



IN DEPTH

Official Newsletter of the Submariners Association

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



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The Submariner

"Of all the branches of men in the Forces there is none which shows more devotion and faces grimmer perils than the Submariner; great deeds are done in the air and on the land, nevertheless nothing surpasses your exploits."

Sir Winston Churchill 1943

EDITORIAL

Welcome to 'In Depth' No. 56. The front page photo this time is the group photo taken at the recent Reunion – see if you can recognise one of your Branch Members.

I have been able to include all the regular items in this issue but you will see that there is a new Serialised Article. As I reported last time the Kinder Diary stopped short of the end of his time as a Prisoner of War in Turkey. The new Serial moves on into the 1930s with reminiscences of serving in the Steam Submarine K.26 in the Mediterranean

Dave Ottley has sent in a Submarine Museum Update following the February meeting of the 'Friends of The Submarine Museum'.

I have included articles this time about a new Memorial in Shetland to Submarine E49 – lost in 1917, a service to mark the loss of HM S/M TIGRIS in 1943, the recent K13 Centenary Commemorations at Faslane, the TS RESOLUTION BZ

Awards and the progress with the Helensburgh Heritage Centre & X-51.

Chris Freeth sent in an item about the Conference of Naval Associations (CONA) which you may find useful.

As well as the lists of 'New and Returning Members' and the 'Crossed the Bar' there are several Obituaries in this Issue including Captain Tom Le Marchand of HMS VALIANT, Adam Bergius of XE-4, Mod Scientist Win Jones and SM6 Engineer Jeff Webb.

As ever please read and enjoy. Comments are always acceptable – but polite ones only!

Barrie Downer

CORRECTIONS

In Issue 55 I included a picture of the Helensburgh X-Craft on the front page. I gave credit for donation of this craft to the Imperial War Museum. George Malcolmson at the NMRN tells me that the X-Craft was, in fact, transferred from IWM to the NMRN some time ago and Bob Mealings (Head of Collections at the NMRN) had organised the transfer to Helensburgh on behalf of the NMRN. I am pleased to make this clear.

Also, I was advised, after the release of Issue 55, that the Sir Winston Churchill quotation "The Submariner" was missing – I have made sure that it has returned to its proper place.

IN DEPTH No. 57

Issue No. 57 of IN DEPTH is due for publication on 1st July 2017. Contributions for the next Issue should be with the Editor by 15th June 2017 to ensure your story/article is considered.

CHAIRMAN'S REPORT

Friends and Fellow Submariners,

I hope and trust that everyone who attended this year's Annual Reunion and National Council Conference (NCC) had a pleasant and uneventful trip home. The Annual Reunion and the NCC were held in the Holiday Inn Leicester this year. This is the second time that we have used this hotel and this time round was every bit as successful as the previous visit in 2015. I would like to thank all of people who went out of their way to tell me just how much they enjoyed the event. The fact that the hotel and hotel staff were very welcoming and ever present ready to satisfy our requests only served to enhance the weekend. Perhaps the bit that won it over was when those who made it down to Saturday breakfast discovered that eternal favourite breakfast of the submarine fraternity S**t on a raft!! Excreta Kon Tiki for our Wardroom colleagues!! The hotel chef became a legend!! The lead organiser for Reunions is Iain Mackenzie assisted by Dave Barlow so I think a big BZ goes to them from all of us.

There were 184 members and their wives at the event and our principle guest was Rear Admiral John Weale OBE RASM and his wife Julie. Also attending were Admiral Sir James Perowne KBE with Lady Nicola, Rear Admiral Niall Kilgour CB and his wife Janie and Commodore Jim Perks OBE DRASM and his wife Louise.

The Friday evening carvery followed by entertainment was a success and enjoyed by all.

Saturday morning started with a church service conducted by our Association Chaplain, Rev Paul Jupp during which Branch Standards were 'laid-up' and then the Roll Call of the 65 colleagues who have Crossed the Bar since our last Reunion.

This was followed by the NCC. There were 33 Branch delegates present for this important event as well as many more Observers. I would like to point out that although Observers do not take part in the various debates they do have an important role to play in that they ensure that an accurate account of what went on is taken back to their branch members.

The NCC allows every branch the opportunity to have a say in how the Association is run by encouraging them to make Proposals to change or amend any aspect of the Rules and Constitution. These proposals are debated and then a vote taken. It should be noted that the NMC does not take part in any debate but does offer advice when requested so you can be sure that any changes are entirely the will of the membership.

This year there were only three Proposals submitted for debate. A full account of the discussions and the voting will be contained in the Minutes of this meeting and they will be published as soon as possible, however I will give a brief overall description here on how matters proceeded.

Proposal Number 1 was from the Sunderland, it stated:

"We propose that a nominal sum of £1.00 per member should be donated annually to the Submarine Memorial Fund administered by the Royal Naval Benevolent Fund."

After detailed discussions between the above personnel, delegates and the National Treasurer this Proposal was withdrawn. Full details of the debate and reasons for withdrawal will be in the Minutes.

Proposal No.2 was from the Dolphin branch, it stated:

That an additional Paragraph to Clause 4 is added – Subscriptions
Clause 4 (f)

A member will be deemed to be a life member in the year that they reach the age of 90 and exempt from paying National Subscriptions, providing that they have been a member for 10 years.

This was debated and carried by a substantial majority which exceeded the 2/3 majority required for a change to the Rules and Constitution.

Proposal No. 3 was from Blackpool branch, it stated:

We wish to propose the Association has an appointed Welfare Officer, at National Level to liaise and assist Branch level issues and help ensure the right assistance and guidance given. This would also further ensure that such organisations ethics are overseen and audited at National level in line with the Submarine Service and Submariners Association objectives alongside other Associations such as SAFFA and the British Legion. Once again a lively debate took place and when all who wished to had said their piece a vote was taken.

A very substantial vote against this Proposal means that it was not carried.

As always, delegates and Observers conducted themselves in a very commendable manner and I thank them for that.

The office of National Vice Chairman was part of the confidential postal vote. There were two names submitted for this important position. Iain Mackenzie and Frank Powell. I can inform you that Iain Mackenzie won this vote by the narrowest of margins and I look forward to working with him in the coming months.

Each year two places on the NMC are available. This year three members volunteered to fill these vacancies. Frank Pas and Frank Powell were up for re-election with Andy Morgan being the third candidate.

I am pleased to tell you that Frank Pas and Frank Powell were both re-elected. Well done to both. However because Iain Mackenzie was elevated to the post of Vice Chairman this left a further vacancy on the NMC so Andy Morgan will take up this post.

I would like to thank everyone who had the commitment and courage to put themselves forward to do their best to work towards the continued success and sustainability of the Association. Their enthusiasm and selflessness is an example to us all and I look forward to working with all four in the future. I know they will bring lots of new ideas and suggestions to the NMC meetings. As I said previously, full details of the debates and voting will be in the NCC Meeting Minutes.

RASM requested an opportunity to speak to the Delegates and did so towards the end of the meeting. He explained his vision for the future of the Submarine Service and the Association stating that he would like to have and will strive to achieve better and fuller integration between the two - culminating in the Submarine Division! This could be widened to include other such Groups/Associations who qualified by being fully qualified Submariners. This in time could even stretch to affiliations with Sea Cadets Corps etc who express an interest in such a group. RASM is passionate about collaboration with the Association and Serving Submariners and demonstrates this by writing to every submariner encouraging them to join the Submariners Association. I fully endorse these ideals and will do all that I can to bring them to fruition. We know that this is a long-term initiative but with the good will and co-operation of all concerned it can come about. Eventually it will be the most natural progressive step - pass the Part three, join the SA. Let me hopefully allay any fears by stating that the criteria for Full Membership will not be diluted. It will remain exactly as it is today. As stated in the Rules & Constitution Clause 3(a)(i)(ii)(iii).

I firmly believe that now is the time when we should strive to rid ourselves of the misconception that we are a group for Veterans. We are a group for ALL submariners, Serving and Non-Serving. We must embrace this initiative and move forward as one into the 21st century

All Honorary, Associate and Affiliated groups and members will be considered on a case-by-case application.

On completion of the NCC we joined with the fine naval tradition of Up Spirits! Who does not enjoy a tot?

Once 'Queen's' was passed the afternoon was free to do what we do best - socialise. The town centre was only across the road so wives were able to enjoy what they do best too!

An important event in the Reunion has always been the group photograph. It was no different this year and we mustered for that. Patrick 'Donny' Donovan from the Basingstoke branch took the group photo and so many more excellent pictures during the weekend. Many of which can be seen on our Website. Many thanks to Donny for this.

The Saturday evening meal was thoroughly enjoyed by all. The dinner with wine and port was of a very high standard as were the toasts and responses from our guests. The whole meal was a success. I would like to thank everyone for my birthday gift and balloons!! It made my 70th birthday one to remember. I just wish that I could!!!

Sunday morning we returned Branch standards at the church service and we all made our way home. Thank you to everyone who attended and played their part in what I believe was a very successful and enjoyable weekend.

The next big event, probably the biggest and certainly the most important is the Embankment Parade on Sunday 5th November. This will take place once again in the gardens of Middle Temple. Please be assured that we have listened to the feedback from last year and we have taken steps to ensure that this year things will improve. We have a brand new sound system and we will have access to the Middle Temple Hall so toilets will be available.

Please make the effort to attend this tribute to our colleagues who have gone before us.

I hope by now most of you will have seen our new Web Site. Mike Kemp has stepped down from the role of Web Master and we thank him for his years of work on our behalf and wish him well for the future.

The new Web Master is David 'Shep' Woolterton (Basingstoke Branch) and he has revamped the website making it dynamic, interesting and user-friendly. We are very grateful to Shep for taking on this role. If you have any suggestions for items to be included on the website then please get in touch with Shep. He needs to know what YOU want to see on YOUR Web Site.

I will now sign off and let you all get on with your life now. I look forward to meeting up with you all again soon and at the Embankment Parade.

In the meantime

Keep on Keeping on.

JMcM

NEW & RE-JOINING MEMBERS – 1st January 2017 to 31st March 2017
(20** Serving Member) (** WWII Service)

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
C I (Charles) Thompson	Mechanician 1 st Class	DOLPHIN	1966-1986	RENOWN (67-68), DREADNOUGHT (69-82), SPLENDID (83-84) & SWIFTSURE (84-86)
S G (Steve) Hughes	Chief Petty Officer (SA)	BLACKPOOL & FYLDE	1970-1990	PORPOISE & RESOLUTION
W G (William) Kerr	Chief MEM(M)	PORTSMOUTH	1975-1994	SEALION (75-76), ODIN (76-79), ONSLAUGHT (79-82) & (84-87) & COURAGEOUS (90-91)
J H (James) Leatherby	Commander	WEST OF SCOTLAND	1977-1984	RENOWN (P) (77-82)
S (Stuart) Marshall	Chief Petty Officer UWA (SM)	GOSPORT	1971-1992	SEALION, OPPORTUNE, OTUS & OTTER
J (Jessica) Metcalfe	Able Seaman (MA)	BRIDLINGTON & DISTRICT	2015-20**	VIGILANT (16-**)
R P (Roy) Morden	WEM (R)	BLACKPOOL & FYLDE	1983-1987	SCEPTRE & TIRELESS
R E (Bob) Nunn	Chief Petty Officer Coxswain	NORFOLK	1973-2003	SWIFTSURE, SPARTAN, RESOLUTION, RENOWN, REPULSE, REVENGE & TURBULENT
P A (Paul) Perrins	WEM (O)	NORTH STAFFS	1989-1998	RESOLUTION (90-94), REPULSE (96) & SOVEREIGN (96-98)
K M F (Keith) Radford	Petty Officer (REL)	ROYAL BERKSHIRE	1970-1977	OTUS, CONQUEROR & OPOSSUM
K (Ken) Rathbone	Able Seaman (S)	MANCHESTER	Jan 1971-Dec 1974	WARSPITE & COURAGEOUS
P A (Phillip) Collins	Radio Operator 1	MIDDLESEX	1972-1976	OLYMPUS (72-74), ONYX (75) & CHURCHILL (75-76)
R A (Richard (Bill) Budding	Chief Petty Officer (OA)	MORECAMBE BAY	Feb 1974-Feb 1985	COURAGEOUS (75) Valiant (75-77) Conqueror 80-82)
D C (David) Evans	Acting Chief MEM	PORTSMOUTH	1967-1986	OLYMPUS (67-68), ONSLAUGHT (68-70), PORPOISE (70-73), OCELOT (73-74), OBERON (75-77 & 78-80) & FINWHILE (81-85)
R K (Robert) Mosdell	Leading Cook	DOLPHIN	1973-1978	SOVEREIGN (73-76)
M R (Martin) Shephard	Chief Petty Officer (WSM)	GOSPORT	1978-1999	RENOWN (P) (78-81), REPULSE (S) (82-84), SEALION (85-88), TRENCHANT (92-94) & TALENT (97-99)
R (Robert)(Bob) Taylor	Chief Petty Officer MEA (ML/SM)	SCOTTISH	1982-1995	SUPERB (84-87) & SCEPTRE (87-90)
G V (Gerry) England	Petty Officer (ME)	PORTSMOUTH	1967-1983	REVENGE (68-71), SOVEREIGN (71-72), RENOWN (73-76), REVENGE (73-76) & RESOLUTION (76-83)
S T (Stephen) Holland	Petty Officer WEM (O)	WEST OF SCOTLAND	1972-1993	VALIANT (73-75), COURAGEOUS (77-80), RESOLUTION (80-83) & RENOWN (83-86)
P (Paul) Maher	Able Seaman (S)(SM)	MERSEYSIDE	1973-1976	REVENGE
M (Michael) Wear	Leading Hand	SUNDERLAND	1990-2014	RENOWN (90-94), TIRELESS (96-99), SOVEREIGN (00-03) & VIGILANT (04-07)
N S (Neil) Maitland	Chief Petty Officer Coxswain (SM)	PLYMOUTH	Jul 1983-Jun 2013	SUPERB, SCEPTRE, TURBULENT, RENOWN (P), TRENCHANT & TRIUMPH
W (Wilfred) Broyden	Chief Petty Officer 1	MERSEYSIDE	Jun 1967-Jul 1995	OKANAGAN, ONONDAGA, OJIBWA & OSIRIS
K P (Kevin) Loveridge	Chief Petty Officer WEM (O)	GOSPORT	1975-1993	VALIANT (76-79), CHURCHILL (79), ORPHEUS (82-86) & ONSLAUGHT (87-89)
T (Tel) Hazelwood	Able Seaman UW*	LEICESTER & RUTLAND	Jun 1969-May 1973	ALLIANCE, ONSLAUGHT, AENEAS & NARWHAL
R W (Robert (Bob)) Meredith	Chief Petty Officer Coxswain	GOSPORT	19** - 1982	WALRUS, OTUS & OBERON

SUBMARINERS ASSOCIATION WEBSITE
As the Jim McMaster has reported in his Chairman's Dit - and for those who haven't noticed - the Association

now has a new Web Master and an updated Website. Our new Web Master is David Woolterton. There are quite a few changes to the appearance of the Web Site and its facilities. If you haven't accessed the

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Web Site recently it will be well worth your while having a look.

One change you will notice is an 'On Line' Form for reporting Submariners who have 'Crossed the Bar'. I have tested this and it works!

Don't forget you can contact the Web Master and Members of the National Committee via the Website if you have something to report or pass on to the Submariner Community.

BARROW SHIPYARD UPDATE

What is happening in the Barrow Shipyard! It seems that every part of the Yard is currently either covered in scaffolding, being demolished, in the process of being cleared or having new buildings constructed.

The work of preparing the Yard for the new 'DREADNOUGHT' Class is well under way and changes can be seen on an almost daily basis. In the last week of March the former Gate House opposite the Dock Museum has been demolished and the Hard Standing at that end of the Devonshire Dock Hall is being broken up to make way for the groundworks of the planned DDH Extension.



The new Central Yard Facility - son of DDH (see above) progresses apace. Cladding of both sides is almost complete and the Overhead Travelling Crane beams are

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in place and an almost continual stream of cement wagons is entering and leaving the site.

Another new building (see below) is going up on the site of the old Shipwright Shop in the Top Yard – it is certainly going to look much better than the building it replaces – from which sheets of corrugated iron often flew off in high winds! The sharp eyed amongst you will recognise the SMITE Chimneys and Header Tank behind the new building and the yellow clad New Assembly Shed to the right.



Some of the older buildings have not been forgotten – Holland House – adjacent to Engine Gate - is being spruced up as are the facades of the sandstone buildings facing onto Michaelson Road and the Main Office building on Bridge Road is getting a new roof.

I hope to have another progress report in In Depth No. 57.

HMS TRENCHANT & HMS TRIUMPH

By George Allison – 21st February 2017

HMS TRIUMPH has sailed from Devonport and HMS TRENCHANT is readying to deploy, silencing claims that a "cracked reactor has led to more than half of the frontline attack submarines being taken out of service". This comes as earlier reports in the Express claimed that a fault was present in the Trafalgar class submarines, meaning they may never sail again: "Experts warned the fault in the reactor of HMS TRENCHANT was so serious that the Trafalgar fleet may never sail again. The fracture is being treated as an 'irreparable generic fault' that will prevent it from being able to carry out normal duties."

HMS TRIUMPH and HMS TRENCHANT are 'Trafalgar' Class submarines. The other vessels in this class are in various stages of refit and maintenance. It is also understood that HMS ASTUTE is continuing post-refit sea trials with another 'Astute' Class submarine reportedly ready to deploy soon.

A Ministry of Defence spokesperson denied the claim that the subs would be permanently out of action: "It is untrue to suggest that HMS TRENCHANT or the rest of the T-class subs are unable to deploy again." The crew of HMS TRENCHANT are currently preparing for deployment after a refit as they prepare to re-join the operational fleet. According to the Royal Navy, the

submarine is alongside in Devonport Naval Base while her engineers are busy finishing the final stages of her maintenance period.

The Royal Navy said in a statement: "For three weeks the submarine's command team have been hard at work in the 'TALISMAN' submarine control room simulator in Devonport – and have passed their tactical simulation training, allowing them to fire training torpedoes at the British Underwater Test and Evaluation Centre (BUTEC) during their work-up later this year." Commander Rob Watts, the Commanding Officer of HMS TRENCHANT said: "This is an important step in achieving full operational capability. The team have performed well and look forward to demonstrating their skills with live weapons later this year. The realistic training ensures the crew are safe to operate the Tomahawk Land Attack Missile weapon system and can effectively use the Spearfish torpedo against surface and sub-surface targets."

According to a press release, tough training in the simulator 'tested the crew's ability to operate in busy inshore shipping areas with large merchant vessels, small fishing vessels, high speed ferries, warships, submarines and military aircraft'. The Royal Navy say the next step in the preparation to deploy the submarine is embarking the torpedoes and missiles before HMS TRENCHANT is welcomed back to the Royal Navy fleet as a fully operational submarine.

This comes amid claims the entire Royal Navy attack submarine fleet is out of action. A Ministry of Defence spokesperson said: "The Royal Navy's attack submarines meet their operational tasking and will continue to do so over the next decade. It is not uncommon to have temporary small fluctuations in overall numbers during transition from one Class to another."

According to Save the Royal Navy here: "With Russian submarines operating with increasing tempo near to UK waters, having no SSNs at sea is very serious, not least for the protection of the nuclear deterrent submarine. However informed naval sources state that, while not desirable, this is a short-term blip in the maintenance cycle and more usual patrol patterns will resume in the near future. Although rather more significant, the situation is akin to the storm that erupted last summer when all six Type 45s were alongside in Portsmouth."

Various Royal Navy attack submarines have been seen entering and leaving Faslane on a frequent basis this month, all performing various routine tasks.

SUBMARINE MUSEUM UPDATE

By Dave Ottley

On Thursday 9th February the Committee of the Friends of the Museum held their first quarterly meeting of 2017. The meeting was also attended Simon Wildgust (Museum General Manager) and Mr Pitkeathy from the COURAGEOUS organisation in Plymouth. I attended on behalf of the SA and the following lists the salient points covered during the discussions for SA committee

information. This has been included in "In Depth" to keep the Submarine Community at large aware of exciting developments at the Museum and the vital work and contributions made by The Friends. Hopefully, it may also assist in adding to Friend's numbers.

- The NMRN has an action plan in place, valued at £74 K, covering 6 months work to further conserve ALLIANCE's casings.
- A budget of £7 K has been apportioned for ALLIANCE defect and preventative maintenance.
- The HOLLAND gallery will undergo extensive work to its air conditioning system to improve humidity control. £6.2 K has been set aside for this work in the next financial year. The scope of this work will also include engine refurbishment.
- The museum is an expensive place to run with operating costs amounting to £942 K per annum.
- 80% of visitors now utilize the Waterbus to access the Museum. The Waterbus also serves Explosions Museum. A sum of £140 K is required in the budget to cover running costs
- Unfortunately, there is now a severe shortage of volunteers in the workshops further to problems with the NMRN conservation team, but the relationship with the ALLIANCE volunteer guides remains good. It is a sign of the times that some civilian guides have had to be trained due to the shortage of ex Submariner guides.
- Due to asbestos problems the Weapons Gallery will never be utilized again. The artefacts will be moved to new homes.
- A Museum enhancement / visitor experience improvements (funded by The Friends £25 K) is nearing completion.
- The Book of Remembrance project funded by The Friends to rectify errors on the Wall of Remembrance is on-going. Part 1 is at the printers and Part 2 is undergoing completion. The books will be mounted on a lectern.
- The VC Exhibition is nearing completion.
- Phase 1 of The Garden of Remembrance, funded by The Friends, has been completed. The design and costs of Phase 2 have been agreed and work will commence in the near future. It is hoped that the Duke of Cambridge may be available to formally open the garden following completion of Phase 2.
- The Friends have granted £1,000 towards funding of the COURAGEOUS DVD project. Mr Pitkeathy advised that the work of producing the DVD was work in progress.
- The NMRN plans to dramatically enhance the Museum's entrance by reinterpreting X-24 and introducing both a Tomahawk Land Attack Missile and a Polaris Submarine Launched Ballistic Missile into the display. This is the first step of towards ensuring that weapons are on display to tell the complete story of the submarine service. By using projection onto X-24 and the surrounding space, the story of this unique craft and the people who designed, built and took her into action

will be brought to life in a combination of sound, images and moving footage. These improvements will dramatically enhance the JFB galleries. Because of other calls on the museum's finances The Friends committee were unanimous in approving £40 K, spread over two years, assisting the NMRN implement this project.

•The Friends AGM will be held at the Museum on the 27th June 2017.

•Current membership of The Friends is 626. In 2016 twenty-one new members joined and twenty were called aloft. The Friends would very much like to increase their Membership from Serving and ex Submariners. Increased membership means that the Friends become better able to support and improve the museum. It also means Submariner's and the Submarine ethos is better protected and enhanced within the NMRN. The annual journal, "All Round Look", is alone worth the joining fee so go on line and lend The Friends your support. There couldn't be a more worthy cause.

Please do not hesitate to ask should there be questions arising.

Regards

David Ottley (SA Rep on Friends committee)

DONATIONS OF PAPERS AND ARTEFACTS TO THE SUBMARINE MUSEUM

Many of you may have Submarine related Papers, Documents and Photographs and/or Artefacts which you are considering donating to the Submarine Museum. (National Museum of the Royal Navy). I have been advised that should you wish to make such donations you should, in the first instance, contact the NMRM Archive Manager - Mrs Amy Adams on amy.adams@nmrn.org.uk for donations to the Archives. Proposed donation of Artefacts should be discussed with Mr Chris Gale.

SUBMARINE LOSSES OF WWI

This is the tenth article in a series listing Submarine losses during WWI and covers Submarines and Submariners lost in the 1st Quarter of 1917.

JANUARY 1917

Two Submarines were lost in January 1917 – one with all hands. The first was:

Submarine E36 which was lost with all hands in the North Sea is believed to have been hit, whilst dived, by Submarine E43 on Friday 19th January 1917. Those lost in E36 were the following:

Officers:

Lieutenant Thomas Bollen Seath McGregor-Robertson

Sub Lieutenant Dudley William Ryder

Lieutenant Hugh Twynam, RNR

Ratings:

PO Albert Edward Midwinter 190036

PO Bertram Cecil Pote 238217

L/Sea William Ernest Moyes J5979

L/Sea Horace James Palmer J1595

AB Edwin James Alexander J12975

AB Charles Henry Harrington J3799

AB Ernest Albert Hickling J9382

AB Bartholomew Kiely J5381

AB Harry Ernest Mills 236743

AB Harry Butler Newell 224578

AB Alfred Edward Ward 238778

Sig George Lewis Green J20410

L/Tel Herbert Trickett J19270

Boy Tel Clement Charles Frederick Browne J44913

ERA 2 Arthur Bateman Cheetham M1219

ERA 2 John Reed Richardson M1401

ERA 3 Sidney Royston Jenkin M104

ERA 3 Charles Richard Thomas Olden 272471

SPO Herbert Henry Coney 304521

L/Sto James George Manning K4616

L/Sto Lionel Robert Rickards K12078

Sto Frederick Doe K15739 (Po)

Sto James Simpson Frankish K21432

Sto Albert Edward Kiddle K11319

Sto John William Little K16569

Sto Arthur Matthew McLaren K19059

Sto Alfred McCormack 231671

Sto Walter Edward Piper K15488

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The second Submarine was:

Submarine K13 which sank on 29th January 1917 when carrying out Acceptance Trials in the Gareloch off shore of the Shandon Hydropathic Hotel. Shortly after lunch the Submarine dived to carry out some final checks when the after end of the Submarine was flooded through the Engine Room Ventilators which had failed to shut properly. All personnel in the after part of the Submarine were drowned.

The survivors from the front end of Submarine K13 were rescued on 31st January. The Submarine was raised on 15th March 1917 and was refitted and returned to service as K22.

Officer Casualties:

Commander Francis Herbert Heaveningham Goodhart*

Lieutenant (E) Arthur Ernest Lane*

Bosun Herbert Pratt*

Officer Survivors:

Commander Godfrey Herbert

Lieutenant Paris Graham Singer

Lieutenant (E) Leonard Chichester Rideal

Rating Casualties:

PO Frederick Raymond Porter, DSM 171745

AB Robert William Williams J3706

CERA Frederick William George Smith 270355

ERA 3rd Class Tom Bradley 272472

ERA 2nd Class John Arthur Roberts 1629/EA

Chief Stoker Walter Abraham Fensom 297570 (Ch)

SPO George William Fieldwick 301111

SPO George Jenkins Williamson 229331

L/Sto Thomas Mitchell 302275

AL/Sto Stephen Clutson Clark K5824

L/Sto Frederick James Howard K9207

Sto George William Bevis K8719

Sto Herbert Cornish K9219
 Sto John Dickinson K11895 (Po)
 Sto Ridgeway Dymond K14330
 Sto Henry Charles Goddard K20432
 Sto Timothy Hallihan K12408
 Sto Richard Hooper O/N K9871
 Sto William Lovell Roberts K1715 (Dev)
 Sto Alfred Scarlett O/N K/12902
 Sto Horace Simpson O/N K4303 (Dev)
 Sto Leonard White O/N K15229

Rating Survivors:

CPO Reginald Atkinson O/N 233659
 PO Robert Oscar Moth 220366
 PO Robert William Nicholls 195631
 PO Stanley Albert White 220128
 L/Sea Charles Frederick Osborne 225038
 L/Sea Robert Henry Hudd 231390
 L/Sea Arthur Travers 238252
 AB James Patrick O'Regan 238673
 AB Frank Harry Byrnes J5561
 AB Albert Knight J373
 AB Arthur Henry Kirk 235218
 AB Henry John George Akers 195047
 AB Ernest Edward Stevens J5146
 AB Henry William Frederick Mackrell J26655
 AB Richard John Pring Wattle J16437
 AB Robert Young J10983
 AB Thomas Arnold Guthrie J8959
 AB George Edmondson O/N 228678
 L/Sig Arthur Reginald Riley J21077
 L/Tel Charles Albert Harry Freestone J15536
 Boy Tel Joseph Swift J44055
 ERA Owen Charles Lewis M3716
 CERA Albert Denne M4470
 SPO Charles Smith 302886 (Po)
 Sto Ernest Alfred Smith K19554
 Sto George Baker O/N K7178

Civilians Casualties:

The Civilian dead from the accident are commemorated on a memorial drinking fountain erected by the Fairfield Company in Elder Park – opposite the site of the Fairfield Building Yard on the Clyde. The Civilian Staff who died in the accident are as listed below:

Frederick Stephen Hole	Admiralty Overseers Assistant
John P Steel	Fairfield, Engine Department
William Chalmers Smith	Fairfield, Engine Department
William John Lewis	Fairfield, Engine Department
William Alfred Strachan	Fairfield, Engine Department
James Kirk	Fairfield, Engine Department
Frank Thomas Neate	Fairfield, Foreman Electrician

Civilian Survivors:

Frederick W Searle	Admiralty Ship Overseer
Edward Hepworth	Admiralty Overseer (Boilers)
William Hancock	Admiralty Overseer
Robert Lake	Brotherhoods Ltd
Frederick C Cocks	RCNC
Prof. Percy Hillhouse	Fairfield, Chief Engineer
Edward Skinner	Fairfield Electrical Department

William MacLean	Fairfield
Donald Hood	Fairfield
Frank Bullen	Fairfield
John Green	Fairfield, Mechanical Foreman
Henry Kerr	Fairfield
William Struthers	Fairfield
Edward Powney	Chadburns of Liverpool
Donald Renfrew	Kelvin, Bottomley & Baird
Sidney Black	Kelvin, Bottomley & Baird
William Williams	Brown Brothers (Boilers)
Captain Joseph Duncan	Clyde Pilot

+++++++

Four other submariners were reported to have died in January 1917 as follows:

(1.) One member of the crew of the Submarine Depot Ship HMS LUCIA died on 13th January 1917. He was Stoker 1st Class Charles Henry Syers K29870 who is reported to have been accidentally drowned - but the full circumstances are not known

(2.) One member of the crew of the Submarine Flotilla Leader HMS FEARLESS was drowned after he fell overboard from HMS FEARLESS on 14th January 1917. He was Leading Seaman Arthur Ledguard J56146.

(3.) One member of the crew of the Submarine C24 died on Thursday 18th January 1917. He was Stoker 1st Class John Alexander Humphryes K91 who died from appendicitis in Edinburgh Royal Naval Hospital

(4.) One member of the crew of the Submarine C14 died on Monday 22nd January 1917. He was Leading Stoker Michael Forrest O/N 22832 who was killed as the result of a crank pit explosion in the Engine Room of the submarine

+++++++

FEBRUARY 1917

No Submarines were lost in February 1917 but five Submariners are reported to have died – three of whom were Prisoners of War.

Two members of the crew of Submarine E15 and one member of the crew of Submarine E20 are reported to have died whilst Prisoners of War in Turkey. They were:

(1.) Leading Stoker James John Bond O/N 306132 of Submarine E15 who was thirty-two years old when he died from illness in the POW camp at Afion Kara Hissar on 2nd Feb 1916. James Bond was the husband of Annie Jane Murphy (formerly Bond) of 8, Chatham Row, Portsea, Hants and he is buried in the Baghdad North Gate Cemetery in Row 21, Plot J, Grave No 44.

(2.) Stoker 1st Class William Thomas George Williams 233214 of Submarine E15 who died (illness) on 4th Feb 1917 in the POW camp at Afion Kara Hissar. He is buried in the Baghdad North Gate Cemetery in Row 21, Plot V, Grave No 2.

(3.) Able Seaman Arthur James Howard J6684 was a member of the crew of Submarine E20 and the twenty-four-year-old son of Mr and Mrs C E Howard of 124, Foxberry Road, Brockley, London. He died (illness) in the POW Camp at Angora on 8th February 1917. He is

commemorated at the Baghdad North Gate Cemetery on the Angora Memorial No 88.

The other two Submariners were:

(4.) Leading Stoker Stanley Ward O/N K1861 from Camden Town in London was a member of the crew of the Submarine Depot Ship HMS BONAVENTURE and he died of wounds in the Ingham Infirmary, South Shields on 15th Feb 1917. The full circumstances of his death are not known.

(5.) Leading Stoker Thomas Baker K2171 was a member of the crew of Baltic Flotilla Submarine Depot 'E19' and he died on 24th Feb 1917 from influenza or pneumonia. Twenty-eight-year-old Thomas Baker was the husband of Sarah Pound (formerly Baker) of 39, Rhode Street, Chatham, Kent. He is buried in the Tallin Sojavae Kalmistu) New Garrison Cemetery in Estonia in Grave No. British A3.

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MARCH 1917

Two Submarines were lost in March 1917 – one accidentally with no crew on board but the other was lost with all hands after hitting a mine.

The first Submarine lost was:

Submarine E49

On 12th March 1917 Submarine E49 left the Shetlands for patrol. As the Submarine was clearing the Balta Sound she hit a mine which had been laid by the German U-Boat UC-76 on 10th March 1917. E49 sank with all the crew and is lying in 16 fathoms (96 feet) of water off Huney Island. The following personnel were lost:

Officers:

Lieutenant Basil Arthur Beal

Lieutenant Reay Parkinson, Royal Navy

Lieutenant John Stephen Harvey, RNR

Ratings:

PO Leonard Belsey 210639

PO Edward Gillham 196012

PO George Albert Morgan 211489

L/Sea Benjamin George Jones J4986

L/Sea Herbert Henry Randal 204195

L/Sea John Henry Stevens 190271

AB Francis Cartland 366403

AB Frank Grosse J2081

AB Walter Herbert George Hopkins 200283

AB James Martin Pembroke J22183

AB Robert James Tilley J11627

L/Sig George Hawkes J11022

L/Tel Thomas Coy J4768

Boy Tel Henry Victor Arm J49156

CERA2 Alexander Kerr 271504

ERA3 Harry Garlick Simpson M3130

ERA3 Alfred Copeland M1025

ERA4 Alfred Breeley M11286

SPO John Holmes 301544

L/Sto Jubilee John Brashier K6635

L/Sto John Skelton K3416

Sto1 Edwin James Earle SS115184

Sto1 George William Harris K7235

Sto1 Henry James Lampon K17422

Sto1 Sydney Pace Mortimer K13468

Sto1 Charles Edward Spells K20704

Sto1 Jeremiah Sullivan K21238

Sto1 Reginald James Wakefield K16051

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The second Submarine lost was:

Submarine A10. This Submarine sank whilst alongside the Depot Ship HMS PACTOLUS at Adrossan on 17th March 1917. The Submarine was not in commission at the time having been 'Paid Off' into Reserve in May 1916. There was a report that a party of school boys had been shown round the Submarine earlier in the day! There were no casualties. Submarine A10 was later raised and was sold for scrap on 1st April 1919 to the Ardrossan Dockyard Company.

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Four other Submariners are reported to have died – one was a Prisoner of War in Turkey, two were serving with the Baltic Submarine Flotilla.

(1.) One member of the crew of Submarine E15 died on 2nd March 1917. It is understood that he died whilst a Prisoner of War in Turkey. He was AB Patrick Brennan 226804 who was born in Cloyne, County Cork on 17th Mar 1886. He is buried in the Baghdad North Gate Cemetery in Row 21, Plot J, Grave No 47.

(2.) One member of the crew of Submarine E1 is reported to have died on Tuesday 13th March 1917 of influenza/pneumonia although TB had also been diagnosed. He was ERA3 William Greenall Coe M4476 who was the twenty-five year old son of William Churchyard Coe and Elsie Adelaide Coe of 29, Little Britain, London. He is buried in the Tallin (Sojavae Kalmistu) New Garrison Cemetery in Estonia in Grave No. British B1.

(3.) One member of the crew of Submarine E9 died on Tuesday 20th March 1917 from influenza or pneumonia. He was L/Sea James Buss 192472 who was the thirty-five year old son of George and Annie Buss of Hascombe, Surrey and the husband of Alice Maud Buss of Hale Street, Church Road, Landport, Portsmouth. He is buried in the Tallin (Sojavae Kalmistu) New Garrison Cemetery in Estonia in Grave No. British B2.

(4.) One member of the crew of Submarine E39 is reported to have died on 31st March 1917. He was AB (LTO) William Arthur Boyton J15938 who was born on 1st August 1896 in West Ham in Essex and the twenty-year old son of Edward Boyton of Abbey Road East Ham, London. He is understood to have died accidentally following a fall.

This Series will be continued in In Depth No 57.

Submariners Gather To Remember Submarine K13 - 100 Years On

(HMNBC 03-17 Sunday, 29 January 2017)

Royal Navy submariners past and present gathered on 29th January 2017 to mark the centenary of the sinking of early submarine K13.

The ceremony, which was held at Faslane Cemetery in Garelochhead, was attended by veterans, serving submariners from nearby HM Naval Base Clyde, representatives from the Commonwealth War Graves Commission (CWGC) and local Sea Cadets. Also attending were some of the relatives of the thirty two men who perished in the disaster and who are buried at the cemetery.

The steam-propelled submarine K13 sank in the Gareloch on January 29, 1917, during sea trials. On board at the time were fifty-three Royal Navy submariners, fourteen employees of Govan shipbuilder Fairfields, five Admiralty officials, a pilot, and the captain and engineer from sister submarine K14.

Each year the Submariner's Association holds memorial events to mark the anniversary. This year the special commemorations were in three parts – a service at the memorial in Govan's Elder Park on Saturday the 28th, the main service at Faslane Cemetery on Sunday, and, for the first time, a poignant wreath-laying on the water above where the submarine went down.



AFTER THE WREATH LAYING

“The men who perished in K13 were, in many respects, pioneers who pushed the boundaries to gain an operational advantage over potential adversaries,” said Rear Admiral John Weale, Head of the UK Submarine Service.

“Today’s submariners recognise that the submarines they operate are not only safer, but also more effective, because we have learned from the experience of our predecessors. In this respect, the special bravery, ethos and comradeship of submariners and the Submarine Service endures.”

The surviving crew members of K13 were trapped beneath the icy waters of the Gareloch for some fifty-seven hours their rescue.

The Captain of K13, Lieutenant Commander Godfrey Herbert, and K14’s Captain, Commander Francis Goodhart, made a desperate attempt to escape the stricken submarine in order to get help. The pair used the space between the inner and outer hatches as an airlock, but only Herbert made it to the surface alive,

Goodhart sadly dying after striking his head during the escape.

An airline was eventually attached to the vessel allowing the submarine to bring her bow to the surface where a hole was cut allowing the survivors to be rescued. Unfortunately, by that time thirty-two submariners had already perished. The submarine was later raised from the Gareloch and returned to service as HMS K22.

Also at the service were Shirley Thomas and her family who travelled from Sheffield for the occasion. Her great-grandfather, Fred Porter, was a 37-year-old submariner who died on board K13 after seawater entered the vessel’s engineer room during the sea trials.

“We’ve always wanted to come up and pay our respects and the 100th anniversary seemed like the ideal time,” said Shirley. “Fred was in the Navy on ships, then he went on the submarines – my grandmother told he did this because it was better pay. We’re all really proud of him.”

Speaking after the ceremony at Faslane Cemetery, Colin Kerr, Director of External Relations for CWGC, said: “Every death of submarine personnel is a huge loss, but for these thirty-two men to die during sea trials of the then new K13 submarine is tragic. We must never forget them and I am honoured to be commemorating them on the centenary of their deaths.”

MEMORIAL MARKS THE SINKING OF SUBMARINE E49

Monday 13th March 2017 (Shetland News)

Photos: Mike Grundon



A plinth commemorating the fate of E49 was unveiled by representatives from the Royal Navy, family members of those who died, representatives from the Royal Navy, local politicians and many islanders gathered at Baltasound on Sunday to pay respect to the 31 Seamen who died 100 years ago when the Submarine HMS E49 struck a German mine just off Unst on 12th March 1917.

Around 200 people including Lord Lieutenant Bobby Hunter and council convener Malcolm Bell attended the service which was conducted by the Reverend David Cooper.



SUBMARINE HONOURED IN HMS TIGRIS PARADE

A Report by Doug Bell

A plaque commemorating the 75th anniversary of Newbury's adoption of the Second World War submarine was unveiled on Sunday 26th Feb 2017. The plaque outside the Royal British Legion Newbury recognises the adoption of the submarine by Newbury Borough Council as part of the Governments "adopt a warship" program in 1942.

TIGRIS, a T-class submarine, left Malta on 18th February, 1943 and was sunk while on patrol off the coast of Capri by four rounds of depth charges from a German submarine hunter on 27th February 1943, with the loss of all 63 crew members.

Among the invited guests were Ian Colvin and his wife Helen, a nephew of Lt Cdr Colvin the Captain of the sunken submarine. The Mayors of Newbury Julian Swift-Hook and the Leader of the West Berks Council Quentin Webb attended.

The Parade marched from the Newbury Town Hall to the War Memorial where a wreath was laid by Terry Hazlewood (RN retired) and two Sea Cadets - Callum Goodland and Ryan Archer of TS Victory SCC.

A service was held in St Nicholas Church taken by Rev Bill Briggs. There were readings by the Mayor of Newbury and the Leader of West Berks. The Church service also included The Exhortation, The Last Post, a minute's silence, Reveille, and The Submariners' Prayer, along with the National Anthem and several hymns, including Abide With Me.

The plaque was then unveiled at the Royal British Legion, by a Whitehall-based naval officer, Lt Cdr Lucy Ottley – a former member of the Combined Cadet Force at St Bartholomew's School Newbury and whose parents also live in Newbury. "It's a real honour to be asked to do something that affiliates Newbury" said Lt Cdr Ottley, who also read out the 63 names of the submarine crew members who died. "It combines where I come from with the job I now do and service I provide".

There were eight Standards paraded; The National Submariners Standard – Trevor Thomas, Deputy National RNA Standard – David Corrigan, Submariners Association Royal Berkshire and Leicester

branches, Newbury and Ladies Section RBL Standards, Newbury Para's and 101 Airborne standards.

Chairman of Newbury RNA, Bob McGuinness, who is also chairman of the Submarine Association, said he enjoyed the day and church service. Newbury RBL hosted refreshments after the event.

A final service to commemorate the 75th anniversary of the loss of Tigris and her 63 hands will be held on 8th July 2018.



Standards formed up ready to march to the War Memorial.



Blue plaque and above Tigris ships crest.



After the unveiling; L to R Mayor of Newbury Julian Swift-Hook, Ian Colvin Nephew of Tigris Captain,

Lt Cdr Lucy Ottley RN, Chairman RNA & Submariners Association
Bob McGuinness, Chairman of West Berks Council
Quentin Webb

CONFERENCE OF NAVAL ASSOCIATIONS (CONA)

About three or four years ago the Second Sea Lord recommended that all Naval Association combine their resources together under CONA so that we are all moving in the same direction. It allows strength in numbers, more bargaining powers and support to the smaller associations.

The Submariners Association is a member of CONA along with many other associations and meetings are held twice a year. This has resulted in a lot of benefits for our members some of these are:

UK Holiday Group/CONA Holiday Service

- Variety of special deals for both Groups and Individual. 1% of turnover through CONA Holiday Service is returned to CONA.

- Organisers of Reunions should be aware that CONA Travel will match or better any other "like for like" Reunion/Group Trips bookings so why not give them an opportunity to impress you. 0844 264 2122

Coleman/Ansvar Insurance

- Discounted Branch and Household Insurance – 01323 744149

<http://www.thecolemangroup.co.uk/coleman-insurance-brokers/organisation-specific/cona>
Funeral Service

- Significant discount from Veterans UK www.veteransfunerals.co.uk – 07889 009393

Portsmouth Historic Dockyard

- CONA member entry just £10 plus four guest at £10 each provides access to all the attractions including the Submarine Museum, RM Museum and Explosion

Legal Services

- Free 30 minute legal advice with Coffin Mew. armedforces@coffinmew.co.uk 0800 827168

Breakdown Service

- RAC Breakdown and recovery service asec@arno.org.uk or 0207 4025231

The RNA are the main partners in CONA and provide the Chairman and Secretary along with the venue for the CONA meetings.

The Submariners Association representative at CONA is Chris Freeth, chrisfreeth@sky.com Mobile: 07759 705895. Please contact him should you have any questions with regards to CONA.

Please make use of the advantages of being a member of CONA.

T.S. RESOLUTION - SWINDON SEA CADET UNIT AWARDS NIGHT 2nd December 2016

The annual award ceremony of the TS Resolution Sea Cadet Unit was held on Friday 2nd December 2016 and,

www.submarinersassociation.co.uk

IN DEPTH

in addition to this being an extremely positive event for the cadets, it also highlighted how much the parents felt that the unit was having a marked influence on the development of their children. This thriving unit does a great deal to help young people find useful activities and develop responsibility as well as an awareness of life at sea. One parent actually gave a speech illustrating how it had such a positive effect on her son

At the ceremony this year the Association presented to the Unit a full sized ships crest which is a certified copy of the original dockyard brass casting for the boat. The Swindon Sea Cadet Unit were given custody of this brass casting by Captain M. J. Sime some years ago to archive it, and it was identified and then loaned to the Association to reproduce the crest in original colours.



The awards evening is clearly a rewarding event for the cadets as well as the staff and officers of the Unit who take great satisfaction in the achievements of their cadets. The cadets, whose ages range between 10 and 18, are clearly well motivated by the awards.

HMS RESOLUTION Association

BZ Award Winner 2016

The Resolution Association 'Bravo Zulu' award is given to the unit cadet who has gained the most points – these are awarded during the year for all achievements and contributions. The Association also provides a gift for the cadet along with the shield.

This year the award winner was Leading Cadet Ryan Handcocks who has now graduated from the Sea Cadets, but has joined the unit as a member of staff.



Leading Cadet Ryan Handcocks
(Now a staff member supporting cadets)

Ryan attended every event the unit has been involved in and a lot more in addition over the past 12 months – An outstanding commitment and has acted as an

ambassador for the sea cadets, and the unit on numerous occasions at very high profile events and functions Ryan has shown outstanding commitment and the award is well deserved – acting as a role model for others to aspire to –

The unit, currently commanded by Phil Clements, does of course promote the RESOLUTION name and is very proud of their association with it. Of course all cadets wear cap tallies with the name 'RESOLUTION' on them. Members of the unit attended the RESOLUTION build ceremony in Barrow in 1966. A RESOLUTION Association Committee member (Terry Nowell) attended one of the unit meetings during 2016 and gave a presentation about RESOLUTION and its history

PRINCESS ROYAL NAMES NEW JETTY FOR NEW AIRCRAFT CARRIERS

On 20th March 2017 Her Royal Highness The Princess Royal officially named the new Jetty which will house the Royal Navy's new Aircraft Carriers in Portsmouth. The Princess unveiled a plaque at Portsmouth Naval Base officially naming the vast berth as 'The Princess Royal Jetty'.

It will be home to the Royal Navy's two new 65,000-tonne 'QUEEN ELIZABETH' Class Aircraft Carriers. Formerly known as Middle Slip Jetty, the berth has been upgraded and strengthened to support the carriers as part of a raft of infrastructure upgrades taking place ahead of the arrival of the first ship – HMS QUEEN ELIZABETH – later this year.

REQUEST FOR HELP SUBMARINE COMMISSIONING CREW LISTS – UPDATE

The Crew List are continuing to arrive but I still need to find more! I am still looking for First Commission Crew Lists as follows:

Diesel Boats:

ONYX, ORPHEUS, ODIN, OTUS, OPPORTUNE,
UNSEEN & UNICORN

Nuclear Boats:

VIGILANT, ASTUTE & AMBUSH

Also, I would appreciate copies of any Crew Lists for subsequent Commissions of any 'O' Class, 'P' Class and any Nuclear Boat and for any Commission of any Diesel 'A', 'S' or 'T' Class Boat. Have a look through your records and 'Ditty Boxes' and see what you can find.

You can contact me by E Mail, Snail Mail or Telephone.

Thanks, Barrie Downer

Editor, In Depth

E MAIL ADDRESSES REQUEST

Submariners Association National Records currently list the E Mail Addresses of some 1,100 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 E Mail Provider in the near future please remember to advise the Membership Secretary accordingly.

Helensburgh Submarine Centre 'won't open until summer'



X-51 being manoeuvred into the Heritage Centre
HELENSBURGH'S long-awaited submarine history and heritage centre will now open its doors this summer - not at Easter, as was originally planned.

Work is well under way on the outside and inside of the West King Street premises which will provide a home for Scotland's first dedicated submarine museum.

But Brian Keating, from the Scottish Submarine Trust, told the Advertiser that delays in bringing the museum's centrepiece - a Cold War 'midget' submarine - to Scotland had had a knock-on effect on preparations for opening the facility to the public.

The submarine, X-51, was carefully manoeuvred into the building last October, and members of the public were given a brief glimpse of the craft in her new home during the weekend of Remembrance Sunday in November, when Mr Keating said the plan was still to open to the public in time for Easter.

Mr Keating said: "We're on budget, but we had a two-year delay in securing permission for X-51 to be brought to Scotland, which has meant a delay in completion of the centre itself.

"Those delays have been beyond our control, but the official opening will now be on August 23.

"Everything is back on track now, and we're hoping to hold our first private events in June and to have a 'soft launch' over the course of the summer."

Mr Keating said passers-by would see "big changes" to the outside of the building in the course of the next two weeks as wooden cladding is added to an extension to the west of the building.

That extension will serve as the centre's entrance lobby and reception when the facility is complete.

"The internal fit-out is ongoing," Mr Keating continued. "Everything inside is getting really exciting.

"Mapping and video-mapping work is being worked on constantly - and that's all being put together by volunteers from Helensburgh."

Among the interested spectators when X-51 arrived at her new home last October was local councillor and Conservative MSP Maurice Corry, who also serves as Argyll and Bute Council's armed forces champion.

Mr Corry said: "It is always disappointing to hear of delays in projects, however the planning and effort that has been put into obtaining and installing a submarine is simply phenomenal.

"The fact this has been achieved by volunteers is very admirable.

"Brian Keating and his team are doing a wonderful job creating what will become a valuable asset for the town.

"The fact that the delay is only a matter of months is negligible in the long run to allow the town to benefit from this attraction."

X-51 – TIMELINE

Vickers Armstrong were given an Order to build 4 in No. X-Craft plus 1 'Spare' Tail Unit in the 1951/52 Estimates and, of the four:

X-51 was launched at Barrow on 1st October 1954

Sea Trials were conducted at Barrow on 25th & 26th October 1954

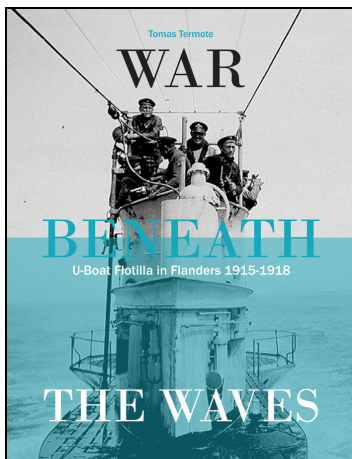
X-51 was then loaded on to a Railway wagon in the Barrow Shipyard on 30th October 1954, left Barrow on 4th November and arrived in Faslane on 5th November 1954.

X-51 was launched at Faslane on 8th November and conducted Diving and Acceptance Trials in the Gareloch on 9th November 1954

The Acceptance Documents for X-51 were signed at 1430 on 9th November 1954 by Mr R W Ward for Vickers Armstrong and Lieutenant John R Midgeley (Commanding Officer of X-51) for the Royal Navy.

BOOKS

War Beneath The Waves
U-Boat Flotilla in Flanders 1915-1918
Tomas Termode



Most book reviewed for 'In Depth' have concerned the activities of Royal Navy and Allied Submarines during the two World Wars. This new book is different in that it covers the activities of the Imperial German Navy 'Flanders Flotilla' during World War I. The author, Thomas Termode, is a naval historian who has researched his subject in depth in more ways than one!

Not only has he conducted extensive research in the Archives in Germany, Belgium and UK on all the UB and UC-Boats which formed the Flanders Flotilla - covering their Patrols, their Commanding Officers and Crews - and their fates but, as a fully qualified diver, he has dived on many of the lost UB & UC-Boats found to date in the southern North Sea and the Dover Straits and is therefore well placed to describe the wrecks.

The amount of detail available is most impressive. If you want to know the construction and engineering

details of a particular UB or UC-Boat, it is here. Details of the construction of the U-Boat bases in Belgium are here. Career and family details of various U-Boat Commanders are here. Information on ships sunk, torpedoes fired, minefields laid and U-Boats lost is here. The book is full of photographs of the U-Boats and Crew members at sea and in harbour.

The book is also a sobering reminder of the efforts made by the boats of the Flanders Flotilla to disrupt and destroy Allied merchant and naval shipping but also of the efforts of the Royal Navy to destroy the Flanders Flotilla.

Some of the opinions expressed might be conjectured and, in places, the wording is difficult to read and needs to be read twice to understand the meaning but I suspect that this the result of translation into the English language. However, all things considered, it is a 'tour de force' by Thomas Termode and is well worth reading by the naval historian (both amateur and professional) and will be a valuable addition to your reference libraries.

"War Beneath the Waves" is published by the Uniform Publishing Group, 101, Wardour Street, London W1F 0UG.

ISBN 978-1-910500-64-4

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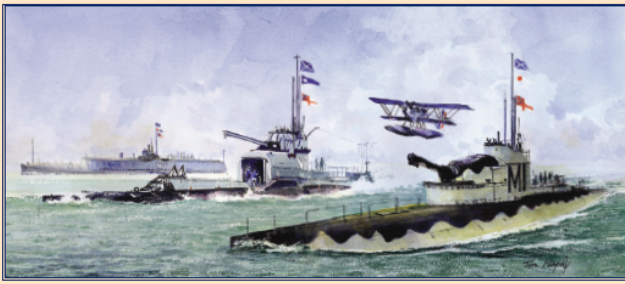
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BARROW BUILT SUBMARINES



Edited by Lt Cdr B K Downer

This book forms a part of the NavyBooks series on warships built at the many shipyards around UK. However, it is also slightly different, while the expected technical details and specifications are included, as well as much interesting history of the employment and operations of the submarines pictured, and the men that served in them, every image is a painting and not a photograph.

The book starts in 1900 when 'Vickers Sons and Maxim Ltd' took the order to build the first Royal

Navy submarine, a 'Holland' Class. It concludes with a painting of HMS ASTUTE leaving Barrow for sea trials in 2010. The book includes an index of every 'Barrow Built Boat' from 1901 to 2016. The book is not only a fine work of art, fit to grace any bookshelf or coffee table but it is also a great reference for anyone interested in the history of submarines.

"This book is a tribute to the work of Barrow shipyard and an easily read capsule of the Submarine Service over the years. I commend it to you".

Rear Admiral Niall Kilgour CB, former Flag Officer Submarines.

ISBN: 978-1904459-73-6

Release Date: 31st March 2017 £25.00

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SUBMARINE K.26

THE STEAM SUBMARINE

(By Jack Philip (Nick) Nichols O/N J98553)

By Editor

I was given this Submarine K.26 story about thirty years ago – possibly when I was serving in HMS DOLPHIN but I can't remember who gave it to me. It was typed up on 'Foolscap' sized paper! I decided that it should be copied and transcribed in case the paper version got mislaid. It wasn't until I started to edit the Barrow in Furness Submariners Association News Letter "Periscope View" that I decided that it would make a good serialization and that I should transfer it into 'soft copy'.

I have often wondered what happened to Jack Nichols (our K.26 Story author) in later life. I knew that he had served for some twenty-five years in the Royal Navy eventually retiring as a Commissioned Boatswain. Very recently, quite out of the blue, I was contacted by his great nephew - Philip Nichols. He had come across the extracts of the 'K26 Story' in Periscope View and was interested in knowing the full K.26 story.

Phil Nichols recalled that: "Uncle Jack was indeed a character with quite a flair for rule bending! My personal memories of him are of a kind and gentle old man who lived alone but was always up for mischief! I can't have been much older than 12 when he died in a care home but up till then he lived around the corner from his brother Eric George Nichols in Ickenham near Uxbridge.

I grew up in Northern Ireland - then Scotland - where I still live, so didn't get to see them that often but do hold fond memories. He had a Rolls Royce 'Merlin' engine from a Spitfire in his garage to generate electricity till the vibration destroyed the garage!!"

Phil Nichols also tells me that Jack Nichols became a free-lance writer under the name Colin Clemack and that he wrote and broadcast stories for adults and for 'Children's Hour' for the BBC and he knew of one book that was published under his name in 1986.

CHAPTER 1

"Good morning". It is the 8th of January 1974 - a Tuesday - and at my side are two diaries - one for 1929 - one for 1950. I notice my handwriting was bold and round at the time, although I had finished with school some ten years before that date.

My hat size - six and seven eighths, size in boots 8-6s. My feet are flatter now, a bit longer, but I no longer take note of the circumference or diameter of my head.

January, 1929. The crisis year. I was a seaman aboard H.M. Submarine K.26. The King - George V. A Leading Torpedoman trained in H.M.S. VERNON and H.M. Fort Blockhouse to work with torpedoes, mines, and the electrical equipment of submarines.

A nobody with a number, the prefix J meaning 'A Seaman', the five-figure number giving a clue to the number that had gone before me. I had trained in 'H' Class and 'L' Class submarines. I had my notebooks, and diagrams, my drawings and the all-important details of what went on in these two types of widely differing submarines. The 'H' type being of American design and the 'L' type very English, indeed it was said to be an enlarged version of the 'E' Class. A very successful Class in the First War.

I took passage in HMS DARTMOUTH out to Malta to my first operational submarine, joining it via the CYCLOPS, the Submarine parent ship. The Spare-crew regulating Cox'n said, "K.26 - join sartnoon". I packed my bag and staggered down the gangplank.

A Quartermaster there obviously thought I was going to go across the next plank and aboard an 'L' boat. I stood there feeling in my slum for my draft chit. Here it was, the Quartermaster smoothed it out. "Vice Snaesby K.26", he read. "Ang on here", and he went below through the For'd Torpedo hatch. A few moments later a boyish looking Sub Lieutenant came up the hatch and the Q.M. followed him. "Shun, Able Seaman...Log torpedoman joining, Sir". The Sub blinked a bit, I guessed he had been asleep when the Q.M. had called him. "Hev you got all your geah". "Yes Sir!" "Carry on then". I saluted, lifted my hammock and, treading on one of its nettles, I fell down. The Sub. smiled as he slid down the hatch, I had entered on the wrong foot. The Q.M. laughed, said "Upsy daisy" and obligingly carried my bag along the tank tops aft. He said, "Under below" and threw my bag down the motor-room hatch. I followed the bag with my hammock and went below. The Q.M. said, "See the Cox'n after quarters".

I was in the Motor room of an entirely different type of submarine to those I knew about. I had of course seen K boats a few years ago, before an economy minded Government had thought fit to scrap them because of their high running expenses. They had kept just one and this was it. Let me explain. The 'K' Class - dating from 1916 were unusual at that time because on the surface they used steam power. K.26, the last one had been laid down in 1918 and only very leisurely completed. So here it was, in Malta, tied up alongside the CYCLOPS with two stumpy funnels sticking out of the top and a lot of flat casing space that looked curious. Three four-inch guns, and two hydraulically operated wireless masts and a conning tower that looked like a Wren pulpit surrounded with brass rimmed portholes. The fore-end sloped up like a whale's back to a little bull-ring and a tall jackstaff. It looked like one of two things - a large destroyer pretending to be a submarine, or a large submarine pretending to be a destroyer.

I found Snaesby in the Motor room mess. I said, "I'm your relief". He replied, "You play football?" I said, "No, I don't, I do have a go at water-polo." Snaesby said, "It might help in the summer, but I'm centre half and we'd asked that dumb Cox'n in the CYCLOPS if he could work us an LTO and a Footballer in the same being see?" I saw.

Snaesby took me round the boat, it being a make and mend only a couple of people were awake. We went through the Turbine Room saw the funnel operating gear which was most important as a non-shutting funnel could sink the boat in a few short minutes.

A look down the fore-ends at the six 21" tubes, and then down the Beamery (the Midship Torpedo Tube Compartment) with the four 18" torpedo tubes. "These four fish are yours" he said. I nodded. I did not welcome this news, I rather fancied myself as an electrical wizard, not so much as a mechanical operator of that bugbear of the old Navy the superheated steam torpedo. We poked around here and there. I asked nervously, "What's the POLTO like?" The POLTO of a submarine is the boss torpedo man on the electrical side. The Torpedo Gunner's Mate was the chief of the Whitehead or torpedo side. My boss was going to be mainly the POLTO, or as the initials suggested, the Petty Officer, Leading Torpedo Operator, which somehow meant a Petty Officer who never touched a torpedo, but with his LTO's - Leading Torpedo Operators - looked after all the electrical workings of the submarine from the telephones to the motors that put the funnels up and down. "O.K." said Snaesby, "old Harrison, he's fine, good chap, always grumbling but like I say a very good POLTO". We went down the mess at a quarter to four, people were rolling off lockers yawning and rubbing their eyes. I nodded at them though there was nobody I knew. I had not been in submarines a dog watch. The motor room was fairly narrow, a big main motor switchboard each side, a long table down the centre, and cushioned lockers each side for the seamen to sit at the table, and as you sat, the big black handles of the main motors touched your back just above where the three rows of tape of your collar would come, if you were wearing that sort of gear.

Someone shouted "Quartermaster!" and held the tea urn up inside the motor-room hatch, a pattering overhead and the tea urn whipped up as the Q.M. seized it and took it to the galley. In a few minutes the Quartermaster called down "Below there in the Navy here's your tea my lucky lobsters, not too much sugar in mine". Someone poured the Q.M. a cup of tea, dosed it with Ideal Milk and up the hatch it went. Snaesby said "No wasted effort Nick, he's on watch he'd just as well wet the tea for us his messmates, good bloke Tims, he carried your bag didn't he?" As he said this the Bosn's call shrilled and Tims piped, "Hands to tea and shift into night clothing". Then he lowered his voice and called in a simpering voice "Go on cheps, a jolly cup of tea, and get into your evening dress". We sat down. As I did so a big Stoker came from aft and pushed my head forward

towards the table and walked across the lockers to get forward. He pushed the others in their turn and jumped down to the deck hurrying forward into the Turbine Room.

A chubby faced LTO sitting next to me said, "My name's Single, this is the only gangway at sea and we have to put up with it, some of 'em go up and round but if they push through we don't mind. They are half afraid of being electrocuted but the fuses are dropped." I smiled, my name's Carter, always called Nick." I actually shook hands with Single, I don't know why. But I now know that he was the finest Leading Torpedoman in ten navies. He had light hair and a humorous face, he would have made a good eighth dwarf with Snow White - that is if you had shortened him a bit. Bert Single, from Bertram mind you, not after the Prince Consort.

I slid a plate out of the rack that swung over the end cylinder of an 850 H.P. centre line diesel generator and poured my tea. I sliced a chunk off a good-sized piece of cheese that was on a plate in the middle of the table and buttered some bread. Single kept me talking, once a very thin apologetic stoker crept across the lockers and said "sorry mate", as he made aft to the Stoker's Mess back aft in the tail. The Cook's dished up the cups and saucers, Single ushered me up the Motor Room hatch then, we helped Snaesby up with his gear to the CYCLOPS. I took my blue collar off, I was thus automatically in night-clothing. The relief Q.M. piped "Hands to evening quarters" and I fell in with Single and his division. The POLTO stood at the front, he had a good suit on but he looked a bit worried. He said to me "Long in boats?" I answered, "Well no, P.O., only just done training in L's and H's."

He nodded seriously, "Don't you worry laddo, you'll soon learn to like the steam pig, and old Bertram here will put you wise. It was the first time I had heard it called a steam pig but with four smaller 'L' boats alongside it did look like a sow with piglets. The O.O.D. came round inspecting. He raised his head saying "Name?" "Carter Sir". "Very good". I relaxed, we fell out, most people went off the upper casing but Bert nodded me over to the stump mast where they raised the wooden skiff. "Nick" he said quietly. "You mad a bit of an innocent 'fow parr' (that's as it sounded) today teatime." "That slab of cheese was sort of private. Plaskett, that's the Senior Gunlayer and old Bud Fisher, the other LTO who is ashore this afternoon, buy a big slab from old Demicoli the contractor and whack it on a plate at tea time, where they dig out on it." "From time to time just as a friendly gesture like you'd give a peppermint to a friend, they will chop a piece off and stick a knife in it and dab it on the plate of someone they think might like a bit of cheese". "But it's a gift, it's not the mess's cheese". "I see" I faltered. "I helped myself to the old Military Pickle too". Bert laughed, "That's all right Nick, the pickles are on the Mess bill, you pay for them at the end of the month." I could see that Bertram was a friend worth having. It was only about two weeks later that Plaskett sawed off a generous bit of cheese and transferred it to my plate. "Have a bit of bungs, Nick old man." I smiled, "Thanks Guns." We were at sea on our way to Gibraltar for the Spring manoeuvres and rolling quite a bit and the Motor room as hot as hell, but never had cheese tasted sweeter, both going down and coming up.

To Be Continued in Issue 57.

OBITUARIES

Captain Thomas Le Marchand

(From the Times – 21st February 2017)



During the Falklands conflict, Thomas Le Marchand commanded HMS VALIANT, which sent more than 300 early warnings of imminent air attack.

As a young lieutenant on HMS WARSPITE in 1968, Thomas Le Marchand was given an abrupt introduction to frontline submarine warfare. He was the Navigator. They were trailing a Soviet Echo II Class submarine near Bear Island in the Barents Sea.

A sound-room call that the Echo II had slowed by shutting down one propeller went unheeded and the British boat slammed into her ballast tank.

The impact shunted WARSPITE into a sharp starboard heel of about 74 degrees, so that crew toppled over and a loud, metallic screech resonated through her. After she righted, the submarine turned, only to hit the Soviet boat again, with the second roll this time throwing her through 65 degrees. Their lives may have been gravely imperiled, but the sailors held their nerve.

"When a submarine goes wrong, you have to get her on the surface as soon as you can," said Lieutenant Commander Tim Hale, then the second-in-command. "Your mind goes into overdrive, but I was convinced I was going to die. Tom was very calm — you can't panic and scream because it doesn't get you anywhere. He made the route out and I got her on the roof. I think we all shared a bottle of whisky that night." WARSPITE's fin was damaged, but she could still dive — and when the

Russian boat had also hastily surfaced after the collision, they had harvested invaluable intelligence on the Soviets.

Decades later Le Marchand said of Russian submarine hunting: “The one thing that you make sure above all else is that you are not detected by the enemy. If you are, you break that detection as aggressively as you can. A number of our crews have been detected. It is a pretty tense experience.”

Thomas Maitland Le Marchand was born in 1941 in the foothills of the Himalayas, where his father was the final British commanding officer of the 5th Royal Gurkha Rifles. On the family’s return to Britain, he attended Hilden Grange Preparatory School, before gaining a naval scholarship to Tonbridge School.

Le Marchand spent every spare moment playing rugby for the Kent school’s squad, but his mother insisted that he needed to be able to dance before joining the Senior Service. Cognisant that her son’s sporting dexterity didn’t extend to the quickstep, she consulted the county’s maternal hub, which decided that a 16-year old called Valerie Reynolds should teach him — because she would not mind if he trod on her toes. Their foxtrot quickly blossomed into a teenage romance, then an enduring, lifelong devotion.

Le Marchand entered Britannia Royal Naval College in Dartmouth in 1959. His ambition to become a naval pilot thwarted by hay fever, he was eventually assigned to the submarine service. He and Valerie became engaged at his Dartmouth passing-out ball, held at The Savoy, and married in 1963. They swiftly had two children, who they raised on a tight budget in Gosport until Le Marchand turned 25 and was eligible for the navy’s marital pay.

After years of sea preparation Le Marchand passed the brutal “Perisher” submarine command course in 1971, before being promoted to Lieutenant Commander and then captaining the ‘Porpoise’ Class diesel boat HMS NARWHAL when she was brought out of refit.

During the Falklands conflict Le Marchand was mentioned in dispatches for his command of HMS VALIANT when the hunter-killer stalked enemy vessels and sent more than 300 early warnings of imminent air attack to the British amphibious task force. He was one of the submarine captains to seek permission from Downing Street for the rules of engagement to be changed so that he could fire on two enemy destroyers sitting within the 12-mile limit of Argentine territorial waters. Margaret Thatcher repeatedly consulted her attorney-general, but he was resolute with his refusal, leaving the prime minister fuming that “our submarine commanders

were left prowling up and down the line, very frustrated”.

When VALIANT returned to Faslane in August 1982, after 87 days at sea, covering 26,400 nautical miles, she was so low on food there was just one frozen chicken left in her cold storage. She had, however, not fired on the enemy.

Le Marchand’s shore jobs included being military assistant to General Sir William Jackson, the governor of Gibraltar, from 1978 to 1980, and then to First Sea Lords Admiral Sir John Fieldhouse and Admiral Sir William Staveley in the mid-1980s, on his promotion to the rank of captain. He also continued waging the Cold War against the Soviet Union as Captain 7th Frigate Squadron, while Commanding Officer of ‘Leander’ Class frigate HMS CLEOPATRA, and as Captain 3rd Submarine Squadron, based at Faslane. On completing a stint as Director of Naval Security (Personnel) in 1993, he left the navy and became director of the armed forces charity SAFFA’s branches.

Quiet on first acquaintance, Le Marchand was renowned for his wit and mischief among close friends, as well as his humane approach to leadership in an era when many captains were notoriously robust in their man-management. The former Chief of the Defence Staff, Admiral Sir Michael Boyce, said that Royal Navy submariners such as Le Marchand, who was a good friend and his Dartmouth mentor, were at the sharp end of British Cold War military operations. “You were under pressure — but a number of people thrived on it and relished the opportunity. Le Marchand was one of these. He led his team well, by setting a good example.”

He is survived by his wife, Valerie, and children, Zoë, Helen, Anna and Philip. Years at sea meant that he missed the births of three of his four children, who grew up knowing none of the details of their father’s secret life as a member of the Silent Service. Yet his adoration of his family was absolute and, while they lived in the West Country, he would pile everyone into their VW van on the spur of the moment and sweep them off to breakfast on Bodmin Moor.

Obviously, every household has its tense moments. Le Marchand is said to have taken a clearly audible sharp intake of breath on being told that one of his future sons-in-law did not drink gin.

Captain Thomas Le Marchand, Royal Navy submariner, was born on May 14, 1941. He died from Alzheimer’s disease on 19th December 2016 at the age of 75

ADAM BERGIUS

WW2 Midget Sub Hero 'Crosses the Bar'
(from the Helensburgh Advertiser)



(Picture - Paul Reid)

A very well-known Shandon man who was a midget submarine hero in World War Two, chairman of Teacher's Whisky, and first chairman of Lomond School has died a few weeks before his 92nd birthday.

Adam Kennedy Bergius, DSO was named in the best-selling book 'Above Us The Waves', and he was also a leading figure in local yachting and sailing.

He retired to Glenbarr, near Tarbert, on the west coast of the Kintyre peninsula, and lived there until his death on March 3 at his home, Achnaha.

The West of Scotland Submariners Association, of which he was an honorary member, announced that he had peacefully 'Crossed the Bar' — an expression used by the Royal Navy to inform and advise of a person that has died.

The term is taken from a poem by Lord Alfred Tennyson as meaning to cross the 'sandbar' between the tide or river of life, with its outgoing 'flood', and the ocean that lies beyond death, the 'boundless deep'.

During his daring wartime exploits with the 12th Flotilla he was awarded a DSC for his gallantry, and some years ago he spoke of the memorable day when he cut an underwater communication cable in the Far East.

He swam out along the ocean bed from a tiny five-man 'X Craft' submarine, a top secret midget craft operating from the mother ship HMS BONAVENTURE (formerly Clan Davidson).

His task was to cut communication between Japanese-held Hong Kong and Saigon. The war in the Far East was coming to a close when orders came that the all-important cable had to be cut. Sub-Lieutenant Bergius, then aged 20, and Sub-Lieutenant K. M. Briggs were towed in submarine XE-4, commanded by Australian Lieutenant Max Shean, DSO, RNVR, to the mouth of the Saigon River.

Their orders were to cut two cables — the Singapore-Saigon, and the Hong Kong-Saigon — to force the Japanese to use wireless communications which could be intercepted and deciphered.

Despite the dangerous depths of water in which the cables lay, the two officers pressed home their attack with the knowledge that earlier this depth of water had been responsible for the deaths of two other divers.

The XE-4 was towed into the river by the submarine Spearhead, and slipped her tow at 9.20pm on July 30. She was away from the parent ship until the early hours of August 1.

Dragging a grapnel and chain weighing about 80lbs along the sea bed, the midget sub made a number of runs before being brought up suddenly as the grapnel caught the Singapore cable.

Sub-Lt Briggs was first to leave the submarine and returned with a short length of cable as evidence of a job well done.

The Hong Kong cable was found about an hour later by Lt Shean. Adam Bergius left the craft for his attempt, but had trouble with his cutting gear and returned.

The difficulty ironed out, he left again shortly after. He recalled: "The cable lay about 40 feet from where our submarine had come to rest. The water was a bit muddier than Loch Striven where we had done our training, but I didn't have much difficulty in finding the cable.

"We had been told to bring back a piece of the cable as proof that it had been well and truly cut. I still have that piece as a souvenir."

The divers were specially commended for working in much deeper and therefore more dangerous water than had been expected. Only a short time before, two highly trained divers had lost their lives when practicing to cut telephone cables in the same depth of water. "Underwater breathing apparatus was in its infancy at that time," he said.

"Since that time there had been great progress made in the breathing of pure oxygen. Skin diving, for instance, is a typical example of the progress made."

The mother ship HMS BONAVENTURE was laid up in the Gareloch for a time after the war and was then repurchased by the Clan Line. She was fitted out to carry 12 passengers and became the first Clan Line ship to carry passengers to South Africa for 50 years.

Adam Bergius first served as a Rating, then was appointed Midshipman, RNVR in November 1943 and promoted to Sub-Lieutenant in March 1945.

After the war the former Kelvinside Academy pupil, whose home was at Croy, Shandon, rose to become chairman of the family whisky firm William Teacher and Son Ltd.

In 1972 he wrote a book called 'Make Your Own Scotch Whisky' in which he provided a spoof recipe.

He described how it would be possible to distill at home, but, not too surprisingly, he reached the conclusion that making good whisky was best left to the experts - and in particular those who distill Teacher's Highland Cream!

He was chairman of the information and development committee of the Scotch Whisky Association, and in that role he was always willing to take on the Government on industry matters.

He was closely involved in the merger of St Bride's School for girls and Larchfield boys preparatory school in Helensburgh to form Lomond School, taking the chair for the first years of the new school.

In 1980 one of the school's three houses, Buchanan, was renamed Bergius in his honour, and he was described as a "true founder of Lomond School".

He commented: "For the first time since its inception, the School is now on a sound financial basis, and it is not necessary to carry large borrowings."

Like other members of his family before him, he loved yachting. A leading member of the then Royal Northern Yacht Club at Rhu, he owned the Scottish Islands Class yacht JURA from 1946 to 1977, and had her converted for cruising by leading designer Freddy Mylne.

He was also the first Commodore of Helensburgh Sailing Club, serving from 1951-53. A club spokesman said that his service to the club in its formative years is still treasured.

He married Fiona Sillars in 1951, and she predeceased him in February 2011. They had five children — Charles, Cara, Peter, Johnny and Pol — and he was a grandfather and great grandfather.

email: milligeyebt@btinternet.com

NOTE: Lieutenant Commander Michael White RAN (Retd) tells me that Adam's fellow XE-4 Crew Member Ken Briggs is the last remaining crew member of XE-4 – currently living in Australia.

WINIFRED (WIN) JONES

Winifred (Win) Jones is, perhaps, not a name known to many serving submariners, as she would attend the dockyards mainly during refits, but a lady who was extremely influential in keeping British Submariners alive and breathing good air, has sadly "Crossed the Bar" on Saturday the 18th March at the age of 88.

Win Jones initially worked in laboratory at the Lysaghts Steel Works in Newport and at MoD Caerwent before joining Royal Ordnance, Glascoed in 1967. At Glascoed she oversaw the introduction of the first Pye Unicam submarine atmosphere

management systems. This required her to work on and support both conventional and nuclear boats spanning the DREADNOUGHT to TRAFALGAR Classes, until her retirement in 1988. Her work then re-located to Bridgewater.

During her time she was often required to work away at Vickers, Barrow-in-Furness and the various Scottish submarine facilities. Her family believe that, for the majority of that period, she was one of only two female Senior Scientific Officer grades in the UK Civil Service. She was acknowledged as being the MOD's subject matter expert for submarine atmospheres and was extremely dedicated to her work.

During her time she was presented with "honorary dolphins" and at her retirement rather than the regular "glass cannon" from Woolwich she was presented with a Glass Submarine "HMS WINIFRED" which she treasured, and which remains within the family.



Presentation of the Glass Submarine

Known for her dry sense of humour, her retirement present from the crew of HMS COURAGEOUS (a pair of embroidered black lace knickers bearing the vessel's name) lives on as a family heirloom/anecdote! In addition, the family have various stories regarding the challenges of being a female scientist in a male dominated environment (e.g. nearly being dropped by surprise whilst being assisted up a dockside ladder to the cry of "Jings Crivens! It's a lassie!")

Her funeral will be held at Beechwood Presbyterian Church in Newport (South Wales) at 15:00 on Tuesday 11th of April followed by a committal service at the Gwent Crematorium (Llantarnam) shortly after. An informal gathering of friends, family and former colleagues will be held after the Church Service, at the Parkway Hotel in Cwmbran.

She remained in South Wales during her retirement and lived close to her son and daughter-in-law, Rob and Julie. She had two grand-children (Alex and Emma). Win retained a keen interest in the submarines, following stories in Navy News and was enjoying reading a book called "The Silent Deep" in the weeks prior to her passing despite cataracts and shingles severely affecting her eyesight.

Commander (E) Jeffrey Francis Webb OBE

Jeffrey (Jeff) Webb who has 'Crossed the Bar' at the age of 92 joined Submarines late following the urgent need for Submarine Engineer Officers following the AFFRAY disaster. He served as the Engineer in HMS AURIGA.

On the establishment of the 6th Submarine Squadron in Halifax, Nova Scotia in February 1955 he was the first Officer to arrive and he started organizing the technical support for the Squadron in HMC Dockyard, together with Lieutenant Commander (L) Jim Percy RCN, a Brit whose previous Submarine experience had been to set up the noise range in Loch Goil circa 1939/40.

In 'AMBROSIA' - a history of the 6th Submarine Squadron - compiled by Steve Jenner - Jeff Webb wrote that: "From the very early days, the co-operation and help we received from HMC Dockyard, the Dartmouth Torpedo Depot, and RCN Stores organization was exceptional".

Later Jeff Webb completed the Nuclear Advanced Course before joining the DREADNOUGHT Project Team in Bath and in Southampton, where he oversaw the design of the Engine Room of HMS VALIANT. Other appointments included Squadron Engineer Officer in MAIDSTONE (SM3) and Naval Attaché in Madrid. His fluent Spanish was made use of during the Falklands Campaign.

His funeral will be at 1200 on 11th April at St Francis Catholic Church, Kenilworth.

SUBMARINE RESCUE SYSTEM HEADS TO NORWAY FOR MAJOR EXERCISE

Tuesday, 7 February 2017



Elements of the world-class NATO Submarine Rescue System (NSRS) were deployed from its headquarters at HM Naval Base Clyde recently, and moved in a huge logistical exercise to Prestwick airport for transport onwards to Norway.

It was all part of Exercise Northern Sun, designed to test the mobilisation of the NSRS and exercise its capabilities in the frigid waters off Norway.

The system, which is jointly-owned by the UK, France and Norway, is in three main parts – an Intervention Remotely Operated Vehicle (IROV), a Submarine Rescue Vehicle (SRV), and the Transfer Under Pressure System (TUP).

For the next four-weeks or so the system, and the Faslane-based crew who operate it, will be put through their paces, but first was the not inconsiderable challenge of moving the sophisticated kit!

On Wednesday 25th January the last piece of the puzzle – the Submarine Rescue Vehicle – rolled-out of HM Naval Base Clyde on the back of a Galt transport lorry.

Some twenty-five trucks were used to transport all the equipment to Prestwick airport where it was unloaded and then re-packed into the back of giant C17 and Antonov aircraft. Flights to Norway followed, after which the system was once again unloaded, placed onto yet more trucks and driven to a waiting Norwegian Coastguard "mother-ship".

The truly staggering part is that the NSRS can be transported anywhere in the world within just 72-hours – a target time which the team have practiced, and achieved, during training exercises with 23 different submarines in eleven countries.

This quick response time is vital in their life-saving mission to save stricken submariners.

The tri-nation NSRS was introduced in 2006, is based at the Home of the UK Submarine Service at HM Naval Base Clyde, and project managed on behalf of the three nations from MOD Abbey Wood in Bristol.



The NATO Submarine Rescue System's Submersible ready to leave Headquarters for Prestwick airport

In the highly unlikely event of a sinking incident involving a submarine the IROV would be first to deploy with the aim of getting to the stricken vessel within the first 52-hours. The small, remote-

controlled, vehicle can then be used to deliver vital supplies to the submarine and prepare the way for the next stage – the SRV.

The Submarine Rescue Vehicle has the ability to dive to a stranded submarine, engage with the vessel's escape hatch and begin the gradual process of ferrying the crew off the vessel to the waiting TUP system.

From the outside the 360 tonne Transfer Under Pressure system resembles a series of giant shipping containers, but its actual purpose is to cleanse the rescued crew from contaminants and crucially, re-compress the oxygen-saturated sailors. Expert Royal Navy Divers from the Clyde-based Northern Diving Group operate this part of the system. Exercise Northern Sun is set to continue until mid-February. Sent by: Gavin Carr, Royal Navy Media & Comms, HM Naval Base Clyde.

TWO STORIES

(Submitted by Ian Walsh)

STORY NUMBER ONE

Many Years ago, Al Capone virtually owned Chicago. Capone wasn't famous for anything heroic. He was notorious for enmeshing the 'Windy City' in everything from bootlegged booze and prostitution to murder.

Capone had a lawyer nicknamed "Easy Eddie." He was Capone's lawyer for a good reason. Eddie was very good! In fact, Eddie's skill at legal maneuvering kept Big Al out of jail for a long time.

To show his appreciation, Capone paid him very well. Not only was the money big, but Eddie got special dividends, as well. For instance, he and his family occupied a fenced-in mansion with live-in help and all of the conveniences of the day. The estate was so large that it filled an entire Chicago City block.

Eddie lived the high life of the Chicago mob and gave little consideration to the atrocity that went on around him.

Eddie did have one soft spot, however. He had a son that he loved dearly. Eddie saw to it that his young son had clothes, cars, and a good education. Nothing was withheld. Price was no object.

And, despite his involvement with organized crime, Eddie even tried to teach him right from wrong. Eddie wanted his son to be a better man than he was.

Yet, with all his wealth and influence, there were two things he couldn't give his son; he couldn't pass on a good name or a good example. One day, Easy Eddie reached a difficult decision.

Easy Eddie wanted to rectify wrongs he had done. He decided he would go to the authorities and tell the truth about Al "Scarface" Capone, clean up his tarnished name, and offer his son some resemblance of integrity. To do this, he would have

to testify against The Mob, and he knew that the cost would be great. So, he testified.

Within the year, Easy Eddie's life ended in a blaze of gunfire on a lonely Chicago Street. But in his eyes, he had given his son the greatest gift he had to offer, at the greatest price he could ever pay. Police removed from his pockets a rosary, a crucifix, a religious medallion, and a poem clipped from a magazine.

The poem read:

"The clock of life is wound but once,
and no man has the power,
to tell just when the hands will stop,
at late or early hour.
Now is the only time you own.
Live, love, toil with a will.
Place no faith in time.
For the clock may soon be still."

STORY NUMBER TWO

World War II produced many heroes. One such man was Lieutenant Commander Butch O'Hare.

He was a fighter pilot assigned to the aircraft carrier USS LEXINGTON in the South Pacific.

One day his entire squadron was sent on a mission. After he was airborne, he looked at his fuel gauge and realized that someone had forgotten to top off his fuel tank. He would not have enough fuel to complete his mission and get back to his ship.

His flight leader told him to return to the carrier. Reluctantly, he dropped out of formation and headed back to the fleet.

As he was returning to the mother ship, he saw something that turned his blood cold; a squadron of Japanese aircraft was speeding its way toward the American-fleet.

The American fighters were gone on a sortie, and the fleet was all but defenseless. He couldn't reach his squadron and bring them back in time to save the fleet. Nor could he warn the fleet of the approaching danger. There was only one thing to do. He must somehow divert them from the fleet.

Laying aside all thoughts of personal safety, he dove into the formation of Japanese planes. Wing-mounted 50 calibre's blazed as he charged in, attacking one surprised enemy plane and then another. Butch wove in and out of the now broken formation and fired at as many planes as possible until all his ammunition was finally spent.

Undaunted, he continued the assault. He dove at the planes, trying to clip a wing or tail in hopes of damaging as many enemy planes as possible, rendering them unfit to fly.

Finally, the exasperated Japanese squadron took off in another direction. Deeply relieved, Butch O'Hare and his tattered fighter limped back to the carrier.

Upon arrival, he reported in and related the event surrounding his return. The film from the gun-

camera mounted on his plane told the tale. It showed the extent of Butch's daring attempt to protect his fleet. He had, in fact, destroyed five enemy aircraft. This took place on February 20, 1942, and for that action Butch became the Navy's first Ace of WWII, and the first Naval Aviator to win the Medal of Honor.

A year later Butch was killed in aerial combat at the age of 29. His hometown would not allow the memory of this WW II hero to fade, and today, O'Hare Airport in Chicago is named in tribute to the courage of this great man.

So, the next time you find yourself at O'Hare International, give some thought to visiting Butch's memorial displaying his statue and his Medal of Honor. It's located between Terminals 1 and 2.

SO? WHAT DO THESE TWO STORIES HAVE TO DO WITH EACH OTHER?

Butch O'Hare was "Easy Eddie's" son.

COOL HISTORY

This is what happened in 1942 aboard the HNLMS ABRAHAM CRIJSNSEN, the last Dutch warship standing after the Battle of the Java Sea.

Originally planning to escape to Australia with three other warships, the then-stranded minesweeper had to make the voyage alone and unprotected.

The slow-moving vessel could only get up to about 15 knots and had very few guns, boasting only a single 3-inch gun and two Oerlikon 20 mm canons making it a sitting duck for the Japanese bombers that circled above.

Knowing their only chance of survival was to make it to the Allies 'Down Under', the CRIJSNSEN's 45 crew members frantically brainstormed ways to make the retreat undetected.

The winning idea?

Turn the ship into an island.

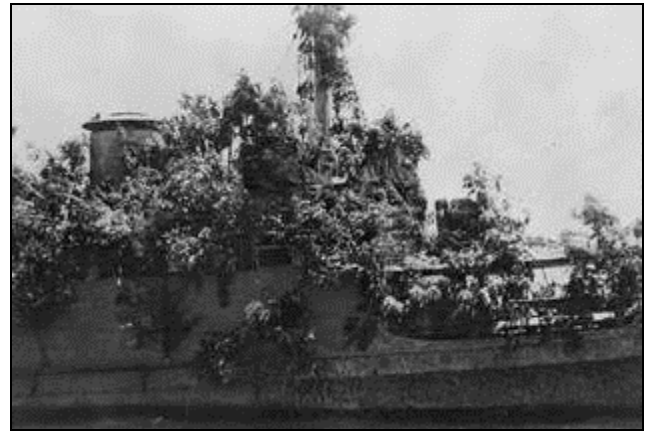
You can almost hear crazy-idea guy anticipating his shipmates' reluctance: Now guys, just hear me out.

But lucky for him, the ABRAHAM CRIJSNSEN was strapped for time, resources and alternative means of escape, automatically making the island idea the best idea. Now it was time to put the plan into action.

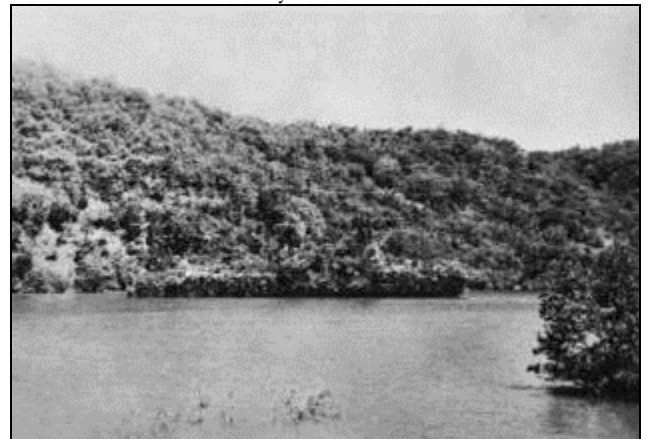
The crew went ashore to nearby islands and cut down as many trees as they could lug back onto the deck.

Then the timber was arranged to look like a jungle canopy, covering as much square footage as possible.

Any leftover parts of the ship were painted to look like rocks and cliff faces these guys weren't messing around.



Now you see me!



Now you don't!

Now, a camouflaged ship in deep trouble is better than a completely exposed ship.

But there was still the problem of the Japanese noticing a mysterious moving island and wondering what would happen if they shot at it.

Because of this, the crew figured the best means of convincing the Axis powers that they were an island was to truly be an island: by not moving at all during daylight hours.

While the sun was up they would anchor the ship near other islands, then cover as much ocean as they could once night fell praying the Japanese wouldn't notice a disappearing and reappearing island amongst the nearly 18,000 existing islands in Indonesia.

And, as luck would have it, they didn't.

The CRIJSNSEN managed to go undetected by Japanese planes and avoid the destroyer that sank the other Dutch warships, surviving the eight-day journey to Australia and reuniting with Allied forces. Sometimes in life, the guy with the 'so-crazy-it-just-might-work ideas' hits one out of the park and saves the day.

This is what happened in 1942 aboard the HNLMS ABRAHAM CRIJSNSEN, the last Dutch warship standing after the Battle of the Java Sea.

MEMBERS 'CROSSED THE BAR' 1st January 2017 to 31st March 2017 (** WWII Service)

NAME	DATE/AGE	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
Maurice V Ingram	30 th December 2016 aged 89	Lieutenant Commander	SUBMARINE OFFICERS ASSOCIATION	Not Given	ALDERNEY & SUBTLE
Terry Fearnley	31 st December 2016 aged 78	Petty Officer MEM	GOSPORT	1966 to 1977	ASTUTE (66 to 68), ALLIANCE (68 to 71), NARWHAL (71) & GRAMPUS
Brian Edward Baker	December 2016	Lieutenant Commander	SUBMARINE OFFICERS ASSOCIATION	1954 to 1961	ALDERNEY (3rd Hand 28th June 1954) & AENEAS (IL 14th October 1957)
Robin Raban- Williams	14th Jan 2017 aged 94	Lieutenant	POOLE & DISTRICT	1942 to 1944 **	OBERON, SIMOOM & TANTIVY
David Richard Wardle	23rd Jan 2017 aged 84	Commander	DOLPHIN	June 1955 to October 1980	AMBUSH, ASTUTE (IL 7th December 55), TACTICIAN (IL 30th June 58), ARTEMIS (CO) & ODIN (CO 1st March 1968)
Patrick R Heffernan	25th Jan 2017	Able Seaman SG(C)	SUBMARINES ASSOCIATION OF AUSTRALIA (VICTORIA)	Not Given	TALENT (January 1959 to October 1960), AMBUSH (April 1961 to June 1963) & SERAPH
Richard J (Rikki) Tempest	26th Jan 2017 aged 72	Captain (WESM)	SUBMARINE OFFICERS ASSOCIATION	Not Given	FINWHALE, COURAGEOUS & CHURCHILL
David Murray	31st Jan 2017 aged 73	Leading Radio Operator	Ex AUSTRALIA	1967 to 1970	AMBUSH, ANDREW, AUROCHS & RORQUAL
'Sandy' Powell	January 2017	Fleet Chief Mechanician	GOSPORT	TBA	TBA
Raymond Crabtree	January 2017	Petty Officer Electrician	HULL & EAST YORKSHIRE	December 1956 to February 1966	SLEUTH, TURPIN, TIPTOE, TALENT, OSIRIS (1st Commission) & AMBUSH
Alfred Downer	3rd Feb 2017 aged 92	Able Seaman (TD3)	VECTIS	September 1948 to December 1953	TEREDO, TRUMP, ALDERNEY & SERAPH
Kenneth Jones	10th Feb 2017 aged 87	Able Seaman	COLCHESTER	1948 to 1954	SERAPH (48), THOROUGH & TELEMACHUS (50-53)
Richard J Potter	19 th February 2017 aged 85	Lieutenant	SUBMARINE OFFICERS ASSOCIATION	Not Given	THOROUGH, TELEMACHUS & TAPIR
Robert Gray (Trapper) Higgins	20th February 2017 aged 92	Lieutenant Commander	SUBMARINE OFFICERS ASSOCIATION	From 24th April 1944 **	VIGOROUS (TO), SPRINGER (3rd Hand), TIRELESS (IL January 1948), TRENCHANT (IL), TRESPASSER (CO), SENESCHAL (CO), AMBUSH (CO), TAPIR (CO December 55) & TOTEM (CO 29th June 59)
G M (George) Fraser	Feb 2017 aged 82	Chief Petty Officer (MEM)	GOSPORT	March 1953 to August 1969	TALENT, TRENCHANT, TIPTOE, EXPLORER, AMPHION, CACHALOT, TOKEN & GRAMPUS
Robert F Gilfillan	Feb 2017 aged 91	Able Seaman (ST)	WEST OF SCOTLAND	1943 to 1946 **	SCEPTRE (44-46)
Charles (Wacker) Payne	February 2017 aged 59	Petty Officer Weapons Engineering Mechanic (O)	PLYMOUTH	1976 to February 2000	SUPERB, SPARTAN (1st Commission Crew), TRAFALGAR, TORBAY (1st Commission Crew) & REPULSE
Victor Arnold	February 2017 aged	Leading	NORFOLK	July 1943 to October	H50, TANTIVY, SLEUTH, SELENE, SATYR, AMPHION &

	91	Telegraphist		1953 **	SANGUINE
Kenneth Arthur Henry Hubbard	5th March 2017 aged 81	Lieutenant Commander	SUBMARINE OFFICERS ASSOCIATION	Not Given	Submarine Service including ALDERNEY (January 1960), SEA SCOUT (3rd Hand 28th July 1960), AMPHION (IL April 1963)
Adam Bergius, DSC	March 2017 aged 91	Lieutenant, RNVR	WEST OF SCOTLAND	December 1943 to September 1945 **	X-25 (44), XE-4 (44-45) & SPEARHEAD (45)
Arthur Sullivan	March 2017 aged 79	Chief Petty Officer Coxswain	HULL & EAST YORKSHIRE	July 1956 to November 1977	TRESPASSER, THULE, TABARD, ALLIANCE, TRUNCHEON, WALRUS, RESOLUTION & RENOWN
John F Finch	March 2017	Chief Petty Officer Coxswain	VECTIS	January 1948 to January 1971	SENTINEL, THULE, AURIGA, SIDON, ANCHORITE, THERMOPYLAE, TOTEM, SANGUINE, TRENCHANT, TRESPASSER, THERMOPYLAE, TIPTOE & ANDREW
Brian B Mack	March 2017 aged 77	Leading Seaman (RP2)	DOLPHIN	October 1960 to January 1967	TURPIN, ARTEMIS & ASTUTE
Jeffrey Francis Webb, OBE	March 2017 aged 92	Cdr (E)	SUBMARINE OFFICERS ASSOCIATION	Not Given	AURIGA, SM6 (SEO 1955), DREADNOUGHT Project Team, SM3 (SEO) & DG Ships

OBITUARIES – OTHER SUBMARINERS ‘CROSSED THE BAR’

1st January 2017 to 31st March 2017 (** WWII Service)

NAME	DATE/AGE	RANK/RATE	SM SERVICE	SUBMARINES
Alan Hagger	23rd December 2016 aged 77	Chief Engine Room Artificer	1968 to October 1980	REPULSE & REVENGE
Terry Haydon	18th Jan 2017	Petty Officer (UC1)	Not Given	Submarines including ANCHORITE (62 to 64)
Anthony T Bullen	January 2017 aged 72	ME1	September 1959 to October 1966	ARTFUL (60-63) & AMBUSH (63-66 & on commissioning in Singapore on 26th March 1964)
John Trelfer	January 2017 aged 74	Leading Control Electrical Mechanic	1965 to 1970	VALIANT
John Pentecost	Feb 2017	Leading Mechanical Engineer	Not Given	DREADNOUGHT (1st Commission Crew) in April 1963
William (Bill) Clutterbuck	March 2017	Not Given	From 1945	TRUCULENT & SCOTSMAN
John Williams	March 2017	Not Given	1977 to 1997	REVENGE & RESOLUTION
Roger Daniel	March 2017	Chief Petty Officer MEM (L)	February 1960 to 19**	SENTINEL & OPPORTUNE
Henry John Peach	March 2017 aged 96	Leading Torpedo Operator	Not Given **	SARACEN, SERAPH & TAURUS
Michael T (Ginge) Skehill	March 2017 aged 70	Petty Officer (Sonar)	1966 to 1987	ALLIANCE on ‘Commissioning’ at Chatham on 9th May 1970, ANDREW (on Commissioning in 197*), SEALION, ORPHEUS, OLYMPUS & ODIN