boat by way of the after escape hatch. He went aft, passing Frenchie Gourdeau on the way, because the tower and engine room hatches were being used to evacuate the injured. Inside the boat the CO made his way forward to see for himself. In the meantime, the First Lieutenant had gone below by way of the tower. The Navigator too left the bridge and went aft on the casing to help with passing a wire rope that one of the assisting vessels was trying to rig in a vain attempt to keep the stern up. During this time, there was no one in charge on the bridge. When it became obvious that nothing could be accomplished below, the CO returned to the bridge. According to his later testimony, the people he encountered inside the boat appeared like shadows in the smoke and gloom.

By this time many of the breathing sets worn by the rescue party were either running out of air, losing their air supply or were proving defective. When water was heard coming into the control room Captain SM, the Senior Engineer and Commander (E) were all forced to make a hasty exit by way of the after escape hatch. CERA Pearson and the First Lieutenant followed them shortly afterwards. As he passed the engine room hatch Captain SM2 noticed that water was pouring in.

As the bow-down angle and list to starboard steepened and the water reached the opened hatches, Commander SM, who was directing the rescue effort from the upper deck of MAIDSTONE, instructed Lieutenant Commander Verry to abandon ship. Verry shouted the order to abandon ship down the tower but it is doubtful anyone heard him. Even as the water covered the hatches, men attempted to keep them shut by standing on them. Despite the best efforts of the assisting ships, her officers and ship's company and the rescue party, SIDON sank at approximately 0850 hours. There was no way in which it could have been prevented.

Divers were immediately sent down to check for signs of life coming from inside the sunken boat. They found none. When she sank SIDON took a thirteenth victim with her. MAIDSTONE's Medical Officer, Surgeon Lieutenant Rhodes, RNVR, was a member of the fire and rescue party and responded to the pipe along with the others. On reaching the boat, he immediately went below taking along a Sick Berth Attendant. Neither had a breathing set. After assisting one groggy survivor out of the tower, they came up for air. Despite having never used one before, Rhodes asked for a breathing set and was given a DSEA set. Sidon's First Lieutenant gave him a brief explanation on how to use it. Taking some morphine ampoules from his bag, Rhodes disappeared down the tower on his own. It was then that he assisted the EO and the Chief OA to safety.

As water began coming in through the hatches, one of the depot ship fire and rescue party on the bridge heard a noise inside the smoke filled tower. He climbed down where he found the doctor struggling to get up through the lower hatch. He could not free him and called for a line to haul him up with, but no one heard him. When water started pouring down the tower, he feared someone might shut the upper lid on him and climbed back up the tower. He did not report what he had done to anyone. He probably assumed Rhodes would receive help from someone in the control room or leave through another hatch. When the CO and Coxswain shut the upper lid, they did not see anyone inside the tower.

When he realized the boat was sinking, Captain SM2 had first tried to leave through the tower but it was blocked by Rhodes who was part way through the lower lid. At that point Captain SM abandon his own breathing set and, unable to wait, carried on aft to the escape hatch. He had no idea Rhodes was having difficulties.

Rhodes lost consciousness, collapsed onto the control room deck and died of asphyxiation. Unfortunately he was not sufficiently familiar with the inside of the submarine to seek an easier point of exit. Almost the entire rescue party escaped through the after escape hatch, many after their breathing sets had run out of air.

From the time SIDON sank, the salvage team began working around the clock to raise the wreck. In the meantime the survivors were patched-up and sent on leave. Seven required hospital treatment while two others were attended to in MAIDSTONE's sick bay. None was seriously injured. Flag Officer Submarines, G. B. H. Fawkes, flew to Portland from Portsmouth by helicopter to see at first-hand what was being done. All ships and establishments at Portland flew their colours at half-mast in respect for the dead. On Sunday, a short memorial service was held on Maidstone's quarterdeck. In nearby Weymouth the Mayor and the Chairman of the local district council opened a fund for the dependents of the men who had been killed.

On the third attempt, at 0200 Thursday morning, the boat finally surfaced, almost a week after sinking. After daylight when the tide was right she was beached and drained. Recovery of the bodies began on Saturday 25 June. Because of the tide and the difficulties experienced inside the boat, it took three attempts for the volunteers from MAIDSTONE to recover all of the bodies. The post-mortem was held on Sunday afternoon and the Inquest was begun on Monday.

At the inquest, the Coroner for South Dorset, Lieutenant Colonel G. G. H. Symes, paid tribute to Surgeon Lieutenant Rhodes. He said, "It does seem that Surgeon Lieutenant Rhodes in doing his duty lost his life, which is the greatest thing a man can do". The inquest was adjourned until after the findings of the Naval Board of Inquiry could be made available. It resumed on 18 July. After all the evidence had been presented the Coroner's verdict for all of the deaths was "Death by misadventure".

Also on Monday, 27 June, two church services were held, one for the twelve Protestants, another for the single Catholic. All were buried in the Naval Cemetery on the hillside overlooking Portland Harbour, the three officers together with the nine Protestant ratings in a row behind them. The Catholic was buried in the Roman Catholic part of the graveyard. The funeral was attended with full military honours. Three volleys were fired by a firing party from Maidstone, including submariners, and four buglers from Portsmouth sounded "Last Post" and "Reveille".

The Naval Board of Inquiry was convened under Flag Officer Submarines at HMS DOLPHIN. All of the survivors, those involved in the rescue attempt and the naval and civilian torpedo experts were extensively interviewed. No blame was attached to Lieutenant Commander Verry or the members of his crew for the loss of the submarine. Captain SM2 was censured for choosing to go aboard the submarine with his senior staff members and for failing to take charge from a position where he could command the entire proceeding. Commander SM was commended for his appreciation of the situation and for taking charge. Nevertheless, it was concluded that every possible effort had been made to rescue the victims and to save the boat. It was also noted that the SUBSMASH organization responded flawlessly.

BOOKS

SEAGO – A SEA STORY

This is a novel set in the late 1940s at the start of the Cold War and is dedicated to the memory of two Sub Lieutenants – Frew and Nickalls – both lost in the AFFRAY disaster – and who were both shipmates of the author.

The hero of the story (Tom Seago) is a young naval officer serving in a destroyer and the heroine (his girlfriend) is a young, ginger haired, mathematics prodigy (Professor Alison Maynard) called in by the Admiralty for a special purpose. The heroine (who was mistakenly thought to have been a man) is tasked by the Admiralty to study the, then current, anti-submarine tactics and to devise ways of utilising the existing surface fleet and equipment in the new tasks of countering the perceived Soviet submarine threat. To achieve this tasking she is given temporary rank as a very Senior Scientific Officer and the remit to visit Naval Establishments, interview whoever was thought to be useful, plan/devise exercises and to ride the various ships and submarines as necessary to achieve her tasking. Having determined an exercise which would allow her to prove her theories she embarks in a 'Snort' fitted 'T' Class Submarine which is to be the target (not the intended Submarine which became unavailable) with a misogynist Commanding Officer. The hero – not knowing Alison is in the particular submarine - is embarked in destroyer taking part in the same exercise.

In trying to evade detection the submarine collides with an uncharted sunken merchant vessel becomes embedded and is trapped underwater. Needless to say the hero - who finds out belatedly that Alison is in the trapped submarine - is the only one who is convinced he knows where the submarine is and

convinces his Commanding Officer to search in the right place.

Eventually the trapped submarine is located and the crew (including Alison Maynard) make a successful escape but with the loss of two of the Crew.

It makes a good yarn for the uninitiated but the submariner will question the feasibility of several issues particularly the various successful 'Exits' and 'Re-entries' made by the submarine's Petty Officer diver using only basic diving equipment in severe weather conditions and strong tides are hardly believable. Another point - Submarine 'Dolphins' presented to Alison by the Admiral that were not available in the 1940s - only being introduced in the 1970's.

SEAGO – A SEA STORY by William Cooper
ISBN 978-178456-143-7
Partridge Tree Media. £12.49.

VOICES IN FLIGHT THE ROYAL NAVAL AIR SERVICE DURING THE GREAT WAR

You might wonder why there is a review of a book about the Royal Naval Air Service in the Submariners News Letter. However it is a very good description of the early days of Naval Flying and uses first hand records written by those involved at the time and taken from the Fleet Air Arm Museum archives.

The time lines are a bit difficult to follow but the stories show how quickly Naval Air developed during WWI virtually from a standing start.

It is a little known fact that submariners were involved in Naval Flying almost from the start. Murray Sueter who trained in and commanded Holland Boats from 1902 was the Director of the Naval Air Department in 1912 and Director of

Aircraft Production in during the War. Cecil Ponsonby Talbot (later a Submarine CO was involved with the Navy's Airship No.1 – the unsuccessful MAYFLY and was the pilot when it broke up on trials. Neville Osborne was another submariner who turned to flying but was killed in a strange accident when testing the launch of an aircraft released after being suspended from an airship.

However back to the book – there are many references to submarines – a pilot taking a trip in C17, another pilot as a passenger in a submarine at the Dardanelles narrowly avoiding being trapped by mine cables, yet another being shown round E11 and the officers of a sea plane tender being briefed on E 11's operations by Lieutenant Brown - E11's Navigator. Although not mentioned in the book Nasmith in E11 contemplated having a replacement periscope section flown to him in the Sea of Marmara after his was damaged by gunfire. Several Submarine COs took flights over the Dardanelles to get the lie of the land prior to attempting the passage

into the Marmara. In December 1914 Submarines were involved in air sea rescue duties during the RNAS bombing raid on the Zeppelin Sheds at Cuxhaven.

One pilot who crash landed in Palestine recounts how he met some Submariner Prisoners of War in a work camp as he was being transferred to the same POW camp in Turkey (Afion Kara Hissar) which held the Submariner POWs from E15, AE2, E7 and E20. Interestingly he also describes conditions in the camp, his release at the end of the War with Turkey and the route taken to get to reach the safety of RN Ships at Smyrna.

This book is recommended as a good read for Submariners to see how well the two branches of the service interacted in WWI.

Voices in Flight - The Royal Naval Air Service During the Great War by Malcolm Smith

ISBN 178-346383-X

Pen & Sword. £25.00.

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

(Continued from Issue No. 47)

CAPTIVITY

On taking to the water which was nice and warm, I had a look around and saw our second in command who had evidently just lit a cigar before leaving the boat and was doing his best to keep it alight. He looked rather comical floating around amid clouds of smoke.

The Turkish destroyer kept on steaming first ahead and then astern through the men in the water. A German engineer on board came on deck to see what the excitement was and when he saw us in the water it took him some time to convince the captain to pick us up.

They were taking no chances as they nearly made us swallow the revolvers they thrust into our faces. Once on board the destroyer we dried what was left of our clothes. Some of the men had practically stripped themselves before taking to the water. During the afternoon, the destroyer took us down to the town of Gallipoli, a town on the Peninsula.

By that time our stomachs had begun to pinch as we had had no dinner and very little breakfast. This hunger was only the beginning of what was going to be a long starvation. One of the stokers on the destroyer kindly offered us some ships biscuits. From the colour and smell he must have kept them in the ship's bilges, so one and all declined his offer with thanks although I knew many a time afterwards I would have been only too glad to have eaten them.

On arriving at Gallipoli we were inspected by General Liman von Sanders, the German general in charge of operations on the Peninsula. For an hour

we lay alongside a Turkish hospital ship. By the number of wounded on board there must have been something doing on the Peninsula. There were some terrible sights amongst the troops there. The Turks have no feeling towards their wounded, picking them up and dropping them like sacks of coal. I wondered what our treatment was going to be like at their hands if they treated their own wounded so roughly. One begins to realize the cruelty of warfare when you see hundreds of men lying round in agony.

About six o'clock a soldier belonging to one of the Worcester regiments was brought on board. He had been sent out with a Turkish firing party to be shot but a message was sent out to bring him back when they heard we had been captured. He was lucky enough to miss death once more.

Shortly after, a Frenchman was brought on board but by this time it was nearly dark and we had been all packed down in the fo'c's'le of the destroyer. When the sentry ordered the Frenchman down we gave him a cheer which frightened six months growth out of him. As we were in the dark he must have wondered what sort of a crowd he had to go down amongst. He was inclined to refuse until the sentry gave him a gentle reminder with his bayonet. We hoped no more prisoners would arrive for their own sake as well as ours. The fo'c's'le was getting uncomfortably overcrowded and close.

Half an hour later we were ordered on deck for our first Turkish meal which consisted of some garlic concoction and some greens with oil poured over

them. It was far worse than any castor oil which no self-respecting European would touch. The only food we could eat was some sweetened bran.

There was a lot left over but not being used to Turkish methods we allowed them to remove it. This was a great mistake on our part as there was a long interval between meal times. It proved afterwards to be the best meal the Turks ever provided for us.

The sentries herded us back into our cramped quarters again but we were buoyed up with the hope that we would only be prisoners for a few months. It was just as well no-one was able to prick our bubble of hope by telling us that for the next three and a half years we would remain the guests of the Sultan, what we would go through before we regained our freedom and then only some us not passing over the borderline from sanity.

At 10pm after coaling, the destroyer slipped her moorings and headed for Constantinople. We lay in our crowded and cramped positions. The night seemed endless and the smell of the fo'c's'le was anything but pleasant. One could have put up with that but the livestock were something cruel. There was no chance of any sleep while they were on the warpath. It was our first experience of lice and for a beginning they made things very willing.

CONSTANTINOPLE

The destroyer arrived at Constantinople just as the sun was rising and it was a great sight entering the Golden Horn with the sun glowing on the city. Nevertheless, we were hardly in the humour for admiring anything as all hands were cold and cramped and ready to snap at one another. We were anxious to get out of that fo'c's'le.

The destroyer berthed alongside the quay near the Golden Horn bridge and a dirty crowd of Turks soon collected as the news spread that prisoners were on board from a submarine. No doubt they wanted to see us land. They had a long wait as we soon found that the Turkish official is a very languid sort of person who never hurries unless someone of higher rank comes along. Then he tries to make up for lost time. Although the destroyer arrived at sunrise it was long past midday before there was any sign of us being moved. Every hour seemed to drag wearily past and the motley crowd on the quay increased.

At last one of our men who had a position of advantage at one of the small portholes announced that a guard was coming. They had brought some naval clothing and even the English and French soldiers (much to their disgust) were turned into sailors. The Frenchy looked a character in his rigout. All hands were ordered on deck and given an overcoat and Turkish fez. We were told to go out onto the quay where a guard, far out of proportion

to the number of prisoners, stood lined up. The Turkish officers made the most importance of themselves while they had the chance before the large audience who were waiting to see the desperate prisoners marched away. When we were lined up we no doubt looked a comical outfit and good enough for any comic paper. Some had little red fezes, like pimples on a pudding. Others heads nearly disappeared inside their fezes. One of the Turks tried to change them round but if anything it made matters worse. The English officers were allowed to retain their caps and looked much more presentable than the crew.

After a lot of pulling, pushing and placing, the Turks got us into the position they wanted and there seemed to be so many in charge we didn't know who to obey. Of course, according to the Turks, we were far too ignorant to know when we were in a straight line. There was no interpreter of the Turkish language and it was quite beyond us. I had a pair of binoculars which the lieutenant had given me to hold just before AE2 sank but while I was changing a German sailor saw them. When I wouldn't give them up he reported me and I had to hand them over.

At last we were to move off, as evidently the guard was given the order to shoulder arms. As they seemed in doubt as to how the order was to be carried out they just stood and looked at one another. At last one put his rifle across his shoulder and the remainder casually followed suit. We couldn't help but laugh at the way the order was carried out which rather annoyed the officer in charge. He got very red and started to yell at us but fortunately, perhaps, we were none the wiser.

Off we went at last, sometimes marching, sometimes running for about 20 minutes and then quite suddenly we were halted. The Turkish officers had a heated argument pointing first in the direction we were going and then the other way. They didn't seem to know which way to go. We thought it would end up in a free fight. At last they cooled down and we about turned and started doubling back the way we had come. This was across the railway yards dodging signal wires and carriages then down the station platform and into the main street. It seemed they wanted to show us off.

It was an extremely warm day and after the hurry, scurry methods used by the Turks, marching was not very pleasant especially with a rough overcoat buttoned up to the neck. The street was paved with rough cobblestones and was narrow and dusty. Several times we unbuttoned our coats but each time they made us do them up again. At the time, we couldn't make it out but in Turkey it appears one is not allowed to have a coat unbuttoned in the presence of a superior. We had not learned Turkish customs then.

At last we arrived at a big building which proved to be the military barracks and prison. There was a lot of fooling around with us being marched into barracks rooms and then out again. They must have been trying to fit us into a room without any space left over. Finally, after several misfits we landed in the prison proper where a lot of the Armenian prisoners were chained in gangs. There were about six to a gang and as they seemed to be moving about continually. The rattle of chains went on day and night and soon got on our nerves. When you had nothing else to do but listen to chains jangling, it seemed as though we had landed in an extremely cheerless sort of place. We waited to see if this was another of their misfit rooms but it finally proved to be our quarters for the next few days.

It was a half cellar and was lighted through a grating, just on ground level, about six feet up the wall. It was very cold in there. Straw mats covered the floor and at first we thought that that was all the room contained. We soon found out our mistake as the mats were full of occupants. When we lay down they came out in battalions. I didn't think it was possible for so many lice to hide under those mats. The few we had got on the destroyer were tame in comparison to these so we formed up and marched up and down the room all night singing. It was three steps and turn. All the old songs got torn to pieces that night. No wonder the Turks called us the mad Australians. We also realized what the monkeys in the zoo felt like being stared at by a lot of ignorant people. Probably they say the same as we said to the Turks.

As soon as daylight showed enough light through the grating we stripped and the louse hunt began. If every louse had been a Turk the Ottoman nation would have been wiped out. For all of our killing they rolled up in just as big a number that night. Day after day it was collect by night and kill by day. The Turks never kill the lice but just drop them on the ground and give them another chance. If there are no chickens around someone else is given the pleasure of dropping them.

It had been just on dark when we landed in the prison cell and no food had arrived. We repeatedly asked everyone who came in to look at us about getting something to eat but they all thought it a great joke. Eventually, a small loaf of bread was brought in but it was only a mouthful. The sentry stationed at the door told us by signs that at last some food was coming. Our spirits rose at the thought of something to eat and we thought things might not be quite so bad after all. We found out later that hunger was to be our biggest enemy in Turkey.

Three Armenian prisoners entered, each carrying a big copper dish, which they put in a row along the middle of the room. We were lined up on either

side and each given a wooden spoon. This was done under the supervision of two Turkish officers. Like a lot of school children at a treat, on the word 'go', we rushed the dishes. All this time we were wondering what sort of concoctions the dishes contained as the odour rising from them didn't seem very appetizing.

We had been detailed eleven to a dish and told to sit on our haunches. We would only have had to grunt to put our foot into the dish. One sip of the half cold, red, muddy concoction was enough. It is impossible to describe the taste. We left it in disgust. The Turks couldn't work out why we were leaving such good food and kept saying chokee which we found out meant 'very good'. It was no use complaining as we couldn't make ourselves understood.

As the weather was cold at night we tried to get blankets but it was like talking to a wooden post. Although they smiled and tried to look as though they understood, we didn't get any. Perhaps they thought we would keep warm scratching ourselves. Whether it was the new blood or not, the lice seemed to multiply each night. Our sleep was very broken with the cold and the lice. Our overcoats made insufficient covering. However, they proved our salvation later on. I can't imagine how the Turks allowed us to keep them. By our treatment to date, things were going to be lively if we were prisoners for any length of time without any knowledge of the Turkish language. We kept reminding ourselves that the war would all be over in a few months.

My recollections of the first few days as a prisoner were asking for food, swearing at and killing lice. Lice hunting became a pastime like deer stalking. The daily catch was recorded on the wall, honours going to the one with the biggest catch.

Our next meal, at eleven the next day looked very much like what we had had the night before: just warmed up. Needless to say we didn't bother to try it, as we hadn't got rid of the taste from the previous night. We were not yet sufficiently hungry to tackle it. We found out that only two meals a day were served in Turkey.

At midday, a loaf of bread was issued to each of us. Not a nice, big, two pound loaf but one that, after a few mouthfuls, left you wondering what had become of it. Twenty-four hours seemed like forty-eight with your belt tightened to the last hole before the next bread issue.

During the afternoon they marched us out one at a time and clipped our much cherished locks off with proper convict clippers. I didn't like parting with mine but with the livestock around, one was better off. Nevertheless, the cutting was proper torture as whatever hair the clippers didn't cut, they pulled out. When they wanted to shave me I strongly objected as some of the others who had undergone this

painful operation came back with cut faces and tears in their eyes. I wasn't having any of that. After everyone had been through the mill the barber came around and demanded payment for the compulsory haircuts. When we refused, a row started. Off he went and brought in the officer who evidently was going to get a cut out of it as he backed the barber. In any case, we had a little English money when captured. The Turks had sent out and changed it into Turkish money and we were forced to pay up. I had 10 shillings but one Australian florin they wouldn't change. I managed to keep it all the time I was a prisoner and brought it back to Australia with me.

On the third day, Enver Pasha, the Turkish Minister of War, had several of the crew called in trying to get some information from them. He informed the last one that the Australians were not an intelligent crowd. These men were put in another room and during the night some French prisoners were brought in and put in with them. Fortunately, one of the Frenchmen could speak Turkish, English and several other languages.

The next day they brought him in to see if we had any complaints. We told him to tell them that the food was inedible. They said to make out a list of what rations we were allowed in the boat and they would let us have the same. The coxswain made it out but whether the officer who received it died of heart failure or not, that was the last we heard of the ration question. We were still served the same starvation diet. Can you imagine any Australian coming off good rations sitting down to a meal of fusty wheat which had had rancid butter poured over it? One might get near it with a gas mask, but without it, your stomach would heave so much that, hungry as we were, we just couldn't eat it.

We were great objects of interest to the Armenian prisoners and Turkish soldiers when we were allowed out, two at a time, for a wash. They couldn't understand us stripping to the waist to wash although it did seem foolish when our water supply came through a filter tap. The Turk could wash with his fez and coat on and thought that we should be able to do the same. It was agony trying to wash with Turkish soap as it refused to lather. As washing or bathing didn't seem to be a favourite pastime of theirs the type of soap they used didn't matter. During the five days we remained in Constantinople they only allowed us out one hour a day for exercise and then under a strong guard. We had got the French interpreter to ask them for that as otherwise we would not have got any. It was great to go out into the sunshine after being shut up in that cold cellar.

We had a good view of Constantinople but I don't think it would worry me if I never saw it again. It looked to me to be a dirty city falling into ruin.

Close by the prison were the ruins where the Young Turks had tried to burn the city down. By the look of it, they made a pretty good attempt at what they did burn. I don't know who quoted, "See Constantinople and die", but I'm not surprised at anyone dying after seeing it.

After our hour was up, which seemed all too short, we didn't like returning to our cold prison again to drag a few more weary hours away. Each afternoon just before sunset the Turkish Military Brass Band used to play close to the grating and how they managed to get such awful music from their instruments, I don't know. Although we always welcomed anything to break the monotony we were glad when they packed up.

One afternoon all hands were taken out to be photographed and after the war I saw one of the photographs. It was given to me by a fellow prisoner. We looked like a lot of convicts on our way to Siberia and it was hard to find oneself. When the crew of submarine E15 were captured ten days before us, they took a cinematograph of them. They had to walk in a circle around the machine so by the time they finished the Turks appeared to have hundreds of prisoners.

During the first couple of nights they counted us several times but one night my mate and I caused a commotion as they were one short in the count. They used to count us as we lay on the floor and as the two of us were sleeping together using two overcoats for covering, they were one short. There was the devil to pay. They roused us up and the room seemed to be full of officers of all ranks. They lined us up and everyone counted us and found no one had escaped. Two hours later the same thing happened. One was missing so the same performance was gone through. Double sentries were posted at night and if you left the room, you were accompanied by two sentries. They were not taking any chances.

All day long Turkish officers would come and gaze at us. One of them informed us through the interpreter that we were guests of the Sultan and would be well looked after. I often wondered what our treatment would have been like as prisoners when he treated his guests this way.

When Enver Pasha was interviewing the crew, by some chance the little French soldier was chosen. When Enver started to speak to him in English he told him in French that he didn't understand English as he was a French soldier. Enver wanted to know how he was captured in an English submarine. I think he thought Froggy was putting one over him when he denied all knowledge of submarines.

Of the sanitary condition of the prison the less said the better. How prisoners escaped catching fever of some sort beats me. Rumour got round that we would soon be off to the country to a nice camp

where there were beautiful gardens and we would have nothing to do all day but lie around, smoke and sleep. The Turks have great imaginary powers but this yarn was a bit too colourful, so we didn't put too much faith in their promises or descriptions of where they were sending us. Nevertheless, we sincerely hoped the conditions would be better than our present ones.

One day we were all lined up for something when our second coxswain got a brainwave that we were to be off there and then. As no interpreter was present, he said, "I'll soon find out". Turning to one of the sentries, he stamped his feet as though he was

marching and said, "Do we march, march, march?" Then, pumping his arms back and forward like a kid does when playing trains, he said, "Or do we puff, puff, puff?" By the look on the sentry's face, he was quite sure he was mad. Whenever we shifted camp after that you could hear all along the line: "do we march, march, march or do we puff, puff, puff?" much to our coxswain's annoyance. He couldn't see what a darned fool he was.

To be continued in In Depth No. 48 with:

THE JOURNEY TO ESKISEHIR

CHINA NOW HAS MORE SUBMARINES THAN THE US NAVY

WASHINGTON (Reuters)

(Reporting by Andrea Shalal; editing by Gunna Dickson)

China is building some "fairly amazing submarines" and now has more diesel- and nuclear-powered vessels than the United States, a top U.S. Navy admiral told U.S. lawmakers on Wednesday, although he said their quality was inferior.

Vice Admiral Joseph Mulloy, deputy chief of naval operations for capabilities and resources, told the House Armed Services Committee's seapower subcommittee that China was also expanding the geographic areas of operation for its submarines, and their length of deployment.

For instance, China had carried out three deployments in the Indian Ocean, and had kept vessels out at sea for 95 days, Mulloy said. "We know they are out experimenting and looking at operating and clearly want to be in this world of advanced submarines," Mulloy told the committee.



Chinese Submarines 'In Line Abreast'

U.S. military officials in recent months have grown increasingly vocal about China's military build up and launched a major push to ensure that U.S. military technology stays ahead of rapid advances by China and Russia.

Mulloy said the quality of China's submarines was lower than those built by the United States, but the size of its undersea fleet had now surpassed that of the U.S. fleet. A spokeswoman said the U.S. Navy had 71 commissioned U.S. submarines.

U.S. submarines are built by Huntington Ingalls Industries Inc. and General Dynamics Corp.

In its last annual report to Congress about China's military and security developments, the Pentagon said China had 77 principal surface combatant ships, more than 60 submarines, 55 large and medium amphibious ships, and about 85 missile-equipped small combatants.

Mulloy did not provide details about the number of surface ships now operated by China.

He said the U.S. military did not believe China carried nuclear missiles on its submarines, but that it had been producing missiles and testing them.

MEMBERS 'CROSSED THE BAR' 21st DECEMBER 2014 to 31st MARCH 2015 (** WWII Service)

NAME	DATE/AGE	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
Brian Wilkie	17th Dec 2014 aged 82	Mechanician	Ex Barrow in Furness	Not Reported	VALIANT (1st Commission)
Stanley G Hillyard **	28th Dec 2014 aged 95	Petty Officer (LTO)	Taunton Branch (ex Bromley & Exeter)	1940 to 1945	TRUANT, TRUSTY & SCEPTRE
George Allen	Dec 2014 aged 87	Able Seaman (LTO)	Middlesex Branch	1946 to 1948	SPITEFUL, ANCHORITE & ALCIDE
Tom Kimmitt	6th Jan 2015	Chief MEM	Scotland North East	Not Reported	REVENGE, REPULSE & RENOWN
Peter Swift	9th Jan 2015 aged 68	MEM	Blackpool Branch	1966 to 1973	WALRUS, SEALION, PORPOISE & ORACLE
R. (Ron) Craig	9th Jan 2015 aged 84	LM (E)	North East (ex Peterborough)	Jul 53 to Dec 56	ALCIDE, SLEUTH, SELENE & SUBTLE
Roger J Whitby	10th Jan 2015	Lieutenant	Dolphin Branch & Submarine Officers Association	1981 to 1988	OTUS (1981), OTTER (1982-83) & OPPORTUNE (1984-86).
R.W.R (Reg) Greenshields	14th Jan 2015 aged 81	Fleet Chief Electrician	Colchester & Essex Branches	1955 to 1978	SEASCOUT, SCOTSMAN, TACTICIAN, GRAMPUS, WARSPITE (1st Commission) & VALIANT (2 nd Commission)
Colin Lee	23rd Jan 2015 aged 82	Able Seaman (Radar Plotter)	Barrow in Furness	May 53 to Dec 58	TRADEWIND (Oct 53-May 54), SIDON (Oct 54-Aug 55), SCORCHER (Aug 55-Oct 57) & TOTEM (Feb 58-Nov 58) (Survivor from SIDON on 16th Jun 1955)
Alan Scarr **	26th Jan 2015 aged 87	Stoker Mechanic	Birmingham Branch	May 45 to Dec 49	TRESPASSER, THOROUGH, TELEMACHUS, ARTEMIS & AURIGA
Frank Sharp	31st Jan 2015 aged 82	Fleet Chief OEA	Dolphin Branch	1958 to 1977	CACHALOT (58-60) & DREADNOUGHT (61-65)
Charles Rubin Parsons	31st Jan 2015 aged 80	Able Seaman (UW3)	Gatwick & Merton Branches	May 54 to Aug 58	THULE, THOROUGH, SENECHAL & TURPIN
James W Appleton **	January 2015 aged 89	Telegraphist	Australia Branch	1944 to 1946	H34, O10, PORPOISE, TRENCHANT & TAPIR
Anthony Sainty	11th Feb 2015 aged 60	Able Seaman	Barrow in Furness	1966 to 1971	WARSPITE (1966-1969 1st Commission) & CHURCHILL (69-71)
Brian (Bungy) Edwards	February 2015 aged 68	POMEM.	Northern Ireland Branch	1965 to 1986	FINWHALE (66-67 & 69-71), WALRUS (67-68), CACHALOT (72-78) & OPPORTUNE (80-82)
M G (Malcolm) Douse	February 2015	Chief Petty Officer (WEM) (R)	Lincoln Branch	1967 to 1982	RESOLUTION (Nov 68 to Jul 71) & OBERON (Oct 74 to Mar 77)
Colin D White	10th Mar 2015	Chief Petty Officer Coxswain (RAN)	Australia Branch	TBA	ON SLOW
Arthur W (Tanky) Shepherd	10th Mar 2015 aged 92	Able Seaman (UC3)	Former Vectis Branch	May 46 to Nov 53	TACITURN, ALCIDE, SLEUTH, STURDY, TRUMP, SEADEVIL & ANCHORITE
John Waters, MBE	11th Mar 2015 aged 83	Leading Seaman (UC2)	Brierley Hill	Jun 52 to Sep 55	AUROCHS, ANCHORITE & SOLENT
John Coulson	20th Mar 2015 aged 78	Leading Seaman (RP3)	North Staffs Branch	1958 to 1961	TABARD & AENEAS
Gordon Henry Parker	March 2015 aged 80	Fleet Chief OEA	Vectis Branch	1968 to 1978	REPULSE
L F (Tex) Golding	March 2015 aged 90	Chief Petty Officer Coxswain	Gospport Branch	1947 to 1969	TACTICIAN, AUROCHS, AURIGA, ANCHORITE, SLEUTH, SOLENT, SCORCHER, ARTEMIS, THERMOPYLE, TOTEM (twice) & TAPIR

OBITUARIES – OTHER SUBMARINERS ‘CROSSED THE BAR’ 21st DECEMBER 2014 to 31st MARCH 2015 (WWII Service)**

ASSOCIATION	NAME	DATE / AGE	RANK/RATE	SM SERVICE	SUBMARINES
Non Member	David Jeffrey James	8 th Jan 2015 aged 77	Able Seaman	Feb 1957 to Sep 1961	EXPLORER, AMPHION, AENEAS & ALARIC
Non Member	John (Tommo) Thompson	27 th Jan 2015	CPO (UW1) (SM)	Not Reported	ASTUTE, GRAMPUS, SEALION & DOLPHIN
Resolution Association	Derek Bradley	5 th Feb 2015	CPO (EL) (SM)	Not Reported	REVENGE (S) (1st Commission) & RESOLUTION
Submarine Officers Association	Peter G Lester	13 th Feb 2015 aged 73	Lieutenant Commander	Jul 1964 to 1972	ORPHEUS (65), TIPTOE (65), ODIN (66), REPULSE (1st Commission Crew) & ALLIANCE (IL 71-72)
Non Member	J (Jim) Manningham	14 th Feb 2015	LMEM	Not Reported	DREADNOUGHT (1976)
Submarine Officers Association	John Alistair Patrick Fuery	22 nd Feb 2015 aged 79	Captain (E)	Not Reported	REPULSE (S) (1st Commission Crew)
Non Member	William (Bill) Davidson	26 th Dec 2014	Local Acting Chief (ME)	1958 to 1969	SANGUINE (58), SEA DEVIL (58-60), ALLIANCE (60-64) & ORACLE (68-69)

SUBMARINE OFFICERS ASSOCIATION
LADIES DAY LUNCH – SATURDAY 16 MAY 2015

Dear Member

The SOA Ladies Day Lunch will take place in the Officers Mess, Fort Blockhouse on Saturday 16 May 2015 commencing at 1200. The cost of the lunch will be £24 per head and the cost will include coffee, soft drinks and wine with the meal. A vegetarian option will be available

Your committee would like you to seek out the widows of departed members so would you, please, invite and accompany them to the event. They will attend as guests of the Association.

If you would like to attend please complete the proforma below and return it with the appropriate cheque made payable to **Officers Mess FB** to Jeff Tall, 1 Dowell House, Gunners Row, Southsea, Hants PO4 9XB no later than **Friday 8th May 2015**.

SOA LADIES DAY LUNCH 2014 PROFORMA

Please complete and return to: Jeff Tall, 1 Dowell House, Gunners Row, Southsea, Hants PO4 9XB by Friday 7th May 2015

Cheques should be made payable to **Officers Mess FB**

Rank Initials Surname

Decorations

I will be accompanied by

.....

Contact phone number

I enclose a cheque for (Cost £24 per person)

Car Registration

Make and colour

Signed Date