



# IN DEPTH

Official Newsletter of the Submariners Association

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

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**Editorial**

Hello All,  
Issue 50 already! A few days later than intended but there were a lot of contributions this time and a lot to squeeze in to make sure I didn't miss anyone out.

There is news of the latest Blue Plaque unveiling, of the re-dedication of a War Memorial in Kent, of the 70<sup>th</sup> Anniversary of the launch of HMS ALLIANCE, the Annual Dundee International Submarine Memorial and the possible discovery of the wreck of one of WWI's missing Submarines.

I have included several contributions by Association Members – two by WWII Veterans – an anecdote by Bill Vowles from Medway and an autobiography by Ted Hancox. Peter Schofield from Barrow sent in an article about 'Prize Money' Awards which ties in

nicely with the Edward Boyle VC Blue Plaque story.

Russian and Chinese submarine developments get a mention as do four submarine books - in addition to one by the Ted Hancox - already mentioned.

The usual serial articles are included – Submarine Losses of WWI and the Henry Kinder Diary – this issue I have included the correct Diary chapter – my apologies for printing the wrong one last time.

Maritime Books in Cornwall has been taken over by a Submariner – Ian Whitehouse - who many of you will know and there is news of a new Submarine Board game devised by Submariner Andy Benford.

Hopefully everyone will find something of interest in this issue but don't forget that contributions from the Membership are always welcome – your chance to see your name in lights!

And – please pass on a copy of this newsletter to any submariners of your acquaintance

Regards  
Barrie Downer

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**Cover Picture: Lt. Cdr Jonathan Lewis - Executive Officer of HMS VIGILANT (Starboard Crew) in charge of the Submariners Platoon from the Clyde during the 2015 Dundee International Submariners Memorial Service**

**CHAIRMAN'S REPORT**

**Friends and fellow Submariners,**

No matter how many times I settle down to carry out this particular function as Chairman, I find it so very difficult to get started! That will probably come as a bit of a surprise to those who know me and know that I could "Talk for Scotland"! For inspiration I look out of the window with the hope that there will be some divine intervention and some mystical source will present me with ideas to put into print in a manner you will find interesting and informative! All I see is a misty, foggy vista which is totally opposite to the last two days of bright sunshine. So much for the British climate! So much for inspiration!

**National Secretary.**

In the last issue of In Depth I encouraged you all to consider applying for the post of National Secretary. A very important role in any organisation is the secretary and one which has its rewards in the knowledge that you are keeping your oppos informed of all relevant information. This allows them to plan ahead and to make decisions based on fact and not the irresponsible innuendo and half truths which are often prevalent. I have to tell you that the NMC did not receive an avalanche of applications from the membership. In fact there was one man with the confidence to step forward and say "I want to make a difference!" So our thanks and appreciation go to the new National Secretary, Nigel Mellor. Nigel is a member and

Secretary of the Welsh Branch and can be contacted by e-mail on

[secretary@submarinersassociation.co.uk](mailto:secretary@submarinersassociation.co.uk) or by post at **8 Saint Francis Close, Abergavenny, Wales, NP7 6HS**. I know you will all welcome Nigel and give him all the support he will need to carry out this function successfully.

#### **Blue Plaque Initiative**

As part of the Submariners Association initiative the fourth Blue Plaque commemorating Lieutenant-Commander Edward Courtney Boyle, Royal Navy, a WWI Submariner and VC holder was placed on the clubhouse of Sunningdale Golf Club, Ridgmount Road, Sunningdale, SL5 9RR on Saturday 5<sup>th</sup> September 2015.

Approximately 40 guests, which included the Secretary of Sunningdale Golf Club Mr. Steven Toon, the Club Captain Mr. John Jermine, the Manager Mr. Tristian Hall and other members of the Club, the Boyle family, the Deputy Lord Lieutenant of Berkshire Mr. Andrew Panter MBE, the Mayor of Windsor & Maidenhead (Councillor Eileen Quick) and consort Reverend John Quick, joined veteran and serving submariners including RASM, Rear Admiral Parr CB and the National, Medway Towns and Royal Berkshire Standards for the ceremony.

#### **The Citation for Lt. Cdr. Boyle read:**

‘The KING has been graciously pleased to approve of the grant of the Victoria Cross to Lieutenant-Commander Edward Courtney Boyle, Royal Navy, for the conspicuous act of bravery specified below:’

For most conspicuous bravery, in command of Submarine E. 14, when he dived his vessel under the enemy minefields and entered the Sea of Marmora on the 27th April, 1915. In spite of great navigational difficulties from strong currents, of the continual neighbourhood of hostile patrols, and of the hourly danger of attack from the enemy, he continued to operate in the narrow waters of the Straits and succeeded in sinking two Turkish gunboats and one large military transport.

The large transport sunk by E.14 was the Gul Djemal which was sunk in shallow waters with the loss of 2000 troops and a battery of artillery. It's sinking ended Ottoman attempts to reinforce Gallipoli by sea. In addition to Boyle's VC, Edward Geldard Stanley and Acting Lieutenant Reginald Wilfred Lawrence were both awarded the Distinguished Service Cross and all the ratings were awarded the Distinguished Service Medal.

In summary it was a great day, everybody appeared to enjoy themselves and the rain stayed away.

The Submariners Association would like to thank the Sunningdale Golf Club for allowing the plaque to be mounted on the clubhouse and for providing an excellent reception for the guests. In addition we would also like to thank all serving and submariner

veterans that attended the ceremony and in particular, the National Standard Bearer, members of Medway Towns & Royal Berkshire Branches together with their Standard Bearer's.

It is planned that the next Commemorative Blue Plaque will be unveiled in April 2016 at Bradfield College to commemorate Lieutenant Commander Geoffrey Saxton White VC, RN

#### **Embankment Service and Parade**

The biggest day in our calendar is now almost upon us. The day when we pay our respects to all those brave men who have gone before us. Those who have paid the ultimate price. Our opportunity to demonstrate to the world that their deeds and sacrifices will never be forgotten.

By now you should all be aware of the changes in this year's event which are that there will be no marching on this occasion because of the road works taking place and tickets will be required for entry to Middle Temple Hall.

Let me elaborate slightly on these points.

I explained in the last issue of In Depth that there is extensive road works taking place throughout London to install a Cycle Super Highway. So this year we will muster in front of our Memorial on the Victoria Embankment and conduct the usual Service of Remembrance. The muster will be organised by the Parade Marshal Iain Mackenzie. This as you can imagine will be a mammoth task so please work with Iain and together we can do this in a dignified and proper manner. The Branch Standards and the RM Band will muster at the Memorial at 1000. All others should muster at 1005. There will be no marching! The actual Service will be exactly as it has been for the past years.

Middle Temple Hall which is situated immediately opposite our memorial will be open for refreshments from 0900. Because of heightened security entry to Middle Temple Hall before and after the Service of Remembrance will be by ticket.

**For Association Members your membership card is your ticket! Family and friends will need a ticket and they can be had (free of charge) by applying to the Membership Secretary Keith Bishop. Similarly if anyone requires a seat they must also apply for a ticket to Keith.**

The reason for this is that seating is limited and we want those who need one to get one and not just those who get there first!! If you apply for a seat one will be reserved for you but I would ask that you only do this if you really need one. As I said, they are limited. Contact Keith Bishop at:

Submariners Association  
26 Bouverie Road  
Hardingstone  
NORTHAMPTON  
NN4 6EL

Do not leave this to the last minute. The cut-off date for tickets is 5th October so apply NOW if you require any tickets. Everyone is as always, welcome to attend it is just that access to Middle Temple Hall has to be regulated. I look forward to seeing you all there.

### Rear Admiral Submarines

Over the past two or more years Rear Admiral Matt Parr CB has held the post of RASM and during this time he has made himself available to attend and support all of our activities and events. He has been a great supporter of the Submariners Association and always treated us with respect. I mention this because Admiral Parr will step down from his role as COMOPS/RASM in the very near future, indeed

before the Embankment Parade so I would like to express on all of our behalf our thanks and appreciation to him for all of his work with the Association and wish him and his family all the very best of luck in the future wherever he goes. When I have details of his successor I will forward those to you.

Time for me to stop now. I look forward to meeting up with you all at the Embankment Service. In the meantime, stay well and wrap up for the coming winter!

Keep on keeping on.

JMcM



Commemorative Blue Plaque being unveiled by Admiral Sir James Perowne and Mr. Michael Boyle

### NEW & RE-JOINING MEMBERS – 1<sup>st</sup> April 2015 to 30<sup>th</sup> June 2015

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

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
D A (Daniel) Blanchard	Petty Officer	Bridlington & District	2000 to 2009	VENGEANCE (01-04) & VIGILANT (06-09)
R J (Robert) Camp	Charge Chief WEA	Gosport	1978 to 1999	RENOWN (S) (80-82) & OPOSSUM (88-91)
W B (William) McCormack	Able Seaman (TS) (SM)	Bridlington & District	1981 to 1989	CHURCHILL (81-82), (83-85) & (86-89), WARSPITE (82-83) & TORBAY (86-89)
R (Robin) Raban-Williams	Lieutenant	Poole & District	1942 to 1944 **	TANTIVY & SIMOOM
C R (Chris) Smith	Petty Officer MEM(M)	Gosport	1975 to 1996	RORQUAL, ORPHEUS, OBERON & ODIN
C (Clayton) Baines	Chief Petty Officer (TSM)	Plymouth	1991 to ****	TIRELESS (92-93), TRIUMPH (93-96) & (03-04), TRENCHANT (97-00), TIRELESS (05-12) & TORBAY (12-**) )
S P (Steven) Bellis	Charge Chief (MEA)	Welsh	Sep 80 to Apr 01	COURAGEOUS (82-84), TRAFALGAR (85-87), TORBAY (89-93) & TALENT (96-98)
M (Mick) Connor	Lieutenant (WESM)	Welsh	1979 to 2000	SUPERB (79-80), TRAFALGAR (85-88), SPARTAN (90-95) & VICTORIOUS (96-97)
J E (James)		Welsh	1956	THOROUGH

Griffiths				
R (Bob) Eager	Leading Seaman (S) (SM)	Morecambe Bay	Jan 78 to Apr 87	COURAGEOUS & VALIANT
Ian M ( Scouse) Calderwood	Chief Petty Officer (MEA)	Gosport	1976 to 1993	ORPHEUS, OTTER & PORPOISE
A. R (Anthony) Whitchurch	Radio Operator 2	Merseyside	1958 to 1964	SENTINEL (59), ASTUTE (59-60), TRUNCHEON (61-62), ASTUTE (62-64) & TALENT (64)
G P (Gary) Crockett	LSC	Sheffield	2005 to ****	VIGILANT (06), VANGUARD (06-10) & AMBUSH (10-15)
M J (Martin) Drake	Petty Officer (SSM)	Plymouth	1991 to ****	SCEPTRE (91-93), REPULSE (93-95), TRAFALGAR (98-01), TRIUMPH (01-07), TURBULENT (07-12) & TRENCHANT (12-13)
G P (Graham) Rogers	Chief Petty Officer (TSM)	Plymouth	1983 to 2006	ORACLE (84-91), SUPERB (93-95) & TRIUMPH (96-97) & (00-04)

### **DUNDEE INTERNATIONAL MEMORIAL SERVICE 2015**

The annual service at the Dundee International Submarine Memorial took place on Saturday 12th September and was attended by representatives of all the countries involved. This year we were also graced by the presence of some of the WW2 veterans who were part of the flotilla. These included our own Bill Anderton, the last surviving wartime crew member of HMS SATYR.

Also braving the weather were several crew from HMS VIGILANT and a party from SMQ, it was good to see serving members there on the day.

A date for your diary – the 2016 service will be held on Saturday 10<sup>th</sup> September 2016

More details of the day can be found on the facebook page for the memorial <https://www.facebook.com/Dundee-International-Submarine-Memorial-178502908906382/timeline/> Alistair Ferguson

Secretary Scottish Branch,  
Submariners Association

The following report is adapted from the Navy News

### **DUNDEE SUBMARINE MEMORIAL SERVICE**

Royal Navy Submariners travelled from the Clyde Naval Base to Dundee to honour the sailors and commandos who were lost on wartime operations. Dundee hosted the 2nd Submarine Flotilla from 1939 to 1940, and from 1940 the 9th Submarine Flotilla made their home in the city. Made up of an international force of British, Free French, Dutch, Norwegian and Polish crews, the 9th Flotilla were joined in the summer of 1944 by Russian submarines as they united in their mission to curb the Nazi menace.

The memorial service was held at Dundee's City Quay, home to a striking memorial to the 296 British and Allied sailors and commandos lost on operations.

Joining the Clyde submariners were veterans and diplomatic representatives from the six nations that made up Dundee's wartime flotillas.

Capt Paul Dunn, Captain of the Faslane Flotilla, said: "Submariners the world over share a special bond that is forged by common experience and by the dangers and hardships of serving beneath the waves.

"The submariners from HM Naval Base Clyde, today's home of the Submarine Service, view it as a huge honour to be included in Dundee's memorial service to those sailors and commandos who never returned

Those still on patrol will never be forgotten."

Dundee-based submarines were patrolling the North Sea before the outbreak of World War 2 and a new shore base was commissioned as HMS Ambrose in April 1940.

Submarines operating from the Tay were involved in some of the most daring patrols of the war at sea - enemy warships and supply convoys were attacked, minefields laid and agents, saboteurs, commandos and supplies dropped deep inside enemy-held Norwegian fjords.

### **WWI Submariners Honoured by the RAN Lieutenant Commanders Thomas F Besant and Henry H G D Stoker**

Two illustrious submariners have been remembered in the names of the new Australian Submarine Rescue Ships – HMAS BESANT & HMAS STOKER.

Lieutenant Commander Thomas Besant RN was the Commanding Officer of HMA Submarine AE1 when she was lost off the port of Rabaul (then New Britain) on 14th September 1914 with her entire crew. No trace of AE1 has ever been found, and the Royal Australian Navy has never given up trying to locate her.

The second ship is named after Lieutenant Commander Henry Stoker DSO RN, the Commanding Officer of HMA Submarine AE2. His

Submarine was involved in the search for the ships of Von Spee's China Squadron in the autumn of 1914 and was later the first Allied submarine to pass through the Dardanelles into the Sea of Marmara, being scuttled there on 30<sup>th</sup> April 1915 after suffering battle damage - her crew became Prisoners of War in Turkey.

### **SUBMARINE LOSSES OF WWI**

This is the fourth article in a series listing Submarine losses during WWI and covers submariners lost in July, August & September 1915.

No Submarines were lost in July 1915 but three Submariners died in accidents. The first (and most unusual) accident was as follows:

Two Engine Room Artificers from the Submarine Depot Ship HMS ARROGANT (at Dover) died on 1st July 1915. It is understood that they accidentally fell over the Sea Wall near the East Cliff Dockyard Gate at Dover when returning to their ship which was moored at the Eastern Arm. They were:

**ERA 3rd Class James Frederick Rule**

**ERA 3rd Class Norman Firth**

A contemporary Newspaper report gave (in part) the following details:

#### **TWO ERA's KILLED**

##### **MYSTERIOUS DEATHS AT EAST CLIFF**

An inquest was held at the Esplanade Hotel by Mr. Sydenham Payn, the Borough Coroner, last Friday afternoon, as to the deaths of James Rule and Norman Firth, Engine Room Artificers, of the Royal Navy, belonging to one of the ships in the Naval Harbour. On Thursday evening the two men were returning to their ship, and by some means or another they fell over the sea wall on to the apron near the East Cliff dockyard gates, and, it being low water at the time they received such injuries that the neck of one was broken, death being instantaneous, and the other had a compound fracture of the skull and he died shortly afterwards.

Alexander Mitchel, ERA, said that some minutes before eleven of Thursday night he was at the office at the entrance of the dockyard when the men came up. They had a pass and Rule said 'Are you coming along?' He answered 'Not at that rate.' And so they went on. They turned to the right on to the asphalt path and witness lost sight of them in the darkness. Witness went straight on taking the cart track. Rule took the other man's hand and seemed to be hurrying his friend along. They were laughing. They appeared quite sober. Witness heard a shout after a very short interval. It appeared to come from the path but evidently from the water edge. Someone shouted 'Oh! 'Help!' or 'Come,' or 'Here'. There was a sound as if someone had struck the chain. Witness ran forward towards the sound, himself falling as he ran. He could find nothing for it was a very dark night and he heard nothing. He returned

to the gates, which were only about sixty yards away and informed the watchman. Some other men were present and they went down on to the beach to search for the men. They found the men lying on the rocks about three yards apart, and Rule was the same distance from the base of the quay wall. Firth lay close to the wall. He was alive, but breathing very hard. His face was covered with blood, and he could not speak. Rule was dead.

John William Figg, watchman, Naval Depot said he was on duty at the gate the previous evening at about a quarter to eleven. Three artificers came through the gate. They received their passes and went on. The men were cheery and jocular and they appeared quite all right. They turned to the right and went on to the asphalt walk towards the Eastern Arm. Witness heard nothing until the last witness came back. Witness accompanied Mitchell in the search. For a time they could neither see nor hear anything. Some ten or a dozen artificers then came into the yard and they made a search and witness was informed that the two men were lying at the foot of the sea wall. Knowing that they were injured witness telephoned for the doctor and called out the ambulance. The men were then brought up and placed on cots, and taken immediately to their ships.

The coroner, summing up the case said it might have been that the men were rollicking along the path and by some means, in some way or another, they lurched over and fell over the chains down on to the rocks. Undoubtedly the men were sober and they were not quarrelling. It was a very peculiar case and most unfortunate for they could not afford to lose such good men as these now.

The jury returned a verdict of 'accidental death,' caused through falling over the chain, in each case.

#### **Stoker 1st Class Henry Dench Mayne DSM**

Henry Mayne of Submarine E11 was accidentally lost over board in the Mediterranean about 150 miles from Malta on 20th July 1915. E11's First Lieutenant, Lieutenant Guy D'Oyly-Hughes, jumped in to save him but Mayne was lost. D'Oyly-Hughes was awarded the Silver Medal of the Royal Humane Society in 1915 for his efforts to save Mayne. Henry Mayne is commemorated on the Portsmouth Naval War Memorial on Panel No. 8.

Three Submarines were lost in August 1915 and these were:

#### **Submarine C33**

On 4th August 1915 Submarine C33 was operating in the North Sea in conjunction with the trawler MALTA in an operation against the U-Boats. In the early evening the two vessels parted company. After a wireless message later the same evening nothing more was heard from C33. It is believed that the Submarine strayed into a minefield, hit a mine and

was lost with all hands. The crew of C33 consisted of the following:

**Officers:**

Lieutenant Gerald Ernest Berkeley Carter  
Sub Lt Colin James Buchanan  
Gunner (I) Arthur Godfrey Bishop

**Ratings:**

Petty Officer Alfred Alexander  
Leading Seaman Henry Percival Black  
Leading Seaman Godfrey William Hocking  
AB William Clarke  
AB Leonard Green  
AB Albert William Hill  
AB Clarence John Wharton  
Sig Ernest Granville Bennett  
ERA2 William Charles Duncan  
ERA3 Alfred Hunt  
Stoker PO George Heath  
L/Stoker William David Windebank  
L/Stoker William Thomas Lashbrook  
Stoker Edward Saunders

**Submarine E13**

On 19th August 1915 Submarine E13 was make the passage through the Skaggerack and the Kattegat into the Baltic Sea to join other British Submarines operating with the Russian Navy. E13 experienced a gyro compass failure and ran aground on the Danish Island of Saltholm. Despite the presence of neutral Danish Warships Submarine E13 was shelled into a wreck by German warships which opened fire without warning. Fifteen of the crew of E13 (asterisked below) were killed in the attack and the remainder swam to safety but were then interned by the Danes. The crew members were:

**Officers:**

Lieutenant Commander Geoffrey Layton  
Lieutenant Paul Leathley Eddis  
Sub Lieutenant William Garriock

**Ratings:**

Petty Officer William George Warren  
Petty Officer Charles Bowden  
Petty Officer Alfred Frederick French  
Leading Seaman Herbert Lincoln  
Leading Seaman Henry Thomas Pedder\*  
Able Seaman Harold Joyner\*  
AB Alfred John Payne\*  
AB Robert Thomas Smart\*  
AB Walter Edwin Brewer  
AB Charles Frederick Rendolson Hunt  
AB Benjamin Nix Watson  
Ord Sig Herbert Goulden\*  
Ord Tel Ernest Stuart Charles Holt\*  
ERA4 Walter Augustus Varcoe  
ERA Albert Thomas Henry Abrams  
ERA4 Edgar Tennison Lukey  
ERA3 Herbert Staples\*  
Chief Stoker Benjamin Pink

L/Stoker William Whatley  
Stoker William Hayes Thomas\*  
Stoker Thomas Charles Greenwood\*  
Stoker Arthur Long\*  
Stoker Walter Thomas Wilcox\*  
Stoker Fred Wilson\*  
Stoker Walter Albert Yearsley\*  
Stoker Frederick William Smith  
Stoker Francis George Stubbington

**Submarine C29**

On 29th August 1915 Submarine C29 (Lieutenant Commander William R Schofield) ran into an unknown mine field off of the Humber and the submarine was lost with all hands. C29 was working with the trawler ARIADNE in an operation against U-Boats. At the time, C29 was being towed whilst dived and was in contact with the ARIADNE when the mine exploded. With C29 were lost:

**Officers:**

Lieutenant William Richard Schofield, RN  
Sub Lieutenant Tim Evelyn Evans, RN

**Ratings:**

Petty Officer Louis George Norris  
Leading Seaman Arthur Henry Smith  
AB Seaman Andrew Ahern  
AB Seaman Edward James Darby  
AB Seaman Charles Ernest Hobbs  
AB Seaman George Ernest Lane  
AB Thomas Reginald Mullins  
Boy Tel Harold Frederick Watson  
ERA2 Robert Christopher Gibson  
ERA2 Archibald McVicar Sinclair  
ERA4 Frederick George Moore  
Stoker P) Frederick Walter Bignell  
L/Stoker Frederick Gordon Chambers  
L/Stoker William Henry Faux  
Stoker John Johnston

Four other Submariners were reported to have died in August 1915 and they were:

**AB Stanley Jefferies Vickers Norris**

Thirty five year old Stanley Norris, recently returned from Australia in Submarine AE2, is reported to have died from dysentery on Monday 2nd August 1915

**Ord Signalman Frank Albert Levey**

Frank Levey joined Submarine E7 and completed that submarine's first patrol in the Sea of Marmara. He was taken ill and died in RNH Malta on 12th Aug 1915 between Submarine E7's patrols in the Dardanelles. He is buried in the Pieta Military Cemetery in Malta (near Valletta) in B.V. 6.

**ERA2 George Kirman O/N 272055**

On 16th Aug 1915 Submarine B6 (together with Submarine B11) was anchored about 700 yards off shore from Cape Lukka near Alexandria in Egypt.

The Submarines were fired on (with small arms fire) by a party of Arabs and Europeans ashore. The Commanding Officer of B11 (Lieutenant Norman Holbrook, VC) was hit in the face by a ricochet and wounded. One Engine Room Artificer was hit in the back and badly wounded, the Coxswain was hit and slightly wounded and Engine Room Artificer George Kirman in Submarine B6 was killed and lost overboard. He is commemorated on the Chatham Naval War Memorial on Panel No 11.

**Signalman Walter Leonard Wilson**

Walter Wilson of Submarine B7 died in Malta on 19th Aug 1915 after being taken ill.

One Submarine was lost in September 1915. This was:

**Submarine E7**

On 4th September 1915 E7 was attempting a passage through the Dardanelles into the Sea of Marmora when the starboard propeller became entangled in the anti-submarine nets at Nagara. Despite all efforts the submarine was unable to break free and to avoid being depth charged to destruction the Commanding Officer surfaced the submarine to abandon ship and then scuttled the submarine. All of the crew were rescued and made Prisoners of War. However four of them (asterisked below) died in captivity

**Officers:**

Lt Cdr the Hon. Sir Archibald Douglas Cochrane

Lieutenant John Scaife

Sub Lieutenant Irvine Muirhead Twyman

**Ratings:**

PO Officer Edward Websdale, DSM

PO Robert Walter Sims, DSM

PO Louis Anthony James Dalnoky

Petty Officer Tebbitt

L/Sea Ernest Alfred Gwynn RAN

L/Sea William George Dempsey DSM

Leading Seaman Reginald Hooper

Able Seaman William Reid\*

Able Seaman Percy Charles Ross

Able Seaman Jack Richard Smith

Able Seaman William Henry Matthews

L/Signalman John Herbert Godfrey

L/Tel Thomas Milner James Parkhurst

Tele Albert Edward Parodi

Acting Chief ERA2 John Henry Harrison

ERA Herbert Macklin

ERA Asher Coates\*

ERA3 G McC McDonald

Ch Sto Edward Charles Taylor DSM\*

L/Sto Frederick James Hubbard\*

L/Sto Henry William Pope

L/Sto Archibald McCullough Wilson RAN

Sto 1 Herbert Blanchard

Sto 1 Ernest Osborne

Sto 1 William Edward James Johnson

Sto 1 Alexander Doyle

Sto 1 Douglas Murray Barton

Sto 1 Percy Edward Coker

Sto 1 Frederick Myers

Of the above Ratings Gwynne & Wilson were Australians recently returned from Australia in Submarine AE2. They left AE2 in April 1915 before that Submarine was lost in the Sea of Marmara on 30th April 1915 but now joined their former crew mates in captivity.

One other Submariner was lost in September 1915 and he was:

**Lieutenant Harold Vernon Lyon, Royal Navy**

Harold Lyon went missing on 8th September 1915 when he was landed from Submarine E2 in an attempt to blow up a railway bridge near San Stephano (a similar feat to that performed previously by Lieutenant D'Oyly-Hughes of 'E11'). Lieutenant Lyon was never seen again. He is commemorated on the Portsmouth Naval War Memorial on Panel No. 7.

This Series will be continued in In Depth No 51.

**REDEDICATION OF EYTHORNE WAR MEMORIAL**

(Article supplied by Barry Harris, EKSA)

On 24<sup>th</sup> September a Service was held to re-dedicate the War Memorial at Eythorne, Kent and commemorate the additional names of 12 local servicemen lost during the World Wars.



The East Kent branch of the Submariners Association has one serving member - CPO ET (WE) (CISSM) Paul Swaby. Paul's home is in the village of Eythorne. Four Branch members (with the Branch Standard) represented Paul as he was

prevented from attending due to Service commitments.

The Service was attended by our Patron Admiral of the Fleet Lord Boyce KG GCB OBE DL, who addressed the gathering and led the wreath-laying ceremony.

Also in attendance were local dignitaries, clergy and school children. The Last Post was played by a bugler from the Brigade of Gurkhas.

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### **NAVAL PRIZE BOUNTY**

Further to the report of the Blue Plaque Unveiling at Sunningdale the following article regarding Prize Money awards has just been received from Barrow Branch Member Peter Schofield, MA:

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Prize Bounty or head money was a grant from the Crown out of moneys provided by Parliament as a reward for the sinking or capture of an armed vessel belonging to enemy forces, and intended primarily as an encouragement of personal gallantry and enterprise. The award originated in the time of the Commonwealth, when it was felt extra remuneration should be given to those who by personal exertions destroyed a recognised enemy warship. In the middle of the seventeenth century it was enacted that for all ships of war of the enemy 'burned, sunk or destroyed' there should be paid for an Admirals ship £20 per gun, for a Vice Admirals ship £16 per gun, for other ships of war £10 per gun. The captors were also allowed a certain award of pillage or plunder out of all prizes whether warships or merchant vessels. Lawlessness resulted and later a decent share of the prize was given to the captors in lieu of plunder. In the case of a warship taken or destroyed a bounty of £10 was awarded for 'every gun mounted on a prize'. These provisions being considered too restrictive, it was finally enacted that the bounty might be paid for the 'taking or sinking, burning or otherwise destroying an armed ship of the enemy'.

By Order of Council of 2 March 1915, His Majesty the King declared his intention to grant bounty (by virtue of the Naval Prize Act of 1864) to the officers and crews of such of his ships of war as were actually present at the destroying or taking of any armed ship of any of His Majesty's enemies. Such officers and crews were entitled to have distributed among them as prize bounty 'a sum calculated at the rate of £5 for each person on board the enemy ship at the start of the engagement'.

Numerous awards were made during the First World War to British submarine officers and crews for gallant and destructive work in the Baltic, North Sea and the Dardanelles. Not least of these was the destruction in the Sea of Mamora and the Dardanelles of three Turkish warships by E11, a daring exploit leading to the loss of 866 enemy men.

The amount awarded was £4,330, and by the scale of sharing the commander Eric Martin Nasmith VC received £580 11s. Other officers received £306 6s 6d and each able seaman £76 1s 6d, a considerable amount at the time. This was one of the largest share-outs of bounty during 1916 but nothing as compared to that awarded to the officers and men of E14.

The prize money for E14 for the sinking of the Guj Djemal, it was reported by the Dundee Evening Telegraph of Wednesday, May 1920, was now ready for issue. 'Does this make your palm itch' asks the Daily Express. Perhaps not, but there were a score or so who would have an extra round on the strength of it. E14's account was £31,000, the greatest sum awarded to any one ship for prize bounty in the war. The commanding officer Edward Courtney Boyle, VC received about £5,000 and each Able Seaman was entitled to about £700 out of the Kitty despite the fact the case was fought hard by lawyers and had to go to the Judicial Committee of the Privy Council before it was decided. In 1917 Boyle claimed this huge total in respect of torpedoing the Turkish transport carrying 6,000 troops. The claim was that £5 per head bounty should be paid in respect of the troops as well as the crew of 200. The argument was over whether the transport was an armed ship belonging to a fighting unit of a fleet. Their lordships eventually reversed judgements by two former Presidents of the Prize Court, both of whom held the transport was not an armed ship within the meaning of the Naval Prize Act.

It should also be mentioned that in the case of men who lost their lives in the service of capture or destruction of enemy warships, the bounty award was given to the next of kin.

Finally in comparison to these awards it is interesting to note that after the Battle of Trafalgar, Nelson received £18,517 13s 6d as his share of the bounty and his four sub-ordinate Admirals (Collingwood, Northesk, John Knight, and Thomas Louis) each received £4,629 8s 4d, a total for the four Admirals equal to Nelson's one share. Parliament however thought the prize bounty insufficient recompense for the inestimable services rendered in securing the victory, and voted a sum of £300,000 for the Fleet.

Peter Schofield MA

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### **A SHORTAGE OF NAVAL ENGINEERS**

#### **Time to Bring Back the 'Tiffies' & 'Mechs'?**

A few years ago the Royal Navy announced that Artificer and Mechanician branches and the associated Apprenticeships and Training Programmes were to be done away with as no longer necessary. Operator/Maintainers and Engineering Technicians with 'on the job' learning and training were the way ahead. These Operator/Maintainers

would be supported by 'civilian experts' with the relevant specialist knowledge from the Supply Chain to ensure Equipment 'availability' at sea.

Many former Tiffies, Mechanics and Engineering Officers thought that this was a retrograde step based mainly on 'cost savings' considerations and that the loss of engineering expertise and deep specialist equipment knowledge in the Fleet would result in significant problems in the availability, reliability and maintenance (and hence performance) of Systems, Equipments and Operations at sea.

An article in this month's Navy News is quite illuminating and of significant interest and seems to support the views of early critics of the Operator/Maintainer project. The article is specifically concerned with knowledge of, and maintenance of, the PHALANX Gunnery System but also refers to Sonar Systems provided by Thales. 'Trail blazing' Senior Ratings are being embedded with the relevant equipment suppliers 'to get to know every inch of the Weapons Systems' so that the 'RN won't have to call in Civilian Experts to deal with complex issues.' No doubt 'deep expertise' is also now needed 'Across the Piece' as current jargon has it.

'Until now, training has been highly focussed on meeting the needs of individual ships and equipment at sea across a huge range of complex engineering systems,' explained Captain Paul Marshall, head of the RN's Support Improvement Programme. 'It hasn't previously considered the need to focus in on individual systems to this depth. 'The deep technical specialist trial will assess how effective these people can be, not just in their core role at sea, but in support jobs ashore between sea assignments. We have become increasingly reliant on specialist engineers employed by manufacturers and support contractors at the expense of resilience.

'So, we need to put maintainers back at the centre of maintenance. This approach is an excellent example of how we can do that with industry rather than compete for the same skills'.

This seems to be a case of a 'blinding glimpse of the bleeding obvious' and possibly 'We did tell you!' Civilian experts were never going to be immediately available at sea in either a surface ship or a submarine. When things go wrong at sea it is always at the most inappropriate time – it's far too late to ask for the 'civilian expert' for help as you find out things don't work when the enemy aircraft or missile is heading towards you at supersonic speed, your submarine has just been counter-detected and you want to fire a Spearfish torpedo or Full Ahead is required when you want to exit the area.

It is unlikely that we will see a complete restoration of the Artificer Apprentice and Mechanician Schemes of the past but the introduction some suitably similar Scheme needs to be considered –

and quickly at that. Waiting for the results of a 'Study' to see if 'These People' (as Captain Marshall refers to them) and the new Scheme works will not make things better in the short term!

### Wreck of WWI Submarine G7 Possibly Located

(By Editor - My thanks to Simon Kay for this Report)

In early September a group of divers met up in Eyemouth, a fishing village north of Berwick on Tweed, for a weeks diving off the dive boat Jacob George. Our plan was to explore some of the areas deeper wrecks. The first day warm up was a recently discovered wreck that we had dived in the past few weeks then on Tuesday we decided try a new mark in the Farnes Deep that hydrographic office survey suggested might be a submarine or possibly a large pipe and a lot of fishing net!

Given the distances involved it was a 9:30 start to catch the afternoon slack. Fortunately the weather was good giving a reasonably comfortable ride. Passing the Farne Islands we were entertained by a large group of seals and a few minke whales chasing a shoal of fish

On site the target soon showed up on the echo sounder standing a few meters off the seabed at 90m, the wonders of GPS. Iain the skipper dropped the shotline and seven divers climbed into what seemed like a ton of gear before staggering to the gate and dropping over the side relieved to be suddenly weightless. As we descended it got steadily darker though the water was clear enough for torches to penetrate a good distance.

At the bottom of the shot as our eyes adjusted to the gloom the white outline of a conning tower encrusted in marine life came into view - definitely not a pipe then.

Closer examination showed the tower was the water tight casting with all the surrounding free flood fairings ripped away by time and trawl nets. Exposed bronze on the edges of the tower still gleamed, small oval windows and protruding navigation lights are set around the tower.

There are what appear to be periscope trunks fore and aft of the tower and the hatch is wide open. Swimming aft from the tower I passed a tangle of fishing nets and bits of bridge equipment before crossing exposed ribs where the outer casing has rotted away revealing the pressure hull below. Hydraulic actuators connected to ballast tank vents have been exposed and look as good as new. Abruptly the boat comes to an end with a ragged break in the hull, the stump of a torpedo tube complete with part of a torpedo sticks out of the wreckage, what may be a voice pipe hanging above it. At seabed level on the port side the front half of the hydroplane guard is still attached to the hull, the plane and remainder of the guard are missing along

with everything aft of this point. The echo sounder had shown a small object some 50m beyond the wreck but at 90m swimming off into the gloom to look didn't seem like a good idea.

Moving forward again past the conning tower I came across what appeared to be a low deck house. Looking inside revealed a small gun folded away on a disappearing mount. All the divers had the same thought - 'that should make identification easy'.

Continuing forward the bow is vertical any signs of tube doors hidden by marine growth. The fore planes are fixed and well below the water line and protected by heavy guards. The planes are trimmed level.

At this point with decompression time rapidly increasing it was time to go so I headed back towards the conning tower and a reassuring line of flashing strobes on the shot line. Decompression was, as ever, hours of hanging around counting plankton and dodging jelly fish with brief distraction of a sun fish (moa moa) passing by.

Once back on board discussion turned to the submarines identity. Not the Orzel a Polish boat lost in 1940, too small and the wrong shape. Not a German mine layer lost in the general area, no mines. General conclusion was First World War - probably British. Trawling the internet and personal records suggest she is HM Submarine G7. The size and layout match, particularly the heavy guards around the fixed planes, single stern tube and the disappearing deck gun. Details have been passed to the submarine museum in Gosport and hopefully they will be able to confirm the identification.

Notes:

In 1918 HMS G7 (Lt Charles A C Russell RN) operated out of Blyth patrolling the North Sea. Contact was lost on the 23rd October and she was declared lost on 1st November, the last British submarine lost in WW1

#### **G7 Crew List at Time of Loss**

RUSSELL, Charles A C, Lieutenant (in Command)

PRINSEP, Caradoc S M, Lieutenant

ALLERTON, Frank H, Lieutenant, RNR

CROCKER, Albert, Petty Officer

BROADWAY, Albert W, Petty Officer

JOHNSON, William, Petty Officer

THORPE, Frank E, Petty Officer

BIGGS, William, Able Seaman

MASTERTON, William E, Able Seaman

HORTON, Edwin, Able Seaman

RICH, Herbert S, Able Seaman

THOMAS, David J, Able Seaman

WATTS, Joseph O, Able Seaman

HAWTHORN, John K, Ordinary Seaman

JENKINS, Bertram J, Leading Signaller

STEWART, David, Petty Officer Telegraphist

LEWIS, Douglas T, Boy Telegraphist

BOYS, Walter H, Engine Room Artificer 4

CLEMENTS, Charles S, Engine Room Artificer 3

CROMARTY, George N S, Engine Room Artificer 2

DOLBY, Samuel, Engine Room Artificer 2

ALDRIDGE, Henry W, Stoker Petty Officer

FROST, James W, Leading Stoker

DUFFY, John, Stoker 1

FRASER, Frederick W, Stoker 1

GLASSETT, Harold, Stoker 1

MARTIN, Albert H, Stoker 1

MIDDLETON, Arthur J, Stoker 1

POTTER, Thomas J, Stoker 1

WALSH, Patrick, Stoker 1

CANE, Harry, Stoker 1

### **Russia Building Nuclear-Armed Drone Submarine**



Kanyon UUV - Artist's impression

BY: [Bill Gertz](#)

September 8, 2015

Russia is building a drone submarine to deliver large-scale nuclear weapons against U.S. harbors and coastal cities, according to Pentagon officials.

The developmental unmanned underwater vehicle, or UUV, when deployed, will be equipped with megaton-class warheads capable of blowing up key ports used by U.S. nuclear missile submarines, such as Kings Bay, Georgia, and Puget Sound in Washington State. Details of the secret Russian nuclear UUV program remain closely held within the U.S. government.

The Pentagon, however, has code-named the drone "Kanyon," an indication that the weapon is a structured Russian arms program.

The nuclear drone submarine is further evidence of what officials say is an aggressive strategic nuclear forces modernization under President Vladimir Putin. The building is taking place as the Obama administration has sought to reduce the role of nuclear arms in U.S. defenses and to rely on a smaller nuclear force for deterrence.

Officials familiar with details of the Kanyon program said the weapon is envisioned as an autonomous submarine strike vehicle armed with a nuclear warhead ranging in size to "tens" of megatons in yield. A blast created by a nuclear weapon that size would create massive damage over wide areas.

On missiles, megaton warheads are called “city busters” designed to destroy entire metropolitan areas or to blast buried targets. An underwater megaton-class drone weapon would be used to knock out harbors and coastal regions, the officials said, declining to be named due to the sensitivity of the information.

“This is an unmanned sub that will have a high-speed and long-distance capability,” said one official, who noted that the drone development is years away from a prototype and testing.

Another official familiar with the program said that the Kanyon will be a large nuclear-powered autonomous submarine. This official said the size of its nuclear warhead is not clear.

Russian leaders announced a new maritime strategy in July that provided hints about the new drone sub. The doctrine calls for developing innovative technologies, including unmanned underwater vehicles

The new underwater nuclear weapon is also raising concerns among Pentagon strategic planners. The Navy, in particular, is worried about the Kanyon. Navy forces are charged with conducting underwater warfare operations, including countering enemy submarines.

While the United States currently has no similar plans for a megaton-class underwater nuclear strike vehicle, the Navy is developing a range of UUVs, including a weapons-carrying drone.

“The Kanyon represents another example of Russia’s aggressive and innovative approach to the development of military capabilities against U.S. and Western interests,” said Jack Caravelli, a former CIA analyst who specialized in Soviet and Russian affairs. The UUV is part of a major nuclear modernization by Russia that includes a new class of ballistic missile submarine called the Borey-class, and a new submarine-launched missile, the Bulava.

### **China’s Nuclear Submarine Distraction**

(By Robert Potter October 01, 2015)

‘Appearing to be powerful can sometimes distract from building the capability that generates power.’

The People Liberation Army Navy (PLAN) is presently undertaking a substantial modernization effort. This process has been the centre of significant analysis for the better part of twenty years. Although it is quite clear that the development of a modern navy is a core component of Chinese government policy, this initiative is presently stuck between competing efforts. On the one hand, the People’s Republic is attempting to develop a naval capability that is modern and maximizes China’s present advantages. On the other, sits a desire to have a navy of a great power.

In many ways these efforts channel into the same programs. For example, China’s successful efforts

to produce long production runs of surface combatants is widely recognized. But not every decision that the PLAN faces is absent a trade-off between the development of capability and accumulation of prestige.

This is not the first time that a Chinese government has faced this sort of decision. During the self-strengthening movement of the late nineteenth century, the Qing Dynasty developed one of the largest fleets in the world. It was the fleet of a great power, consisting of large battleships and cruisers. The Qing government developed this fleet with the expectation that the prestige it conferred was representative of capability. The United States itself used its fleet of battleships to announce its presence on the world stage in the early twentieth century. However, the Beiyang Fleet, when tested, was soundly defeated by a better managed but less powerful Japanese fleet. Essentially, Qing Dynasty China had produced a very sharp tip of the spear while neglecting to actually develop the shaft.

This struggle between prestige and capability is not a uniquely Chinese problem. When Gustavus Adolphus had the warship *Vasa* built it was designed to be a symbol of Swedish power. The ship capsized less than a mile into its maiden voyage – it was too top heavy. One only really needs to look at the popular discussions that surround aircraft carriers today and the battleships of the past to see that appearing as powerful can sometimes distract from building the capability that generates power.

The trade-offs between these variables can be seen in the PLAN’s efforts to develop undersea capability. This process began in 1993 when Beijing purchased four Russian Kilo Class submarines. These submarines gave the PLAN access to a level of technological capability that it could apply to future native designs. However, China made the decision to transition from depending on Russia for its ships to the development of locally produced designs.

To build an effective modern undersea capability, China will have to produce a large-scale production run of a native design or continue to purchase from Russia. The first option requires the PLAN to reverse a long history of building not particularly capable nuclear submarines. In 1971, China produced the Type 91 Submarine, a platform notorious for its noise and poor radiation shielding. In 1981, the PRC produced the Type 92. There is an open question as to how many were made, with rumours that a second was lost to an accident. In either case, the platform never entered into large-scale production.

Since that time China has struggled to produce a capable nuclear-powered attack submarine. The PLAN suffers from a very limited capability to engage in effective antisubmarine warfare. This

compounds the need for Beijing to develop a strong platform in that space. The PLAN presently fields significantly more diesel submarines but converting this capability into a modern force of nuclear-powered attack submarines still appears to be a distant dream. Efforts to develop nuclear-powered attack submarines have not resulted in a platform that Beijing has been prepared to produce in the sort of numbers one would expect of a successful design. For example, the Type 93 nuclear powered attack submarine will probably be limited to a run of five and is considered to be louder than 1970s-era Soviet nuclear submarines. The replacement for the Type 93, the Type 95 is estimated to be louder than a Russian Akula built 25 years ago. This makes the Type 95 an unlikely candidate for mass production as well.

Concurrent with these frustrating realities is the PLAN's efforts to produce a domestic nuclear ballistic missile carrying submarine force. Hans M. Kristensen finds it puzzling that Beijing would seek to field such a force, even though it is presently attempting to do so. Kristensen points to the fact that Chinese submarines would be vulnerable to the United States Navy and that Beijing has already invested significant resources hiding its nuclear deterrent on land. In spite of this, China is investing significantly in producing ballistic missile submarines. Kristensen is right that this decision is not rational, that China has no history of running long-range nuclear deterrent patrols, and that the submarines are not all that capable.

Yet the same is true of the PLAN's aircraft carriers. The explanation is also the same: prestige. The Soviet Union and the United States operated ballistic missile submarines and their deployment is the mark of a great power. A strict effort to focus on capability would produce different priorities but the PLAN exists not just to be a navy but to be the navy of a great power. This desire might have a negative impact on PLAN and its modernization program, but naval procurement policy is not always rational.

What this means is that while China is attempting to develop the navy of a great power, other states are gaining on it. Vietnam has purchased Kilo Class submarines from Russia. Japan is also midway through the production of its Soryu-class of attack submarine. Most importantly, the United States has been stepping up production of its Virginia-class nuclear-powered attack submarines. The PLAN has produced substantial numbers of less capable diesel submarines, but it remains a long way short of closing the undersea gap with the United States.

Analysts predict regularly that China is seeking to develop its undersea capability and that it has the potential to produce a modern navy. Both of these statements might be true, but it could equally be argued that China's ambition to develop the navy of

a great power is getting in the way of its efforts to build a modern navy.

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Robert Potter is a PhD Candidate at the University of Queensland. Previously he was a Visiting Scholar at Columbia University and took part in a research program in North Korea and China in 2013. This Article was previously published at Indrastra

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### **WHAT THE PAPERS SAID!**

By Bill Vowden, Medway Branch

At the end of the War I was serving in HM Submarine TUDOE when we received instructions to proceed to Rotterdam. On arrival, after negotiating blown up bridges, demolished by the retreating German Army, we took on board half a dozen mysterious looking packing cases. All we knew at that time was that the contained highly sensitive scientific equipment which had been secretly buried in Holland throughout the War.

We returned to Devonport, went into dock and our secret cargo was installed and, at this stage we had learned that this was a sophisticated type of Echo Sounder that could plot the undulating sea bed and also give an indication of what minerals lay in the strata below.

Eventually we were ready for sea and stored up for a six week patrol, our crew was increased, as we were hosts to a professor and a couple of scientists.

On the day we sailed from Devonport the national newspapers must have been pushed for news because we had the headlines i.e 'Submarine in Search of Lost Continent of Atlantis' and 'Submarine Goes in Search of Undersea Gold'.

Those headlines were certainly dramatic and must have stirred the imagination of the general public. However, for us on board it was to be less spectacular, six weeks in the Atlantic Ocean, dived all day at 'Silent Routine'.

P.S. North Sea Oil eventually followed but I don't recall the Submarine Service getting any credit for that 'Undersea Gold!'

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### **THE OLDEST SUBMARINER?**

A letter has been received from Submariner Fred Smitham (not an Association Member) who lives in the Manchester area. Fred served as a 'Hostilities Only' rating during WWII in Submarines VIRTUE, THULE, SCOTSMAN & SCORCHER. Fred wonders whether he is the oldest Submariner in the Manchester Area.

By Editor

Whilst we know the ages of most Members of the Submariners Association there may be other around who might be 'the oldest surviving Submariner'. Anyone who knows of or claims to be the 'oldest submariner' in the Manchester or any other area is requested to contact the National Secretary.

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## LETTERS AND E MAILS TO THE EDITOR & THE WEBSITE

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Date: 12 October 2015  
 Name: Tracieanne Mortensen  
 Email: Tracieanne.Mortensen@wlmht.nhs.uk  
 Comments: Tracieanne is looking for the whereabouts of Brian Richard Hodgkinson (known as Ernie) and Howard Riley Morris (known as Sam) who served with Roger Nicholas Stentiford in ALCIDE in SM6 in 1965. Roger was an LRO(G) and Howard was the Cook. Brian and Howard were Roger's supporters when Roger was married on 30th December 1965 in Halifax. Roger's 50<sup>th</sup> Anniversary is coming up shortly and that is why Tracieanne is looking for Brian & Howard.

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By Editor: If you can help please contact Tracieanne as soon as possible. By the way Roger was a member of the Wales No. 1 Branch and was National Secretary from 1996 to 1998

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Date: 1<sup>st</sup> Aug 2015  
 Name: Jim Bolton  
 Email: jbolton4747@btinternet.com  
 Comments: I am trying to contact an ex M.E (Stoker) called "Apples" Walsh. He served on the Auriga in the Mid Sixties

### SUBMARINE OBERON Ships Bell

I am writing to you on the off chance that you may be able to help me or suggest what other routes (if any) I could follow to help with a personal search. To give you some background, my father (ERA Peter Smith) was in the Royal Navy for many years, the last eight of which he was a Chief Petty Officer on various submarines. When I was born he was serving on HMS OBERON, so when I was christened at the base chapel at HMS DOLPHIN, Gosport, the OBERON's bell was used as the font in the service and my name was engraved within it. I understand that the OBERON was decommissioned and scrapped in Grimsby in 1991 but the fate of the bell is unknown. I tried to find it a while ago by writing to DOLPHIN which concluded with me visiting the base with my parents, but they were unable to help me locate the bell.

I am now a mother myself and my daughter is fascinated by her grandfather's life in the navy (and she is only seven), so much so that we visited Chatham Historic Dockyard over the summer holidays so she could go on the OCELOT and experience it for herself. It would be fantastic for her (and myself of course) to be able to find the bell if it was at all possible.

I know it is a long shot, but can you think of any avenues I might pursue to help me with my search?

With thanks and best wishes

Alison Smith (Ms)

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### Embankment Parade Reminder

Just a quick reminder that the meet and greet venue this year is the **Middle Temple Hall** and not (repeat) not HMS PRESIDENT. The Temple Hall is just across the road from the memorial.

Due to heightened security access to the hall is by ticket for those not in possession of an Association Membership Card or Service ID Card. Requests for tickets to be made to me, by email or snail mail at the address below, by 5th October. Names and addresses are required for each ticket applicant. A limited number of seats for elderly/disabled are available on a first come first served basis. Tickets will be posted out in the middle of October.

Attendance is open to all not just members of the Association.

Kind regards,

Keith Bishop

National Membership Secretary

[www.submarinersassociation.co.uk](http://www.submarinersassociation.co.uk)

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### E Mail Addresses Request

Submariners Association National Records currently list the E Mail Addresses of 1,117 Members. After a recent Global E Mail by the Membership Secretary he reported that some 200 of these Addresses were unobtainable!

If you have changed your E Mail Address recently or are intending to change your provided in the near future please remember to advise the Membership Secretary accordingly.

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## BOOKS & BOOK REVIEWS

### 36 YEARS LATER..... IT'S ALL CHANGE AT MARITIME BOOKS.

A change of ownership is announced at the Cornish Book publishers Maritime Books of Liskeard. Maritime Books, founded by former Royal Naval officer Mike Critchley from his kitchen table whilst

the Harbourmaster at Looe, Cornwall is changing hands. The initial book published in 1979, an annual guide to the ships and aircraft of the Royal Navy, is still published annually. The business is now a specialist publishing and on line retail operation selling its books worldwide by post and courier. The

[www.submarinersassociation.co.uk](http://www.submarinersassociation.co.uk)

majority of the customer base, of over 10,000 private buyers, have an interest in the Royal Navy and the navies of other countries.

Mike Critchley said:

“When I started writing in 1979 the Royal Navy had worldwide commitments similar to today and it’s fleet was able fulfill these demands properly. It is very different today with cuts following more cuts; a dangerous option in today’s far more unstable world. UK still imports more than 95% of its food, fuel, gas and raw materials by sea. Interrupt that and we are in serious trouble, we should be investing properly in our Royal Navy to protect this essential lifeline.”

Following his 70th birthday Mike is retiring to Hampshire and his place at the helm will be taken by Ian Whitehouse of North Cornwall on 1<sup>st</sup> October.

A former Naval Officer and Submarine Commander Ian plans to revamp the website and grow the online retail market. He will publish Warship World magazine, Warships Pictorial and as many good books a year as local, and overseas authors can provide him with. Ian said:

“I look forward to working with the team I inherit to build on Mike’s success and hard work to create a truly unique resource for books, pictures and debate on maritime subjects for UK and international readers.”

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By Editor. I served with Ian Whitehouse in HMS SPARTAN during build and part of the 1<sup>st</sup> Commission. For those who don’t know him he has provided the following biographical information.

Ian Whitehouse joined the Royal Navy in 1970 as a Cadet, attending University between 1972 and 1975 before submarine training in 1976. He served in SEALION, SPARTAN and OLYMPUS before Perisher in '82. Post Perisher Ian commanded HMS ONYX, served at Northwood as SMOPO and SMPLANO, was XO of HMS TRAFALGAR and, briefly, a desk officer at the MOD before taking command of HMS SOVEREIGN in 1990. On relinquishing command in 1992 Ian retired to complete an MBA and pursue a second career in healthcare; initially the NHS but predominantly in the independent (private) sector, retiring in 2014.’

Always an enthusiastic reader, much of it military history, I am pleased that Mike has sold his business to me. I hope to continue in his tradition but plan to make gradual changes to develop the business and reach a wider audience. New authors and contributors always welcome.

[ian@navybooks.com](mailto:ian@navybooks.com)

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### **FROM MATELOT TO MINER**

Author: Ted Hancox

Association Member Ted Hancox has written his memoirs and had them put in print as ‘A Personal Heritage Publication’. He describes growing up in

the Midlands the 1920s and 1930s, working briefly for the London, Midland & Scottish Railway before joining the Royal Navy in 1939. He reminisces about training at HMS GANGES (which will be familiar to many Members) and qualifying as a Telegraphist before joining the Cruiser HMS BERWICK taking part in Arctic Convoys. After ‘Commando Training’ Ted was sent to North Africa in 1942 accompanying the Army Landing Parties. After many adventures he found himself Submarine ‘Spare Crew’ in Malta patrolling in ‘T’ Boats and then as ‘liaison crew’ in the former Italian Submarine BRONZO which was renamed NARVAL after transfer to the Free French Navy. Ted then served as ‘liaison crew’ in the Free French Submarine ARCHIMEDE before returning home to HMS DOLPHIN and the FERRET V in Northern Ireland. After serving on HMS VULPINE for the transfer to the Danish Navy his last submarine was TIPTOE.

After ‘demob’ Ted trained as a miner in Staffordshire and ended up as a Mines Deputy and Advanced Mining Instructor before retirement – however a very busy retirement involved the Scouting movement, being a District Councillor, a member of a Probus Club and many other interests. Overall a very busy life!

Personal Heritage Publications

[www.personalheritage.co.uk](http://www.personalheritage.co.uk)

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By Editor: Ted Hancox has given permission for extracts to be published in In Depth and the first Extracts will be in In Depth No 51 at the end of this year.

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### **THE GOD OF SUBMARINES**

(June 19, 2015)

Admiral Hyman George Rickover, USN, (1900 – 1986), has been gone now for almost thirty-years. Yet his legacy remains — and not only in the boats he built, or the submarine culture he shaped, or even the incessant attention to detail and excellence — but also the theatrical. Thus, most stories of the great man are told in either a tone of reverence or disbelief, but regardless, they tend to be entertaining. I’ll never forget the first story that I had heard about the old man. When I was a young ensign, somehow his name came up during a conversation:

Officer: Hey, have you ever heard of Admiral Rickover and what he did when he interviewed officers for command?

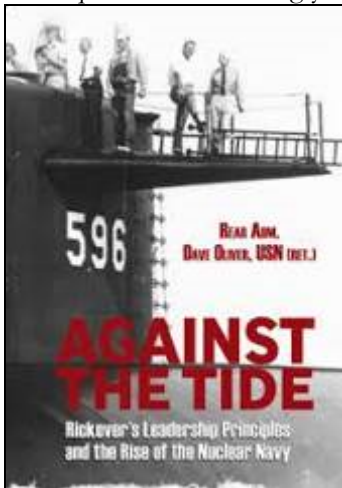
Me: No, I haven’t heard about him. What did he do?

Officer: Well, Rickover would interview every prospective commanding officer of a nuclear submarine. So, this one time, an officer was in his office and Rickover said to him, “Do something to make me mad.” The guy looks at Rickover, and

then he knocks everything off Rickover's desk, including a valuable model of a submarine. Rickover was furious — but apparently it worked, the officer got the job and ended up commanding a nuclear submarine. Crazy, huh?

Me: (Stunned silence).

A few years later, more stories would come up — and they always had something to do with his infamous interviews: Rickover stuffed officers in the broom closet next to his office if they gave a poor response to a question; Rickover sawed a few inches off the legs of the chair in front of his desk to confuse an officer interviewing for the program; and Rickover had no qualms about calling you an idiot.



The best, and really the only complete transcript of a Rickover interview comes from the late-Admiral Elmo Zumwalt, who, as a commander, interviewed with Rickover in the late 1950s for command of a submarine. While Zumwalt passed the interview (although with a few stops in the broom closet along the way) he ended up going a different direction. He became the first commanding officer of a guided-missile frigate, and years later, the youngest chief of naval operations in U.S. naval history. His memoir, 'On Watch', is worth the price of admission for the interview alone.

Rear Admiral Dave Oliver, USN (ret.), however, has less to say about his interview with Rickover in his new book, 'Against The Tide'. Rather, Oliver has written an entertaining, slim volume that is a series of anecdotes and stories tied to leadership and management principles gleaned from years of observing and studying "the father of the nuclear navy."

On Leadership: "I have the charisma of a chipmunk, so what difference does that make?" – Admiral Hyman Rickover.

Rear Admiral Dave Oliver, USN (Ret.), 'Against the Tide: Rickover's Leadership Principles and the Rise of the Nuclear Navy'. Naval Institute Press. 178pp. \$27.95.

### THE SEA DEVILS

This book is about the actions of the X-craft Submarines in the Far East at the end of WWII.

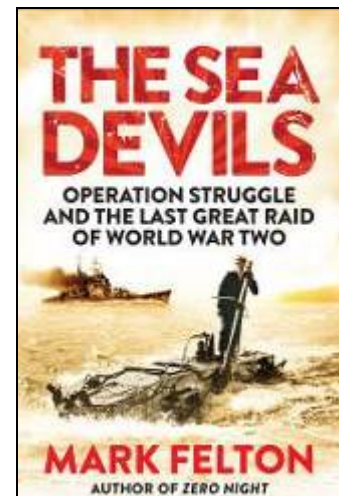
One of the Veteran Heroes in the book, Mr Adam Bergius is still alive and well, and a Member of our Branch. (His story also featured in one of our previous Association Diaries).

Adam has also been very instrumental in the supply of information and facts to Mr. Mark Felton. Material supplied by our Branch has also been used to complete the book.

I received one of the first copies of the book, read it, and I can tell you that it is a very good read.

Please find below a link to the book, first published on the 31st July 2015.

<http://www.iconbooks.com/blog/title/the-sea-devils-3/>



Mark Felton  
Writer & Historian

For more about Mark visit:  
<http://www.markfelton.co.uk>

### AUSTRALIAN SUBMARINES - A HISTORY (2nd Edition)

By Michael White

The book commences with a discussion of the policy issues as to whether Australia needed submarines and then the decision to buy AE1 and AE2. It then goes through their coming to Australia, the tragic loss of AE1 in New Guinea on 14 September 1914 and the bravery and daring of the AE2 crew in penetrating the Dardanelles on Anzac Day in 1915.

The history then goes on to deal with the J-Class submarines that came to Australia in 1919, the first OXLEY and OTWAY (which went to the RN in the Depression in 1931), and the fact that in World War Two, Australia had

no submarines except for the Dutch K IX whose career ended with a battery explosion in 1944. Then the period of the RN Fourth Submarine Squadron based in Sydney is dealt with, including some of the happy memories of those who served in it. The book sets out the story of the new RAN submarine arm from 1963. When OLEY (S57) arrived in Neutral Bay, Sydney, in 1967, so began the new Australian era of submarines. The basic dates of the 'O' Boats are outlined, along with the building and basic dates of their replacements, the Collins class. The book deals with some of the issues about the intelligence patrols, about the Future Submarine and also records the numerous plaques, services, memorials and museums in Australia and overseas dedicated to Australian submarines and Australian and NZ submariners.

There is a detailed chapter on special submarine craft such as the X-Craft in which some of the submarine heroes like Max Sheean, Henty Henty-Creer and Ken Briggs served and, in some cases, died.

The appendices to this book are numerous and detailed by a strong team from around the world, including Garry Mellon, Barrie Downer and Pat Heffernan. Numerous photographs have been collected and included in the book to fit in with the text from Darren Brown and others. The appendices also list all Australian submariners who have qualified and served up until mid-2014, including those who have died.

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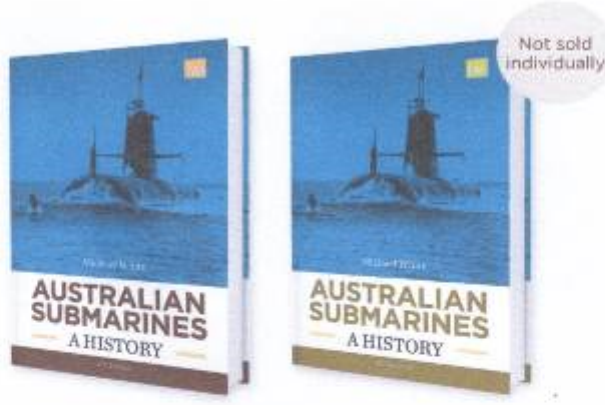
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## Bibliography


**AUSTRALIAN SUBMARINES- A History (2nd Edition)** - in two volumes - by Michael White  
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### AN OPEN LETTER FROM THE ASSOCIATION TREASURER

Gents

I am writing this without the NMC's knowledge or consent, to attempt to put to rest some of the doubts, misinformation, and in some cases down right lies. Since the last Conference or more correctly the last AGM there has been a lot of rumours and untruths spread on social media web sites, in particular the SA closed site on Facebook. I found some of the postings so far-fetched and nasty that I came out of that site altogether.

There is a small core of site members who regularly post unsubstantiated facts for all to read, not least of which is a member I thought of as a friend, who consistently bends the facts into the realms of fiction. I want now, to put

[www.submarinersassociation.co.uk](http://www.submarinersassociation.co.uk)

some bullet points as true facts for the full membership to be made aware of. I intend for this letter to be posted on our web-site, on the Face Book site and also in the next issue of "IN DEPTH".

1. Subs increase was not 'rail-roaded' through by the NMC, it was debated at length at Conference and was agreed with a healthy majority, so it stands.
2. Branches "forced out" of the Association by the NMC, pure fiction, read the Chairman's letter to Grangemouth members for true facts.
3. NMC using Association funds to pay for wives, hangers on, and personal friends and families to attend functions. Untrue, study the accounts.
4. Not providing full accounts facts. I have been the Treasurer for over five years now, and each year I try to provide more facts. For instance, we now use a commercial accounts package which provides more detail than ever before. As I explained at last year's AGM the only way I can give more information is to provide an "audit trail" listing every cheque issued and every in-payment made – this would be unheard of in any organisation I belong to. In future there will be a monthly report going out to all branches showing income and expenditure for the month. In the interests of full clarity future annual audits will be carried out by an external auditor and qualified accountant. Further to that, an external accountant has looked at our accounts and I am hoping he will provide advice on further improving the information provided in them. I can do no more!!
5. A main complaint is NMC expenditure, or rather, NMC travel expenses. I have already provided a breakdown of individual expenses to a branch who requested this, and it took some considerable time to do (unpaid for time, I might add). I have had neither thanks nor acknowledgement from them.
6. Making Savings:-
  - (a) Honoraria - cut from almost £600.00 to £350.00 per entitled person.
  - (b) Moving NMC meetings from London to West Bromwich RNA and cutting out one meeting altogether, saving over £100.00 rental costs per meeting.
  - (c) Sharing cost of "Franking Machine" with Dolphin branch, thus saving on postage costs to the association.
  - (d) Again, sharing costs with Dolphin branch for a large printer so we don't have to go outside for printing works. We also do external printing jobs which brings in a little extra money to the Assn.
  - (e) Investing in plastic membership cards, which saves having to buy cards on a yearly basis as we did before.

Finally, a branch has again raised doubts over NMC expenditure, saying there needs to be a "more detailed breakdown" of information. Unfortunately they don't specify what they require in this break down so I am afraid I can't help until I know.

The "Hot news" is that the committee is in the process of trying out video conferencing, which has been researched in detail by our Membership Secretary Keith Bishop.

In conclusion, all of our time is given willingly and freely, to assist in the running of the Association and I personally feel the Committee does not deserve the animosity and distrust that is being generated by a minority group.

Ian H. Atkinson (Association Treasurer)

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### HMS ALLIANCE 70<sup>th</sup> ANNIVERSARY



HMS Alliance commemorates the 70th anniversary of launch with reunion of shipmates at the National Museum of the Royal Navy's (NMRN) Royal Navy Submarine Museum, Gosport

Former shipmates of submarine HMS Alliance got together for an emotional reunion on Friday, July 31st at The National Museum of the Royal Navy's (NMRN) Royal Navy Submarine Museum, Gosport, to commemorate the 70th anniversary of its launch.

Former submariner and museum volunteer guide Terry Fearnley, who organised the event, said: "Following the refurbishment of HMS Alliance last year, I felt that all former crew should have the opportunity to experience the brilliant work carried out by the contractors and museum colleagues.

"I am extremely proud of the response we received and was eager to meet up with shipmates. It was an emotional day and it is something I will not forget for a long time."

Around 130 former crew members attended the event, travelling from as far away as Australia and Canada, plus a couple from France. There were also representatives from the Wardroom with at least four former captains.

A special lapel pin was been commissioned for the event. Terry served in the Submarine Service and spent three-and-a-half years on Alliance from 1968-1971, leaving her as a Leading Marine Engineer.

He added: "I thoroughly enjoyed my time serving on her with a fantastic crew, full of camaraderie. As a Volunteer Guide I feel so proud to show visitors around my home and privileged to be able to do so. All the volunteer guides are former submariners and they all give a great account of Alliance and the Submarine Service."

Built at Barrow-in-Furness by Vickers-Armstrong and launched in 1945, HMS Alliance was one of fourteen 'A' class submarines built for service in the Far East during the Second World War. Commissioned into the Royal Navy in 1947, Alliance had a long and distinguished career of over 28 years that took her all over the world.



Alliance is the centrepiece of the museum and is the official memorial to the courageous men who fought in similar boats for the freedom we enjoy today. The submarine experience is brought to life by a guided tour enhanced by the first hand experiences of retired submariners, many of whom served in this class of boat.

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

(Continued from Issue No. 49)

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#### **BUILDING ROADS** **A VISITOR FROM THE AMERICAN** **EMBASSY**

In June 1915, a rumour got around that an official from the American Embassy was to pay us a visit. The commandant stopped us from going out to work on the road and set all hands fumigating, whitewashing the rooms and scrubbing the place out. It was a proper spring clean. A tailor came in from the bazaar and measured some of the men for suits of clothes and the Russians were sent out collecting dry grass for bedding.

At last the day of days arrived and early in the morning we were each given a suit of clothes with no regard to size or fit. Consequently a six-foot man got a suit big enough for a man five foot tall. We

tried to change them around but it was a case of move steady or bust. It was no use, as the seams couldn't stand the strain and parted company.

The Turks came up singing out, "hidy hidy" (hurry hurry) and out into the exercise yard we filed. What a sight, some had suits with the trouser legs half way up the calf and the back of the coat split right down. Wearing our little red fezes we looked like a lot of weary willies. I don't know what Mr Phillips from the Embassy thought, but it took him all his time to keep a straight face. I don't think there was a coat or pair of trousers that hadn't split.

The Commandant wanted the French interpreter to stand by the table to repeat all the conversation that passed between us. Mr Phillips noticed him and told him to get back to the French. He would see them

later. The Commandant or Guts as we politely named him (on account of his large corporeity) didn't like it.

Mr Phillips asked us all about our treatment and that he was surprised to find us in such surroundings. In Constantinople they had told him that we wanted for nothing. He wanted to know where our blankets were and was surprised when we told him we couldn't get a bath and the beds had only been put in a couple of days before. He told us to write out our complaints (which would have filled a book) and list the most suitable food. He would send some up once a month. Fortunately, he had brought some tinned foods up with him and a sovereign for each man. This was very acceptable. He said he would kick up a row in Constantinople about our treatment and have things altered. Next day, when he said goodbye, was the last we saw of him and no food ever came. We heard later that he made such a row with the Turkish authorities that they wouldn't allow him to interview or do anything for prisoners of war. So ended that chapter.

After Mr. Phillips had gone, our clothing was taken away and once more we donned our rags and returned to work on the roads. At least the event had once more broken the monotony and given us something fresh to talk about.

#### **SUMMER AND AUTUMN IN AFYON, 1915**

About this time, a few soldiers began to come through from the Peninsula, one and two at a time. Some were worse off for clothing than we were. They had no overcoats and their drill uniforms were in tatters. Our clothes were no longer respectable. What had been my trousers had no legs or seat. I didn't know what would happen when the waist-band wore out.

Whenever a fresh prisoner arrived he was at once besieged with questions about how the war was going. They nearly always gave the same answer: only a few more months. It is a great thing to be optimistic. If we'd lost faith in those months we would have just laid down and died there and then.

Although life went on in the old familiar surroundings things were not so bad. Our hunger was satisfied for a while and we had the pleasure of having a good bath once a week as we now had the money to pay for it. However, our money didn't last long as everything bought from the bazaar had to be paid at an exorbitant price. The town Turks soon knew we had some money and I suppose the Commandant wanted his cut too. He wouldn't be a Turk if he didn't.

Work on the road was unsatisfactory and the engineer complained about it in a very uncomplimentary way. As we didn't want to spoil the road any more we upended our barrows and downed tools declaring a general strike. The sentries didn't give a hang anyway as it was too hot for them

to worry. They didn't like leaving the shade of the tool house. They were only there to see we didn't clear out, not to make us work.

For three days we sat in the blazing sun. The engineer tried to get the sentries to make us work but they only made a half-hearted attempt and then back to the shade they would go. He must have sacked us all after the third day. We didn't go out to work on the roads again. The Russians, however, continued to do so.

The night news came through that Warsaw, the capital of Poland, had surrendered, we thought was to be our last. We were awakened by a lot of shouting and singing and the town brass band. Gradually the noise got louder and louder and it proved to be half the population of Afyon marching down on us. When the Turkish officer saw them turn in to the exercise yard he got the wind up and turned out the guard with fixed bayonets. Evidently they wanted our scalps. They were very excited and were yelling at the top of their voices. It was a while before the officer could quieten them enough to make himself heard. I don't know what he said but after a lot of hooting and shouting they went away led by the famous band. I don't know which was making the worst noise. The sentries were kept at the ready in case there was another lot after our blood. For the next few days we were kept in our rooms and not allowed out to exercise, which we missed very much. Just sitting there with nothing to do got very monotonous. Even the subject of food was worn threadbare.

There were two French colonials captured on the Peninsula, both as black as sloes with African features. The one called Mousa was a religious fanatic. He caused a lot of trouble when the religious fits took possession of him and had to be continually watched by the Frenchmen. One day he ran amok at work with a shovel. It was hard to say who ran the fastest, the sentries or the prisoners, and it was some time before the French could calm him down and get him to return to camp. He was never allowed to go to work again. He hated the sight of a small football Mr Phillips had given us as he reckoned the devil was inside it.

One day it hit him on the back so he made a run at it and jumped on it with both feet at once to try and squash it. It sent him sprawling on the broad of his back. He was foaming at the mouth and the French had to subdue him. The Commandant, who had been watching, wouldn't let us play football after that.

Another day, Mousa stood in the middle of the yard with a big brick on his head until midday and then caused some excitement by chasing the Turkish cook around the yard with an axe. Unfortunately, he didn't manage to catch him. I think the Turks are



superstitious about mad people, as nothing was ever said to Mousa.

One day the interpreter came and asked if there were any engineers. Six of us went out and they marched us down to the market to put some old reaping machines together. The sentry knew more about them than we did and would have rolled the nine machines into one if he'd had his way. Whoever had dismantled them had made a horrible mess of the job. We got eight together and took plenty of time over the job as it was better than sitting in the room doing nothing all day.

A few days after we finished all hands were lined up to go out to a road job in the countryside. However, when we were ready to start out our engineers were told to go back to our room, so us and a few sick were left behind. We were not sorry as those that went had a rotten time of it. Half the time they were without any food as this kept going astray. Even the sentries went without but as things were so badly organized in Turkey it was a wonder any rations reached them at all.

When the party was made up they were a few men short of the required number so some of the sick had to go. We offered to go in their place but the officer wouldn't hear of it. At any time when a work party was going out and the numbers were short, it had to be made up to full strength with the sick. Sometimes these were hardly able to walk and had to be assisted there and back. Of course they couldn't do any work and just lay in the shade if there was any. As long as the required number went out the Turks were quite satisfied. If it was raining we were allowed to remain at camp.

About a fortnight after the work party had left, about midnight a messenger arrived in great haste in their camp. He told the sentries they had to bring back the men as quickly as they could. Consequently, they were all roused up and got moving straight away. As the messenger couldn't give a reason for the hurry, the men jumped to the conclusion that the war had ended. They marched back quite jubilantly under the impression that they would soon be released. On coming into sight of Afyon this impression was reinforced as all the flags were flying. They thought Afyon, too was celebrating the end of the war. However, on arriving at Mudrasese, our nearby camp, they were bitterly disappointed to find the war was still going on. The Turks were only celebrating some important religious festival.

What a difference that fortnight had made to some of these men. They appeared so thin and care worn and said they had had a bad time of it. It took them quite a while for them to get over their disappointment.

It turned out later that a high-ranking German officer was to visit the camp. Old Guts, the



Commandant got the wind up with so many prisoners being absent. When the German arrived we found he spoke English. He asked if we had any complaints and about our treatment from the Turks. We soon gave him a few complaints and he said he would do his best for us. However, I suppose he soon found out what the Turks were like. Nothing was ever rectified regarding food or different treatment.

A Frenchman was under sentence of death for striking a sentry. Another sentry hit the Frenchman on the head with his stick, splitting his scalp. The Frenchman then rushed into our room and we quickly barred the door. For half an hour there was the devil to pay but we refused to open the door. When things finally settled down a bit we led him out and the Turks took him off to prison. We were kept under heavy guard for several days. When we told the German officer the full facts of the case he said he would look into it. The next day the Frenchman came back sporting a scar by which he would remember Turkey for the rest of his life.

Up until this time we had received no word from home. The Turkish officer brought them out and showed us the envelopes so we knew who they were for. He would then take them back to his office. He seemed to enjoy tantalizing us with them as this went on for over a week. I expect he was enjoying this little game as we could see him studying the envelopes in his room.

One day he opened his heart and let us have them. They were letters written before we were captured and became the Sultan's guests. Nevertheless, even letters six months old brought news to us. We were hopeful that other letters would follow but as the weeks grew into months there were no letters and no news of the war. Even when another unfortunate joined us in captivity they didn't seem to have much to tell us.

At this time the weather was very hot at Afyon. The plain, extending as far as the eye could see, was brown and lifeless. This was the time trouble arose between the Turks and the Armenians. The Armenians were given orders to leave the town. A camp was set up near the railway station so that when rail wagons were available the Armenians could be sent away. We could see the poor devils being flogged out of town, leaving behind everything they possessed. We were not allowed out to work while they were clearing out the town but could see enough from our camp of what was going on.

One incident showed what sort of mind the Turks had. While we were working on Prisoners' Avenue we came across a litter of puppies just able to crawl. A sentry would drive his bayonet through a puppy and carry it along, struggling and crying out. He would then throw it off, letting it crawl away to die. One pup had been run over by a bullock cart and

had had its back broken. It could only drag itself along with its front paws. One of our chaps tried to put it out of its misery but a sentry intervened, rushing at him with a bayonet. There was the devil

of a row between the sentries and the prisoners until it was settled.

To Be Continued with:

**ON THE MOVE TO ANKARA**

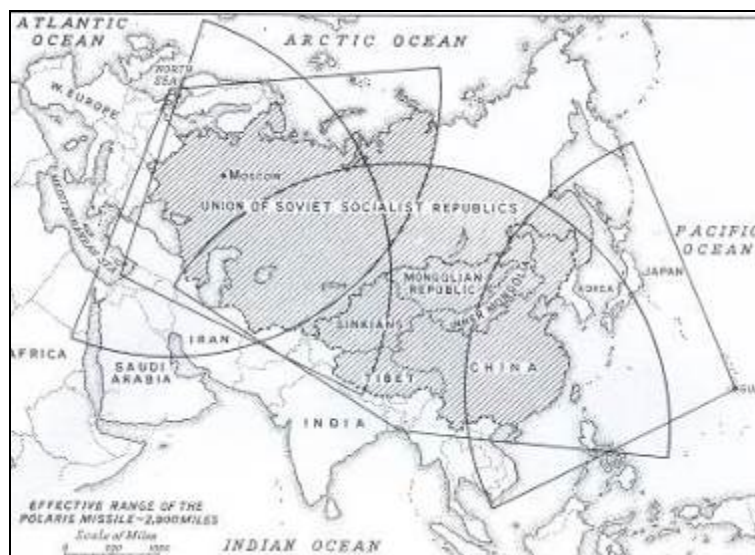
### **THE DEFENCE OF THE FREE WORLD**

(from the Readers Digest 1963)

An episode in the history of modern defence begins with the meeting at Nassau towards the end of 1962 between President Kennedy and Mr. Macmillan, when Mr. Macmillan accepted President Kennedy's suggestion that the nuclear deterrent of the future should be the Polaris missile rather than the Skybolt, on which all previous defence plans had been based. The main difference between the two is that the Skybolt was to have been launched from bomber aircraft, while the Polaris was designed to be launched from a submarine. The great advantage of the Polaris was said to be that a submarine could escape detection by enemy forces more easily than an aircraft and was, therefore, less vulnerable to attack by either surface ships or bomber planes. Moreover, the development schedule for Skybolt had proved more costly than expected and the United States administration was not prepared to risk further expenditure on it, especially in view of the fact that there was still no assurance that it would be successful in operation.

The arrangement, endorsed by the House of Commons, was that Great Britain would build nuclear-powered submarines to a specification similar to American submarines designed as Polaris missile carriers. The British Government lost no time in commissioning submarines which were to be all British in construction. Four were ordered by the end of February from British shipbuilding yards. Speed in the initial stages was essential, as the first of the submarines was required to be in service by the summer of 1968 and the whole fleet at the beginning of 1970. The Civil Lord of the Admiralty, speaking in the House of Commons, stressed that the submarines would be British designed and that although Polaris equipment would be purchased from America, including the rockets but excluding the warheads, three-quarters of the cost of the submarines would be spent in Britain. With that the House of Commons had to be content, although the estimated expenditure on defence in 1963-64, more than 7 per cent above the estimates for 1962-63, caused some misgivings.

Great Britain was already in the forefront of the American scheme of nuclear defence. An American Polaris submarine depot ship was stationed in Scotland's Holy Loch and American bombers were using British airfields. Early in the New Year the Submarine Depot Ship U.S.S. PROTEUS was replaced by the better-equipped U.S.S. HUNLEY in the Holy Loch, while on 24 April it was announced that the British Polaris submarines would operate from a base in the Gareloch which it was hoped to complete by 1968 at a cost of about £25 million.



**The above map shows the projected arcs of coverage of the Polaris Missile system. The Firing Points shown in the North Sea, Mediterranean Sea, Indian and Pacific Oceans are in no sense precise but Polaris armed submarines could operate from these or similar positions**

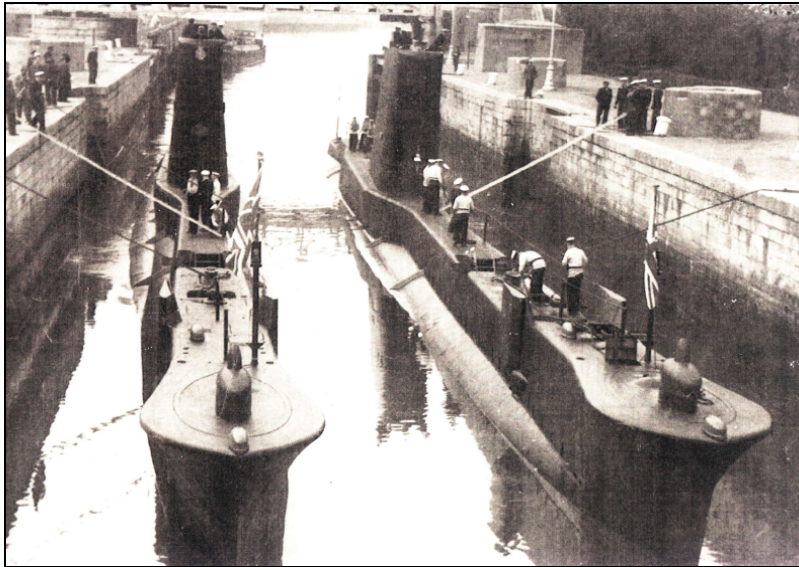
Meanwhile the American Secretary for Defence had finally destroyed any hope that manned bomber forces might play any future role in nuclear defence. He said abandoning the Skybolt project would save 3,000 million dollars, a sum which could be ploughed back into the nation's strategic resources. He announced also that the R.S.70, the proposed 2,000 miles per hour bomber aircraft, would never come into production, though the three prototypes on order, costing 10 million dollars in development, would be built. The B52 nuclear bomber would be phased

out of service gradually and, thereafter, nuclear strategy would be based entirely on missiles such as the Polaris. Mr. McNamara also restated clearly the American view of the relationship between the members of N.A.T.O. He said: "The United States does not wish to dominate the Free World but as long as it carries more than its share of the defence costs it must carry a large share of responsibility for leadership and direction." That is the nub of the underlying nature of the Western Alliance and probably a greater cause of friction between the members of the Alliance than any other single factor

### **MYSTERY SUBMARINES**

Terry Hall from Derbyshire asked a question about the names of the two Submarines in the photograph below. It is suggested that they are TABARD and TRUMP.

A secondary question asked if anyone can identify the purpose of the 'pimples' on the forward Sonar Domes. A 'tongue in cheek' question is – which dockyard is this and when was the photo taken. Perhaps you were on board one of these boats at that time. Answers on a 'Post Card' or E Mail to the Editor (and to Terry Hall) please!



### **Youngsters don't want to serve on Royal Navy submarines because they can't log on to Facebook while under the waves!**

By James Dunn For Mailonline

Submariners spend up to 90 days under water on tours lasting up to a year. It's a problem for the Navy which saw 1,740 sailors quit early in 12 months. Consultants helping recruit says people now want better work life balance. Submariner role asks too big a lifestyle change for social media generation. The Royal Navy is struggling to recruit young people as they are no longer willing to tolerate the isolation of underwater life. It's part of a wider trend that has seen all the armed forces struggling to meet recruitment targets as the social media generation expect more from their employers. The news has emerged as part of research by PA Consulting which has been trying to help the Royal Navy tackle its staff shortages.

The Royal Navy is struggling to recruit young people as they are no longer willing to tolerate the isolation of underwater life. It's part of a wider trend that has seen all the armed forces struggling to meet recruitment targets as the social media generation expect more from their employers

Nick Chaffey, head of defence consulting, told The Sunday Telegraph that society has moved faster than we think over the last few decades. 'For example, the fact that if you are a submariner, you are locked in a tin can under the water and that's it for at least a considerable chunk of time. Nick Chaffey, head of defence consulting, told The Sunday Telegraph that society has moved faster than we think over the last few decades 'You have got a disconnect between the needs of the role, and potentially the excitement of the role and the expectation and demands of the next generation of employee.' The firm claims that young people now expect more from their employers, change jobs more often and look for a better work life balance.

Its led to a slowing in recruitment and swathes of soldiers, sailors and airmen leaving the ranks which has meant numbers have dipped below the government's Army downsizing target of 82,000 three years before the deadline.



The following letter from the Royal British Legion National Chairman was received by the SA National Standard Bearer Trevor Thomas as a thank you for his attendance and contribution to this year's VJ Day Commemoration events in London. I am delighted to include it for all the Members of the Association to see. Well done Trevor and thank you for all that you do so professionally for the Submariners Association.



The Medway Towns Branch of the Submariners Association are holding the annual Memorial Service for all those who lost their lives when HM Submarine TRUCULENT was sunk on 12th January 1950 following a collision at sea. We cordially invite you to the Service.

The service will be held on Saturday 9th. January 2016 at St Georges Centre Chatham, Kent on the university campus which is situated at the bottom of Dock Road, Chatham (used to be HMS Pembroke). The service will start at 1050 hrs. and will be followed by a buffet/tots/wine etc. We hope that you will be able to attend. Any questions regarding the above, please contact Derek Grant on [d.grant384@btinternet.com](mailto:d.grant384@btinternet.com) or 01634717384 or Derek Williams on [mrderekwilliams@yahoo.co.uk](mailto:mrderekwilliams@yahoo.co.uk) or 01634 865500

For those using M25 to get to Chatham, please remember the QE2 bridge toll!

MEMBERS 'CROSSED THE BAR' 1<sup>st</sup> April 2015 to 7<sup>th</sup> July 2015 (\*\* WWII Service)

NAME	DATE/AGE	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
P (Phil) Prew	2nd Jul 2015 aged 82	Stoker Mechanic	Gatwick	Not reported	SENTINEL, TEREDO, ARTEMIS & SCOTSMAN
Terence (Buster) Brown	6th Jul 2015 aged 65	Radio Supervisor	Dolphin	May 1971 to Sep 1979	VALIANT & SCEPTRE
Terence Patrick Spurling, BEM	9th Jul 2015 aged 82	Chief Control Electrical Mechanician	Barrow in Furness Branch	Nov 1951 to May 1972	THERMOPYLAE (52 to 54), TURPIN (54 to 56), TOTEM (56 to 58), TUDOR (58), SANGUINE (58 to 59), DREADNOUGHT (63 to 71) & SWIFTSURE (71 to 72)
Gerald T (Gerry) Warne	11th Jul 2015 aged 84	Stoker Mechanic	Dolphin	1951 to 1952	TRESPASSER & THULE
Robert George Phillips	23rd Jul 2015 aged 68	Chief Petty Officer (MT) (HP)	Portsmouth	Apr 1963 to May 1970	RORQUAL (1963), DREADNOUGHT (8th Sep 1964 to 1966), RESOLUTION (P) (16th Aug 1966 to 1967), RESOLUTION (S) (15th May 1967 to 1968) & REVENGE (S) (2nd Dec 1968 to May 1970)
William Peter Lorking	28th Jul 2015 aged 81	Stoker Petty Officer	Barrow in Furness Branch	16th July 1953 to 31st Jul 1957	STURDY, ASTUTE, ALCIDE, ARTEMIS, TALENT & EXPLORER
M. (Mike) Allison	July 2015 aged 73	Leading Radio Operator	Hull	10/1963 - 2/1966.	EXCALIBUR, OCELOT, OSIRIS & ORPHEUS
G (Gary) Winterbottom	July 2015 aged 58	CCMEA	Hull	1975 to 1997	SPARTAN, TURBULENT & TORBAY
Roger Fry	6th Aug 2015 aged 72	Medical Technician 1st Class	Barrow in Furness Branch	1963 to 1982	EXCALIBUR, OBERON, CONQUEROR (1st Commission Crew) on 9th Nov 1971, VALIANT, SOVEREIGN & SPLENDID
Fred R Tuckwood	Aug 2015	Chief Petty Officer Coxswain	Australia	1948 to 1968	ALCIDE, ANDREW, ALLIANCE, TEREDO, SOLENT, SCOTSMAN & TACITURN
Graham Wynn	13th Sep 2015 aged 73	Charge Chief Marine Engineering Artificer	Barrow in Furness Branch	1960 to 1985	DREADNOUGHT (61-65 1st Commission Crew) in April 1963), RESOLUTION(66-68), COURAGEOUS (71-72), SUPERB (74-76), COURAGEOUS (78-82) & DREADNOUGHT (82-83)
John A Meek **	Sep 2015 aged 91	LME	Australia	Mar 1943 to Nov 1946	SEA ROVER
Ronald C Stubbs **	Sep 2015 aged 92	Able Seaman	Essex	1943 to 1946	TUNA, TOKEN & TABARD
John (Tex) Ranger	Oct 2015 aged 69	CPO WEM(R)	DOLPHIN	1967 - 1989	ANDREW, RORQUAL, FINWHALE, GRAMPUS & ODIN

**OBITUARIES – OTHER SUBMARINERS ‘CROSSED THE BAR’ 1<sup>st</sup> April 2015 to 7<sup>th</sup> July 2015 (\*\* WWII Service)**

NAME	DATE /AGE	RANK/RATE	ASSOCIATION	SM SERVICE	SUBMARINES
R (Bob) Shipsey	July 2015 aged 74	CPO (OPS) SM	Non Member	1958 to 1985	THERMOPYLAE, OPPORTUNE, RESOLUTION, CONQUEROR, DOLPHIN & OCELOT
Nicholas Richard Edmund Harrap	Aug 2015	Captain (X) (SM)	Submarine Officers Association	1979 to 1999	OTUS, REVENGE, SUPERB, ONYX (IL), TORBAY (IL 89 to 92), UPHOLDER (CO 92 to 94), SPARTAN (CO 99 to 99)
Brian Charles Gilbert Hutchings	11th Sep 2015 aged 89	Captain	Submarine Officers Association	Oct 1945 to ??	TALENT (TO), ACHERON (3rd Hand), STURDY (IL), SOLENT (CO), SCORCHER (CO) & TURPIN (CO)
Richard (Harry) Harrison	24th Sep 2015	Commander (E) (WESM)	Submarine Officers Association	Not reported	Not reported
Alan Scott	September 2015	Not Reported	Non Member	Not reported	RESOLUTION

**A NEW SUBMARINE BOARD GAME**  
**‘THEY COME UNSEEN’**

From: Andy Benford

Sent: Thursday, July 09, 2015

Would you be kind enough to circulate this message concerning the forthcoming release of my board game “They Come Unseen” on 20th October - this is unashamedly advertising but I wouldn’t want anyone to miss it!

A description of "They Come Unseen" can be found at the publishers: <https://ospreypublishing.com/they-come-unseen-hb> where it can be pre-ordered for £39.99 (they ship worldwide); other suppliers will appear but I’m not party to this. For the US: as well as Osprey, I’ve spotted that pre-ordering is also possible from Penguin Random House and from Amazon (but I haven’t found it on the UK Amazon site).

Readers of my recent ARL article will have got wind of this; there may even be a few out there who remember playing my early prototype version way back in the 70s/80s when it was known imaginatively as “Submarine” (for these few, it has moved on a fair bit but you should recognise it), but for many this will be news. To fire your imagination I have attached a production photograph supplied by the publisher that shows most of the contents of the very satisfyingly weighty and large box; the main omission from the contents shot is the second, smaller, “Deep board” which is hidden behind the screen, back right of the photo. [If you get a copy of TCU you will find that the submarine battery meter goes from 0-20 rather than 0-100 as in the original. The publisher made this change to make it easier to understand (still not exactly sure why this helps) but it still plays the same and either way battery conservation is the 'name of the game'. Osprey Games have done a fantastic job bringing my prototype to life.]

I’d be happy to field any emailed questions about the game at this address: [deeps1@mac.com](mailto:deeps1@mac.com) I don’t have the publisher’s ‘cut’ of my rule book to share but they plan to make it available for download at their website at some stage (no date for that yet).

I should point out that a scrupulous display of probity is required from all participants (DOLPHIN 22) and that no dice are used in the game.

Best wishes

Andy

(The publisher’s stunning cover art (shown below) was created by Adam Tooby who illustrates many of the Airfix model kit boxes - perhaps not covert but hopefully hard to resist!)



# Submariners Association

Recognised by the Ministry of Defence  
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## Full Membership Application Form

Please note that the National Membership Secretary and the Branch Sec/Branch Membership Sec keep your address and contact details. They are NOT divulged to a third party without your permission.

Surname		First Name	
Initials	Title:	Official No.	
Address		Decorations	
		Rank/Rate	
		D.O.B.	
County			
Post Code			
Home Phone:		Home e-mail:	
Mobile Phone:			
Work Phone:		Work e-mail:	
Dates Joined & Left Submarine Service			
Which Branch do you wish to join?			
Have you previously been a member of the Submariners Association or SOCA?			YES NO
Do you agree to have some of the above details (Name, Rank/Rate, Branch to which you belong, boats served in) displayed on the Association Website?			YES NO
Do you agree to have your email address displayed on the Association Website?			YES NO
Submarines Served On		Date From	Date To
1			
2			
3			
4			
5			
6			
Current membership fees are £7.50 pa. plus Branch subscriptions which are a branch matter. Please forward the completed form by email or snail mail to the national membership secretary for forwarding to your elected branch. The branch secretary will then contact you re subscriptions.		<u>National Membership Secretary:</u> Keith Bishop Esq. 26 Bouverie Road, Hardingstone Northampton. NN4 6EL <a href="mailto:membership@submarinersassociation.co.uk">membership@submarinersassociation.co.uk</a>	