



IN DEPTH

Official Newsletter of the Submariners Association

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



Issue No: 54 www.submarinersassociation.co.uk

October 2016

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EDITORIAL

Hello All,

Welcome to 'In Depth' No. 54. Here we are in October already and the countdown has started to the Embankment Parade and then the Remembrance Day Ceremonies. Before you know where we are it will be Christmas again.

This edition is a bit bigger than usual but that is because I have included full details and the Booking Forms for the 2017 Reunion in Leicester and also details of the 2017 K13 Memorial Weekend at Faslane. January 2017 will be 100 years on from the K13 accident and it is planned that this should be a special Commemoration.

I have had quite a few contributions to include this time – Dan Conley sent in an update on the RN Submarine Museum and the National Museum of the Royal Navy and also an item about the Submarine A5 Graves in Cobh.

John Keating sent an item about the RAN Submarine Escape and Rescue Exercise 'Black Carillion 2015' - which ties in nicely with an item from Faslane about the Type 45 Destroyers being equipped for Submarine Escape and Rescue support.

To continue a Commonwealth Submarine theme I have included an item about the Canadian Victoria Class boats.

The recent HMS VALIANT Reunion in Devonport was a great success and lots of ex Valant's had the opportunity to catch up with old Oppos. I have reproduced John Jacobson's 'Valiant Reunion Address' which includes a poem written at the time of the boat's

Commissioning in Barrow in 1966.

Talking about Barrow the Resolution Association recently held their 50th Anniversary Reunion in the town and included a well-attended Commemoration Service at the Cenotaph in Victoria Park with the Mayor of Barrow and the Lord Lieutenant of Cumbria in attendance.

You will find an article about recent developments in the Barrow Shipyard and the 'Successor' preparations and, as this newsletter was being finalised, there was the announcement about a further £1.3 Billion injection to the Programme.

The serialisation of Henry Kinder's diary of his time as a prisoner of War in Turkey is continued as it the item about Submarine and Submariner Losses in WWI. The Obituaries section is larger than usual and includes items for Vice Admiral Squires (former FOSM), two submarine COs (Peter Roach and John Wiles) and a well-respected Engineer (Mike Waterhouse).

Please read and enjoy. Comments are always acceptable – but polite ones only!

Regards
Barrie Downer

NEWSLETTER CONTRIBUTIONS

Issue No. 55 of IN DEPTH is due for publication on 1st January 2017. Contributions for the next Issue should be with the Editor by 15th December 2016 to ensure your story/article is considered

Cover Picture: HMCS WINDSOR - one of Canada's four Victoria-class submarines - in Halifax harbour on May 26, 2016 (The Canadian Press/Andrew Vaughan)

CHAIRMAN'S REPORT

Friends and Fellow Submariners,

I hope you and your family enjoyed the summer months. Perhaps you managed to get away somewhere for a well-earned spot of R & R. I do hope so because it is now time to start preparing for the winter months and all the grief that that can bring! A bright spot on the horizon is that it is only thirteen weeks until Christmas - now that has cheered you up hasn't it?

Blue Plaque initiative

Last weekend I attended the unveiling of the latest Blue Plaque dedicated to submariner recipients of the Victoria Cross. This event to commemorate Lt. Cdr. Richard Douglas Sandford VC RN, took place in Exeter. The Plaque was mounted on the Chancellors house at 15, Cathedral Close where Lt. Cdr Sandford VC, lived as a child. The building and therefore the Blue Plaque is in a very prominent location adjacent to the famous cathedral so will be seen by countless locals and tourists in years to come. The event was attended by many local dignitaries including Commodore Jake Moores OBE - Deputy Lord Lieutenant of Berkshire, Mrs. Gilbert – High Sheriff of Devon, Councilor Rose Rowe – Vice Chairman of Devon County Council, Councilor Peter Holland – Deputy Lord Mayor of Exeter, the Very Reverend Dr. Jonathan Draper – Dean of Exeter Cathedral, James Featherstone – Headmaster of Exeter Cathedral School. To this distinguished list you can add approximately 25 members of the Sandford family, Rear Admiral Niall Kilgour - Association President, Cdr Bob Watts – Commanding Officer HMS Trenchant, Cdr Tim Hale - President Exeter Branch. There were members of the 'Trenchant Ship's Company' led by their Coxswain who made a terrific sight in their uniform. Add to these members of the Submariners Association from local branches and the National Standard Bearer and I think you can imagine the picture! A great turn-out. Our thanks go to Sandy Powell for all his excellent work in organising the event and to the Dean of Exeter Cathedral The Very Reverend Dr. Johnathan Draper who conducted the service. The Plaque was formally unveiled by Rear Admiral Kilgour and Mr. Ernest Sandford.



Commodore Jake Moores OBE, Commander Bob Watts, Rear Admiral Kilgour CB et al, being formally welcomed by the Association Chairman Jim McMaster

I believe it would be fair to say that this was a very successful event and much of the thanks for that is due to the participation of local branch members and the general public. Thanks to all concerned.

The Annual Reunion 2017

By now you should all be in possession of the circular and relevant documentation for the next Annual Reunion to be held in the Holiday Inn Leicester over the weekend of Friday 24th March to Sunday 26th March. If you have not yet received the information and booking forms then please contact your branch secretary now and start to prepare for this excellent get-together. We held the Reunion in this hotel in 2015 and it was agreed by all who

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attended that it was an excellent event. The hotel is within a few minutes' walk from the city centre and car parking is adjacent to the hotel. The chef even put "excreta Kon-Tiki" on the breakfast menu! Can it get any better than this? Don't delay get you accommodation and menu choices in to Iain Mackenzie before all the rooms are taken! Iain's contact details are on the Forms.

The National Council Conference (NCC) will take place on the Saturday forenoon of the weekend and I would remind you that all Proposals and Nominations must be with the National Secretary by 31st December 2016. Full details and information relevant to the NCC will be sent to all branch secretaries in due course.

Embankment Parade 2016.

This most important event in our diaries will take place on Sunday 6th November. As we did last year the Parade will muster in the gardens of Middle Temple where we will conduct our Service of Remembrance for our colleagues who have gone before us. The brave men who earned the reputation we enjoy.

Unfortunately circumstances, in particular the installation of the Cycle Super Highway, prevent us from holding our Parade and March Past at the National Submarine War Memorial on the Embankment. However I believe that those who attended last year will agree that the Middle Temple garden is more than adequate for our purpose. This event is open to everyone not just Association Members - all who wish to pay their respects to our heroes are welcome. Please pass this message to everyone you think may be interested. No tickets are required this year. Having said this I would point out that because seating is limited we ask that those who require a seat should contact the Membership Secretary Keith Bishop and ask to have one reserved. Please reserve a seat only if you are in need through age or have mobility issues. Do you really need a seat?

The band will muster at 1000 and all other participants should muster at 1005 to ensure that we are in place when RASM arrives to take the salute. The Service will start at 1030. For those who have not attended before Middle Temple garden is directly across the road from our Embankment Memorial. We will have a Drum Head Altar at which our Wreaths will be laid. On completion of the Service these Wreaths will be conveyed in a dignified manner to our Memorial on the Embankment and place in the appropriate hooks. I look forward to seeing as many of you there as possible. The Submarine Family has always been a small family but we have an opportunity on 6th November to show the world that we are a united Family who never forget our heroes. Come along and pay your respects to those who gave everything!

Finally as I sign off I would ask each and every one of you to be vigilant over the coming winter months as the temperature drops often dramatically. Keep you and your loved ones warm and dry and please do not forget that there are many of our comrades out there who may be alone or lonely. They too need someone to have a wee chat with and to check that they are getting through the worst that the winter can bring.

"All for one and one for all" is not just a slogan. For submariners it's a way of life!

In the meantime
Keep on Keeping on.
JMCM

NEW & RE-JOINING MEMBERS – 1st July 2016 to 30th September 2016
(20** Serving Member) (** WWII Service)

NAME	RANK/RAT E	BRANCH	SM SERVICE	SUBMARINES
D M (David) Wyper	Chief Petty Officer MEA (ML)	Bath Branch	June 1964 to May 1984	AMBUSH (64 to 65), ANCHORITE (65 to 66), REPULSE (67 to 70), RESOLUTION (72 to 74), SUPERB (74 to 78) & SPLENDID (79 to 81)
G H (Gary) Ludford	Chief Petty Officer MEA	West of Scotland Branch	1973 to 2000	REPULSE (81 to 83), RENOWN (85 to 87), VALIANT (89 to 92) & TRAFALGAR (95)
I (Ian) Worrall	Chief Petty Officer	Derbyshire Branch	1979 to 2007	VALIANT (80 to 81), COURAGEOUS (82 to 86) & (87 to 89), VALIANT (90 to 93), VICTORIOUS (95-98) VENGEANCE (99 to 03) & SUPERB (04 to 06)
A E (Albert) Terry	Chief Petty Officer MEM	Essex Branch	1956 to 1984	ONSLAUGHT (65 to 66), AMPHION (66 to 67), OTUS (68 to 70), CACHALOT (70 to 74), OPPORTUNE (77 to 79) & (82 to 84)
C J (Clive) Goatham	Petty Officer SA	Plymouth Branch	August 1983 to November- 2001	CONQUEROR, OTTER, OPOSSUM, ONYX, OPPORTUNE & TRIUMPH
A I (Andrew) Graham	WEM (O)	Sunderland Branch	1988 to 2002	SOVEREIGN (99 to 00), VICTORIOUS (00 to 01) & VENGEANCE (01 to 02)
E (Edgar) Wilson	Leading Seaman	Plymouth Branch	May 1968 to April 1974	ASTUTE (68 to 69), GRAMPUS (70 to 71), AENEAS (71 to 72) & VALIANT (73)
J W (Jeff)	Chief Petty	Barrow in	April 1988 to	REPULSE (P) (88 to 94) & VICTORIOUS (P)

Bennett	Officer MEA (EL) SM	Furness Branch	May 2007	(96 to 99) & (01 & 05)
I B (Ian) Anderson	Chief Radio Supervisor	West of Scotland Branch	January 1986 to October 2007	REVENGE (P) (86 to 92), VICTORIOUS (P) (92 to 96), TRAFALGAR (98 to 00) & ASTUTE (05 & 07)

CANADIAN SUBMARINES

The Canadian Navy will lose its submarine fleet in next few years without billions in upgrades according to a DND report (Lee Berthiaume, The Canadian Press 7th September 2016)

OTTAWA - The navy's submarine fleet will have to be cut adrift in the next few years unless the federal government opts to spend billions to upgrade the ships, according to internal Defence Department documents.

The documents show that the first submarine, HMCS VICTORIA, is scheduled to reach its end of service life in 2022. The other three vessels will follow until the last, HMCS WINDSOR, retires in 2027.

The documents, released to The Canadian Press through the Access to Information Act, peg the cost of extending the lives of the submarines at between \$1.5 billion and \$3 billion, depending on how long the vessels would remain in service and what technical upgrades would be made. They don't specify when a decision needs to be made, but work needs to begin by 2020 to prevent a gap.

Military officials have recently praised the submarines. Royal Canadian Navy commander Vice-Admiral Ron Lloyd described the vessels in June as "essential" to the navy's ability to protect the country and help NATO, an assessment that was echoed by defence chief Gen. Jonathan Vance.

"As Canadians, I think we want to know who's operating on, above and below our water from a sovereignty perspective," Lloyd said. "The one strategic asset that allows you to understand what's operating below the water is a submarine. Nothing else can replace that."

But any investment is likely to stoke controversy. The submarines have been plagued by technical problems since they were bought from the United Kingdom in 1998 for what the Chretien government described as a bargain \$750 million.

While naval officials say they have managed to fix many of the problems and have started using the submarines in earnest, two were docked early this year over concerns about shoddy welding that prevented them from diving. Another had to be repaired after breaking down 'en route' to a training exercise in Norway in June.

At the same time, the government is preparing to shell out billions for new fighter jets while the army has been clamouring for cash for new light and heavy trucks. Half of its current truck fleet has been parked because of age and maintenance costs.

The navy is also waiting to see how much money it will get from the government for new surface warships, which are slated for construction at the same time the submarine life extension would take place. The budget was previously set at \$26 billion for up to 15 vessels, but recent estimates have put the cost much higher.

As Canadians, I think we want to know who's operating on, above and below our water from a sovereignty perspective

Retired commodore Eric Lerhe, a senior fellow at Dalhousie University, says the navy has been trying to start a conversation about buying new submarines for some time. However, any purchase would take at least a decade, which is why a life extension to the existing fleet is considered necessary.

The document says that depending on the amount of work done, an extension could extend the lives of the submarines by between six and 18 years.

The Liberal government is currently developing a new defence policy, which will spell out what jobs the military will be expected to perform. That will have direct bearing on the types of equipment purchased in the coming years.

Lerhe acknowledged the current submarine fleet has had its teething problems. But he said actions by Russia and China plus the growing importance of the Arctic and the fact Canada has one of the longest coastlines in the world makes them essential. And, he argued, the estimated cost of the upgrades isn't astronomical.

THE HMS VALIANT 50th ANNIVERSARY REUNION

The HMS VALIANT Reunion took place in Devonport on 13th August 2016. (Navy News October 2016)

VALIANT CELEBRATION

More than 300 former submariners from HMS VALIANT and their partners celebrated the 50th anniversary of the first commissioning of the nuclear submarine. The grand reunion, organised at Devonport Naval Base by the VALIANT Association, started with a service of celebration in the chapel of HMS DRAKE before a lunch in the Senior Rates' Mess.

The groups then toured HMS COURAGEOUS, lying opposite the hull of VALIANT in the base. There followed reminiscences to the assembled company by means of a roving microphone, ably compered by Rear Admiral Jeremy Larken.

After supper an impressive display of fireworks signalled the end to the proceedings, although those

with sufficient stamina continued late into the night at the Holiday Inn.

Amongst the guests was Admiral of the Fleet the Lord Boyce - who had joined the submarine as the most junior officer in 1967 - and Vice Admiral Simon Lister, the patron of the reunion and former Engineer Officer of VALIANT.

Indeed, so many officers from VALIANT reached Flag Rank that she has been referred to as 'the Admiral Factory.'

In the early years of her 26-year life, VALIANT had a reputation for surmounting any problems without failing to meet her commitments, thanks to the unfailing efforts of her engineering department.

She even acquired the affectionate title - the Black Pig.

Much of the equipment and systems in VALIANT were British prototypes, with a particular emphasis on noise reduction.

VALIANT's first commitment, even before she left builders Vickers in Barrow, was to conduct extensive noise and vibration trials moored between buoys and at sea.

By the time she was commissioned VALIANT was arguably the quietest submarine in the world, bringing the double advantage of reducing the probability of detection and improving VALIANT's ability to detect other submarines.

This vital feature was a staff requirement for Britain's nuclear deterrent to be deployed in the four Resolution-class ballistic-missile submarines that followed.

Silence was vital to the concept of the submarine-borne nuclear ballistic missile deterrent, and this was the reason that exceptional effort was put into the noise performance of VALIANT, whose propulsion and ships control systems were to be adapted for Resolution class.

Another vital requirement for the deterrent was that the submarine should be capable of prolonged unsupported periods at sea.

For this reason, the primary aim of VALIANT's deployment to Singapore in early 1967 was to test this capability. She completed the dived return passage to the UK at full power in the record time of 27 days.

During her 28 years in service, VALIANT completed many successful missions so all the ships companies represented at the 50th anniversary reunion were able to exchange exciting experiences from their days on board.

Three former Commanding Officers - Dan Conley, Christopher Wreford-Brown and Simon Bebbington - recounted their adventures from the midlife and end of the submarine's life.

Vice Admiral Lister closed the more formal proceedings by thanking the President of the Senior

Rates' Mess for the excellent hospitality all had enjoyed.

He also thanked the chaplain for the commemoration service, duty staff in DRAKE and the naval base for their cooperation, and the guardians of COURAGEOUS for allowing and guiding the tours.

Finally, Vice Admiral Lister paid tribute to the VALIANT Association, whose members had conceived, planned, advertised, organised, managed and underwritten this truly grand reunion.

VALIANT REUNION ADDRESS

(By John Jacobson)

Today sees this notable gathering for the 50th birthday celebration of our submarine, even though she died twenty-four years ago. Refused a decent disposal she lies here in Devonport today waiting for the undertakers to do the decent thing and bury her at sea in a very deep grave.

Such are the memories of our time in VALIANT, that we have come here from far and wide to relive them and share them with our contemporaries, many of whom we will not have seen for many years. Also to hear ditties from other commissions. No doubt the happenings we will recall will have become more and more dramatic as the years have gone by.

For sure during her long time in commission, VALIANT saw many dramatic happenings and I do hope that we shall be hearing about some of these during the course of today.

There were certainly many dramatic developments during the conception and pregnancy of the troublesome baby. Originally VALIANT was to have been the second of the 'Dreadnought' Class, the class that was to demonstrate that nuclear powered submarines would become the Capital Ships of The Royal Navy. The British design of a Submarine Reactor was described by Admiral Rickover as "Not bad for a High School Design." Admiral Mountbatten decreed that Dreadnought would have a complete US manufactured propulsion and dependent plant. Down in the Ship Department at Bath the drawings for the 'Dreadnought' Class were re-labelled 'Valiant' Class. So one can say that VALIANT was a bastard from birth. The pregnancy was long, 8 years, but by the commissioning in 1966, VALIANT had completed the most extensive programme of proving trials, both alongside and at sea. These had demonstrated that the Submarine's noise performance was ahead of any other class of submarine - East or West.

After commissioning in 1966, VALIANT took part in Wintex an annual NATO exercise in the North Atlantic. She was given a role by the Blue Force Commander to attack Red Force ships at will. There followed a most dramatic demonstration of the

capability of a nuclear submarine to destroy surface warships without detection.

VALIANT's propulsion and ship services plant were replicated or adapted in 'Resolution' Class. For the success of Britain's nuclear deterrent, there was therefore a need to test and prove that the Submarine could operate over an extended period at sea without support.

This was the primary aim of the deployment to Singapore and return early in 1967.

In spite of a multitude of defects, VALIANT completed a record breaking dived passage from Singapore to Scotland which met the primary aim, and revealed design and other shortcomings which for the most part were later rectified in 'Valiant' and 'Resolution' Classes,

As this is the Ship's Company's reunion I feel free to tell some tales about personalities. Sadly both Peter Herbert our Captain and Nick Warne the Engineer Officer cannot be here today but were crucial to success and they are here in spirit. Peter became Admiral Sir Peter and Nick the Quality Director for Rolls Royce Ltd. Sandy Woodward was our Jim.

In fact, as can be seen from the number here today, VALIANT has produced many Admirals. One might even call her the Admiral Factory. We salute you all Gentlemen.

Admiral of the Fleet Mike Boyce was asked to read the lesson today not only because of the many honours which he holds but because he was the most junior officer to join VALIANT after commissioning. It was in Singapore where we spent weeks due to a grub screw in our main gearing. Mike was given the worst bunk in the Eight Berth Cabin, played on the wing in our 7-a-side rugby team and took us to the final of the Far East Forces competition, by scoring a try each time we gave him the ball. Two days after we completed the 27 day dived passage home, he ran in the 400 metre hurdles race between the Combined Services and Oxford University. It is at great personal inconvenience that he has come here today.

That is also true for our Patron Vice Admiral Lister who has changed his summer leave sailing plans for our benefit. We are most grateful Sir, particularly because I believe that you are the only VALIANT Engineer Officer to make Flag Rank. You have exorcised the Mark of the Black

I have next a poem in praise of VALIANT written by Jocelyn Wale for the occasion of VALIANT's first commissioning on 18th July 1966. Jocelyn was the wife of the Naval Electrical Overseer at Vickers, Commander Alec Wale, and an early Submarine Electrical Officer.

The Homecoming of the Brave
(With apologies to Longfellow)

Those who build our Submarines
Know the legend of the brave
Know the story of the Valiant
And the trouble that she gave
Know that four long Northern Winters
Passed before she sailed away
Leaving Barrow Shore behind her
In the noon-tide of the day
Know that craftsmen of the Northland
Steeped in ancient arts and lore
had strove to build a Hunter Killer
Mightier than the boats of yore.

Made her way to far off Scotland
There with other boats to meet
Diving on the way at midnight
For Acceptance in the Fleet
Now the Old Men's task was ended
and the Young Men's just begun
They would sail on Life's Adventure
while the Old would homeward run
Then they all in champagne toasted
Valiant's triumph in the deep
While the film from L's projector
Wrapped around him in his sleep.

From the Gareloch ran the Valiant
Symbol of our nation's might
Cleaving through the Northern Waters
Wrapped in silence like the night
Working up to her full power
So that she could take her place
At the Fortress in the Scots Land
Proven Queen of all her race
Greater than the A or T Boats
Greater than the boats of yore
Mightiest yet of mighty vessels
Proud Defender of our shore.

In conclusion I think we should Praise God and thank him for answering the prayer said by Mrs Peter Thorneycroft when she launched VALIANT on December 3rd 1963. Because GOD DID BLESS VALIANT AND THOSE WHO SAILED IN HER.

BARROW SHIPYARD UPDATE

BAE Systems places contract to extend Submarine construction hall

2 August 2016



THE DDH EXTENSION

The programme to transform BAE Systems' site in Barrow-in-Furness, Cumbria is gathering pace with the award of another major contract and erection of the first steelwork for the largest of the planned new facilities to build Successor, the replacement for the Vanguard class submarines.

BAE Systems has signed a £67 million contract with Morgan Sindall to extend its Devonshire Dock Hall to incorporate new manufacturing and installation capabilities. The facility currently hosts the construction of 'Astute' Class submarines and is where Successor will be integrated and tested.

This development is part of an investment programme which includes a number of new facilities and refurbishment of existing buildings including the Devonshire Dock Hall and the New Assembly Sheds.

The Central Yard Facility (see photo) will stand 45 metres tall and work is well underway, with the much of its steel structure now in place and the roofing and cladding in progress.



THE CENTRAL YARD FACILITY

A new 28,000m² off-site logistics facility the Resolution Building (see photo below) is all but complete and is due to open later this year.



THE RESOLUTION BUILDING

Minister for Defence Procurement, Harriett Baldwin, said: "This infrastructure investment at BAE Systems in Barrow will help ensure our new Successor submarines are built efficiently.

"The Successor programme is a truly national undertaking, and this investment is another example of the Government's commitment to maintaining the UK's independent nuclear deterrent."

Allan Day, Director of the Site Redevelopment Programme at BAE Systems Submarines, said: "We are in the third year of an eight-year redevelopment

programme which is starting to see some dramatic changes across our site as we enhance our facilities and capabilities for the future. The Devonshire Dock Hall is an iconic building - home to the construction of some of the world's most advanced and capable submarines. This contract will enhance the facility to ensure our workforce can deliver future submarine programmes to the Royal Navy."

The design and build of a brand new, nuclear-powered submarine is one of the world's most complex engineering challenges and is a significant national endeavour which will involve a supply chain stretching the length and breadth of the country.

By Editor:

Many of you who have 'Stood By' submarines building in Barrow will be familiar with the 'Wet Dock Quay' in Devonshire Dock where the 'alongside' outfitting and system commissioning of the Submarines takes place. The existing facilities are 'past their sell by date' and in urgent need of upgrading or replacement.

Preparatory surveys of the Quayside and the Dock bottom have been conducted in recent months and a Planning Application has just been lodged with Barrow in Furness Borough Council as follows:

'Erection of an extension to Devonshire Dock Quay, Nuclear Berthing Support facility, Control of Works office, Electrical Substation, fencing, hard landscaping and associated site infrastructure and related works at Devonshire Dock Quay (DDQ/NBS), Michaelson Road, Barrow-in-Furness (Plan No. 2016/0666).'

SUCCESSOR SUBMARINE CONSTRUCTION SET TO START

Construction of the UK's four new nuclear submarines is to begin, after the government announced £1.3bn of new investment with defence firm BAE Systems.



Image copyright BAE Systems Image caption

The four new submarines will be built in Britain. The "Successor" is the proposed new generation of submarines of carry the UK's nuclear deterrent. Defence Secretary Michael Fallon said the deal would secure thousands of highly-skilled jobs across the UK. "This shows the government will never gamble with our national security."

New deterrent

The four new Successor submarines, which will carry Trident missiles, are to be built at BAE Systems Shipyard in Barrow-in-Furness. The project will move into a new phase from next week, with manufacturing beginning on structural steel work for the first vessel. The defence firm says they will enter service from the 2030s onwards and have a lifespan of at least 30 years.

The Ministry of Defence says several hundred suppliers are expected to be involved in the new programme at its peak, securing jobs from Scotland to the south of England.

Britain has four Vanguard class submarines that have been in operation since 1992, and had an intended service life of 25 years. One is always deployed at sea, while another undergoes maintenance and two are in port or on training manoeuvres.

Commons vote

In July, MPs voted to renew Britain's ageing nuclear weapons system by 472 votes to 117. The vote approved the manufacture of four replacement submarines at a current estimated cost of £31bn. Labour was split over the issue with 140 of its 230 MPs going against leader Jeremy Corbyn and backing the motion. Labour's policy is in flux amid continuing divisions at the top of the party, after endorsing Trident renewal at the last election but Mr Corbyn having been a lifelong opponent of nuclear weapons.

'Countering threats'

The government says the UK's independent nuclear deterrent is essential to national security. Unveiling the new investment, Mr Fallon said Britain's ballistic missile submarines were used every day "to counter the most extreme threats". "We cannot know what dangers we might face in the 2030s, 2040s and 2050s so we are acting now to replace them."

ROYAL NAVY SUBMARINE MUSEUM (RNSM) INTEGRATION WITHIN THE NATIONAL MUSEUM OF THE ROYAL NAVY

(By Dan Conley – Chairman, Submarine Museum)

It is Navy Board policy that the individual Royal Navy museums become totally integrated within the National Museum of the Royal Navy (NMRN). This process will deliver better value for money by avoiding duplication of effort and bringing the best available professional expertise to bear in managing the overall collection. It should also improve the marketing of attractions at each of the sites together with enhancing public accessibility as well as providing better career prospects and job security to the staff.

Of note that, besides managing the Portsmouth Historic Dockyard site, including HMS VICTORY, the NMRN incorporates the Royal Marines and

Fleet Air Arm museums. HMS TRINCOMALEE in Hartlepool and HMS CAROLINE in Belfast also are part of its organisation. More recently the NMRN has taken forward the initiative to include the Devonport Naval Collection and HMS COURAGEOUS within its ambit.

As the first stage of the integration process, in January 2011 the RNSM became a charity and company limited by guarantee within the overarching organisation of the NMRN. During 2014 the RNSM's staff and activities were transferred to NMRN to operate on its behalf. This was clearly a major realignment which has now bedded down.

More recently the RNSM's Trustees have been discussing with the NMRN the next and final stage of convergence. They have agreed that the RNSM will be wound up, leaving a simple trust to hold the collections of the RNSM and its restricted funds. This arrangement will best legally protect the assets and, of course, the NMRN cannot expend restricted funds for purposes other than that for which they were given. The RNSM's charitable objects will not change and the integration process should be completed by October 2016. Of note Admiral of the Fleet the Lord Boyce has kindly agreed to remain as the Submarine Museum's President.

Clearly it is very important to retain a strong and effective link with the Submarine Service, and this will be achieved through the forming of an advisory group consisting largely of both serving and retired submariners. It is envisaged that this group will provide the pivotal link to the Submarine Service including its heritage and ethos and will have a formal communications link to the NMRN Board. As at present, a senior submariner will continue to serve on the latter and that arrangement will be written into the Articles of Association of the NMRN. The advisory group is also anticipated to establish a formal link with the 'Friends' of the Submarine Museum. Quite separately, means of involving Rear Admiral Submarines and the Submariners Association in the stewardship of the Submarine Service's heritage are being explored.

NMRN's significant challenge is, of course, to retain and build the support of the Submarine community and also to further develop the RNSM, building on the sterling work which has been undertaken so far in the refurbishment of HMS ALLIANCE. The vision is that of making the whole Submarine Museum experience very much world class.

THE PISCES RESCUE

Forty three years ago one of the most dramatic rescues took place more than 1,500ft below the Irish Sea.

In the summer of 1973 Roger Chapman and Roger Mallinson were working for Barrow-based Vickers

Oceanics laying deep-sea telephone cables. On August 29 the two men were working 150 miles south west of Cork, Ireland, in the Pisces III submersible.

After working underwater, the two men surfaced to be taken aboard their support vessel, the Vickers Voyager. During the course of docking, the thick cable used to tow the boat in ripped a section of the hatch from Pisces III, causing water to flood in. The submarine quickly sank, snapping the attached tow line at a depth of 170ft, before hitting the sea bed 1,575 ft down.

Mr Chapman and Mr Mallinson knew not to panic, both being experienced submariners.

Taking stock of their situation almost 500 metres underwater, the men knew their actions could mean life or death. After checking the submarine for leaks, they settled in to wait for rescue, aiming to conserve as little oxygen as possible.

On the surface, rescue plans were put into action, with teams from across the world mobilised to help the trapped men. Vickers dispatched the submarine's mothership, the Vickers Venturer, to the area, picking up two rescue subs along the way from Cork.

The Barrow-built submarine HMS VALIANT was sent to help with the rescue, along with a vessel from the US navy. However, the rescue effort was severely hampered by the deteriorating weather. Gale force winds and 35ft swells set back rescue attempts as the oxygen supply aboard Pisces III continued to go down.

The first attempt to locate the men using the submarine Pisces II failed. It developed a mechanical fault and was taken out of action. Another vessel, Pisces V, was sent below in an attempt to locate the men. Chapman sang a song in an attempt to help the sub locate them on the sea bed.

Pisces III sank on Wednesday morning, and it was now Friday and, by this point, they had only 24 hours of oxygen left. However, they were finally located by Pisces V, and the first rescue line was attached.

But problems still blighted the rescue operation. Initial attempts to raise the stricken submarine were foiled by mechanical problems and the increasingly poor weather. The men below had now been trapped for almost 100 hours, and their oxygen was becoming more and more contaminated with carbon dioxide. Finally, with the help of the US CURV submarine and a Canadian coastguard vessel, the John Cabot, Pisces III was winched to the surface after 85 hours below. Miraculously, the two men walked away from their ordeal relatively unscathed, suffering from sleep deprivation and a lack of food and water.

For Mr Chapman, the experience proved to be a transformative one. He set Rumic, a Dalton-in-Furness based company that offered sub-sea services to offshore and defence industries. Through his company he became one of the world's leading experts on rescue submarines. He was mobilised by the Royal Navy during the Kursk disaster in 2000, and was instrumental in rescuing seven stranded Russian submariners in 2005. Mr Mallinson continued to work for Vickers until 1978.

TYPE 45 DESTROYERS READY TO RESCUE STRICKEN SUBMARINES

HMNBC 81-16 Monday, 27 September 2016

(Sent by: Gavin Carr, Royal Navy Media & Comms, HM Naval Base Clyde.)

The six Royal Navy Type 45 destroyers are now able to come to the aid of stricken submariners and divers around the world following a successful trial which saw a recompression chamber fitted to their flight decks.

Until now only the Navy's thirteen Type 23 frigates were able to deploy the emergency stores which are held at six hours' notice to move in HM Naval Base Devonport in Plymouth.

A recompression chamber shrinks the size of the damaging gas bubbles that have formed in the tissues of divers – or submariners who have undertaken an emergency departure from their boat – who rise to surface too quickly.

The Royal Navy has two recompression chambers on standby to support the submarine community, each of which is housed in an ISO container, weighs 13.6 tonnes and can accommodate 11 people at a time.

The trial was conducted on HMS DAUNTLESS by the Submarine Escape Rescue and Survival Team (SMERAS) team from Gosport.

“In the unlikely event of a submarine being in distress, our preferred method of rescue is clearly on the surface, or via the NATO Submarine Rescue Submarine from HM Naval Base Clyde in Scotland,” said SMERAS Warrant Officer Steve Micallef.

“If submariners have to leave their boats underwater, they could possibly suffer from the bends, or decompression sickness. So being able to have a broader range of surface ships to carry our two recompression chambers quickly to the scene provides us with more options, should our services ever be required.

“I would like to extend my gratitude to the captain and crew of HMS DAUNTLESS for their co-operation and support, and also the Southern Diving Group who maintain the recompression chambers, compressors and generators as part of their everyday duties.”

The trial took nine months to plan – from having the deck plans approved by the MOD's Naval Architects to acceptance by Navy Command's Maritime Capability, Trials & Assessment (MCTA) team.



The Recompression Chamber being loaded on to DAUNTLESS

SUBMARINE LOSSES OF WWI

This is the eighth article in a series listing Submarine losses during WWI and covers Submarines and Submariners lost in the 3rd Quarter of 1916.

July 1916

Two Submarines were lost with all hands in July 1916. Also one other Submariner was accidentally lost. The first Submarine lost was:

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Submarine E26

This Submarine was taken over as part of the Emergency War Programme of 1914. E26 had been ordered by the Turkish Navy, from Beardmores Yard on the Clyde, as one of a Class of two 'E' Class Submarines. E26 was launched on 11 November 1915. After commissioning the Submarine joined the Submarine Depot Ship HMS MAIDSTONE (8th Submarine Flotilla) at Harwich. E26 commissioned on 3rd October 1915 having been launched on 11th November 1915. On 3rd July 1916 E26 was operating off the estuary of the Ems River when the submarine was attacked by German forces. Both gunfire and bombs were used. E26 did not return from her patrol. The crew were all lost and was made up of the following personnel:

Officers:

Lt Edward William Blackwood Ryan, RN
Lt Harold Harding Atkin-Berry, Royal Navy
Lt Alexander John Gunn, RNR

Ratings:

PO Albert Bennett Powers 215132
PO Arthur Slade Summers Sansford 173879
PO William Henry Yetman 215179
L/Sea William Burr 229915
L/Sea William Mondy 237258
AB George William Caines J1588

AB Thomas Devine J10027
AB John Herbert Fox J14172
AB Albert Tom Hodge J6648
AB Edwin Albert Toogood J8520
AB Arthur William Page J6798
Tel James Bertram Dalgleish J32098
Sig Reginald Thomas Phillipps Mathews J2050
ERA1 Edward Percy Ley 270586
ERA2 Henry Maberly M634
ERA3 Robert Denwood M10841
ERA Charles Anthony Dixon RNR/Ch.1172/EA
SPO Frank Stevenson 286766
L/Sto William Reuben Mansfield K1257
L/Sto John Carter Lay K5605
Sto1 Peter Lennon K6759
Sto1 George Doman K19294
Sto1 Harry Grimshaw K18444
Sto1 John Heslop K9619
Sto 1 John Hendry K15101
Sto1 Albert Edward Thompson K22857
Sto1 Cyril George Nicholls K16673

Notes: Lieutenant Ryan (CO of E26) started a Submariner dynasty. His son - Lt Patrick Edward James Ryan, RN served as a submariner but was lost in the THETIS accident in June 1939. His grandson (Cdr David Patrick Blackwood 'Paddy' Ryan, RN) also became a submariner serving in both Conventional and Nuclear submarines before retiring as a Commander. 'Paddy' Ryan's son (Lieutenant Patrick Douglas Blackwood Ryan) also joined the Royal Navy and qualified as a Submariner in 2004 and is believed to be the first 4th generation Submarine Officer from the one family.

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Submarine E9

One member of the crew of Submarine E9 died on Thursday 6th July 1916. It is understood that he was taken ill and died. Submarine E9 was one of the boats of the Baltic Submarine Flotilla.

He was:

L/Sto Frederick Charles Langridge, DSM K6765
Frederick Langridge was the son of Frederick Charles and Louisa Ellen Langridge of 59, Resburg Road, Walthamstow, Essex. He had been awarded the Russian Medal of the Order of St George. He is buried in the Tallin New Garrison Cemetery in Estonia in the British Section, Grave No. B3.

-----ooo-----
Submarine H3

This second Submarine lost was one of a Group of ten 'H' Class submarines ordered in the Emergency War Programme of November 1914 and built (using American supplied components) at the Canadian Vickers Yard at Montreal. Of these Submarines H1 to H4 were commissioned in late May 1915 at Quebec City and then made their way to the Mediterranean escorted by the Armed Merchant

Cruiser HMS CALGARIAN. Submarine H3 was on patrol in the Adriatic off the Austrian Naval Base at Cattaro on 15th July 1916 when she struck a mine which exploded, damaging seriously H3, which then sank. The crew members - all of whom were lost - were:

Officers:

Lt George Eric Jenkinson, RN

Lt Edward Reginald MacDonald Lane, RN

Sub Lt William Inglis Tatham, RN

Ratings:

PO Albert Ernest Ayers 360559

PO George Matthew Cooke 230474

PO Clifford Isaac 237286

L/Sea James Berry 221713

L/Sea Ernest William Blunt Edwards 223195

L/Sea William George Newnham 239925

AB William Henry George Hobbs 205052

AB Thomas Albert Robinson 239739

AB John Sanford 199941 RFR/Po/B/5224

Ord Sig Frederick James McCormick J30178

CERA2 Arthur Brewer 271187

ERA John Jellard RNR/Po.1780/EA

ERA3 Alfred Arthur Ernest Oakwell M3934

L/Sto Harry Finch K2941

L/Sto William Frederick Frazier 311526

Sto1 Ernest Hart K21928

Sto1 Arthur William Howe K10819

Sto1 Sidney Howard James Webb SS 109010

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August 1916

Four Submarines were lost in August 1916 and these were B10, E4, E41 & E16. Also one other Submariner (from G5) was taken ill and died. The first Submarine lost (luckily without casualties) was:

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Submarine B10

On 9th August 1916 B10 (Lieutenant Kenneth Michell) was tied up alongside the Depot Ship MARCO POLO in Venice. During an air raid by Austrian aircraft B10 was damaged by a bomb and sank. The Submarine was later raised and placed in dry dock for refit/repair. During these repairs the Submarine was set on fire by a welder's torch and was written off.

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Submarine E4

Whilst carrying out anti-submarine exercises off Harwich, on 15th August 1916, in conjunction with Submarine E41 and HMS FIREDRAKE, Submarine E4 was hit, whilst she was dived, by E41 which was acting as a surface target. E4 did not resurface and the whole crew died. The Submarine was raised, the bodies of the crew recovered and buried in a common plot in the Shotley (St Mary) Cemetery in the Submarine Enclosure. E4 was re-fitted and returned to service. The Crew at the time of loss was as follows:

Officers:

Lieutenant Commander Julian Tenison Tenison

Lieutenant Stewart Briscoe Dundee-Hooper

Lieutenant William Hunter RNR

Ratings:

PO Charles William Repper 227906

PO James Henry Salisbury 201219

L/Sea Alfred Henry Baldock J5988

L/Sea Henry George Carpenter 228307

L/Sea Francis Henry Jolliffe 219416

L/Sea Frank Richardson Matthews 229890

AB Harry Preskett J1004

AB Andrew Bagwell J9207

AB Alfred Henry Broad J6514

AB Frank Edward Cooley J1314

AB William Thackray Fenwick J3846

AB Frederick Noel Nichols 219985

Sig Maurice William Tovey J1071

L/Tel Leonard William Smith J9412

Boy Tel John Denison J44738

ERA 1 Henry Baker RNVR /Tyneside/T/5158

ERA 2 Jocelyn Alfred Millard M3565

ERA 3 John Coster Warwick M6325

ERA 4 Ronald William Hodgson M1500

SPO William Wallace Gadsby 294719

L/Sto Charles Henry Dudley K6508

L/Sto John William Gibson K7355

L/Sto Harry Hewlett 310896

Stoker 1st Class Cyril Bacon K15163

Stoker 1st Class James Bacon K18571

Stoker 1st Class George Henry Bennett K14986

Stoker 1st Class William Charles Edward Halls K21878

Stoker 1st Class Sidney Snow K2650

Stoker 1st Class John James Ward K11010

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Submarine E41

Whilst carrying out anti-submarine exercises off Harwich, on 15th August 1916, in conjunction with Submarine E4 and HMS FIREDRAKE E41 hit the dived E4. E41 was badly damaged and took in water through the Battery Compartment. E41 sank and sixteen of the crew members died. The submarine was later raised, refitted and re-commissioned for further service. Only three bodies were recovered when the submarine was raised. One other body was washed ashore in Belgium later. The others were never found. The crew was made up of the following personnel:

Officers:

The following Officers survived the sinking:

Lieutenant Alfred Michael Winsler

Lieutenant George John Mackness, DSC

Temporary Acting Lieutenant William Murray, RNR

Sub Lieutenant John Pocklington Money, Royal Navy

The following Officer was lost:

Lieutenant Charles Thomas Klemp RNR

Ratings:

The following Ratings are known to have survived the sinking:

L/Sea Robert Sydney Ireson 206039
Ord Tel Archibald Symington J35237
SPO William Brown 154094

In addition to these three ratings listed above some ten others survived – but are not yet identified.

The following Ratings died the sinking:

L/Sea Christopher John Ashby 236506
AB Albert Victor Beail 228842
AB Frederick Henry Gaunt J6168
AB George Frederick Roach J12094
AB Alfred George Stewart J7784

L/Sig William Alexander Grant 223970
ERA 4 Sydney Monckton M2665
ERA 3 Herbert Nelson Saywell M3326

L/Sto Walter Frewer 312441

L/Sto John Garland 310934

Sto George Calvo K14055

Sto Charles Ceal Daniels K22606

Sto Jack Evans K9478

Sto Frederick Gribble K2533

Sto John Wells 17402

NOTE: William Brown's survival was remarkable - he found himself trapped alone inside E41 when the submarine sank. By his own efforts and his extensive knowledge of the submarine systems he managed in darkness to isolate the compartment, flood and equalise the space and make a free ascent escape reaching the surface successfully about half an hour after the collision.

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Submarine G5

A member of the crew of Submarine G5 is reported to have died on 20th Aug 1915. He was taken ill and died. He was:

Chief ERA Edwin J Philpotts 269254

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Submarine E16

Submarine E16 (Lieutenant Commander Kenneth Duff-Dunbar was one of a batch of nine 'E' Class submarines ordered in the 1911/12 Naval Estimates. On 22 August 1916 E16 was sighted on the surface some thirty-five miles east of Yarmouth by the sister submarine E38. A group of warships was also sighted by E38 a short while later. Splashes were seen on the surface in the distance which may have been depth charges exploding. There were also reports of German warships attacking a periscope on the same day. E16 did not return from patrol and was presumed to have been lost.

NOTE: The wreck of Submarine E16 was found in early 2001 by a German diver, Rolf Schuett, in the Heligoland Bight north of the Dutch Island of Terschelling. It was found to have a large, gaping hole in the hull, which indicates a mine or a torpedo explosion. It was thought E16 was sunk after

entering a minefield from the swept channel – the reported damage may be the confirmation of this theory. The divers reported a second submarine wreck in close proximity to E16. See Daily Mail article of Saturday 1st September 2001 by Jonathan Brocklebank.

The crew of E16 was as follows:

Officers:

Lieutenant Commander Kenneth J Duff-Dunbar DSO

Sub Lieutenant Alexander David Gibson-Carmichael

Sub Lieutenant Alistair Gordon Cameron DSC, RNR

Ratings:

PO William George Castle 194895

L/Sea Charles Lake 206229

L/Sea John William Wray Anfield J1302

L/Sea Frederick James Beard 222602

L/Sea Alfred Thornton 228151

AB Arthur Bowler 234252

AB William Henry Bulbeck J4675

AB Peter James Frampton 210057

AB Edwin Jack Page J6829

AB Herbert William Peerless J4887

Sig James Hughes 240077

Tel Sidney Arthur Claridge J23632

CERA William Smail Reid 270677

ERA 2 Arthur Edward Wade, DSM 270991

ERA 3 Edward William Reginald Bevan, DSM M1189

ERA 4 George Edgar Morgan M310

ERA 4 George Wilbraham M11731

SPO Patrick Horgan 295011

L/Sto Robert Boagy K1409

L/Sto William George Pickering 221754

L/Sto Thomas Hegarty K17241

Sto Thomas Carpenter K12154

Sto Frank Edkins K17671

Sto Herbert Houghton Grice K17216

Sto John O'Neill K16227

Sto John Sampson Prior K8930

Sto Percy William Sharpe K20813

September 1916

No Submarines were lost in September 1916 however five Submariners were reported to have died – two Engine Room Artificers, one Chief Stoker, one Able Seaman and one Stoker. Two died in accidents and the other three, who had been captured from Submarines at the Dardanelles, died of injury or illness whilst Prisoners of War in Turkey.

Submarine D6

ERA 1st Class Gilbert Oxley O/N 271718 (Po)

Thirty five year old Gilbert Oxley was a member of the crew of Submarine D6 and he died on Monday 11th September 1916. He was accidentally lost overboard in the North Sea from D6 and was drowned.

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Submarine E12

Able Seaman John Flynn O/N 199688 (Dev)

John Flynn was a member of the crew of Submarine E12 and served at the Dardanelles. He was accidentally drowned in Mudros Harbour on 25th September 1916 and was buried in the East Mudros Military Cemetery on the island of Lemnos in Grave III.F.184.

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Submarine AE2

Chief Stoker Charlie Varcoe O/N 289543 RAN O/N 8275

Charlie Varcoe was a member of the Crew of Submarine HMAS AE2 and was captured when the Submarine was scuttled in the Sea of Marmara on 29th April 1915. He died of meningitis in the Prison Hospital in Belemelik on 18th September 1916 and was buried in the Armenian Christian Cemetery but was later reburied at the Baghdad North Gate Cemetery.

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Stoker 1st Class Michael Williams O/N 2305

Australian Michael Williams was also a member of the crew of Submarine HMAS AE2 and was captured when the Submarine was scuttled in the Sea of Marmara on 29th April 1915. He was seriously injured in a rock fall whilst working at a railway camp and he is reported to have died in somewhat mysterious circumstances in hospital on or about 29th September 1916 possibly of malaria or dysentery but no trace of his body was ever found.

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Submarine E7

Engine Room Artificer Asher Coates O/N RNR/EA/1969

Engine Room Artificer Asher Coates was a member of the crew of Submarine E7. On 4th September 1915 Submarine E7 was attempting a passage through the Dardanelles into the Sea of Marmora when the Submarine was trapped in the nets at Nagara. He was captured after the submarine was surfaced to allow the crew to escape and then scuttled. Asher Coates died as a Prisoner of War on 30th September 1916. He had been born in Barrow in Furness and had worked in the Vickers Shipyard. He was buried in the Hadjiki Cemetery and is commemorated on the Baghdad North Gate Memorial (Memorial 11)

This Series will be continued in In Depth No 55.

HMS A5 (FORGOTTEN SUBMARINERS)

(Article supplied by Dan Conley)

Early in 1999, Chief Petty Officer Owen O'Keeffe of the Irish Naval Service was visiting Old Church Cemetery near Cobh, County Cork. The purpose of his visit was to do some research on US Navy graves dating back to the First World War. In the course of

his search for the American graves, Owen O'Keeffe came across five particular graves which had like headstones. The graves were very neglected and overgrown and the headstones which were in the form of crosses were moss covered.

On discovering, through research, that the graves were those of Royal Navy Submariners who were killed in an explosion on board H M Submarine A5 in February 1905, Owen O'Keeffe decided to do something about restoring the graves. As well as the restoration task, Owen decided to research the cause of death of the occupants of the five graves.

HM Submarine A5 was built in Barrow-in-Furness launched in March 1904 and commissioned on 11 February 1905. Her displacement was 190 tons surfaced, length 105 feet beam 12.5 feet and a draught of 10.5 feet, so she was tiny by today's standards or even those of the immediate post war era. The A5's engines were powered by petrol and she had a range of approximately 300 miles. Her armament consisted of two 18 inch Bow Torpedo Tubes and she carried 4 torpedoes, two in the Tubes and two spare. A5's crew consisted of 2 officers and 9 ratings.



Wreath laying at the restored A5 graves

HM Naval Base, Haulbowline, located on the western side of Cork Harbour, was quite large and had a dockyard and dry dock capable of holding a vessel of cruiser size. The Base was almost entirely self-contained and even had its own hospital. The design of the buildings were, and are, very similar to the buildings in Royal Navy bases world-wide. Cork being a natural harbour is the ideal location for a Naval Base. The ships based at Haulbowline would have looked after the Western Approaches area of the Atlantic. Cobh in Cork Harbour of course was also the last port of call of western bound trans-Atlantic Liners.

Once commissioned, A5 accompanied by her depot ship, HMS HAZARD, sailed from Barrow-in-Furness and called at Kingstown (now Dún Laoghaire), Co Dublin and Dunmore East, Co Waterford before arriving at Queenstown, (now Cobh), Co Cork on 13th February 1905. HM Submarine A5 was the first submarine to be seen at

the Haulbowline Naval Base. She attracted a great deal of attention and a large number of people were out to view the new arrival. Apart from being the first submarine to arrive at the Haulbowline Naval Base, the public were aware that a sister ship of A5, the A1, had been sunk during 1904 when in collision with a Liner.

On arrival in harbour the A5 berthed alongside HAZARD which in turn was moored to a buoy. The crew moved over to the Depot Ship which must have been a great relief when one considers the noise from the engines and the very cramped conditions within the small submarine when underway. It is difficult to imagine how the crew were able to get much sleep because of the engine noise etc.

During 14th and 15th February 1905, preparations were underway for A5 to carry out some exercises, in a type of 'shop-window' effort to demonstrate her capabilities to the Commanding Officers of ships present in the naval base and some 60 to 70 naval officers who had arrived at Haulbowline to witness the exercises and attend a subsequent lecture on submarines. These exercises were scheduled for 16th February and it was immediately prior to sailing on that fateful day that the submarine commenced refuelling from HAZARD. The A5's engines were petrol fuelled. Refuelling was completed at 0805.

Approximately two hours later an explosion occurred inside A5 toward the stern, this was followed by a second explosion some thirty minutes later. The second explosion was located in the conning tower area. So great was the force of the explosions that members of the crew were actually blown out of the boat through the main hatch into the water and, subsequently, two crew members were picked up by a tug.



Colour party at the restored A5 graves

The following personnel were either killed by the explosion or died subsequently from injuries received:

Sub-Lieutenant Frederick C Skinner, 1st Lieutenant
CERA Charles Sinden
PO 1st Class Arthur Manley
PO 1st Class William J Pryor

Leading Stoker Earnest Goldthorpe

Stoker Harry Davis

The remainder of the A5's crew were injured but survived:

Lieutenant Henry G J Good, Commanding Officer

Chief Stoker Thomas Winstley

Acting ERA John B Randall

AB Edwin W Hughes

AB Edward Banham

Sub-Lieutenant Skinner's remains were taken to his home town of Bedford where he was buried with full military honours. The remains of the five Ratings were interred in Old Church Cemetery near Cobh with full military honours on 20th February 1905. It was a funeral the like of which has never been seen in Cobh since. Bands and Pipers from HMS EMERALD, the Gordon Highlanders and that of the Admiral in Charge of the Haulbowline Naval Base, Rear Admiral McLeod. The town of Cobh actually closed down for the duration of the funeral, in a mark of respect to the deceased submariners.

An official Inquiry and an Inquest were held in Haulbowline Base and Cobh Town Hall respectively, into the cause of the tragedy. The finding was that the first explosion occurred towards the stern of the A5. The cause of the explosion was the vapour from the petrol mixing with the air and being ignited by a spark from the electric switch when the submarine's main motor was activated. Smouldering clothing or electric leads, resulting from the first explosion, was the cause of the second explosion under the conning tower.

In March 1905, A5 was taken back to Barrow-in-Furness where she underwent major repairs. She re-joined the Fleet in October of that year and continued as part of the Home Fleet until December 1915, when she was paid off for disposal. A5 was "broken-up" in Portsmouth Dockyard in 1920.

HMS TARPON FOUND

A Royal Navy submarine missing since it was sunk by a Nazi ship 76 years ago has been discovered 40 metres beneath the waves off the coast of Denmark. HMS TARPON was destroyed by a heavily armed German merchant vessel with the loss of at least 50 British lives on 10 April 1940. The wreck, which was reached by Danish divers 50 miles from the shore last week, is being treated as a war grave.

The divers found some of the hatches open, the glass in the periscope shattered and severe destruction below the tower where it appeared to have been hit by a depth charge. There was also evidence of a battle, with two of its torpedo tubes empty. German naval records suggest the TARPON had fired twice at a German merchant ship before being sunk in a devastating counterattack.

The submarine was discovered in March by a Danish War Museum owner, Gert Normann Andersen, and a UK marine archaeologist, Dr Innes McCartney, who were seeking wrecks from the First World War Battle of Jutland. It means families of the seamen finally know exactly where their loved ones perished during the Second World War. A Danish TV station, DR3, broadcast live footage of the vessel last week, bringing pictures of the wreck to the world for the first time.

"It never crossed my mind that it would be found," said Sheila Summer, 77, from Crosby in Merseyside, who was 11 months old when her father, Reginald Kellond, an Engine Room Artificer on the TARPON, died aged 31. "It was thought-provoking to see the wreck on the bottom and to know my father had been in there."

Just before the submarine set sail, the ERA had sent his wife a last letter.

"I am very glad to hear that Sheila is much better," he wrote. "I believe that whooping cough is a sensible thing to watch in its early stages. I can guess that you are fairly fed-up and tired and I am very sorry that it is impossible for you to come here - by the time you get this we shall be at sea - well pet, this is all for now. Cheerio and all the best, love Reg xxxxx." He was never heard from again.

The 84-metre T-class submarine sailed from Rosyth, Fife, in order, it is thought, to attack German merchant ships supplying arms to Nazi-occupied Norway. German records suggest that five days

after setting out, TARPON fired two torpedoes at Schiff 40, an armed merchant ship, both of which missed. The German ship detected the TARPON using sonar, saw its periscope and dropped depth charges, sinking it within a few hours.

"No one even knew it was there," said McCartney, a veteran submarine finder, who was on board the explorer ship last week when divers filmed the wreck. "It looked very bad. They had depth charged it on several occasions. The damage was so severe behind the conning tower it would have flooded in seconds."

There was also a crater on the seabed - a rare phenomenon apparently created by one of the powerful depth charges.

McCartney said the submarine stood almost upright on the seabed and had attracted shoals of cod as well as ocean debris including ropes and fishing nets, some of which had to be cleared before filming.

He said fifty seven British submarines were lost in the Second World War and two more were found quite recently - HMS P311, another T-class, off the coast of Italy, and the S-class HMS SIMOOM off Turkey.

"The question for the Ministry of Defence is how to protect them from threats including fishing trawlers and illegal metal reclaimers," McCartney said. "After all, they are the tombs of British sailors."

LETTERS AND E MAILS TO THE EDITOR & THE WEBSITE

Date: 22nd September 2016
 From: Tom Winter
 E Mail: tomwinter304@btinternet.com>
 Subject: HMS TIGRIS Blue Plaque. On Sunday 26th February 2017 - following a church service commemorating the loss of HM Submarine TIGRIS a Blue Plaque will be unveiled to celebrate 75 years since Newbury Town adopted Submarine HMS TIGRIS in Warship Week 1942. Further details available from Bob McGuiness Chairman Royal Berkshire Branch on 01635 580208.
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Date: 10th July 2016
 From: George 'Bazoo' Byzewski
 Email: gbazoo@hotmail.com
 Comments: Greetings from Halifax, N.S., Canada. I am a long time member of the SAOC (E) and I was on your site looking for Slops. Look back at my times in the UK with fondness. Met many lifelong Submarine Comrades.
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Date: 3rd September 2016
 From: Paul Ellis
 E Mail: ellippaul@gmail.com

Subject: Nottingham Branch New Standard Blessing
 The Nottingham Branch has been raising funds over the last few years with the intention to replace the Branch Standard. With great help from Dave Summers and family; at Dave's funeral his family gave us £600 donation from the mourners toward the new Standard. The new Standard has now been purchased and we are having it 'Blessed' at our Meeting Place rather than in a church.

The ceremony will take place on Saturday 22nd October. Muster at The Mill, Bagnall Road, Basford, Nottingham, NG6 0JY at 10:30 and the Ceremony starts at 11:00.

It would be lovely to see many of our Friends at this auspicious occasion. If you are planning to attend can you please contact Mac Flowers on 07851066651 or 0115 9169274 as we need to know numbers from each Branch attending. You are welcome to bring your own Branch Standard.
 Regards, Mac Flower
 =====

Date: 28 September 2016
 From: Josephine Bey

E mail: josephine.bey@agedveteranscounselling.org.uk

Subject: Aged Veterans Counselling

Dear Partners and Stakeholder, With the summer behind us and following a well received and very successful launch in June, Aged Veterans Counselling (AVC) in full operation! Just to reiterate, AVC has been commissioned by the MoD to offers free counselling to any armed forces (including national service) UK veterans born before 1st January 1950, and also to their carers or relatives affected by their caring responsibilities.

We know that as the temperature plummets and the evenings darker, older people can become even more isolated and just having someone to talk to can make all the difference, therefore I am writing to you because as a partner and stakeholder I need your help to make sure nobody slips through the net.

There are two ways to arrange counselling:

1. Go to the website:

www.agedveteranscounselling.org.uk. Download, complete and email back our simple Counselling Application form.

2. Alternatively one can call our 24/7 helpline number, 0300 0120 247. We will take the callers details, and those of the veteran over the telephone, or if required we are happy to post out an application form.

Publicising the Counselling Service

At present I have two pieces of literature I can send you immediately (both attached for your perusal) to help spread the word. I'm happy to send links and logos for your website too.

An A4 8-page guide which can be given to staff, welfare officers and those working with veterans.

An A5 4-page leaflet which can be shared with veterans themselves, their carers and relatives. They can also be publicly displayed in day centres community halls and other places where veterans and their carers meet and come for help and advice.

Please let me know how many leaflets you would like me to send you. I can also send exact quantities of leaflets out to multiple addresses across your organisation – just send me know the contact names, addresses and quantities.

Finally, I'm more than happy to come out to meetings, events etc. to brief your teams and or colleagues about the project. The service is live. Warm regards, Josephine Bey

Dear Barrie Downer

HMS TIGRIS

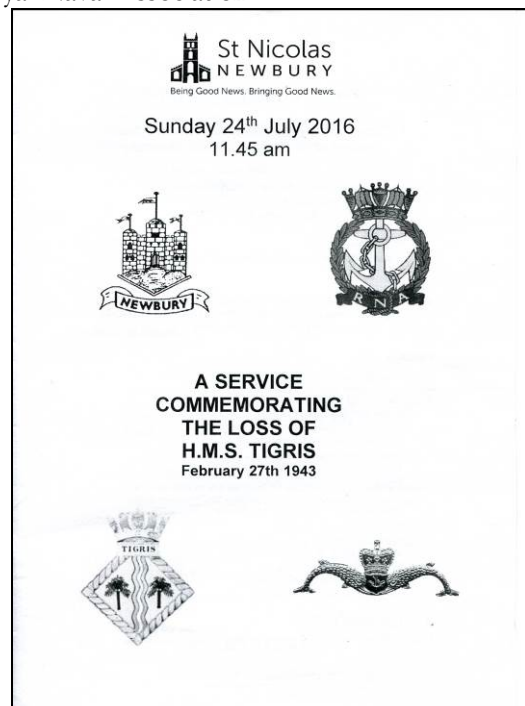
Enclosed is a copy of the Order of Service commemorating the loss of HMS TIGRIS (Lieutenant Commander George R Colvin, DSO, DSC, Royal Navy) on 27th February 1943.

The Service was held on Sunday 24th July 2016 at the Church of St Nicholas in Newbury. At the Service the Submariners Association National

Standard was paraded by Trevor Thomas – the National Standard Bearer, the RNA National Standard was paraded by Dave Corrigan and the Royal Berkshire Standard by Bob McGuinness. Also present were several Royal British Legion Branch Standards and a Royal Air Force Association Standard.

The Service was conducted by the Reverend Will Hunter Smart, Rector of St Nicholas Church. Lessons were read by Councillor Julian Swift Hook (Mayor of Newbury) and Councillor Quentin Webb (Chairman West Berkshire Council).

The Names of those lost in HMS TIGRIS were read out by S/M Doug Bell. At the close of the Service there was a Retiring Collection in support of the Royal Naval Association



Bob McGuinness, Chairman, Royal Berkshire Branch

SCOTTISH BRANCH OF CITY & SERVING

Please see the message below from Captain Reid (COS to FOSNI) which canvasses for opinions on the appetite for a Scottish version of City and Serving.

As the establishment of the Submarine Centre of Specialisation at HMNB Clyde moves closer to becoming a reality, RASM has asked if there is an appetite to hold a City & Serving event in Scotland. The intent would be to use the same tried and tested formula as the London event but open it up to WO1 as well as Officers. The first event is likely to be held in either Glasgow or Helensburgh, although Edinburgh could also be considered if sufficient demand. At this stage we are just trying to establish if there is sufficient appetite to justify staff effort in planning an event.

Could I ask that you respond (Yes/No/May be) to Jerry Bernau on:
(NAVYSUBFLOT-N-SMSC@mod.uk).

Thanking you in Anticipation
Barrie Downer
Editor, In Depth

COMMISSIONING CREW LISTS

Some time ago, as part of an ongoing research project, I asked for members and readers to send me copies (not originals) of Submarine 'Commissioning Crew' Lists. These could be 1st Commission Crew Lists or Lists from any subsequent Commissions. The response was most encouraging and allowed the Project to progress. However the Project is not complete and I would like to enlist your aid again. If you are in possession of any Commissioning Crew Lists for either 'Diesel' or Nuclear Boats I would be pleased to hear from you. My Postal and E Mail addresses are on Page 2 of this News Letter.

E MAIL ADDRESSES REQUEST

Submariners Association National Records currently list the E Mail Addresses of 1,117 of our 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.

THE K13 WEEKEND 2017

(A Message from the West of Scotland Branch)

It is that time of year again when we have to start organising the annual K13 Memorial Weekend. It is intended to make this K13 event particularly memorable as this is the Centenary of the incident. We are honoured to have as our principal guest for the weekend Admiral of the Fleet the Lord Boyce KG GCB OBE DL

The event will take place over the weekend of Friday 27th January – Sunday 29th January 2017.

I have attached a list of Timings for the weekend which is as always subject to change at little or no notice!! The Weekend will in general follow the now established procedures. An addition to this is that on Sunday afternoon we will have access to a Fleet Tender so will be able to sail to the exact spot at the exact time the incident happened 100 years ago and cast a wreath on the Loch.

I'm sure you all know by now that cabin accommodation is sparse within the Base but we have started already to do all that we can to get as many beds as possible. We will also limit the number attending the Saturday evening Dinner to 100 so get your names in early and don't miss this opportunity. As per normal I require certain information from all who will be attending at any stage during the weekend. All those who wish to come into the Base on any of the days needs to provide the following information:

Full Name (no nicknames), Postal Address, Nationality, Date of Birth, Gender.

The cost this year will be £25.00 per person. For this sum you will receive a Tot on Friday, a Punch Reception, 3 Course Dinner on Saturday evening including Red/White wine, Port and of course excellent company!! Good value for money!!! All other meals during the weekend will be pay-as-you-dine.

The West of Scotland branch look forward to hosting you and your members once again at this prestigious Weekend event and will do all that we can to ensure that you have a memorable stay with us. If you have any questions about any matter please just ask.

Timings of Events – K13 2017

Below are the proposed timings of events during the K13 Weekend. As always this may be subject to change without much prior notice!! Stay flexible!

Friday 27th January 2017

1600 – 1630. Visitors asked to arrive at South Gate at this time.
Issue Cabin keys, Base passes etc plus the programme for the weekend.
2000 Branch Meeting – All invited. Move through Business as quickly as possible.
Welcome to Visitors and Safety/Security talk – Jim McMaster
On Completion - "State of the Nation" Address by Cdr. SubFlot (TBC)

O/C Retire to Kennedy's Bar

Saturday 28th January 2017

0845 52 seat Coach from Super Mess area for Memorial Service and wreath laying in Elder Park, Govan. Order of Service sheets issued by branch
O/C Coach returns to Mess
1400 Visit to Ship Control Trainer – Possible visit to Submarine (Depending on availability)
1745 Punch Reception in Cameron Sports Bar

1830 Call to Dinner.
(Details of procedure at Dinner below)
O/C Retire to Kennedy's Bar

Sunday 29th January 2017

1000 – 1030 Service in Base Church.

Order of Service sheets for Church Service & Cemetery Service issued by branch

1035 Mini Bus takes Standard Bearers, Bugler, Chaplain, and K13 Bell to Faslane Cemetery

1035 52 Seat coach takes congregation to Faslane Cemetery for formal Memorial Service & wreath laying.

1045 Commence Memorial Service in Cemetery. This will include marching to grave of Commander Goodhart. Individual crosses will be available for personal use.

O/C Coach returns to Mess for drinks and buffet.

1400 Approx. Transport to Jetty/embark Fleet Tender/proceed to area of K13 accident. Short service and casting of wreath.

O/C Return to Mess for farewell drinks etc.

Please note the times etc. above are reasonably flexible and will be confirmed nearer the day. It is not yet known how many people the Fleet Tender can safely carry so that will also be finalised nearer the time.

K13 2017 Memorial Weekend Dinner - Saturday 28th January 2017

The following times and sequence of events are based on previous Dinners.

Mad Dog as Master of Ceremonies.

1745 Punch Reception in Cameron Sports Bar

1830 Call to Dinner. Top Table remain in Cameron Bar. When everyone in their place, Top Table will enter in correct seating order. Jim McMaster to organise!

1845 All seated. Chairman welcomes everyone to the Dinner. Introduce Top Table (from left to right) to the members

Light the candle on the table for Absent Friends

Padre (or volunteer) says Grace

Meal commences

O/C Tea/coffee/ mints served

10 MINUTE COMFORT BREAK

On resumption – Port is placed at Stations

Chairman uncorks Port – Pass the Port

Call on Branch President Cdr. Bob Seaward OBE to propose the Loyal Toast – all may remain seated.

(Commissioned Base)

Chairman introduces Guest Speaker – Admiral of the Fleet the Lord Boyce KG GCB OBE DL

Any other Toasts/comments etc.

Extinguish flame to Absent Friends

Retire to Kennedy's Bar.

BLACK CARILLION 2015

(Article supplied by John Keating – from 'Australian Warship' Issue 91)

Submarine rescue vehicle LR5 tested out

During September and October 2015 the RAN hosted the submarine escape exercise 'black Carillion 2015 (BC15). Conducted in Western Australian waters the all-important submarine escape procedures were undertaken with the Collins Class submarine HMAS RANKIN. BC15 was designed to demonstrate and evaluate the Navy's submarine rescue capability reports Matt James.

Prior to the important Sea Phase the Navy ran a two week Harbour Training period with the Submarine escape training facility (SETF) at Fleet Base West and then training for the ESCAPEX, held during the final phase of BC15.

Submarine Escape and Rescue Ship

This year's Submarine Escape and Rescue (SMER) exercise featured the mobilisation of the James Fisher Defence (JDF) Submarine Rescue Suite, based upon LR5, a Submarine Rescue Vehicle, which was deployed to sea for a number of mating serials with the submarine RANKIN, bottomed on the sea bed.

Highlights of the period included open hatch operations and the transfer of some of the submarine crew. This sea phase ended with a deep dive by LR5 to a target plate submerged at 400 metres. Six Escape Training Instructors from SETF

carried out an escape from RANKIN's single person escape tower at a depth of 19 metres. These were undertaken within Cockburn Sound

Another significant even was the presence of the newly acquired Submarine Escape and Rescue Ship MV BESANT – a purpose built 83 metre long ship designed to support intervention for a disabled submarine incident. A number of foreign country personnel also embarked aboard BESANT for the second sea phase to observe the ESCAPEX and get first hand exposure to some aspects of Australian solutions to SMER.

Long Term Partnership

In 2014 the leading global subsea operations and engineering company JDF was awarded a five year contract for the provision of the RAN's submarine escape and rescue capability, with further options through to 2024. JDF had also provided escape and rescue services to the RAN since 2008 and in 2014 was awarded a special commendation by the RAN's Commander Submarine Force for dedication and innovation during that year's Black Carillion exercise.

Building on the last six years of safe and successful operations, the new contract also incorporated the provision of Pressurised Submarine Escape Training, which has been delivered by the company's instructors at HMAS STIRLING. Additional enhancements will also include the design and manufacture of an integrated hyperbaric capability, together with a comprehensive training and exercise programme which will sustain and grow the

capability, further assuring the ability of the service to respond to a submarine in distress.

LR5

The 'tiny' LR5 Submarine Escape and Rescue System is based at Henderson in Western Australia. The submersible craft is operated by a team of pilots and engineers, who with the technicians, maintain and upgrade the system. LR5 weighs in at 21.5 tonnes, with a three person crew comprising a pilot, co-pilot and the systems operator. In emergency situations the LR5 would accept up to 16 submarine survivors for transfer to the mother ship (MOSHIP). LR5 can undertake up to eight trips to the distressed submarine for a total rescue capability of 120 persons, before it needs to recharge its battery power supply.

A computer register of the ships capable of acting as a MOSHIP for the SUBSUNK Rescue Suite is maintained by JDF. As well, the entire LRS System can be relocated by a military or civilian transport aircraft. It is then transferred to a nearby port for quick installation aboard the MOSHIP.

Medical

The 2015 escapes were the first conducted by the RAN since 2007 and formed part of a larger medical exercise employing personnel from the Submarine Underwater Medical Unit – West and other medical facilities. Two helicopter aero-medical evacuations with civilian helicopters were also conducted as part of BC15, the first time such an activity was achieved during the annual RAN submarine escape and rescue exercise



MV BESANT sails past the Collins Class submarine HMAS RANKIN in Cockburn Sound on 9th October 2015 (ABIS Chris Beerens)



The recently completed MVs STOKER and BESANT berthed at the Builders Yard in Vietnam.



Members from Australian Clearance Diving Team 4 watch as personnel conduct a scheduled escape from the submerged HMAS RANKIN (AB Chris Beerens)

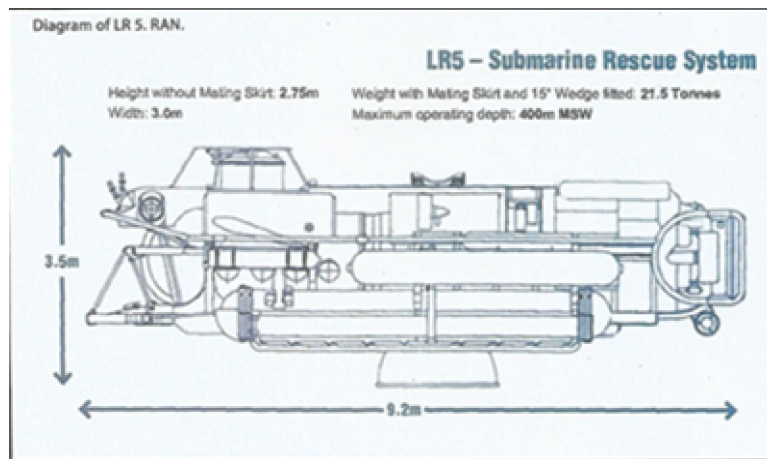


Diagram of LR5 (RAN)

BOOKS

New-look Navy Book Retailer

The new-look NavyBooks.com which hosts hundreds of naval titles and thousands of books, ranging from amateur-penned memoirs to established thought-leaders in naval history, warships and maritime warfare, is to donate 1% of all revenue to The Royal Navy and Royal Marines Charity (RNRMC) as its 2016 Charity of the Year. New NavyBooks owner and Managing Director, Ian Whitehouse, is a former submariner who served with the Second Submarine Squadron in Plymouth and now lives in North Cornwall. He says that the RNRMC was an obvious candidate to support because of his personal links to the Royal Navy. NavyBooks' main customers typically also have close links to, and support for, the Royal Navy. Ian Whitehouse said: "With the launch of the new website, and understanding our customers' passion for the subject, we thought it was a good time to partner with The Royal Navy and Royal Marines Charity, especially considering their support for the veteran community." Steve Bush, NavyBooks editor, is also a Royal Navy veteran. A communications technician he joined the Royal Navy, at HMS Raleigh, Torpoint, in 1978. On leaving the Royal Navy in 2000 he joined Maritime Books, and edits the business' flagship magazines, such as 'Warship World' and 'Warship World Pictorial', while also writing books and supporting the venture's authors and contributors. NavyBooks.com offers free UK mainland delivery for purchases over £60 and International Delivery starting from £2.50 and also welcomes visitors, at: Unit 6B, Heathlands Rd, Liskeard, PL14 4DH.

NavyBooks

NavyBooks is a new 2016 Cornish publishing venture building on a previous publishing business 'Maritime Books'. Based in Liskeard it is a specialist naval publisher and bookseller. It publishes two magazines 'Warship World' and 'Warship World Pictorial' as well as books about the Royal Navy. Its annual publication 'British Warships and Auxiliaries' details every ship in the Royal Navy and was first published in 1979; it has not missed a year since. NavyBooks also operates an on-line retail business, with 100s of titles and 1,000s of books, selling to the general public and trade customers from its website: www.navybooks.com For more information on NavyBooks and its team: Email: info@navybooks.com or Phone: 01579 343663

Royal Navy and Royal Marines Charity

The Royal Navy and Royal Marines Charity is the principal charity of the Royal Navy. It exists to support sailors, marines and their families, for life. Since 2007 it has funded projects and facilities that boost morale for those

who serve today. It also distributes millions of pounds annually to military charities who care for the children, families and veterans of the Naval Service. For more information on The Royal Navy and Royal Marines Charity, call 023 9387 1520 or visit www.rnrmc.org.uk

DIVE, DIVE, DIVE, BARROW BUILT SUBMARINES - THE BEST

!!!!LAST TEN COPIES!!!!

The Submarine Heritage Centre (SHC) and the Submariners Association (SA) of Barrow in Furness commissioned a series of Paintings, by the noted Barrow-in-Furness based Marine Artist – Tom Murphy - of all Classes of Submarine built in the Barrow Shipyard over the last 120 years. The Barrow Shipyard has been involved with the design and built over 72% of all UK Submarines plus many Submarines for overseas Navies. This Paintings Series represents the development of the Submarine over that period and reflects how the Submarine evolved from the first basic vessel in the 1880's to the sophisticated Nuclear powered Submarine of the 21st Century.



This Book showcases the Paintings with supporting data on plates covering the forty four Classes of Submarine built in Barrow together with a number of Submarines built for other countries. It also includes twelve 'Decade' paintings reflecting the products, other than the Submarine, produced by the Barrow Shipyard over that same period and a further ten plates of 'Miscellaneous' paintings of Ships, Submarines and topics related to Barrow in Furness and the Barrow Shipyard. The Book is a "Coffee Table" hard back product with the Painting Plates on the RH pages with associated information on the LH pages.

The last ten copies of the Book are still available, now at £15.00 per copy plus £5.00 P & P (UK rate only - Overseas postage rates on application). Cheques should be made out to 'SA Barrow'. In addition 'Limited Edition' prints are available of all the paintings in the Big Book at £45.00 each plus £3.95 P & P (UK).

To obtain your own copy of 'Dive, Dive, Dive – Barrow Built Submarines - the Best' and/or a 'Limited Edition' print contact Barrie Downer at barrie@downer55.freeserve.co.uk

OBITUARIES

VICE ADMIRAL ROBERT RISLEY 'TUBBY' SQUIRES

(adapted from the Daily Telegraph of Friday 5th August 2016)

Robert Risley (Tubby) Squires who died on 30th June 2016 at the age of 89 helped to commission Britain's first nuclear-powered submarine. In 1960, when he was appointed First Lieutenant of DREADNOUGHT, there were no nuclear-qualified submariners, and Squires, two doctors, a constructor officer and DREADNOUGHT's future captain, Peter Samborne, began their training in the newly created nuclear physics department of the Royal Naval College, Greenwich. There, "JASON", a small nuclear reactor, was installed in the cellars of the 17th-century former royal palace in south London.

Next, Squires attended the US Navy Submarine School. Admiral Hyman G Rickover, the autocrat in charge of the USN's nuclear programme, had ruled that no British officer was to set foot in one of "his" submarines, but Squires and two chief petty officers briefly joined USS SKATE in 1962, shortly after she returned from having surfaced at the North Pole.

Squires moved on to USS SWORDFISH for a happy and instructive nine months while the submarine deployed from her base in New London, Connecticut, through the Panama Canal to Pearl Harbour. Squires made many friends for life among his American contemporaries.

Returning to Britain, he stood by DREADNOUGHT while she was building at Barrow-on-Furness. She was the seventh ship of her name and was powered by an American S5W reactor, a design made available as a result of a US-UK Mutual Defence Agreement. Her launch by the Queen, symbolically on Trafalgar Day, 21st October 1960, owed much to the drive of the First Sea Lord, Earl Mountbatten of Burma, and his relationship with the US Navy's Chief of Naval Operations, Admiral Arleigh Burke, who had overruled Rickover. The successful sea trials

of Britain's first nuclear-powered warship, and its commissioning on 17th April 1963, owed much to the loyalty, efficiency and reliability of Squires, and to his leadership, tact and cheerfulness.

A soldier's son, Robert Risley Squires was born at Farnham Royal on February 11th 1927, and educated at Summer Fields, Geelong Grammar School and Eton College. He entered the Britannia Royal Naval College, then still at its wartime home of Eaton Hall in Cheshire, in 1944, and was awarded the King's telescope on passing out.

He underwent training in the destroyers WIZARD and St JAMES and battleships ANSON and KING GEORGE V, joining the last of those in Tokyo Bay on the evening of the signing of the Japanese surrender. He saw the Far East, Australia and South Africa, and, while a Midshipman, was recognised as an outstanding young officer.

In 1948, attracted by the prospect of early command in a small unit, he volunteered for submarines and was fortunate to be taught his trade over the next two-and-a-half years in the submarine TABARD by several war-experienced and much-decorated submariners. They, in turn, recognised him for his brains, initiative and energy. He was not so lucky in his next boat, spending what he called "a formative year" with a captain "with whom I could agree almost nothing".

Squires passed the Submarine Command Course (the "Perisher") in 1955, and his first command was the submarine AUROCHS, the mantle of command falling easily on his shoulders. AUROCHS was long overdue for refit and dogged with engineering problems and Squires's task was to steam his boat to Singapore, where, he recalled, she "sank thankfully on to the blocks of the floating dock".

From 1965 to 1968 he commanded WARSPITE, the Navy's third nuclear submarine, which he steamed to the Far East and back. In 1969 Squires attended the Joint Services Staff College, then spent two years in his only desk job, as Assistant Director of Naval Warfare in Whitehall. But his strong preference was for the sea, and in 1973 he took command of the frigate HERMIONE, in which, briefly, one of his 'officers under training' was the Prince of Wales.

Two years as Captain of the Third Submarine Squadron at Faslane was followed by commands of the destroyer BRISTOL (1975 to 1976), the frigate AJAX (1976 to 1977) and the 8th Frigate Squadron (1976 to 1977). In August 1976, AJAX sailed for Canada, taking part in Nato exercises. The ship visited St John's, Halifax, Ottawa, and Oshawa on Lake Ontario, some 350 ft above sea level and more than 500 miles from the sea. Oshawa was the port for the town of Ajax, which had been named after the cruiser of Battle of the River Plate fame. The frigate received the freedom of the city - and two of the ship's company wooed and won Canadian wives.

Squires was promoted to Rear-Admiral and appointed Flag Officer, First Flotilla, in 1977; from 1978 to 1981 he served as head of his profession as Flag Officer, Submarines. Promoted to Vice-Admiral in 1982, he became Flag Officer, Scotland and Northern Ireland, before retiring in 1983. He loved Scotland and the Scots and returned to Edinburgh to enjoy the debenture seats at Murrayfield bought by his wife. He was delighted when she was invited to launch TIRELESS, the third Trafalgar-class nuclear submarine for the Royal Navy.

Squires was not inclined to waste words and at first meeting could seem a little forbidding, but he had a well-tuned sense of humour, was innately kind and interested in others. He was a modest man who eschewed honours, even the knighthood offered him at the end of his career. He retired to the Isle of Wight, where he was a Deputy Lieutenant. 'Tubby' Squires married Sue Hill in 1955. She died in 2008 and he is survived by their two daughters.

---ooOoo---

LIEUTENANT COMMANDER PETER LLEWELLYN ROACH

(With thanks to Paul Gibbons)

Peter Roach died on 19th August 2016. Peter was born 23rd October 1932 at Norwich where attended Nelson's old school (Norwich School) with his two brothers. He developed his interest in the sea by sailing on the Norfolk Broads with his brothers. This love of the sea took him to the training Ship HMS CONWAY, where he played lots of cricket and rugby, and even gained a schoolboy trial for Wales. Having spent several years at sea in the Merchant Navy he transferred to the Royal Navy, although he always was proud that he had never served in conventional ships but went straight into Submarines, serving from 1957 in TUDOR, ARTFUL, SEASCOUT and culminating in the Command of firstly HMS TOKEN and then HMS ONYX (from 4th January 1969).

On leaving Submarines he went to Hovercraft Trials Unit at HMS DAEDALUS, just a few yards from his home at Lee on the Solent. After all the excitement and experience of hovering above the sea, the Navy sent him to oversee the building of its first and only hydrofoil - HMS SPEEDY * at the Boeing factory in Seattle - the big moment of which was handing over the £9,000,000 cheque on completion!

Once again, the great excitement was travelling at 40 knots around UK waters chasing and catching Spanish fishermen at the government's expense! Peter retired from the Navy in 1983 and worked as a civilian in Underwater Systems and Weapons for Ferranti, Marconi and with BAE Systems. In retirement he kept his sea legs by taking a number of world cruises with his wife Val. He also enjoyed playing golf with her and going on the

occasional golf tour to Ireland. Sadly, Peter was diagnosed with Alzheimer's in 2007. In his last few years, as the Alzheimer's got worse, he still enjoyed tackling small DIY projects and pottering in the garden but he always came back to make time to do a jigsaw puzzle and his Sudoku!

Peter Roach's funeral was at the Porchester Crematorium on 1st September 2016 and was conducted by Bishop Paul Miles-Knight.

(*Go to Internet and see Peter Roach in SPEEDY, at "HMS SPEEDY P296-youTube" and choose video "HMS SPEEDY - NAVAL HYDROFOIL - NO SOUND - COLOUR": Duration 8m 40s with Peter shown from 5m 52s)

---ooOoo---

COMMANDER MICHAEL JOHN WATERHOUSE, OBE, RN

Mike Waterhouse 'Crossed the Bar' on 8th of September 2016 in the RUH in Bath. Mike served in Submarines for most of his service career which spanned over forty years. After joining the Navy as an Artificer Apprentice at the age of fifteen he worked diligently for a number of years rising to the rank of Chief Engine Room Artificer and was then recommended to apply for a Commission.

His first submarine was HMS TRESPASSER and he served aboard various other submarines before being promoted to Sub Lieutenant. He then served in the Cruiser HMS LION before returning to Submarines in AENEAS & OSIRIS. After completion of Nuclear training he served in RENOWN (P) as AMEO 'in build' at Barrow and in the 1st Commission, REVENGE as the DMEO and, after being promoted to the rank of Commander, he stood by SPARTAN as the SEO during the build and in the 1st Commission Crew.

Later, as a Naval Overseer at Barrow in Furness he was in charge of 'overseeing' the engineering, construction and 'shakedown' trials of 'Swiftsure' and 'Trafalgar' Class Submarines. After retiring from the Navy and moving into a civilian life Mike Waterhouse worked for several more years out of Bath after joining Swan Hunter and later the Yard/SEMA Group in an engineering Project Management role. Mike Waterhouse's funeral was held at the Semington Crematorium at 13:00 on the 27th of Sept. (With thanks to the family)

---ooOoo---

LIEUTENANT COMMANDER JOHN HALSEY WILES

John Wiles was born on 27th Sept 1923. Appointed Midshipman on 1st May 1942 he joined the Battleship HMS MALAYA on the same date. One of his Shipmates in the Gunroom of HMS MALAYA was Midshipman Barnaby P F Samborne who was later the first Commanding Officer of HMS DREADNOUGHT. Promoted Sub Lieutenant on 1st April 1943 he next served in the Frigate HMS TOWY from February 1944 where his Commanding Officer was former submariner Commander Hugh Valentine King DSO.

John Wiles served in Submarines from 11th September 1944 in UNBENDING (January 1945), UNSWERVING from 17th August 1945, SPUR (July 1946), TANTIVY as 3rd Hand from May 1948 and AENEAS from 14th October 1950. Peter successfully completed his 'Perisher' in 1952 with Commander S A Porter as his Teacher and then commanded HMS TUDOR. He was appointed to the Depot Ship HMS MAIDSTONE 'for miscellaneous services' from 25th March 1953). Promotion to Lieutenant Commander followed on 1st October 1953. On 19th March 1956 he was appointed to HMS PRESIDENT 'for the Staff Course'. Further Commands followed with HMS TIRELESS in January 1957 and SEA DEVIL from 18th May 1957. Peter served in the Depot Ship HMS FORTH as 'Lieutenant Commander (SM)' - 5th Submarine Division in Malta in 1958. Next came HMS GRAMPUS 'in Command' from August 1959). In 1961 he was appointed to NARVIK 'as the Executive Officer' where one of his Wardroom colleagues was Peter Cobb (later the 3rd Commanding Officer of HMS DREADNOUGHT). It is understood that John Wiles also served twice in HMS SOLENT - once as 3rd Hand and then as First Lieutenant and may have commanded an X-Craft but no dates have been established. John Wiles is reported to have died on 14th September 2016 at the age of 92.

(Thanks to Roger Shellard and Mrs Ann Wadman)

Annual Conference and Reunion 2017
2017 Fully Integrated Reunion and NCC Venue

The annual Reunion including the conference for 2017 will be held at the Holiday Inn Leicester over the weekend of 24th to 26th March.

The conference itself will be on Saturday 25th March.

General

The address of the hotel is Holiday Inn, 129 St Nicholas Circle, Leicester, LE1 5LX.

www.submarinersassociation.co.uk

The hotel is located 5 minutes' walk from the city centre and has various ale houses to suite all.

Car Parking is right next to the hotel and is run by NCP, a deal has been negotiated with the hotel so make sure you inform them when booking in that you are using the NCP.

There is a Health and Leisure Club, which offers a range of options to burn off some energy or to simply relax and unwind. The health club features an indoor 13m swimming pool, fitness suite, sauna, steam room and Jacuzzi all will help to get rid of that fuzzy feeling in the morning. Use of the gym is free to hotel residents.

Accommodation

I have reserved a total of 80 Doubles, Twins, and 45 Singles. I cannot stress the point too much to BOOK EARLY! All bedrooms are accessed by lifts that are well maintained. Although there are fully disabled rooms there is a number of what are called easy accessible rooms. The showers are of the over the bath type.

We viewed a selection of rooms and found them all to be clean, spacious and all had TV, with Tea and Coffee making facilities.

Meals

The Friday evening meal will be a Carvery with a choice of Lamb and Turkey, also a Chicken Curry and a Vegetarian dish. Variance sweets will be on offer.

Saturday afternoon there will be complementary sandwiches and French fries (sorry I'm getting above myself) Butties and Chips supplied at 13:00. If you require choices of sandwiches that will be at your own expense.

The Saturday evening Reunion Dinner will be a 3 course dinner with a 3 choice starter, a 4 choice main course plus a vegetarian option and a 3 choice desert with ½ bottle of Wine per person and Port for the toast.

The Most Important Room - Bar

The bar tariff negotiated is 25% a reduction to their normal prices, this includes all drinks bought across any bar or waitress service.

Room Rates

(Note all rates are per person)

Friday & Saturday night's Dinner, Bed & Breakfast (Sharing Double/Twin) £124.00

Friday & Saturday night's Dinner, Bed & Breakfast (Single) £144.00

Friday Night Only Dinner, Bed & Breakfast (Sharing Double/Twin) £ 70.00

Friday Night Only Dinner, Bed & Breakfast (Single) £ 95.00

Saturday Night Only Dinner, Bed & Breakfast (Sharing Double/Twin) £ 79.00

Saturday Night Only Dinner, Bed & Breakfast (Single) £104.00

Additional night Thursday or Sunday Bed & Breakfast (Sharing Double/Twin) £ 35.00

Additional night Thursday or Sunday Bed & Breakfast (Single) £ 60.00

Non Resident Saturday Reunion Dinner £ 38.00

Non Resident Friday Carvery Dinner £ 22.00

Non Resident Tot Only £ 3.00

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

Enclosed with this letter are two applications, one for your accommodation requirement(s) and the other for the Saturday Reunion Dinner meal choices. Whilst applications via your secretary are welcome I am happy to accept an application from individual members, indeed that is the preferred method so that I can quickly ascertain the room requirements.

I would prefer full payment up front, but a £50 deposit per person for packages greater than that will be accepted but I do need the FULL BALANCE by Friday 16th March 2017. I have to declare the room requirements at that time and pass back any not sold.

I would like to take this opportunity to thank Stuart Brown (NMC) for donating a substantial amount for the Entertainment on the Friday night, Wine and Port. This is the second year running Stuart has done this. 'Thank you Stuart'

Please remember to include your contact details including your postal address so that I can send your tickets or contact you if there is a query. Although this circular and application form will be sent to all those members on email I would ask all branch secretaries to get it out to your members as quickly as you can. Please send your applications and cheques to Iain Mackenzie at 46 Almora Drive, Dumbarton, G82 1AE. Tel 07403 433 178.

Email coxswainmackenzie@yahoo.com. Please make your cheques payable to the "Submariners Association Reunion" and NOT me. This causes a delay while I clear the cheques through my own bank before I pay the treasurer. You may pay by BACS/Electronic transfer but if you do please let me know via email. The reunion account is Nat West. Sort Code: 60-13-15 A/c Number: 52930645. Please include your membership number & surname as a reference.

You will be aware that if there is a very low take up by the time I have to declare the room take up to the hotel I will be forced to cancel room to avoid payment for those rooms. This may mean late bookers will find no rooms available at our discounted rate.

Best Regards, Iain Mackenzie

NOTE: Reunion Booking Forms are attached at Pages 31 & 32

THE DIARY OF PETTY OFFICER HENRY KINDER (RAN)
SUBMARINE HMAS AE2
(Prisoner of War in Turkey)
(Continued from Issue No. 54)

ON THE ROAD TO THE RAIL TUNNEL
CAMP

On 17th January 1916 we were told to fall in and start on our return journey to Ankara. On that never-ending road there was no need now to look for water to drink: it was everywhere and still raining.

There were close on about 400 prisoners and a sorry looking lot we were. Our guards looked even worse, consisting of old men too old for the firing line who hadn't been to the war. As it was my birthday, thank heaven no one wished me happy returns of the day. We were kept hanging around in the rain waiting to start. We knew how far we had to go and if possible wanted to get there by daylight. However, the Turks fooled around making sure they were not leaving any prisoners behind so it was just on 10 o'clock when we got the order to move off.

It was impossible to march faster than two miles an hour, as with each step we seemed to lift half of Turkey on our feet. The poor brutes of horses could only just move the wagons carrying the Turkish officers' gear. The horses were weak and underfed and were flogged from the start. It was pitiable to see the poor brutes suffer. Why ever they wanted to move us out in such weather I don't know.

There was a trifle difference in the road compared to three months before: then it had been dust, now it was mud. We were soon wet through but the exercise of pulling our feet out of the mud kept us warm. However, we soon began to feel tired, yet we had hardly started our march. Some of the men began to drop back and it was not long before there was a good distance separating the first and last man. It was just getting dark when we reached the old stable. We were hoping that we would stay there. However, the Commandant had posted some sentries at the gate to keep us moving on. We knew we had another three miles to the village.

All across the flat was just one sheet of water so we just struggled on through the mud. We were all feeling tired and it was soon pitch dark. At times we were up to our waists in water. How the poor fellows who were wounded got on I don't know.

I was walking bare-footed having lost one shoe in the mud. One had to keep on yelling to keep in

communication. It was close on midnight when most of the column got across. We had to wait on a bridge just outside the village for most of the men to catch up. Some were still out in the mud yelling and cursing. The night was bitterly cold and being wet through and hungry we didn't care what happened. It was heart-breaking traveling in Turkey.

My chum, who had always come through every march fairly well, was exhausted and had to be assisted up to the village. He had been helping different ones all day and had worn himself out. It was hard for us to find a hovel in which to take shelter as the rain was pouring in through the flat mud roof. At last we were able to crowd into a hovel although the rain dripped down. We were too tired to shift and look elsewhere.

At daybreak we were roused up. Everyone was stiff and sore. Although the rain had stopped, it was very cold. We had no need to bother about breakfast, as I don't think it is in the Turkish dictionary. We were soon on the march again although it took a fair while to get the column moving. No one felt like moving. Fortunately the sun came out and warmed us up but it was still heavy going under foot. Hour after hour we tramped along, halting every now and again to allow the stragglers to catch up. Our pace was very slow owing to the sick and wounded.

At midday we halted and were split into two parties. One contained those who were able to walk fairly fast. The other consisted of the sick and wounded who were to go to another village nearby. Our first group was to push on to the camp we stayed at on the journey out. We covered the ground much more quickly this time and just as it was getting dark we arrived at the village.

There was no place large enough to accommodate us all so we were split up into small parties. I went with about ten others to a small coffee shop, which was nice and warm. There were several Turks there drinking coffee. As there was only enough room for us we asked the Turks to get out but they refused. A row started which ended up with us putting them out. They went after the commandant to kick up a row but unfortunately for them the commandant took the wrong view of it and gave them a good hiding. I was fully expecting our turn to follow but he must have got tired of belting as he left us alone.

Although the room was very much overcrowded it was nice and warm and we managed to get a good sleep. We were not marching on the following day, as we had to wait for the sick party to come up. During the day we were shifted to a big barrack room. At just on dusk the remainder of the party came up. There were too many to fit into the room but that didn't trouble the Turks. We tried to settle down but we were lying on top of one another. The night was bitterly cold and some of the men had dreadful colds.

During the night two wounded Turkish soldiers pushed their way into the room. I got hold of them and put them out but as one poor devil was dying I picked him up and carried him into the sentries' room. They had a roaring fire going and kicked up a fuss about it. Whether they turned the poor devil out again I don't know.

The night was so cold and so much coughing was going on that there was no chance of any sleep. At daybreak, when they called us, we were so tired and stiff we could hardly walk. We were also very hungry as one loaf of bread is not much to march on. It took a good hour to get the last man out of the village.

My chum and I managed to get a man with a donkey to take our bundle. It only cost a few piastres so gave us a better chance to help some of the stragglers. It was not long before a big distance separated the first and last man. It was heart-breaking to see some men trying to struggle along. I remember two men with their arms around each other and two sticks getting along. They were both in a bad way. Foster, from Ballina, was another who had a great heart as he just shuffled along. He was always the last man throughout our journey, yet when you offered to help him he would always say there were plenty worse than him and he'd get there eventually.

During the day a cart overtook us and the commandant put some of the sick up on it. However, things were getting worse. Every time we had a spell (which was fairly often) it was harder to get the men going again. Some of the stragglers would have just reached the column, as we were moving off again.

The roads were in a terrible condition and the horses half-starved, struggling up to their bellies at times in mud. The Turk has no mercy for any animal. They seem to be born to cruelty. I had charge of the sick and I stopped a cart and put a man up. Shortly after, I caught up to him walking along, with the cart well ahead. I asked him what had happened. He said the driver wanted him to pay and when he said he had no money had put him off. I went and saw the commandant and found the driver. After this there was no further trouble with any of them. All the carts were packed with sick but there were still a lot

just managing to walk with the assistance of someone not quite as bad.

The next afternoon we arrived at Ankara. There were 161 men on the carts and the remainder was not fit for much. We were not sorry to see Ankara. We were scattered about in different houses in the town. There was the usual muddle. One would think they had had no idea of our arrival. In the house I went to where there were several little rooms about 8 × 7 ft. Ten men were put in each room. Fortunately there was a small veranda but at night things were a trifle overcrowded. It was much too cold to stay outside.

One room had a charcoal burner and the Turks had taken in a brazier for it. Fortunately, I went in to see how they were faring in there only to find that the fumes from the charcoal had put them all to sleep. We had to get help to get the door open and get them into the fresh air. Fortunately they soon came round.

During the few days we were in Ankara all sorts of rumours went around as to what was going to happen to us. Some reckoned that the war was over but we could get no information from the Turks. One morning, after we had been there for four days the sentries hurried us out with a rush and we were off down to the station. We were still unwise as to our destination. They packed us pretty tight into the truck and after they had shaken the life out of us with shunting, we were off.

At Eskisehir we watched to see which way we would go: to Constantinople or along the Afyon-Kara Hissar line. The latter won, so at first I thought we were returning to Afyon. However, on arriving, there was no sign of disembarkation. On we travelled over desert country, passing through several big towns. Towards nightfall we began to leave the desert and run into hilly country. The train, which was a fairly fast one, went down some of the grades at high speed.

Finally, about 10 o'clock that night we pulled up in a big camp where a lot of Turks and Kurds were working, pit sawing timber by torchlight. We were taken out and kept in some ramshackle building. Next morning we found we had landed in mountainous country with plenty of pine growing on it. This was the first lot of timbered country we had seen in Turkey. A German engineer came out to see us and informed us that they did not know we were on the road. They were not expecting us for some weeks as the Turkish authorities had not informed them, but then again, the Turks never did anything right.

To Be Continued in 'In Depth' Issue 55 with:

BLASTING THE RAIL TUNNEL

By Editor.

Reaching into my file of submarine stories for a suitable sized 'gap filler' I came across the following story from Don Cleavin. Perhaps you were also in Malta at the time! Perhaps you were in TAPIR when she returned to harbour early! Was it you who had the HMS FORTH Cap Tally and frightened the 'ladies'? Time to own up?

1st SUBMARINE SQUADRON, MALTA

In 1959 - 1960, the 1st Submarine Squadron was based in Msida Creek in Malta. The Depot Ship was HMS FORTH. The Boats in the Squadron were, TABARD - a Stretched 'T' Class with a huge black fin, TAPIR - a Streamlined 'T' and TALLY HO! - a 'T' Boat as 'T' Boats really looked like before being 'breathed on'. Four external torpedo tubes, an open bridge superstructure and a 4" gun sitting on its platform as part of the superstructure. SEA DEVIL was part of the squadron, but was in refit round in the Dockyard.

As a new Part III trainee joining the squadron, looking down on the boats from FORTH's well deck, there was no contest in which boat I hoped to be drafted to. And I was lucky, even more lucky than I realised many years later. A privilege to be crew of TALLY HO! - an elderly, ex wartime boat with a splendid war record, and with a standard of living and accommodation on board that was the envy of all the Submarine types that came after.

Not really !!!!!

When duty watch on board, it was necessary to keep usually a two hour watch as Trot Sentry on the casing. Keeping an eye on the moorings, checking people coming on board and going off, and watching out for the boats security. In those days, the Trot Sentry had to go below to do hourly rounds of the boat checking that all was as it should be and also, very importantly, checking the motor room bilge looking for leaks, also probably making himself a brew of tea too. It did get quite cold on the casing in winter, even in Malta.

One task for the morning watch trot sentry was to polish the casing bright work. TALLY HO! had a polished brass hand rail around the superstructure, she had port and starboard brass deck name plates, and parts of the gun were to be polished too, as well as the big brass Ships Bell.

These are just a few of the memorable things about the morning watch 'up top'. The other and most memorable thing is that at between 5 am and about

7 am, all the good people living in and around Msida, all went to the toilet. Flushing the toilets, this lot all flowed gently out into the creek. By about 6-30, the 'FORTH' and her Submarines were all floating in urine and sewage which was the most pungent on warm summers mornings. Now, when I get the whiff of a dirty toilet, it brings back fond memories of my youth on morning watch Trot and in the bars down 'The Gut'.

In August 1959, TALLY HO! did a deep dive prior to going into the dockyard for a DED (Docking and Essential Defects)! I hate abbreviations. But unfortunately, the Naval Constructor, condemned the hull as too corroded and TALLY HO was withdrawn from service. By this time I had passed my Part III training and was drafted to TAPIR that had just got back from a three months deployment to Karachi.

About this time TOKEN arrived to join the Squadron and, shortly after, FORTH and all her Submarines left Malta for an exercise somewhere - probably it was Sardinia. After a week or so at sea, TAPIR developed a defect that required her returning to harbour and, as FORTH was at sea, had to tie up alongside TEO jetty which was just along the road between the Cardiff Bar and Msida roundabout.

As can be expected, the crew were very disappointed about having to come back in early and as most of them were married and living ashore, to console themselves most of them went ashore as did most of the single men not required for duty.

At this time Sailors were obliged to go ashore in uniform, though some took their 'civvies' ashore in a grip and changed into them in the Cardiff Bar before disappearing to all corners of the island.

One young jolly sailor, kept his uniform on (as many did) and he and a few of his mates decided to spend the evening in some bars in Paula square. One of them just happened to have an HMS FORTH Cap Tally, and he took off his HM SUBMARINES one and put on the FORTH one, before walking into one of the more popular bars. Within seconds, the whisper went round "FORTH's back in", and about a dozen of the 'ladies' in the bar dashed out in a panic, leaving several frustrated chaps and unfinished drink on the tables.

Spoil Sport !!!!!!!.

MEMBERS 'CROSSED THE BAR' 1st July 2016 to 30th September 2016 (** WWII Service)

NAME	DATE/AGE	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
A J (Tony) Parkinson	22/06/2016	OE Mechanician	Manchester Branch	January 1971 to January 1980	ONYX & RORQUAL
R (Tubby) Squires	30/06/2016	Vice Admiral	Dolphin Branch	June 1948 to December 1981	TABARD, AMBUSH, AUROCHS, AENEAS, PORPOISE, DREADNOUGHT, WARSPITE & RASM
D O G (Dave) Temple	03/07/2016	Stoker 1 st Class	Sunderland Branch	1943 to January 1947	SCYTHIAN & SOLENT **
B (Ben) Holmes	03/07/2016	LEM	Medway Towns Branch	1959 to 1963	EXPLORER (60) & NARWHAL (60-63)
D A (Don) Hutchison	14/07/2016	Petty Officer Cook	Southampton Branch	May 1953 to June 1959	ARTFUL, ANCHORITE, TUDOR, ACHERON (2) & SPITEFUL
P (Patrick (Ben) Lyons	29/07/2016	Chief Petty Officer Mechanician	North Staffordshire Branch	1967 to 1977	TRUMP, WALRUS, OTTER & RENOWN
G S (Gerry) Mellor	07/08/2016	Commander	Dolphin Branch	January 1945 to December 1947	TIPTOE & ALCIDE **
N C (Norman) Kerr	12/08/2016	Telegraphist (T/O)	Scottish Branch	1943 to 1946	H44 (44) & TRUMP (44-46) **
G D (George) Clarke	13/08/2016	Stoker 1 st Class	Derbyshire	1946 to 1953	TRUMP, TRENCHANT, AENEAS, ASTUTE & ALLIANCE
M (Malcolm) McGrath	20/08/2016	Leading Seaman (UW2)	Eastern States	1952 to 1956	AMBUSH (52-52), TELEMACHUS (53-54) & TACTICIAN (55-56)
M. (Michael) Freeman	22/08/2016	LEM	West Riding Branch	1967 to 1972	GRAMPUS & FINWHALE
R T (Rick) Tallowin	01/09/2016	Leading Stoker	Australia Branch	October 1942 to August 1946	H34, SIBYL & SIRDAR **
W H (Harry) Bowers	02/09/2016	Petty Officer (ST)	Colchester Branch	1941 to 1945	UMBRA, OBERON (1), THRASHER & SEANYMPH **
K (Ken) Norton	06/09/2016	Leading Stoker	Eastern States Branch	February 1948 to October 1956	TIRELESS, TRUNCHEON, TANTIVY, TABARD, TELEMACHUS, TACTICIAN & SCORCHER
R H (Robin) Emmerson	08/09/2016	MEM.1	Barrow in Furness Branch	1965 to 1970	PORPOISE (65-68)
A (Anthony) Revitt	11/09/2016	Chief Petty Officer Mechanician (EL)	Nottingham Branch	1963 to 1967	ONSLAUGHT (62-63) & VALIANT (63-66)
Henry Walker	26/09/2016 aged 96	Petty Officer Stoker Mechanic	Royal Berkshire	1941 to 1953	TRUANT, TRUSTY, ROVER, TIRELESS & AUROCHS **
Frank H Saies-Jones	17/09/2016 aged 91	Able Seaman (HSD)	Gosport Branch	October 1944 to November 1948	VOX (45-46), SPORTSMAN (47) & ARTEMIS (48) **

Irwin Priestley	29/09/2016 aged 95	Chief Engine Room Artificer	Blyth & Wansbeck branch	1942 to 1946	H33, L27, TUNA & TERRAPIN **
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OBITUARIES – OTHER SUBMARINERS ‘CROSSED THE BAR’

1st July 2016 to 30th September 2016 (** WWII Service)

NAME	DATE /AGE	RANK/RATE	ASSOCIATION	SM SERVICE	SUBMARINES
Alan David Newberry	23rd July 2016	Lt Commander (MESM)	Submarine Officers Association	From March 1971	OPPORTUNE, RESOLUTION & SWIFTSURE
Mathew Cayton	23rd July 2016 aged 84	Chief Radio Supervisor	Non Member	Not Given	ACHERON & TIRELESS
Alan Hultley Walton	27th July 2016 aged 90	Leading Signalman	Non Member	October 1948 to January 1953	AURIGA, SUBTLE, SENESCHAL, SANGUINE, AENEAS, SCYTHIAN, ZWAARDVIS, SENTINEL, ALARIC, ANDREW, TRADEWIND & SELENE
Peter Paffard	July 2016	Commander, RAN	Submarines Association of Australia	195* to 1967	SCOTSMAN, TELEMACHUS, PORPOISE, TRUMP (in Australia) & OBERON
Arthur Edward Charles Howard, DSM	July 2016 aged 91	Able Seaman (Radar)	Non Member	WWII	DOLPHIN & SCEPTRE
William (Bill) Brown	August 2016 aged 73	Chief Petty Officer MEA	Non Member	From 1989	WARSPITE, RENOWN & CHURCHILL
Peter Llewellyn Roach	19th August 2016 aged 83	Lt Commander	Submarine Officers Association	1957 to 197*	TUDOR, ARTFUL, SEASCOUT, TOKEN (CO) & ONYX (CO from 4th January 1969)
Michael John Waterhouse, OBE	8th September 2016	Commander (MESM)	Submarine Officers Association	Not Given	TRESPASSER, AENEAS, OSIRIS, RENOWN (P) (AMEO 1st Commission), REVENGE (DMEO) & SPARTAN (MEO 1st Commission)
John Halsey Wiles	14th September 2016 aged 92	Lt Commander	Submarine Officers Association	From 11th September 1944	UNBENDING (1945), UNSWERVING (1945), SPUR (1946), TANTIVY (1948), AENEAS (1951), MAIDSTONE (1953), TUDOR (CO), TIRELESS (CO 1957), SEA DEVIL (CO 1957), FORTH (1958), GRAMPUS (CO 1959), NARVIK (1962). Possibly also served in SOLENT & X Craft



SUBMARINERS ASSOCIATION
REUNION 2017
SATURDAY REUNION DINNER MEAL CHOICES

BRANCH:

STARTERS	S1	Rich Tomato & Basil Soup (V) served with freshly baked bread rolls													
	S2	North Atlantic Prawn Cocktail with lettuce, cucumber, tomato, brandy & Marie Rose													
	S3	Chicken & Cognac Liver Pate, Red onion chutney, mixed leaf salad, toasted onion bread													
MAIN COURSE	M1	Supreme of Chicken Wrapped in Bacon with seasonal vegetables, thyme mash, peppercorn sauce													
	M2	Lemon & Herb Salmon Fillet oven baked, white wine cream & prawn sauce, new potatoes, steamed vegetables													
	M3	Grilled Gammon Steak served with crushed new potatoes with sage, seasonal vegetable and a coarse grain mustard sauce													
	M4	Roast Turkey & Stuffing, Roasted potatoes, seasonal vegetables and gravy													
VEGETARIAN	V	Mushroom Brie Hazelnut & Cranberry Wellington served with salad and new potatoes													
DESSERTS	D1	White Chocolate & Raspberry Cheese Cake served with Chantilly cream & Mango Puree													
	D2	Citrus Lemon Tart served with mixed berry compote													
	D3	Trio of Chocolate Truffle Torte served with raspberry coulis & fresh cream													
Please enter your selection with a 'Y' in the appropriate boxes		REUNION DINNER MEAL SELECTION											WINE		OTHER DIETARY REQUIREMENTS
SURNAME	FIRST NAME	S1	S2	S3	M1	M2	M3	M4	V	D1	D2	D3	R	W	