



# 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,

I had hoped to get this News Letter out to you all before the New Year but events (computer issues) confounded the plan!

I will start by wishing you all a Happy & Prosperous New Year and hope that Santa was good to you all at Christmas.

Hopefully you were not affected by the recent appalling weather and subsequent flooding.

This Issue includes the CV of the new RASM, a statement of RASM's Vision and Objectives and an announcement about the plans to set up the Submarine Flotilla (SUBFLOT) at Faslane.

Also included is a copy of a letter sent to the Association President on behalf of HRH the

Duke of Cambridge following the Embankment Parade last November.

In the Book Review section there are details for a discount when ordering copies of Michael White's book 'Australian Submarines- A History'. If you order a copy please be aware that postage from Australia may cost you more than the discounted price. I understand that there may be a 'downloadable' version at some time in the future but no target date has been set.

This Issue continues the listing of Submarines and Submariners lost month by month during WWI and also includes the next Chapter of Henry Kinder's Diary.

I hope you will find items of interest in this newsletter but, don't forget, you can always send in your own story of time in Submarines – everybody has a tale to tell!

Regards

Barrie Downer

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**Cover Picture: HRH The Duke of Cambridge lays his Wreath at the Drumhead Altar**

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## **CHAIRMAN'S REPORT**

### **Friends and Fellow Submariners,**

Well that's another Christmas gone and in spite of all my good intentions I did not plan everything in advance and make life easy for myself - I did what I always do and thoroughly enjoyed the '*last minute rush!*' After all, what would Christmas be without the mad-cap race through every shop in the area with ideas that constantly change only to end up doing and having exactly what we did and had last year and the years before!! Now all I need to do is get through Hogmanay.....

I hope every one of you had a very enjoyable Christmas and were able to spend time with family and friends but let's not forget our colleagues who are out there on patrol! I'm sure most of us can remember just how it feels to be at sea during the Festive period. Our thoughts are with them and their families.

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

I sincerely hope that everyone who attended the Service of Remembrance this year at the Middle Temple gardens enjoyed the experience. The reasons for holding the event in the MT gardens has been explained numerous times so I won't go over that again here. I believe that the entire event was a great success and turned out better than we could have anticipated. We were of course privileged and honoured to have His Royal Highness The Duke of Cambridge attend in his capacity as Commodore-in-Chief of the Submarine Service

It was felt that because we did not have proper access to our Memorial on the Embankment a drumhead altar would be a suitable focal point at which to lay our wreaths and pay our tribute. Our thanks go to the Royal Marine Band for constructing the altar. The Service went very well and as usual was conducted by the Submariners Association Honorary Chaplain Rev. Paul Jupp ably assisted by Rev Ralph Barber Chaplain to FOST and DevFlot.

Very near the end of the Service prior to being dismissed you may have noticed HRH, Lord Boyce and Sir James leave their post and head for the garden exit. This is because the Duke requested to see the Submarine Memorial. This request was totally spontaneous and caught us all by surprise as we had not anticipated this, in spite of the meticulous planning for just about every possible

eventuality!! However they did return and joined us in the Middle Temple Hall where the Duke spoke to as many people as possible and generally made everyone feel at ease. Prior to his departure I presented him with an Association plaque and tie. He expressed his thanks and said that he looked forward to wearing the tie at future events.



**HRH chatting with people in Middle temple Hall**



**Drinking the Toast to "Absent Friends"**

As you can imagine I have received a fair amount of feed-back after the event all of which I am relieved to say has been positive. The exception to this is that the PA system we used was not up to the job and that is something we will address before next year. Letters from HRH have been very encouraging and he clearly enjoyed the occasion and hopefully will attend again in the near future. Similarly the people at Middle Temple were very impressed by everyone and are very keen to have us back there again.

So many thanks to all who attended and contributed to a very successful day. Thank you too for the feed-back. It is essential that you make sure we the organizers know what went well and what didn't. So please don't hesitate to contact us.

You will recall that Rear Admiral Parr CB is now no longer RASM. The post has been filled by Rear Admiral John Weale OBE and his full title is Flag Officer Scotland & Northern Ireland, Rear Admiral Submarines, Assistant Chief of Naval Staff (Submarines) and he is based in Faslane.

The role of ComOps is now carried out by someone else.

### Submariners Association Trophy

As National Chairman one of my more pleasant duties is to visit the Submarine School in HMS Raleigh each year and present the Trophy to the student chosen by the instructors. This presentation takes place on the morning of their Remembrance Day Parade so I also lay a wreath on behalf of the Association. I am assisted in this work by Les Catlin from the Gosport Branch who gives a Power Point presentation to trainees giving them a very valuable insight into the history of the Submarine Service and the Association. Also present are members from the Plymouth Branch and their Standard. Billy Dobson and Grant Fox do a great job of organizing their presence.

The Association Trophy this year went to ET (WESM) JAMES BENNETT. His citation reads as follows:

“ET BENNETT attended the RNSMS between the 25<sup>th</sup> May 2015 and 31<sup>st</sup> July 2015 where he completed UW 441 AJN ET (WESM) course.

He strived to learn new skills and continued with high standards in attitude and commitment to both classroom and self- study, this became evident in both practical and theory examinations.

ET BENNETT adopted the submarine ethos at an early stage assisting class members and always asking the inquisitive questions, ‘HOW’, ‘WHY’, ‘WHAT’ and ‘IF’.

ET BENNETT proved he had all the attributes to be recommended for the ET (WESM) Fast Track scheme and become a valuable member of any WE department and subsequently the Submarine Service.”



**Grant Fox (Plymouth) & Jim McMaster (Association Chairman) present ET Bennett with Submariners Association Trophy 2015**

Time for me to stop now. I would like to take this opportunity to wish every one of you a very Happy New Year. I wish you all that you wish for yourself. Lang may your lum reek!

I look forward to meeting up with you all at the NCC and Reunion during the weekend of 22nd - 24th April 2016 (Check the dates!!)

In the meantime, stay well and wrap up for the coming winter!

Keep on keeping on.

**JMcM**

### NEW & RE-JOINING MEMBERS – October 2015 to December 2015

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

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
G M (Gary) Kent	Leading Seaman (UC2)	Blyth & Wansbeck	1974 to 1997	RENOWN (74-77) & (88-91) & REPULSE (79-80) & (83-85)
D (Adam) Scott	Leading	Lincoln	2004 to ****	SOVEREIGN (05-06), SCEPTRE (06-11) &

	Seaman			AMBUSH (11-**) )
S (Simon) Barr	RO1(SM)	Dolphin	1985 to 1990	COURAGEOUS (86) & CHURCHILL (86-89)
B (Bryan) Martin	Leading Seaman (SM)	Exeter	1977 to 1986	SUPERB (77-79), SPARTAN (79-81), OPPORTUNE (81-82) & TIRELESS (82-85)
M (Malcolm) Cooke	Leading Seaman	Plymouth	1971 to 1977	ORPHEUS (71), CACHALOT (74) & NARWHAL (77)
M A (Mark) Cooper	Chief Petty Officer (TSM)	Plymouth	1998 to ****	TRAFALGAR (01-10) & TRIUMPH (11-14)
W (William) Higgins	LOEM	Indalo in Spain	1968 to 1969	ANDREW (68-69)
S J (Stephen) Smyth	CEM1	Dolphin	1976 to 1980	PORPOISE (77-79)
S D (Sean) Reader	Chief Petty Officer (WS) (TSM)	Lincoln	1990 to ****	REPULSE (90-96), SPLENDID (96-02), TIRELESS (05), TRAFALGAR (06), TRENCHANT (07), TRIUMPH (07-09), VANGUARD (09-11) & AMBUSH (11-**) )
J M (Jeremy) Barron	Lieutenant Commander	Dolphin	2005 to ****	SOVEREIGN (05) & TORBAY (06-08)
C (Craig) Boulton	Warrant Officer 1	Manchester	1988 to ****	SOVEREIGN (88-92), SUPERB (96-02), SPARTAN (04-07), TRAFALGAR (07-09), AMBUSH (09-13) & ARTFUL (13-15)
L A (Leslie) Davison	MEM (L)	Portsmouth	Jan 1987 to May 1992	ORPHEUS (87), OLYMPUS (88) & URSULA (90)
S A (Stephen) Baker	Chief Petty Officer MEA (M)	Dolphin	1976 to 1994	SUPERB (76-79), SCEPTRE (82-85) & SWIFTSURE (86-89)
A J (Alan) Smith	Leading Seaman	Gosport	1976 to 1995	SEALION (76-77), ORPHEUS (77-80), ONSLAUGHT (80-82), WALRUS (83-86), OPPORTUNE (86-87), UPHOLDER (88-90) & URSULA
B A (Bryan) Talbot	Chief Petty Officer	West of Scotland	1999 to 2013	VIGILANT (S & Gold) (00-03) & VANGUARD (S) (07-11)
G (Gary) Graham	Operator Mechanic	Northern Ireland	2000 to 2004	VANGUARD (00), VIGILANT (01-03) & VICTORIOUS (03-04)
P J (Paul) Cousens	Chief Petty Officer WEA	Dolphin	Sep 1986 to Sep 1989	CHURCHILL
A S (Anthony) Badman	Able Seaman (SSM)	Plymouth	Nov 1985 to Apr 1992	SWIFTSURE & TRAFALGAR
J (John) Woodhouse	ME1	Portsmouth	1959 to 1964	ACHERON (60), TABARD (60-61), ANCHORITE (61-62) & RORQUAL (63-64)
J (Jock) McLees	Captain	Gosport	1966 to 1994	ANCHORITE (66-68), ORACLE (68-70), GRAMPUS (71-72), CONQUEROR (74-75) & (78-79), OPOSSUM (75-76), CHURCHILL (83-84) & SM1/SM3 (93-94)
J (John) Mc Donough	Chief Petty Officer (WS)SSM	Plymouth	1978 to 2014	RESOLUTION (76-79), ODIN (80-85), VALIANT (86-88), TRENCHANT (88-90), (93-95) & (98-00), TRAFALGAR (91-92) & (02-03) & TIRELESS (92-93)
S A (Stuart) Clarke	Chief Petty Officer	New Zealand	1989 to 2007	RENOWN (S)(90) & (P)(91-94), REVENGE (S)(90-91), VICTORIOUS (S)(96-99) & TIRELESS (01-04)
M W (Matthew) Greening-Jackson	Petty Officer MACSM	West of Scotland	2009 to ****	TORBAY (09-12) & ASTUTE (12), AMBUSH (12-14) & ASTUTE (14-**) )
D (David) Skipper	Chief Petty Officer (S) (SSM)	West of Scotland	1976 to 2014	PORPOISE, SEALION, OTUS, VICTORIOUS, VANGUARD & SOVEREIGN
J (James) Wardle	Warrant Officer 2	West of Scotland	1976 to 2008	CHURCHILL (78-80), VALIANT (80-81) & (91-96), COURAGEOUS (81-89), VICTORIOUS (S)(99-01) & VENGEANCE (S)(01-02) & (07-08)



KENSINGTON PALACE

From: Lieutenant Commander James Benbow, R.N.,  
Equerry to HRH The Duke of Cambridge

Private and Confidential

2nd November, 2015

Dear Sir

The Duke of Cambridge has asked me to write to thank you so much for hosting him at the 2015 Submariner's Remembrance Parade. His Royal Highness thought the event was a truly fitting tribute to the phenomenal numbers of lives lost during the history of the Submarine Branch. He really did feel it was a privilege to attend the service and to meet with so many interesting people. Please pass on The Duke's thanks to all involved in making the event such a success.

His Royal Highness would have me send you and all in the Submariner's Association his very best regards.

Kind regards

Admiral Sir James Perowne, K.B.E.,  
Constable and Governor of Windsor Castle

**REAR ADMIRAL JOHN WEALE, OBE**  
**FOSNI, RASM & ACONS (SM)**

John Weale was born in Glasgow and educated by Benedictine Monks at St Augustine's College, Thanet, Kent before studying Life Sciences

(Biochemistry) at Westminster University, London. Post a rugby tour of the Far East with London Scottish; he joined the Royal Navy in 1985 for initial training at Britannia Royal Naval College, Dartmouth. A volunteer for the Submarine Service,

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he joined HMS SOVEREIGN for Part III training in 1988 and HMS OPPORTUNE as the Sonar Officer in 1990.

Appointed the Operations Officer to HMS TRENCHANT in 1992, a busy 2 year period of operations followed in both the Arctic and Antarctic prior to selection for Submarine Command Course in 1994. Appointed as the Executive Officer to HMS SPLENDID in early 1995, further deployments to the North Atlantic and the Adriatic followed, prior to inaugural UK trials for the introduction into service of the TOMAHAWK cruise missile system (TLAM). Post a busy XO tour he served on exchange with the United States Navy as the Force Anti-Submarine Warfare Officer to SUBLANT in Norfolk, Virginia (1997-1998).

On promotion to Commander in 1999 John assumed command of HMS TRAFALGAR, for deployments to the South and North Atlantic, and introduced TLAM into the 'T' Class submarine. In late 2001 he was appointed to Fleet Commitments where he contributed to the planning for OP VERITAS, the second Gulf War. Appointed to the Naval Staff in the MoD in 2003, he was the Desk Officer for naval relations with AUS, FR, RUS and the US, responsible for revitalising the FRUKUS engagement. Successfully completing a Master's degree in Defence Administration from Cranfield University, he was appointed to the Maritime Battle Staff in 2006.

Joining HMS ILLUSTRIOUS as the Operations Officer for the AQUILLA deployment to the Near East, he was consequently the lead maritime planner for OP HIGHBROW, the evacuation of entitled personnel from Lebanon. Appointed as the Chief of Staff for the UK command of CTF158 in 2008, from where he was awarded an OBE and selected for promotion to Captain and Command of FOST North.

Working with industry to bring HMS ASTUTE out of build and through sea trials, he was subsequently seconded to the staff of Director Submarines to establish and lead the Submarine Training & Education Programme (STEP) from where he was selected for promotion to Commodore and appointed as DFOST in 2012. Following promotion to Rear Admiral, John assumed the role of Assistant Chief of Naval Staff Submarines (ACNS(SM)) and Flag Officer Scotland and Northern Ireland (FOSNI). On the 15 October 2015 Admiral Weale was given the role of Rear Admiral Submarines (RASM). Married to Julie, they have four children and live in Cornwall where they run a smallholding.

### **RASM's VISION & OBJECTIVES**

My key objectives are maintaining the Continuous at Sea Deterrent (CASD) and improving the war fighting capabilities of the Astute-class, following my

appointment as Rear Admiral Submarines (RASM) by the First Sea Lord.

The strategic importance of this work was reiterated in the summer by the First Sea Lord who stated that submarine delivered CASD remains the Royal Navy's main effort.

I am relishing his challenge of bringing together my new responsibilities for the effectiveness and morale of the Submarine Service as a fighting arm, together with my existing responsibilities for the readiness and delivery of submarine capability as Assistant Chief of Naval Staff (Submarines).

I am working with Assistant Chief of Naval Staff (Support), Rear Admiral Richard Stokes, to develop the Royal Navy's Submarine Centre of Specialisation at Her Majesty's Naval Base Clyde to meet future operational demands.

The Centre of Specialisation will provide submariners with more stable and rewarding careers, based in the West of Scotland, allowing them to decide whether to commute to Faslane or to move closer to their place of work.

We will transform Faslane into one of the most advanced submarine operating bases anywhere in the world. All of this work is being captured under the Future Submariner Portfolio.

The Future Submariner Portfolio consists of a series of programmes which are owned and delivered by other areas of Navy Command, namely Defence Infrastructure Organisation (DIO) and Defence Equipment and Support (DE&S), but for which I am accountable to the Navy Board.

The Future Submariner Portfolio seeks to create a world leading submarine force shaped to be resilient and sustainable, meeting the needs of both Defence and Submariners today and into the future:

1. An enduring Submarine Programme based around 4 Deterrent submarines and 7 SSNs capable of delivering their outputs to meet the requirements of Defence.
2. A single integrated operating base that provides for the needs of the submariner his/her family, the support community and operations. This will be HMNB Clyde.
3. A sustainable and enduring deep maintenance base in HMNB Devonport. Protecting Our Nation's Interests.
4. The co-location of all SM specific training facilities at HMNB Clyde; to minimise the need for separated service, churn and dislocation from the Base Port area.
5. A situation where all lines of development (LOD) are balanced such that available resource meets the operational commitment without detriment to any single LOD. This includes the critical areas of Personnel, Training, Equipment and Logistics.

6. The provision of through career quality employment ashore in a single geographical location (HMNB Clyde) but which also provides opportunities for employment in other geographical areas, both within and outside of the submarine service, for those who wish to broaden their careers; for example within the MOD, DE&S, Navy Command or other Top Level Budgets (TLBs).
  7. Manning structures, career paths and professional development needs reviewed, changes implemented and enduring solutions available.
  8. Personal and professional development opportunities provided that meet the needs of the individual as well as the Service. This includes wider personal development in areas of leisure, AT and Sport. The primary focus for delivery of these aspects will be at HMNB Clyde.
  9. A career in place that prepares the individual for sustainable employment within the submarine service but places them in a position of strength when they, or the Royal Navy, decide that the two must part company.
- Working together my vision is to create a 21st century home for the UK's elite underwater forces.

### **SUBMARINE LOSSES OF WWI**

This is the fifth article in a series listing Submarine losses during WWI and covers Submarines and Submariners lost in the last Quarter of 1915.

#### **October 1915**

I am happy to report that no Submarines were lost in October 1915 and no Submariners were reported to have been lost.

#### **November 1915**

One Submarine was lost in November 1915 and this was the Barrow Built 'E' Class Submarine E20.



**Submarine E20 in Devonshire Dock at Barrow**

Immediately after 'Commissioning' Submarine E20 was sent to the Mediterranean to bolster Submarine Operations at the Dardanelles. E20 entered the Sea of Marmora and was programmed to rendezvous with the French submarine TURQUOISE on 6th November 1915 to co-ordinate plans. Unfortunately the details of the rendezvous position (40°45'N 28°10'E) were captured by the Turks after the TURQUOISE had run aground and was abandoned by its Officers and Crew. The position and time of

the rendezvous was passed to the Commanding Officer of the German U-Boat UB-14 (Lieutenant von Heimburg). Whilst E20 was waiting on the surface at the rendezvous point the submarine was torpedoed by UB-14.

The following personnel made up the crew of E20. Of these ten survived to be taken Prisoner of War (one died whilst still a Prisoner) & twenty one were lost in the sinking. Those who were lost are indicated by an asterisk.

#### **Officers:**

Lt Cdr Clyfford Harris Warren, RN  
Lt Arthur Norman Tebbs, RN  
Acting Lt Henry Wilfred Pell, RNR

#### **Ratings:**

\*PO Sidney Harry Jolley 226676  
\*PO William Clarke Pope 216624  
PO Alfred John Burtenshaw 212543  
\*L/Sea George Dew J151  
L/Sea Charles Woodman J2501  
\* L/Sea Ernest William Job Webb 195407  
\*AB Gilbert Thompson J3187  
\*AB Harry Limb Waters J8325  
\*AB Arthur James Howard J6684  
AB Thomas James Piddock 238702  
AB William Henry Voisey 235640  
\*Sig Henry Wilkinson Brown J7134  
\*Tel Wallace Henry Rudd J12347  
\*Chief ERA Tracey Rees 270158  
\*ERA 3rd Class Arthur Lonergan 271886  
\*ERA 3rd Class Harold Douglas Male 271885  
\*ERA 3rd Class Frank Edgar Williams M3935  
\*Stoker PO Edward James Coleman 302288  
\*Stoker PO Frederick William Hoy 301032  
\*L/Sto William Long 229249  
L/Sto Joseph Embery K13863  
\*Sto Darcy Dendy K11235  
\*Sto Class Harold Haynes Fenner K3236  
\*Sto Class William John Keeling K13396  
\*Sto Class Percival Hall Rodgers K2482  
\*Sto Class Harry Albert Stanford K9865  
\*Sto Class Percy Horace Victor Symonds K302  
Sto William Kiddle K6439

#### **December 1915**

One Submarine was lost with all hands in December 1915 and one other Submariner also died. The Submarine lost was the Barrow Built 'E' Class Submarine E6.

Submarine E6 (Lieutenant Commander William John Foster) left Harwich on 26th December 1915 for a patrol in the North Sea. In the area of the Sunk Light Ship it is thought that E6 was warned, by a Patrol Vessel, to keep well clear however, shortly afterwards, E6 struck a mine and was sunk with all hands. Those lost in this incident were:

#### **Officers:**

Lieutenant Commander William John Foster, RN  
Lieutenant Charles George Rodney Phillott, RN

Lieutenant Alfred Gledhill, RNR

**Ratings:**

PO William Coltart 177797  
 PO Arthur William Marrington 194256  
 L/Sea William George Desborough 231819  
 L/Sea Alfred Charles Kipp 221166  
 L/Sea John Taylor 230074  
 AB Leonard Guy Potts 236000  
 AB John Barry 235923  
 AB Richard George Cobb 215722  
 AB Stephen Harris Hammond 218264  
 AB Arthur James Jackman J1781  
 AB William Leaney 223480  
 L/Sig Frederick William Norton 235842  
 Tel George Joseph Hasting Bowerman 235814  
 Chief ERA Ernest Edward Stevens DSM 26945  
 Chief ERA George Logan Burnett 271167  
 ERA 3rd Class Robert Stewart 271900  
 ERA 4th Class James Rolland M12027  
 ERA Thomas Weatherston RNR/Po/EA/1200  
 Chief Sto Harry Adams 293436  
 Stoker PO Albert Davies 302855  
 L/Sto Ernest Slater 311836  
 L/Sto John James Watts 304498  
 Sto Harold William Bellingham K19780  
 Sto William George Horwood K17401  
 Sto Francis Victor Tuck K6544  
 Sto George Coyles K19897  
 Sto James Edward Jones K10906  
 Sto William Guy Wallis K22270

The other Submariner who died in December 1915 was Stoker Robert James Pudner O/N K20273. He was a member of the crew of Submarine E30 and he is reported to have died on 20th Dec 1915. He is understood to have drowned but the circumstances are not known. However his body was recovered and was returned to his parents in his home town of Okehampton in Devon.

His death was reported in the Western Times of 24th December 1915 as follows:

**OKEHAMPTON SAILOR ACCIDENTALLY DROWNED**

Mr. & Mrs. Pudner, of East Street, Okehampton, received the sad news from the Admiralty Wednesday that their son, Robert James Pudner, 1st Class Stoker of HMS 'TITANIA', was accidentally drowned. Mr. Robert Pudner was twenty years of age last birthday. He joined the Navy about two years ago, and served for some time on HMS FORESIGHT. On the outbreak of war he proceeded to the North Sea, and was away twelve months before he had his first leave. He visited his parents at Okehampton last August. His body has been recovered, and arrangements are being made for the remains to be brought home. Much sympathy is felt for Mr. & Mrs. Pudner in their sad

bereavement. Deceased was a promising young man, and was much respected by all who knew him.

This Series will be continued in In Depth No 52.

**3<sup>rd</sup> ASTUTE Class Submarine Formally 'Handed Over' to the Royal Navy**

14<sup>th</sup> December 2015

The third of the new Astute Class attack submarines, ARTFUL, has officially been handed over to the Royal Navy.

Until now the submarine was owned by Defence Equipment and Support (DE&S), the MOD's body responsible for procuring and supporting equipment for the armed forces.

The boat and her crew will now be added to the Royal Navy Fleet alongside the Navy's other units.

Defence Minister Philip Dunne said:

"The handover of ARTFUL to the Royal Navy is another major step in the Astute Class submarine programme, which continues to gather pace.

"These attack submarines, will provide the Royal Navy with the most technologically advanced submarine Britain has ever sent to sea and will be a vital part of UK security for decades to come.

"They are being funded by our growing Defence budget and our £178 billion investment in equipment, which is delivering the very best possible kit to our Armed Forces."

Following her hand over on Thursday 10th December, the next milestone for the boat will be an official commissioning ceremony in March 2016, where her Sponsor, Lady Amanda Zambellas, will formally welcome ARTFUL into the fleet at a ceremony in the home of the UK Submarine Service, HM Naval Base Clyde.

Lady Zambellas said: "This is a really important milestone in the life of ARTFUL as she takes her place in the Fleet under the White Ensign.

"I am extremely proud of my association with the submarine and look forward to her commissioning next year when I will also meet the Ship's Company that will take her on operations around the world."

Since her arrival on the Clyde in August, ARTFUL has continued her programme of Contractor Sea Trials. Most recently Rear Admiral Submarines John Weale became the first officer to be officially piped on board the Royal Navy's newest warship, and there was a change of command from Captain Scott Bower to Commander Stuart Armstrong.

"I very much welcome ARTFUL's firepower, state of the art communications equipment and advanced stealth technologies into the fleet," said Rear Admiral John Weale, head of the UK Submarine Service.

ARTFUL is one of seven Astute class submarines being built for the Royal Navy by BAE Systems Marine Services in Barrow-in-Furness, Cumbria,

which are progressively replacing the Trafalgar Class submarines.

HMS ARTFUL, HMS AMBUSH, and now ARTFUL, are the first of the Class to be accepted by Navy Command, which is responsible for operating all of the Royal Navy's vessels.

Rear Admiral Mike Wareham, Director Submarines Acquisition at DE&S, the MOD's procurement organisation, said: "The handover of ARTFUL to the Royal Navy is a proud moment for DE&S reflecting a key milestone and a significant achievement in the Astute Programme.

"It follows a number of sea trials which have successfully demonstrated the submarine's capability and means she can now begin to prepare for operations with the Royal Navy."

The next two submarines in the Class, AUDACIOUS and ANSON, are currently being built in Barrow, with AGMEMNON and the unnamed Boat 7 to follow.

BAE Systems is responsible for delivering all seven Astute Class submarines and for the design of the successor to the Vanguard class, which will carry the UK's nuclear deterrent, also to be based at HM Naval Base Clyde

### ASTUTE SUBMARINE SECTION MOVEMENT

The movement of a colossal submarine part through Barrow was a landmark journey for a Defence Company. The latest BAE Submarine Systems 'large load' movement (one of several in the last six weeks) was the heaviest completed as part of the Company's ASTUTE submarine programme.

Weighing in excess of 1,000 tonnes, the submarine section was moved on Friday 11<sup>th</sup> December from the New Assembly Shop on Bridge Road to the Devonshire Dock Hall where the construction phase will be completed. Similar sized units have been moved in the past but none as heavy.



Astute is a seven submarine programme. The first two HMS ASTUTE & HMS AMBUSH are in Service with the Royal Navy. The third, ARTFUL, has just been handed over to the MoD for Sea Trials. The remaining four submarines – AUDACIOUS, ANSON, AGEMEMNON and an as yet un-named

submarine – are in various stages of construction.



### FORMATION OF THE SUBMARINE FLOTILLA (SUBFLOT)

Serial: Galaxy 30-2015 Date: 15-12-2015

The intention to generate HMNB Clyde, Faslane, as the Submarine Centre of Specialisation and the Single Integrated Submarine Operating Base will already be known to you all. This plan will be realised when HMS TALENT and TRIUMPH base port change to HMNB Clyde in 2019 and 2020 respectively. As part of the process to prepare the base for this event the decision has been taken to effect the early merger of Faslane Flotilla (FasFlot) and the elements of Devonport Flotilla (DevFlot) that are focussed on submarine support from 1 January 2016.

The consolidated organisation, reporting to Commander (Operations), will be named Submarine Flotilla (SUBFLOT) and will be led by Commander Faslane Flotilla (COMFASFLot) who will retain that title. SUBFLOT will operate as a Division of FasFlot, sitting alongside the other elements of the existing Flotilla. On merging, none of the Devonport based staff will be employed in Faslane immediately, although longer term plans will see the relevant staff transfer to Faslane to align with the projected base port changes. Similarly the day to day contact between the remaining TRAFALGAR Class submarines and DevFlot SM staff will be unchanged, however, under these new arrangements senior management functions will be discharged by COMFASFLot instead of Commander Devonport Flotilla (COMDEVFLot).

Further information to explain the implications of this reorganisation are contained in RNTM 368-15 Vice Admiral Sir Philip Jones KCB  
Fleet Commander

### Rolls-Royce Shares Fall Over Nationalisation Contingency Plan

Monday 14<sup>th</sup> December 2015

Investors react to reports that UK government could take over firm's nuclear submarine power arm or force it to merge with BAE Systems

Concerns are growing over the future of Rolls-Royce after it emerged the government has drawn

up contingency plans to nationalise part of the power systems engineering firm if the crisis facing it worsens.

Shares in Rolls fell on Monday as investors digested reports that the government could nationalise the Company's Nuclear Submarine business or force it to merge with defence manufacturer BAE Systems.

Analysts played down the prospect of either deal taking place, but the fact that the government, one of Rolls' biggest customers, is contemplating these options highlights how concerned it is about the FTSE 100 engineer.

The government holds a golden share in Rolls which allows it to block a takeover by a foreign bidder and restrict any foreign investor from holding more than 15% of the company's shares.

This restriction has become increasingly relevant because ValueAct, an activist investor based in California, has built a 10% stake in Rolls and is pushing for a seat on the company's board.

Rolls is under pressure after issuing five profit warnings in less than two years. The company's share price has fallen by almost 40% this year as it struggles against government cuts to defence spending, the falling oil price and weakening demand for the wide-bodied commercial aircraft Rolls makes engines for.

The government contingency plans are in case the performance of Rolls weakens further. The plans, first reported by the Financial Times, include taking control of the arm of the business that powers Britain's nuclear submarines. This would potentially allow a foreign investor to either acquire Rolls or pump emergency funds into the company by buying a stake larger than 15% without national security being compromised.

Another option would be to merge the nuclear division of Rolls, or the whole company, with BAE. Both companies are a key part of the project to build new nuclear submarines to replace the UK's Trident programme.

Sir Vince Cable, the former business secretary, said the government should consider buying its own stake in Rolls. Cable told Sky News that "anything which fundamentally threatens to diminish the value of Rolls-Royce could be a trigger for the government to take a stake".

Analysts said the government was conducting a "sensible" review of its plans to replace Trident, which will cost £31bn, and that Rolls was still financially robust.

Sandy Morris, analyst at Jefferies, said Rolls was investing £750m a year in research and development and £600m on new infrastructure. He added: "I think the government being totally on top of Trident, and how they're going to manage it and the supply chain, is only sensible."

Howard Wheeldon, an independent analyst, said: "To suggest that nationalisation is even a thought process in the minds of anyone currently, let alone that it may become a possible issue, is irresponsible in the extreme.

"Yes, Rolls-Royce may have a US shareholder breathing down its neck, and that [ValueAct] has been reported as wishing to see parts of the group hived off.

"I doubt that will occur and I very much hope that it will not. The sum of the parts is what makes Rolls-Royce what it is and provides it with global strength."

Shares in Rolls closed down 2.63% at 537.50p on Monday 14<sup>th</sup> December.

A Rolls spokesperson said: "We are in contact with government as a matter of routine and regularly keep them updated on our performance and progress."

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### **Royal Navy Discharges Sailors for Sleepwalking**

The Royal Navy discharged five sailors last year for sleepwalking, it has been disclosed. A Freedom of Information (FOI) request also showed that anyone suffering from the disorder is barred from joining the Senior Service.

The Armed Forces' medical rules are being updated to make the entry bar official and also to disqualify those who suffer from "sleep terrors", the Ministry of Defence's Navy Command Secretariat said. Medical regulations already block sufferers of sleep apnoea, a condition where people stop breathing while they are asleep" the MoD added in its reply to the FOI.

It said: "Sleepwalking is a bar to entry to the Royal Navy. Whilst this is not presently enshrined in MoD policy sleepwalking beyond the age of thirteen is seen as a permanent medical disqualification. Policy updates to that effect are currently in the process of being cleared for publication." It added: "The permanently disqualifying nature of sleep terrors will similarly be reflected in the pending policy update."

No details were given about how the five sailors' sleepwalking was discovered.

The FOI also disclosed that 12 service personnel have been rated as having a "Medically Limited Deployability" (MLD) for a "sleep-related disorder" since 2011.

The Royal Navy website says anyone marked as MLD "requires a risk assessment to be carried out for each deployment".

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By Editor

Further to the above item a little snippet I came across by accident on the day the above Policy was disclosed fits in nicely and appears to justify the MoD's concerns:

“Stoker 1st Class Horace David Gillam O/N 306800 of HMS PERSEUS was drowned on 16th July 1907. A note on his Service Record states that “he is understood to have fallen overboard when sleepwalking” and also records that “other crew members tried to save him but were not successful.” Obviously the current information about the MoD discharging sailors for sleepwalking is not a new concern - given the case of Gillham! It has probably been a concern for many years and no doubt there are other cases hidden in the records.

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**Submariners Advisory Panel Meeting**  
**16th November 2015**

(Report by Ted Hogben)

We had to consider the minutes of the Royal Navy Submarine Museum Directors meeting held in June and formulate a response for the meeting of the Directors to be held on Friday 20th November.

It is recommended that Health and Safety should always be included towards the top of the agenda as a Standing Agenda item. Whilst a separate H & S report is considered by the Board it is important to demonstrate that the Directors take proper and regular account of H & S matters.

The Director’s minutes refer to the need for Directors to review the Risk Register and this should be an Agenda item at their next meeting.

There is a Triennial (3 yearly) Review being undertaken at present of the Museums of the RN, Army and RAF. We have asked Professor Dominic Tweddle as Director General of the National Museum of the Royal Navy (NMRN) to outline the progress of this Review, the input so far provided by the NMRN and the opportunities for further input.

An update on the Alliance Maintenance Plan is requested as the forecast completion date of Oct/Nov is now past. There is an action on the Director of Collections, Research, Learning and Access to draft a proposal for the development of the Weapons Gallery for consideration by the Directors by December 26th (i.e. six months since the 26th June meeting). It would be useful to know what consultation has been carried out to date as the Advisory Panel and the Friends stand ready to contribute to the drafting of this proposal.

An Action Grid was part of the minutes of the June Directors meeting but on examination was found to be very out of date, needing complete revision and dated deadlines included to give a real view of progress. It is noted that no Management Accounts have been produced and it is appreciated that producing such accounts is difficult. However it is important that the Directors are aware of the risks inherent in this situation. We have requested that a statement to this effect should be included in the minutes of their meetings.

It is hoped that the next meeting of the Advisory Panel will be on January 11th at the Museum of Army Flying.

Anyone with any questions/comments please contact Ted Hogben on 01634 715635 or [mayted@blueyonder.co.uk](mailto:mayted@blueyonder.co.uk). Incidentally there is a new Operations Manager in place - Ms Clare Bates - she is also Manager at Explosion.

The Friends of the Submarine Museum, as always would like to welcome new members, minimum annual subscription of £20-00.

The Membership Secretary, can be contacted for more details on [jwaclayden@btinternet.com](mailto:jwaclayden@btinternet.com)

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**Veterans Campaign for a National Defence Medal**

Dear Friends,

As we approach the festive season I just wanted to write to you all and thank you for your support for the National Defence Medal Campaign. The 38% campaign now stands at 4,750 which is great, but well below the numbers we are trying to reach and the Campaign Team are looking at ways in which the Public Awareness Campaign can be greatly increased. Hopefully more on that in the New Year. Back in July 2015 Brian Sheppard (an NDM Member) received a letter from the MOD briefly outlining the result of the HD Committee meeting and projected cost analysis for the medal and a comparison of other Nations Awards systems. It was clear from the MOD reply that the UK was completely out of step with all other compatible Nations in regards to Recognition of Service of their personnel and that they (the MOD) intended to bury the issue of the NDM on some very dubious costings and unspecified rational.

After a consultation with the Sub Committee and NDM Action Group we looked at clarifying the award criteria for the NDM and how a new funding model might work. As result of both of the above I wrote to those involved directly challenging their conclusions and refusal to meet with Veterans to discuss how they felt the case for the NDM was weak. A web version of the letter and annexes can be found on the MoD website

As always much work is going on in the back ground. Tam Fowler has done sterling work with his Waterloo campaign gaining around 60,000 signatures and the NDM Team are working on new ways to engage with the Government and raise Public awareness.

We still await a decision on our FOI challenge which the MOD are trying to block, which would suggest they have something to hide or why not just tell us in what way they thought the original case was no strong enough?

Can I ask you all to keep spreading the word through friends and family. This issue affects

around 6/7 million ex service personnel and we need your support to ensure that your Grandparents, Mothers, Fathers, Sons and Daughters, Aunts and Uncles don't go unrecognised by the Nation, regardless of when or where they served, are serving or will serve in the future.

So, on behalf of the NDM Team may I take this opportunity to wish you all a Very Merry Christmas and a Happy New Year and thank you for your efforts in supporting the campaign. Take care and all the very best.

Alan McNeilly

Chairman National Defence Medal Campaign

Thank you for signing the petition Official Recognition for our Veterans, can you help spread the word by forwarding the link below to your friends?

<https://you.38degrees.org.uk/petitions/official-recognition-for-our-veterans>

### **VANGUARD CLASS SUBMARINE NEWS**

HMS VENGEANCE has returned to the Fleet following her three and a half year £350 Million mid-life refit in the Nuclear Refitting Facility at Devonport Royal dockyard. During the refit the Submarine was re-fuelled and her machinery and systems were overhauled. After return to Faslane VENGEANCE will carry out extensive post refit trials and crew training before resuming her Operation Relentless 'Continuous at Sea Deterrent' patrols.

As VENGEANCE left Devonport she passed HMS VANGUARD on her arrival at the Dockyard for refitting and refuelling. It is reported that VANGUARD's refit will not be as extensive as the one just completed for VENGEANCE but, as well as re-fuelling the refit includes upgrades to her Sonar and Communications systems and replacement of some equipment and machinery.

### **USN TO REINTRODUCE ANTI SHIP MISSILES TO SUBMARINE OUTFIT?**

The Navy is investigating adding an anti-ship missile to its submarine force - bringing it in line with the majority of the world's naval submarines, the director of Naval Reactors said on Wednesday.

In response to a question from the audience at the 2015 Naval Submarine League Symposium, Adm. Frank Caldwell said the Navy was exploring adding the capability to the fleet.

"For this audience, I'll tell you we are considering that and we are taking some steps to delivering that kind of capability to our submarine force and I can't really say any more than that," he said.

The U.S. submarine fleet did use the UGM-84A Harpoon anti-ship missile but that Harpoon variant was retired in 1997. The current primary attack submarines is the anti-ship weapon is Mk 48 heavy

torpedo and is limited in its range relative to anti-ship missiles developed and deployed with foreign navies.

In particular, Russian and Chinese submarines field a variety of anti-ship missiles with ranges that far exceed the Mk-48s. For example, the emerging Chinese YJ-18 supersonic anti-ship cruise missile, capable of launching from a People Liberation Army Navy (PLAN) attack boat has an estimated range in excess of 300 miles. Likewise, Russia's newer Oscar-class attack boats field the supersonic P-700 Granit - known by NATO as the SS-N-19 Shipwreck - with a more than 300-mile range.

For the U.S. submarine fleet it makes sense to return anti-ship missiles to boats to provide a greater standoff range for the force, Eric Wertheim — naval analyst and author of U.S. Naval Institute's Combat Fleets of the World - told USNI News on Wednesday.

"When you look at potential combat operations and you can see how an anti-ship missile from a sub could prove useful," Wertheim said.

"I do think it would add options to today's submarine fleet to operate farther from high threat environments. Standoff capability adds a lot of options for military commanders."

If the U.S. elects to include anti-ship missiles in its submarines there are several options to choose from beyond the legacy Harpoons. The Norwegian company Kongsberg - that recently partnered with Raytheon — unveiled a subsurface launched version of its Naval Strike Missile in 2014. Lockheed Martin's Long Range Anti-Ship Missile (LRASM) being developed for DARPA is currently air launched, but Lockheed has examined firing the missile from a surface ship and it could likely be adapted for submarine use. Additionally, U.S. attack submarines all field Raytheon Tomahawk Land Attack Missiles (TLAM). Earlier this year, Naval Air Systems Command (NAVAIR) tested a Block IV TLAM as an anti-ship missile.

"If you have Tomahawks already on board then it could be dual purpose [land attack or anti-ship]," Wertheim said.

Studying a sub-launched ASM conforms to an overall trend in the Navy in the last few years to empathize high-end warfare after years of supporting the low intensity conflicts in Iraq and Afghanistan.

### **TREASURY 'ULTIMATUM' OVER TRIDENT REPLACEMENT?**

By Laura Hughes, Political Correspondent  
12 Nov 2015

The Government has refused to deny reports that Chancellor George Osborne is attempting to strip the contract from the Ministry of Defence

The Chancellor has reportedly sent an ultimatum to the Prime Minister outlining that he will only support the funding for four new submarines, if the project is given to a new body reporting to the Treasury. The Government has refused to deny reports that the Chancellor is attempting to strip the £40 billion contract away from the Ministry of Defence.

A "defence industry source" has revealed there is a "tug of war" going on between the Treasury and the MoD, which would face a reduction in its power if the new submarine delivery authority was handed to a different department.

The source suggested that Mr Osborne was concerned that the MoD would not be able to guarantee the new subs would be ready by 2028, when the Royal Navy's Vanguard-class craft start to go out of service. Mr Osborne has reportedly expressed concern that the Ministry of Defence does not have the skills to deliver the new submarines by the time the current boats will begin to be retired.

A defence industry source told The Times: "That is the tug of war going on between Osborne [and the MoD]."

"Everyone in defence wants to keep it inside defence. Anything that is novel and different is perceived as a threat."

The senior defence industry source said: "The Treasury has the money for the submarines but what they cannot have is a lack of confidence in delivery. "The MoD has a poor record on delivering submarines on time."

A Government spokesman responded: "While we are not prepared to comment on the contents of a leaked document, the Government remains committed to maintaining a continuous at-sea deterrent, and to replacing the current Vanguard class of nuclear armed submarines with four Successor submarines."

More detail is expected to be revealed with the publication of the Strategic Defence and Security Review.

The Prospect union, which represents defence specialists in the private and public sector, said that the perceived skills shortage at the MoD was the result of a succession of cuts, recruitment bans and pay restraint over recent years.

Prospect deputy general secretary Dai Hudd said: "Skills have been neglected in all major Government departments and a major rethink and investment is required to reverse this trend. We have pressed this point with ministers on numerous occasions but it has fallen on deaf ears.

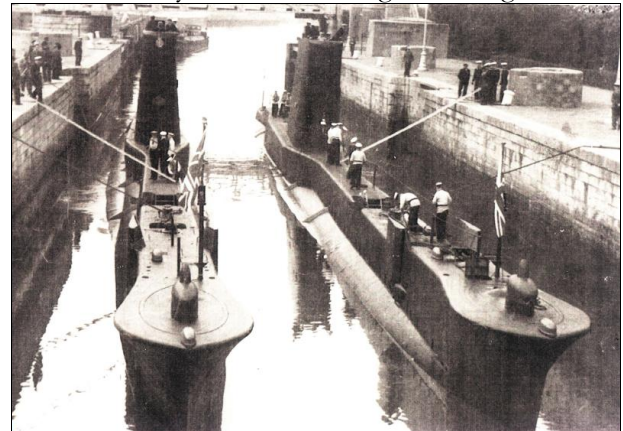
"The idea that the Treasury - or indeed the Cabinet Office - has the skills to manage such a complex and technologically-challenging project as the Successor Programme is fanciful and needs to be fiercely challenged.

"Mr Osborne's land-grab will send shivers across Whitehall. Many will be wondering which major project will be next in his cross-hairs."

### MYSTERY SUBMARINES

In Issue No. 50 Terry Hall from Derbyshire asked a question about the names of the two Submarines in the photograph below. It was suggested that they were TABARD and TRUMP. He also asked if anyone could identify the purpose of the 'pimples' on the forward Sonar Domes and, additionally, which dockyard it was and when was the photo taken.

Well thanks to Jim Rae, the former Scottish Branch Secretary, Terry Hall now has the answers which were given in a recent Derbyshire Newsletter. The two boats in question are HMS TABARD on the Port Side (right of picture) skippered by Lt Cdr Peter Samborne who (according to Wikipedia) took the boat up into the Barents Sea and later went on to command HMS DREADNOUGHT. The boat on the Starboards side is HMS TRUMP which was commanded by Lt Cdr Peter Angus Fickling.



Jim was the signalman (TO) on the TRUMP and they had just returned back from the Suez conflict 1956'ish, and the photograph is of the TRUMP & TABARD locking into Ostend Harbour. When the photograph was taken, Jim had just come down from the bridge, and was on the casing with the officer awaiting a gangway to come across to pipe the officer on the dockside on board. As is clarified by Wikipedia the boat also undertook patrols up the Barents which will not need any explanation to a submariner! The 'blimps' were all to do with the boffins on board and the extra sensors which were connected with the special work the boats were doing at this time. Jim recalls, like many, the problems of transiting into the Mediterranean through the straits of Gibraltar due to the salinity of the sea in that area where quite a pressure built up in the boat and not always controlled by running the blowers and the signalman having to hold onto the Officer of the watch when taking the clips off the upper lid. In the 1970's we no longer carried

buntings (signalmen) and the job was undertaken by one of the 'Sparkers', normally on a rotating basis unless someone really liked the job which could be quite unpleasant when on the 'roof', especially around Scotland! So there we have it, and I thank everyone who spent several hours looking in their archives; and nice that we eventually got to the bottom of the query so thank you to everyone for your endeavours to answer my questions and satisfy my curiosity. I still have no idea how I came by the photograph in my archives of stuff as by the time I joined boats the 'T' boats were reduced to the status of TABARD as the New Entry training boat in Dolphin for acquaint though the 'A' Boats were still running thus a 'P' Boat was quite a luxury.

### **Vickers Built 'K' Class Boats – Trials Pay**

By Peter Schofield MA

We continually hear of the Naval side of the K-class submarines but rarely of the Vickers workers thoughts on the subject. By late 1916 the first of six submarines was ready for trials and the Barrow Amalgamated Engineering Society (ASE) Minute Books provide insight into conditions found on board and payment for the trials.

It was said many men worked in bad places, and the boats were so full of men it was difficult to get on; no doubt caused by Vickers urgency to complete contracts. The smells were bad, tanks were smaller and the general conditions worse than in previous classes of diesel submarines from a workman's point of view. The atmospheric condition were worse and the tanks, in addition, were affecting the wear and tear of clothing.

There was also the heat to contend with which had bad effects in confined spaces. The conditions led to the ASE asking for additional money for its members, particularly for tank work. The questions of trials were considered. It was resolved to claim 10 shillings for each steaming trial in the dock, to be paid independent of 5 shilling allowance when batteries were charged. All men engaged on tanks or on top for necessary work receive 5 shillings a day when batteries were being charged.

For all outside surface trials 30 shillings per trial (successful and unsuccessful). If the submarine is outside the Dock Gates to be considered and trial paid for. Main motor trials with propellers 5 shillings for each trial on Port and Starboard if carried out in one day, 2 shillings & 6 pence for all unsuccessful trials. Full speed trials with turbines 8 hours, 42 shillings (successful), 21 shillings (unsuccessful).

For diving trials 21 shillings, in addition if carried out same day. An allowance to be made for all pressure trials. For trials with HP and LP compressors and pumps, 2 shillings & 6 pence for each trial. Diesel engine, 16 shillings to be claimed

& for an unsuccessful trial over 2 hours, 10 shillings. For men working watches other than their own, 25 per cent added to wages for the first two hours, 50 per cent after 2 hours.

Finally provisions were to be made for men in case of emergency.

### **BARROW DOCKS SKYLINE SET TO CHANGE FOREVER**

(By Barrie Downer)

As part of the £300 million preparations for the TRIDENT Successor Programme the construction of a new 28,000 square metre Stores Facility in the Ramsden Business Park on Barrow Island is now well under way. Site preparations and ground works started just over a year ago with site clearance, ground remediation, site levelling and, for the last few months, pile driving and foundation works. In Late October the erection of the steel framework of the building started. Rapid progress was made for the first few weeks but the recent severe winds has slowed work.



**Photos taken on 16th Nov 2015**

When the site work started the Main Contractor was Shepherd Construction but the company has been taken over recently by Wates Construction who will complete the Stores Building which is expected to be fully operational by mid to late 2016.



**Photo taken 16th Dec 2015**



**An Artist's Impression of the New Store**

### **MESOTHELIOMA CAMPAIGN**

Many RN Veterans and Dockyard personnel, who over the years have worked in ships and submarines (in service and in dockyards) where asbestos has been present have been affected by Pleural Plaques, Asbestosis & Mesothelioma as a result of their exposure.

To date many of those so affected have been unable to claim the same compensation as civilian asbestos workers similarly affected. Following a campaign by the Royal British Legion (RBL) and Royal Naval Engineers associations the rules are to be changed - as detailed in the following update from the RBL.

Sent: Thursday, December 17, 2015 at 9:39 AM

From: [lpett@britishlegion.org.uk](mailto:lpett@britishlegion.org.uk)

### **Mesothelioma Campaign Update**

Dear All

It is with much pleasure that I write to inform you that legislation will be amended in April 2016 to enable all veterans diagnosed with Mesothelioma as a result of Service the choice between receiving a traditional War Pension or £140,000 in lump sum compensation, regardless of age at diagnosis. The average civilian compensation award under the Government's Diffuse Mesothelioma Scheme is around £122,000.

Whilst the law won't be amended until April, the Ministry of Defence have indicated that payments will be backdated to the date of the Government's announcement, which was at yesterday's meeting of the Central Advisory Committee. From 16 December, all veterans diagnosed with Mesothelioma who submit a claim to Veterans UK will receive a traditional War Pension as normal for the period up until April 2016. After that date, should the claimant decide they would prefer to receive a lump sum payment, Veterans UK will arrange for this to happen, with the value of any War Pension already received being deducted from the final lump sum award. We understand that independent advice will be offered to all veteran Mesothelioma claimants to help them decide which payment option is right for them, given that War Pensions include survivor's benefits.

The Legion has long maintained that veterans should be compensated fairly for their suffering, and we commend the Government for taking steps to address this important issue. Whilst we welcome yesterday's announcement, we do remain disappointed that around 60 veterans who are currently in receipt of a War Disablement Pension for Mesothelioma will be unable to apply for the new lump sum compensation award. This is on account of successive governments' longstanding opposition to retrospection. The Legion has informed officials of our disappointment and has suggested that that this particular group of veterans should be considered worthy of 'special' status within the terms of the Armed Forces Covenant, in light of both their limited life expectancy and the severity of their pain and suffering. We are pleased that the Government has indicated that it will review this matter, and we will continue to monitor developments closely.

The Legion has also expressed concern that the £140,000 lump sum payment will not be uprated annually in line with the War Disablement Pension Scheme, within which this payment will sit. Instead, we understand that the value of the payment will be reviewed periodically in line with lump sums payable under other public sector compensation schemes. Over time, this could mean that the value of the lump sum option is eroded compared to a traditional War Disablement Pension, which would once again disadvantage those veterans who are unmarried, widowed or divorced. We will be continuing discussions with MOD officials in this regard, and will keep you updated on discussions.

The Legion estimates that the Government's recent announcement will benefit veterans diagnosed with Mesothelioma by tens of millions of pounds over the lifetime of this issue, which I am sure you will agree is a sizeable sum in the present financial climate. My colleagues and I thank you wholeheartedly for your support, without which we could not have demonstrated the breadth of opposition to the previous, unfair arrangement. Thank you.

If you have any outstanding questions or concerns regarding the recent announcement, please do feel free to share them with me as I would be happy to raise them with officials in our follow up discussions.

Laura Pett, Public Affairs and Campaigns Manager

On the subject of Asbestos the following item recently appeared in the Scotland's 'Sunday Post'. The article, which explains the problems caused by Asbestos exposure, references the Ship Building heritage on the Clyde - now only a shadow of its former status.

**Shipbuilding is part of the fabric of nation -  
but there is a dark side**

SCOTLAND has a proud history of shipbuilding. It's part of the fabric of the country - and not just in Glasgow where most of the yards were located.

The industry had a lot of positive effects, starting with world-class ships and continuing, probably, to Billy Connolly's Big Banana Boots.

There's a darker legacy, though - asbestos.

This building material was used in many of these gigantic vessels and it wasn't until years later that the folly of this practice was discovered.

Small fibres released from asbestos can cause various problems with the lungs when inhaled.

The surface of the lungs and inside of the chest wall are lined with a membrane called pleura which has a tiny amount of lubricating fluid between the two layers. Breathing in asbestos can cause raised areas on pleura to develop, and these are known as **pleural plaques**.

They can be seen on chest X-rays and, while they generally don't cause problems on their own, they are a sign of asbestos exposure.

Asbestos can also cause diffuse pleural thickening, where the whole lung lining thickens and the fluid around the lung may build up. This can cause difficulty breathing.

Then there's **Asbestosis**, a nasty condition which appears because the lungs become scarred. It's incurable, although the symptoms can be helped with medication.

Asbestos increases the risk of lung cancer too, and particularly a type of aggressive cancer called **Mesothelioma**, which affects pleura. You're probably beginning to see why the various types of asbestos have been banned.

The first restrictions on the use of Asbestos occurred in 1985 - but, even today, we're still seeing patients who worked in the yards throughout the country who need treatment.

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**with Submariners Crest and Branch name**  
**Black or Navy Blue with Tartan lining**



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

Date: November 15, 2015  
Name: Jim Bolton  
Email: [jbolton4747@btinternet.com](mailto:jbolton4747@btinternet.com)  
Comments: For years I have been exchanging emails with Ron (Minn) Bannister. The emails suddenly stopped in mid-September. I do not know his address, so if any one has any information please get in touch.

**A Request from HMS ARTFUL**

From the National Secretary

Gentlemen,

I have received a request from the Logistics Officer of the new HMS/M ARTFUL asking if there are:

1. Any Ex-crew members of the previous ARTFUL interested in attending the commissioning ceremony.

2. Any information/memories of what life was like at sea on the ARTFUL.

3. Any incidents/dits about ARTFUL that may be of interest.

If you are interested in attending the Commissioning Ceremony or if you have any information about Items 2 & 3 above please contact the National Secretary in the first instance and he will forward them onto to the officer concerned. His Contact Details (E Mail, Snail Mail and Telephone) are on Page 2.

Nigel Mellor

National Secretary, Submariners Association.

**By Editor**

In the last Issue I told you about the new Australian Ships BESANT and STOKER - named after the Commanding Officers of the Australian Submarines

AE1 and AE2. John Keating, who sent me the information, points out that I inadvertently said that were RAN Ships with the HMAS prefix whereas they are to be operated by Defence Maritime Services (DMS), similar to the RFA in the UK, but with a different paint scheme (orangey/red hull, with white superstructure). My apologies to John – and for not saying that he had sent the item in the first place.

### E Mail Addresses Request by the NMC

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!

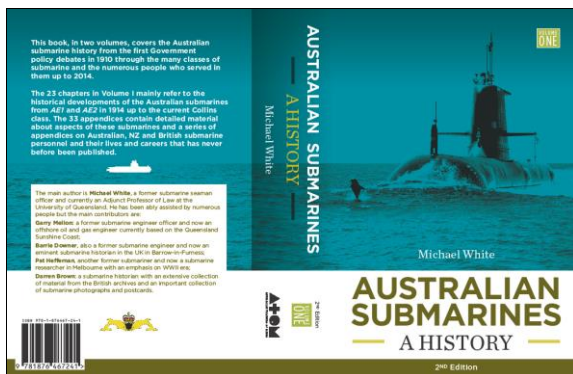
If you have changed your E Mail Address recently or are intending to change your provided in the near future please remember to advise the Membership Secretary accordingly.



**Things that ruin a submariner's day**

## BOOKS & BOOK REVIEWS

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



As advised in 'In Depth' No 50 this book, originally published in Australia in 1992, has been extensively revised and updated. Now in two volumes the book was 'launched' during a Submarine Symposium in Adelaide in South Australia in November 2015. The book covers Australian Submarine history from the first Australian Government policy debates in 1910 through the many Classes of Submarine and the numerous people who served in them up to 2014.

The twenty three chapters in Volume I describe the historical developments of the Australian submarines from AE1 and AE2 in 1914 up to the current 'Collins' class.

The thirty three Appendices in Volume II contain detailed material about aspects of these submarines and a series of Appendices on Australian, NZ and British Submarine personnel who served in these Australian Submarine, their lives and careers, that has never before been published.

The Author is Michael White, a former submarine seaman officer and, currently, an Adjunct Professor of Law at the University of Queensland. He has been ably assisted by numerous people but the main contributors are:

Garry Mellon: a former submarine engineer officer and now an offshore oil and gas engineer currently based on the Queensland Sunshine Coast.

Barrie Downer, also a former submarine engineer and now a submarine historian in the UK based in Barrow-in-Furness.

Pat Heffernan, another former submariner and now a submarine researcher in Melbourne with an emphasis on WWII era.

Darren Brown: a submarine historian with an extensive collection of material from the British archives and an important collection of submarine photographs and postcards.

'AUSTRALIAN SUBMARINES- A History' (2nd Edition) - in two volumes - by Michael White

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Price: \$140 (incl GST) total for both volumes (plus postage and handling)

A special discounted price of \$80 is available for SIA, SAA members and serving and former submariners and other naval personnel.

The discounted price applies to all members of the Submarine Institute of Australia; all members of the Submarines Association Australia, NZ and Allied submariners and their family and descendants; all RAN, RNZN, RN naval uniform personnel past and present; and such RN and USN equivalents; and such further and other persons as the President or the Secretary of the SIA should approve'.

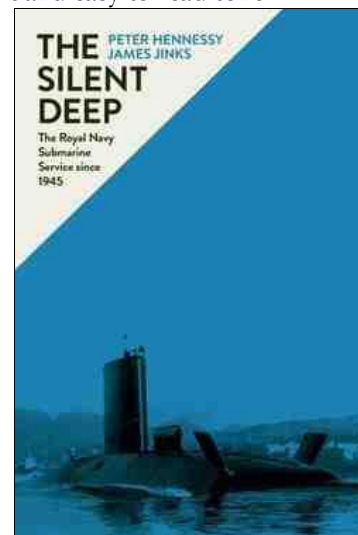
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Please note that this coupon code is for use by SIA/SAA members and the other groups mentioned only.

### THE SILENT DEEP

#### The Royal Navy Submarine Service since 1945

This book written by Peter Hennessy & James Jinks is a 'must have' book for anyone interested in Royal Navy submarine operations since WWII. Superbly written by two master historians, the book is powerful, commanding and constantly fascinating with a light and easy to read tone.



There is a detailed coverage of conventional boats and associated developments during the late 1940s and 1950s and the birth of the nuclear submarine in the Royal Navy. The authors describe the development and conduct of 'Patrols Up North' during the Cold War by both 'diesel' and 'nuclear' boats. Submarine involvement in the Falklands War is extensively covered. The many 'first-hand' accounts of incidents are fascinating.

Written with unprecedented access to classified documents, naval archives, serving and retired personnel, 'The Silent Deep' is an authoritative history of the Royal Navy's Submarine Service since 1945. If you served in submarines, worked with submarines or ever wondered what submarines did; this book is for you.

The Silent Deep - The Royal Navy Submarine Service since 1945. (823 Pages) £30.00

By Peter Hennessy & James Jinks

ISBN 978-1-846-14580-3

Published by Allen Lane (part of Penguin RandomHouse UK

Available from Maritime Books Ltd and all good book sellers. Maritime Books has already had to re-order this book due to demand; supplies are

currently limited but the publisher is printing a second edition later this month.

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### **GONE TO SEA IN A BUCKET**

(By David Black)

Our Patron, Lord Boyce has written the Foreword for 'Gone to Sea in a Bucket' by David Black.

He thought that Submarine Officers Association members might be interested in this new novel which has just come out and which is a fun read. I am sure Submariners Association Members will be equally at interested.

The story is based on a young man who joins submarines in WW2 and is a swashbuckling tale with good dit potential ("in a Bucket" is based on the nickname of HMS TREBUCHET). The submarine 'lingo' is very authentic.

The hero is a 'Harry Gilmour' and the author intends this to be the first of a series (he is already working on his second: 'The Skipper's Dog's Called Stalin').

Gone to Sea in a Bucket can be found on Amazon, Kindle and there is an audio-CD and MP3.

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

(Continued from Issue No. 50)

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#### **ON THE MOVE TO ANKARA**

In October 1915 we were told to ready ourselves for a shift to another camp. All of the AE2 crew and some of the soldiers were to go. We were informed that there had been some trouble with Turkish prisoners in Cairo and that the British were punishing them. Consequently, they were going to do the same with us. I thought it should have been the other way around.

In the morning we were lined up and our little bit of kit thoroughly checked. The Turks obviously thought we had something of importance so carefully were we searched. The few paltry things we had bought with the US ambassador's money in order to remain a little bit civilised (such as a spoon, enamel mug or plate) were taken away. We argued the point but they maintained these things had been issued to us on arrival and had to remain. In fact, our "issue" had been two enamel mugs between sixty-four men and a wooden spoon for each man. The Turks made the mistake of leaving all the collected items close to hand so as we marched out we grabbed them back. This almost ended in a free for all but most of us got our own things back. It was too late for another search as the Turks were frightened of missing the train.

At the station we could clearly see the Armenian camp. They were in a wretched condition. Goodness knows how they were getting on for food.

I didn't like the idea of leaving Afyon unless it was to be released. It was a case of "better the devil you know." We had no idea of our destination and they wouldn't tell us, hustling us straight into a rail truck at 10am on that Tuesday morning.

After all the hurry we fully expected to be leaving straight away. However, we were shunted back and forth for about three hours. Being loose shunted in Turkey is an unpleasant experience. Several times we thought the truck had run off the rails. The Turks seem to have no idea of how to shunt. They kept sending the truck at full speed from one end of the yard to the other. It was just on dark before we got properly started.

There were thirty-three men in the truck each clutching his little bundle and so close set our knees were under our chins. When a man cramped up and stood to relieve his legs he would almost always fall over someone else, so rough was the ride. This would inevitably lead to an argument.

There were two little barred windows in the truck with only barren desert to look out on. Now that we were away from Afyon I hoped never to see the place again. I hoped that whatever our destination might be, it would hold a brighter future for us. We could see the hills behind Afyon for a long time while we crossed the desert. Packed like sardines in the truck and with darkness settling down we tried singing to relieve the monotony. However, it is hard

to keep one's spirits up on an empty stomach with worries about what sort of place we were being sent to. As it was for punishment it didn't sound too pleasant.

The sentries traveling with us were up on a small platform on the roof. A collective prayer went up from us that they would freeze and fall off. They kicked up quite a row stomping their feet and singing to try to keep warm. It must have been jolly cold for them as they had no overcoats.

In the morning we were stiff with cold. We tried to get some water as we only had a gallon chatty on the train and that had soon gone. The Turks filled the chatty once that day. It was just enough for one small drink per man. We had been issued some bread before leaving but as we didn't know when we would get the next issue, we had to go steady with it. No rations were issued while traveling.

We stopped at Eskisehir rail junction for half a day where the monotony was broken with more shunting. We would wait for the bump, wondering how the rolling stock stood up to the awful knocking about it got. We wanted the sentries to open the door and let us out for exercise but it was no go. The Turks don't seem to mind what inflictions they cause. With no water and the sun now blazing down it was uncomfortably hot in the truck.

On our way again, the scenery was the same dry desert with nothing to break the monotony or relieve the eye. Now and again we'd pass an apparently deserted village with only a few mangy dogs slinking around. There were no green trees or shrubs only a coarse, rank grass growing sparingly between a few feeble attempts at cultivation. This was done with very primitive tools. We'd sometimes see a plough dragged by a camel, donkey or even a woman.

At about 10.30pm on Thursday night we arrived at our destination. Everyone was half asleep when banging on the door and the sound of rifles being unshouldered told us we had arrived. No one had told us we were about to arrive and as it was pitch dark it took a while to get ourselves sorted out. Of course, the Turks were in their usual hurry. After they got us out, one officer tried to line us up one way while another tried another way. Meanwhile several others were trying to count us with only one hurricane lamp between them. At last, in the middle of all the hubbub, someone gave the order to march and off we went.

After our cramped journey in the truck (from 10am Tuesday to 10.30pm Thursday) we found it almost impossible to walk properly and as fast as the Turks wanted. They kept us going at the points of their bayonets. It was rotten going, stumbling into gutters and falling over stones with it so pitch dark that those at the back could not see at all. It is not

pleasant to get a bayonet in one's flesh and by the men's language it was happening fairly often. I thanked my lucky stars that I was in the middle of the column and fairly safe.

At last we came to a big building on the top of a small hill about three miles from Ankara. It had been built to be an agricultural college but like everything in Turkey was only half finished. As usual it was alive with crawlers. As we marched in, a mattress made of hessian filled with grass was given to each of us. When I went to pick mine up it seemed to weigh a hundredweight. It took two of us to lift it. Evidently, it was the last one made and was half-filled with dirt. Luckily, I managed to pinch another one next day. As the floor was concrete, these beds made it a bit warmer.

To Be Continued in 'In Depth' Issue 52:

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### ALBERT F. BROWN - HUMAN TORPEDO

(Compiled by Dave Barlow from interviews with Albert Brown and originally printed in TARTAN TOPICS)

Never volunteer for anything.

It was early on in the World War 2 I volunteered for everything, even to go to Finland to help them out when they were getting over-run, but I was told I was not old enough. I had to be 29 years of age and I was only 18. The next thing was the minesweepers but I was not a Fisherman and that's who they were taking, so the next was the Navy.

I went from Rye to Brighton and passed A1. They tried to get me in the Marines but I said the Navy and that was that. In two weeks I was in HMS GLENDOWER, North Wales. They divided us into three lots, stewards, stokers and sick-bay tiffies.

After seven weeks I was drafted back to Pompey to the VICTORY but I had already put in to change to Ordnance Mechanic, so I was sent to Wallsend for a course in engineering. I did very well and was drafted back to Stamshaw Camp, Pompey. From there I marched every day to Whale Island to do a course on hydraulics.

The first day, I put my foot in it; we were in the classroom and a two ringer was asking for our particulars he was making a joke of everything such as if you came from Brighton you know what they say about them. So when he asked me where I was born I just said "why", he asked me again and so I said "why" and just looked around the room, that went on three or four times. He said I have to know as I have to write it down. By this time his face was getting red, then one of the lads said that is where he was born Sir. WHY in KENT. The joke was on him and he didn't like it. I cannot tell you what he said but he made it clear that I had to do well in the

next exam because he was one of them that passed us out.

After that I heard there was Navy Commandos and after two or three requests to see the Captain at Stamshaw Camp I got to see him and it was arranged that I should be drafted to the VICTORY Barracks and then to some place in Scotland to train for the Commandos. When the time came for exams on hydraulics I did very well but it was that man again. He said you failed. The rest of the class could not believe it, that he could get away with that, but I just looked at him and said that's ok, I have been accepted for the Navy Commando's. Then he went off his head again and shouted that I had been wasting his time so in the next two days I was drafted to the VICTORY Barracks. They said they didn't know anything about me and there was no Navy Commandos so they put me over to the Ward Room to pass out as a Steward, I didn't, I packed my case and went away for the week to Three Bridges. I had been there before, just for a weekend, and thought it was a nice place. I never had a pass so after the week I went back to Pompey and walked in and nothing was said. I just went into the Stewards Mess, there was always a lot of coming and going so they thought I was a caterer of the Mess.

One day it came over air they wanted lads for Special Service so over to the Jaunty's Office I went and in no time there was over four hundred of us there but after going through the office there was twenty six of us picked out of that lot and sent to another office. We were sent in one at a time to be interviewed, by seven officers. When I got by that, I was told to wait outside in the corridor on the left and not to speak to the other lads. By the time we had all been through, there was myself and five others on the left and twenty on the other side of the corridor. Then a PO came out and told the twenty to get back to their duties and the six of us had to go back in again one at a time and it was then I was told what I was going for.

It was underwater and a cold-blooded job and did I still wanted it. I said yes and that was that.

The time was about 3.30 in the afternoon and by 4.30 I was all packed and drafted to the DOLPHIN Submarine base. The next day we all went to the tank and were told about the DSEA Sets and in the tank we went. It was great. After that we had more tests then over to the hospital the six of us but only five made it, another one had to drop out. By then it was Friday 3.00pm. There was nothing more to do until Monday. We had to get the first train to go to Surbiton to Siebe Gorman's for more tests in and out of the tanks. It was great. That was the first time I had seen Sladen Suit. By this time another one of the boys had to drop out. He lost his nerve and just would not go through the tank. Just four of us left after a few days it was back to the

DOLPHIN. The four of us were drafted to HMS TITANIA outside of Stornoway in the Outer Hebrides.

We arrived in Stornoway by Steamer, overland to Lock Erisort. There was no jetty and in the dark we just had to scramble over the rocks to a wee boat then out to the TITANIA - that was about 3 o'clock in the morning so we just got our heads down any place we could for the rest of the night.

The next day it was all go from then on. We were paired off. My Number 1 was Lt Harry Hardgreaves, a great lad.

We got used to the suits and sets then onto a wooden torpedo, there was no engine in it, you had to pump water in to go down and out to come up again. It was good fun. The only thing I didn't like at the time, we never had enough mouth pieces to go round so when someone came in from a run they just took their mouth piece out and threw it into a bucket of Dettol. The next one had to take it out and give it a rinse and use it again. The smell and taste was not very nice when you were down below on oxygen.

Sometime later on I was doing a night dive. We set off from the TITANIA but the water was coming in one of my glasses and at that stage we had two eye glasses that were screwed in so we went alongside another ship that was with us and in the darkness an Officer took the glass out and replaced it. He gave me a weight in my right hand to take me down to test the glasses. He also handed me a rope in my left hand to stop me going down too far but before the officer could get back to the other end of the rope I was over the side in the darkness and I was going down head first not able to get the weight off my finger. I was getting squeezed and pinched in all places and the rope never stopped coming down with me. I hit the seabed at about 200 ft. by that time my ears had gone bang with the pressure and there was no oxygen in my bag or in my suit to keep the pressure off. As I was upside down I could not get any oxygen until I stood up on the seabed then I got some into my suit and came up almost alongside the torpedo. I mumbled to my Number 1 my ears had gone and just got to the torpedo and carried on with my run.

We had nets to go through and one we had to go under at about 90 ft. The clock used to stop at 90 ft. but many times we had been a lot lower than that. I went to the sickbay that night after we got back from that run and I had to lay off diving for a week. After the week PO Bill Smith had a line on me and I went down on a short rope over 225 ft. I could hardly bend but I managed to pick up a tin from the bottom and take it back to Smith. He always joked and said, "I couldn't go to those depths" so I thought I would show him, it was great. After my eardrums had burst I could go down any depths, as

there was no pressure on them all. So I never left a torpedo even when it was going down out of control I had a few Number 1's that bailed out but I hung on and brought them back up to the surface, and picked up the Number 1. Sometimes it was a hard job as this was all done in pitch darkness in rough weather and in open sea.

I remember they took HMS HOWE out of the fleet for us to practice under. They had nets all round her and the Ships Company were out in small boats around the nets; it was so dark we couldn't see them. As we only had a few torpedoes, when the first one came back to the TITANIA myself and Harry, my Number 1 were to take it to do our run but we found that the Number 1 was dead it was the Number 2 that brought it back but we were ready so away we went.

Well we didn't bother about the nets; we went right down under them and came up just under the bow of the Howe. We dismounted and took the torpedo right to the stern and back again. It was so hot under there I went out for the count for a second or two. I came round and I was still holding the torpedo. My Number 1 didn't even know I had been out for the count. I was lucky. By this time we were just under the bow, we mounted again I dived down over 90ft and came out under the nets and back to TITANIA. It was great no one saw us at all. After the TITANIA had moved from two or three different lochs we ended up at Loch Striven, then three or four pairs were picked to go to Malta including Harry and myself.

The day we left all the ship's crew were up on deck, by the time I had got up after having 'sippers' all around I thought I was seeing things, they had got my kit bag and hammock up on the derricks. I held my breath because if they had come open I would still be doing time for all the duty frees and the tins of tickler.

We went overland to Dunoon by truck and from there to Gourock by Steamer. The customs see me with all my kit and would think I was going on draft so they never bothered to look through it, but I was going home to Hastings on leave before I went to Malta.

On leave you couldn't tell anyone what you were and what you were doing and there was no badges for us. Not even my mother and family knew what I was letting myself into, but I was all for it.

After leave I picked up a boat in Glasgow, the Clan Cameron but we only got as far as Gibraltar on her. My Number 1 Harry told me he had left two bottles in his cabin, Gin and Whisky so I took two of the boys up with me on the night we got to Gibraltar about 3.00 a.m. We had to change over boats; I can tell you it was some job going over the side onto a small boat then to another ship with what little kit we had, the rest of it we had to leave at home. After

we got on our way in a convoy out through the Med at about seven knots the first day was OK but about 10.00 p.m. at night it started, one plane came over our ship and right across the convoy without a spark. Then it came straight back from corner to corner of the convoy over the top of us, it dropped four bombs, two each side of us and after that planes came from all ways. You could see ships going down on fire all across the convoy. Every day there was less and less ships in the convoy.

We eventually got to Malta and got on with some training, we didn't do any day runs only at nights then you didn't know when you would get a rope around your neck as there were so many small boats in the harbour. Harry and myself did, on or two night runs into Grand Harbour from six miles out. The first one the torpedo's gear stripped and it started to sink, in the end we had to let a flare go and hope for the best. We were lucky a boat loomed up and it was one of ours and we got the torpedo aboard very quickly and back to Malta. It was not our fault the torpedo broke down. So, the next night we went out again and everything went OK. Captain (S) told us there was a trip wire across the harbour entrance also nets and a mine on each side. Well, he said, it was there but didn't know if they had taken it away. We got in OK to the nets but we couldn't get under them so we got through a hole about 50 ft. down. I got off, got the torpedo through with Harry still on it and I held on to it with the tips of my fingers and let it pull me through. I could not let go because the screw would have taken my fingers off. When Harry found out that I was not on the back he stopped then I could let go and get back on and gave him the OK. I was still with him.

When we came to the surface we could see our target was on one side of the Harbour and the NELSON was the other side. We knew they were looking for us in the Harbour so we dived from one side of the harbour right under the NELSON across to the nets round the target and from then on it was hard work. We were up to our knees in mud, tins and bottles. You name it you can find it at the bottom of Grand Harbour.

We put a dummy charge under the ship and let a line go from it so the crew could see we had been there then we got back out. It had been a successful run.

A day or two after that I was in the sickbay with sand fly fever or malaria. But they picked two pairs to go on the next raid my Number 1 came to the sick-bay and told me that we had been picked and asked me if I would be ok.

Well the day came to go abroad on a sub the UNRIVALLED with 'Topsy' Turner the Skipper. I came out of the sick-bay and went abroad with plenty of pills to keep me going. Our target was the Italian cruiser ANDREA DORIA. She was at

anchor just outside Taranto harbour but inside the nets. We had it worked out what we were going to do but as it was lying at anchor and they would find we were there she would just up-anchor and move away and the charges would be pulled off. So I was going to stop underneath with the clocks ticking until I knew the other boys were away. I would catch up with them the next day ashore under a bridge but if the target moved I was going to turn the clock back and blow it up with myself as well but at the last minute the operation was called off and we returned to Malta. We were told they would not risk our lives because the Italians were on the verge of giving in. I did a few diving jobs in Malta until I could get a boat back to the UK.

We came in at Liverpool then up to Rothesay then on leave back down to Hastings. After my leave I was 36 hours adrift getting back, I was held up at Newcastle, she was a brunette. I arrived back at Rothesay then out to Port Bannatyne to HMS VARBEL. By this time the rest of the boys had been drafted to Blyth to a submarine course to pass the time away. I saw Captain Banks, he asked what I wanted to do? I could go as a diver on X-craft or clear harbours from explosives or stop as I was on the torpedoes but he said he was going away for a week and I could tell him when he got back. So, I had a week doing nothing in Rothesay. He called for me when he got back and asked if I had made up my mind, then before I could say anything he said I would like for you to stop on torpedoes as my Number 1 had taken over frogmen.

I went down to Blyth and did the training course but there was nothing in it after being on the subs in the Med. After a few weeks I went to the DOLPHIN and was trying the new 'Terry' job - the Mark 2 torpedo. I could not sit down in it as we still had two big bottles on our back. After a few setbacks it was sent north and I went with it. They told us if we did seven, seven hour runs at night we could go on leave. I never had a Number 1 at the time so I went out with any Number 1 that was spare. The only thing was I had to kneel all the time as we still had big bottles on our backs. I was too big to sit down in it back to back. Well I got my seven runs in but the Number 1's I had were not very good. So I was picked to go to the Far East without a Number 1.

I went home on leave and picked up the HMS WOLFE up in Rothesay Bay for the Far East. The trip out was very good until we got to almost Bombay when Lt McArthur sent for me to come to his cabin. He told me he had bad news for me that my people had been bombed out but my mother was safe. The message never said anything about the rest of the family. He asked me if I wanted to go back, if so he could put me off in Bombay and I might get a flight back. He was pleased when I said

I would carry on, as everything would be over by the time I got home.

Soon after we arrived in Trincomalee we got down to training. It was another world down below but everything went ok and they gave me Bill Smith for my Number 1. We got on very well together and we were picked to go on the first job against the Japs with two men torpedoes. Our targets were in Phuket Harbour on the West Coast of Malaya at the North end of Malacca Straits. There were four of us picked. Two for each machine. We went on a short jungle training course just in case we had to bail out and make our way into an enemy training course just in case we had to bail out and make our way into enemy occupied territory. Escape kits were prepared and explained and some Shark scares had also arrived, one of these was a repulsive smelling ointment to smear over suit, headpiece and hands but we did not use it as we thought the machines and the figures riding them would be enough to frighten any sharks.

Back from the jungle course we found the submarine 'TRENCHANT' was to take us on the operation; 'Baldy' Hazlet Lt Commander commanded her. He played an outstanding part in the early years of the enterprise.

There remained a short period of time for training to be carried out with the parent submarine, for the final trial the two machines were taken out to sea and launched about six miles from the entrance about 8 p.m. or 9 p.m. Smith and I had an eventful run; on going under the first boom, my nose clip came off and fell into the bottom of my face piece. As soon as we came to the surface inside the net I opened the visor to fix things, hoping Smith would not dive again in too much of a hurry. But with wet hands the replacement of a slippery nose clip proved too difficult a manoeuvre so I decided to leave it off and shut the visor, judging the risk of carbon dioxide poisoning to be a justifiable one in 'practice battle' conditions. One the way out, after we had completed the attack the machine gears suddenly stripped and Smith was left with no means of varying the speed and none of going astern.

We could have surfaced alongside the net, where we knew there to be a launch from the WOLFE but we decided to carry on out to sea to pick up 'TRENCHANT' in spite of the defect. But before we could get back to the rendezvous and because of the many extra obstacles we had to surmount, the machine was completely out of compressed air and Smith and I were completely out of oxygen, we were accordingly running on the surface with visors open when we sighted the Submarine. There was only one problem of stopping, round and round we went again and again until we could reach a line thrown from the big boats casing which eventually halted us.

When we climbed out of the water it was 4.20 a.m. - it had been a long night.

TRENCHANT sailed on 22 October with the torpedoes resting on the Port and Starboard Saddle tanks.

Down below in the control room the four of us were observing all that was going on, we had checked our escape equipment just before leaving. Each of us had been issued with a 38 revolver and ammunition, local currency, a small bag of 25 gold sovereigns, a silk map, a small dagger, needle and thread for sewing up wounds, compass, hacksaw blades, a watch and a tablet of poison. All of this had to be concealed among our clothes and carried inside the diving dress. There was also the "Siamese Blood Chit", a small square of white silk. On this, in addition to a very garish Union Jack, was a message inscribed in several Oriental languages to the following effect:-

"I am a British Naval Officer who has been engaged in operations against the Japanese. If I am captured I cannot fight against the Japanese, so I appeal to you to hide me and provide me with food until I can re-join our forces. If you will help me by giving me food and hiding me in safety until our armies arrive in Malaya, you will earn the gratitude of my Government, who will give you a big reward and I am authorised to give you a chit to this effect."

The sea trip to Selenga Island on the coast of which lay Phuket Harbour was uneventful, and on the morning of the attack, TRENCHANT was in position 6 ½ miles to seawards from the target area. The four of us had a good look through the periscope at the targets, Eldridge's and Woolcott's target was just inside the harbour entrance, she was the 5,000 ton merchantman "SUMATRA" but our target the "VOLPI" of 5,272 tons way lying further in, right at the extreme end of the waterway, to reach her we had a considerably longer trip. She was out of commission and partly submerged and in the process of being salvaged by the same team as had refloated the "SUMATRA." I was told the divers were working round the clock on her.

The day passed terribly slowly and nightfall brought a great sense of relief. Dressing took less time than had been expected and the four of us had to sit about in a sweltering control-room, clad in thick rubber suits, with the sweat literally pouring off us. We were glad when we were able to man the machines at 10 o'clock, the sea was very flat as the submarine submerged and left her two offspring's afloat.

The night was lit by a brilliant moon, which had its advantages as well as its disadvantages. I couldn't see where we were going but I could see where we had come from, as we sat back in the torpedoes.

I am happily connecting myself to the machine oxygen supply, then came the trim-dive, which went

well enough as far as Smith and the chariot were concerned. But for me things were not plain sailing. As soon as we submerged I felt the water coming through the vent in the headpiece and within minutes I was flooded from feet to neck. It didn't worry me very much until I had to dismount to secure the warhead, which Smith had noticed working loose. I had to keep a very firm grip on the securing gear to prevent myself plummeting to the bottom. Smith and I felt very confident about the whole job. It was quite straightforward there being no nets across the harbour and we never saw any and probably no other defences either. Both of us were old hands at the actual business of handling a machine below the water, so the night should be a 'quiet number'. We had several natters together to formulate a plan of campaign and had decided simply to ride in on the surface for the first 4 1/2 miles and keep dived for the last 2. Nothing stopped us keeping to that programme. After having gone about 3 miles we were able to distinguish first of all Eldridge's target then our own. Smith was a little worried about the phosphorescence that the propeller was churning up. This was a feature of tropical waters to which none of us had become fully accustomed.

When the time came for diving we remained below for 400 yards at stretch surfacing slowly every time to check course and to take in the situation as a whole.

This part seemed slow going, and, indeed, we were being forced off course considerably by the strong cross current, but by trial and error we eventually got into position some 300 yards away from the target and dived for the attack. Soon we could see the dark shape of the hull appear and with motor stopped we glided smoothly alongside, the depth was about 20 feet.

The intention was to place the charge vertically under the centre line of the ship as near as possible on the engine room plates, but on sinking slowly to 40 feet we both realised that with the position in which the ship was wedged we would never manage to get ourselves or a charge underneath her. Partly to think again, partly to try another attempt we withdrew. We kept deep on the next attempt but our luck was no better.

So, I dismounted and went forward to have a look at the ships side, moving slowly past Smith and past the warhead. The water was so dark that before I had gone some four feet from the nose of the chariot I was completely out of sight from Smith, but in a few minutes I was back, to indicate by signs that there was no hope of securing the charge on the ships side. It was disappointing, but there was nothing to be gained by stopping where we were, so with the main ballast slowly blowing we crept up the side of the ship towards the surface. At fifteen feet

we came to a deck, Smith stopped the ascent for me to dismount, well to get out of the cockpit for a third time on the trip. This time I took the charge with me and lashed it to one of the deck-fittings and took the pin out of the time-setting clock. I had about 45 minutes on the clock when the lashing parted and my hand was cut. I had to grab the charge again and struggle with it across the deck. The fuse-clock was ticking away and I knew my time was running out as I negotiated a series of steps down into an engine-room and placed the charge where it could not move. Then I had to take a chance and put another 4 hours on the clock; that's when my life was in my hands. But I was too preoccupied with several personal discomforts, to start with, my suit was full of water and one of my hands were bleeding badly from a cut sustained when I half stumbled with the charge, a further fall had torn open my head piece and gashed the top of my skull. I could feel my hair sticky with blood, through the hole in the rubber. However, as I made my way up the engine-room ladder and across the deck to where I thought Smith would be waiting, I was able to reflect on the big bang I had left just below me. By the time I re-joined Smith I had to been aboard for some 20 minutes - long minutes they had been too. I let Smith feel the split pin that meant the charge had been set, we shook hands and were away. The usual routine for departure was a long dive for about a mile at about 10 or 15 feet, course to be as estimated by Number 1. This was Smith's intention as the chariot surged slowly forward and away from her target, but they had barely gone 10 yards before he felt this breathing coming with difficulty and before we had gone very much further he knew for certain that his equipment had a defect. In a hurry he brought the machine to the surface, ripping open his visor and disengaging his mouthpiece. His mouth was badly burned by the soda lime that had worked loose from the canister. Luck had changed and we were in a not very promising situation, all we could do was to carry on at full speed on the surface and hope for the best. We had been proceeding in this fashion for about 90 minutes and the time was between 2 and 3 a.m. when Smith sighted the TRENCHANT some 40 yards away. We had been dead on course, the next moment a dark shape appeared to port and proved to be lofty Eldridge's machine. Things could not have been better timed. Hezlet ordered the chariots to be scuttled. With my headpiece full of water and my back to Smith I was not sure what was happening, the machine started to dive and a leg hit my head so I grabbed it as I was still connected to the machine for oxygen supply. I managed to disconnect myself and still hold on until I got a hold

of the Submarines Casing - if not I would have been at the bottom with all the water and hole in the suit. As soon as we got aboard and down below Hezlet had the 'Plugs pulled out' in double quick time. My suit was almost bursting open with the weight of water inside it. I always got by but no one could swim with that. I was a non-swimmer. The mystery was that I had managed to conceal the fact through the best part of 3 years. McArthur was highly amused when he heard about it.

Back in TRENCHANT there was an air of satisfaction and the four divers after a brief comparison of notes were packed off to get a few hours sleep. We were called again at 5.30am half an hour before the charges were due to go up. Woollcott's target disintegrated to be followed five minutes later by ours. We were all allowed frequent peeps through the periscope to see the effects of our handy-work. The two explosions were quite different, the first was a sharp crack and the vessel seemed to move upward. The second was considerably duller and seemed to expand its energy horizontally outward. The TRENCHANT continued on patrol for a further three weeks much to the delight and interest of the charioteers. During this time Hezlet was able to make a successful attack on a convoy and the boat was subjected to some depth charging. On return to Trincomalee reports were submitted and the four of us went on leave to a rest-camp in the hills. When we returned to join the other teams we found them packing for home.

Authority had decided against any further chariot operations in the Far East.

The Commander in Chief had said that he would not be responsible for sending men on operations where return might not be possible, when it was known that all men captured would immediately lose both eyes and testicles. As a result everything was being wound up as far as this mode of warfare was concerned.

All those now 'out of work' would be given a comprehensive choice of jobs and every effort would be made to see them placed in the appointment of their choice - charioteering had to come to an end.

By the time I got back to the UK the war was over. I spent my last days at the DSE tank before I was demobbed.

The end had come for the lad they tried to make a Steward; and out of about 400 lads that tried to get into the job I was the only one that got through and did a successful operation.

'A non-swimmer' and at last they changed me over to a Seaman and was awarded the DSM for this operation.

## MEMBERS 'CROSSED THE BAR' October 2015 to December 2015 (\*\* WWII Service)

NAME	DATE/AGE	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
Jeff Feast	25th Jan 2015	Chief Petty Officer (UW)	Colchester Branch	1955 to 1972	TURPIN, AENEAS, TELEMACHUS, ANCHORITE (on Commissioning at Singapore) on 11th Oct 1962, SENTINEL, ALLIANCE & DREADNOUGHT
John Oakman	Sep 2015 aged 85	Chief Petty Officer (TASI)	Dolphin Branch	1959 to 1969	SEPAPH, ANDREW, TOKEN, EXPLORER, PORPOISE & ALARIC
Terence J Soar	6th Oct 2015 aged 75	Petty Officer (ME)	Hull Branch	1959 to 1965	TALLY HO, TAPIR, ANCHORITE, TACTICIAN & NARWHAL
Jeffrey L Rubython	8th Oct 2015 aged 85	Lieutenant (E)	Eastern States Branch	1961 to 1970	CACHALOT & RORQUAL
John (Tex) Ranger	Oct 2015 aged 69	Chief WEM (R)	Dolphin Branch	Nov 1967 to Aug 1989	ANDREW (68-69), RORQUAL (69-70), FINWHALE (70), GRAMPUS (73-75) & ODIN (75-79)
Ronald Burns, MSM	Oct 2015 aged 84	Warrant Officer WEM(R)	Dolphin Branch	Jun 1962 to Jun 1986	AMPHION, TOKEN, OCELOT, GRAMPUS & FINWHALE
Peter Dakin	11th Oct 2015 aged 92	Stoker 1st Class	Leicestershire Branch	1943 to 1946 **	TUNA, SIBYL & TRUMP
Ken O Bates	18th Oct 2015 aged 81	Chief Petty Officer Coxswain	Portsmouth Branch	Jan 1953 to Jan 1966	SUBTLE, SEASCOUT, AENEAS, ANDREW, TALENT, TABARD & ODIN
Ivor G Jones	1st Nov 2015 aged 83	Chief Petty Officer Coxswain	Gosport Branch	1953 to 1971	ASTUTE, AUROCHS, SERAPH, TRUMP, TAPIR, ARTEMIS & VALIANT
F Rutter	4th Nov 2015 aged 77	Chief REL	Gosport Branch	Oct 1970 to Feb 1978	REVENGE (P)
A A (Alex) Millbank	5th Nov 2015 aged 83	Stoker Mechanic	Eastern States Branch	Feb 1952 to Mar 1956	ASTUTE & TACITURN
H (Harry) Brown	7th Nov 2015 aged 83	Leading Seaman (RP3)	Essex Branch	1952 to 1957	AMBUSH, SANGUINE & SENESCHAL
Stuart A Carter	11th Nov 2015 aged 90	Leading Telegraphist	Leicestershire Branch	1943 to 1947 **	SCEPTRE, P614, SPEARHEAD, P511, SHAKESPEARE, TUNA, SIBYL & TRUMP
C Edward Gibson, MBE	30th Nov 2015 aged 85	Lieutenant Commander	Dolphin Branch & Submarine Officers Association	1950 to 1967	ALCIDE, AMPHION, SENTINEL, SANGUINE, ALCIDE (IL), SCORCHER (CO), TACTICIAN (CO) & OBERON (CO)
Michael (Ginge) Cundall	15th Dec 2015 aged 68	CPO MEM(M)	Barrow in Furness Branch	1967 to 1983	PORPOISE, COURAGEOUS, CONQUEROR & SCEPTRE
Robert J Sharpe	Dec 2015 aged 70	Lieutenant Commander (E) (WESM)	West of Scotland Branch	1974 to 1989	SOVEREIGN (76-78), ONSLAUGHT(80-83) & VALIANT (86-89)
Frank A Hall	Dec 2015 aged 87	Leading Stoker	New Zealand Branch	TBA	TOTEM, TALENT, TRENCHANT & TABARD
Dennis T Churchill	Dec 2015 aged 85	Leading Seaman	Nottingham	1955 to 1960	TELEMACHUS, ANDREW, TABARD & EXPLORER

			Branch		
Maurice Jamieson	28th Dec 2015 aged 79	Acting Petty Officer (UW2)	Indalo in Spain Branch	1955 to 1962	SUBTLE (56-57), ALLIANCE (58), ANDREW (59-60), ALARIC (61) & ALCIDE (61-62)

**OBITUARIES – OTHER SUBMARINERS ‘CROSSED THE BAR’ October 2015 to December 2015 (\*\* WWII Service)**

NAME	DATE /AGE	RANK/RATE	ASSOCIATION	SM SERVICE	SUBMARINES
Joscelyn Toms Hardwicke	10th Oct 2015 aged 91	Sub Lieutenant, RNVR	Submarine Officers Association	1943 to 1946 **	SUBTLE (February 43), CYCLOPS (Dec 43) & DOLPHIN (Nov 45)
John R C Turner	14th Oct 2015	Commander	Submarine Officers Association	Not Reported	FORTH, TURPIN (58), NARWHAL (60), NARVIK (62), TERROR & DOLPHIN
Alan M S Eling	16th Oct 2015 aged 56	UC1	Non Member	Not Reported	SCEPTRE (1st Commission Crew) on 14th February 1978 & SUPERB
Frederick J Driscoll	21st Oct 2015 aged 91	Chief Engine Room Artificer	Non Member	From 1948	DOLPHIN, TALLY HO, USN SMs & SULTAN (instructor)
Barry Carr	October 2015	Captain (X) (SM)	Submarine Officers Association	Not Reported	OTUS (CO) & SCEPTRE (CO)
J (Jim) Durrant	October 2015	Warrant Officer 1	Non Member	Not Reported	Not Reported
A Naylor	8th Nov 2015	Mechanician	Non Member	Not Reported	REVENGE & CHURCHILL
Joe Ede	12th Nov 2015	Not Reported	Non Member	Not Reported	Not Reported
Jeffrey D Bradshaw	6th Dec 2015 aged 72	Lieutenant Commander (E) (MESM)	Submarine Officers Association	Not Reported	OBERON (76), OPPORTUNE (81) & SM1
Alex John Wale	10th Dec 2015	Captain (EL)	Submarine Officers Association	Not Reported	THERMOPYLAE (54) & MAIDSTONE (60)