



# IN DEPTH

Official Newsletter of the Submariners Association

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



Serving and non-serving personnel who attended the dedication of the Blue Plaque to  
Lt. Cdr. Malcolm David Wanklyn VC, DSO\*\*RN

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## PRESIDENT

Rear Admiral Niall Kilgour  
CB

## COMMITTEE

### Chairman:

Jim McMaster  
1, Blantyre Court  
Bargarran, Erskine  
Renfrewshire PA8 6BN  
Tel: 0141 571 4094  
[Jim.mcmaster2@ntlworld.com](mailto:Jim.mcmaster2@ntlworld.com)

### Vice Chairman:

I.M.(Iain) Mackenzie. MBE  
46, Almora Drive  
Dumbarton  
Dunbartonshire  
G82 1AE  
Tel: 01436 673234  
[coxswainmackenzie@yahoo.com](mailto:coxswainmackenzie@yahoo.com)

### Secretary

Nigel Mellor Esq.  
8, Saint Francis Close  
Abergavenny  
NP7 6HS  
Tel: 07427159476  
[nigelmellor@sky.com](mailto:nigelmellor@sky.com)

### Treasurer:

Ian Atkinson  
48, Craggyknowe  
Hawthorn Park, Washington  
Tyne & Wear NE37 1JZ  
Tel: 0191 416 7996  
[ian@ppleasebob.co.uk](mailto:ian@ppleasebob.co.uk)

### Membership Secretary:

Keith Bishop  
26, Bouverie Road  
Hardingstone  
Northants NN40EL  
Tel: 01604 767308  
[membership@submarinersassociation.co.uk](mailto:membership@submarinersassociation.co.uk)

### Newsletter Editor:

Barrie Downer  
37, James Watt Terrace  
Barrow Island  
Barrow in Furness  
Cumbria LA14 2TS  
Tel: 01229 820963  
[Frozenorth55@gmail.com](mailto:Frozenorth55@gmail.com)

## 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. 57. The front-page photo this time was taken at the unveiling of the Blue Plaque for Malcolm Wanklyn V.C. – a full report on this event has been provided by Frank 'Sandy' Powell.

I have been able to include all the regular items in this issue. The second part of the new Serialised Story on the Steam Submarine K.26 in the Mediterranean continues with a 'walk through' of K26. – Not quite sure how the Part III process worked in those days but the article gives a good overview of a 'Steam' Submarine.

The lists of 'New and Returning Members' is included as usual as is the 'Crossed the Bar' Lists. This time, as well as names advised to the Association, the 'Other Submariners Crossed the Bar List' includes names from the 'We Remember Submariners' website and the Navy News.

Don't forget that when reporting Members 'Crossed the Bar' that there is an 'On Line' Form for reporting Members and Submariners who have 'Crossed the Bar' on the Association Website. I have

tested this and it works but please remember to include as much information as possible – i.e. Date, Age, Full Name, Rank/Rating, Service Number, Dates Served & Submarines served in. This helps when dealing with the more common surnames – Smith, Jones, Jones, Williams etc.

I have included a number of items about the ongoing update of the Barrow Shipyard – preparing there for the DREADNOUGHT Class programme, the Roll Out and Lunch of HMS AUDACIOUS.

Andy Knox has sent in an update on the preparations at Faslane for the arrival of rest of the Astute Class, the 'T' Class boats from Devonport and the Dreadnought Class. The Barrow News includes the success of the TS SOVEREIGN Sea Cadets winning the prestigious Canada Trophy.

Three Books are reviewed this month.

There is an item about HMS TORBAY and another about a Submariner being airlifted from an RN Submarine off Ireland.

Hopefully you will find something of interest. As ever please read and enjoy. Comments are always acceptable – but polite ones only!

Barrie Downer

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## IN DEPTH No. 58

Issue No. 58 of IN DEPTH is due for publication on 1st October 2017. Contributions for the next Issue should be with the Editor by 15th September 2017 to ensure your story/article is considered. Please note my new E Mail address of

[frozenorth55@gmail.com](mailto:frozenorth55@gmail.com)

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## CHAIRMAN'S REPORT

Friends and Fellow Submariners,

It's here again, the summer! Or at least, our version of the summer! I hope all of you get the opportunity to bask in the sun at some time even if you have to go abroad for the experience. Up here in the west of Scotland we just get on with things on a daily basis and have no illusions about impending heat-waves. No worries for us about hose pipe bans or the like! Enough of this.

Falkland Islands Memorial Chapel

I am delighted to inform you that the Raffle held at the Reunion Dinner this year was a total success in as much as it raised (and more) the target sum of money to allow us to sponsor a chair in the Falkland Islands Memorial Chapel in Pangbourne. The Chapel is situated within the grounds of Pangbourne College near Reading, Berkshire. Although there were no submariners killed during the Falklands War we most certainly played a major role in the event therefore we felt the chair to be appropriate. The chair will bear a plaque stating "Donated by the Submariners Association in memory of all those who did not return". The small sum of extra money raised by the raffle and impromptu auction which took place was donated to local charities. Well done and 'thank you' to everyone who donated and contributed to this worthy cause.

Lt. Cdr. M. D. Wanklyn VC DSO\*\* RN

As part of the Submariners Association initiative the seventh Blue Plaque commemorating a Submariner Victoria Cross recipient was placed at Knockinaam Lodge, Portpatrick, Stranraer on Saturday 3<sup>rd</sup> June 2017. Approximately 50 guests, which included the Lord Lieutenant of Wigtownshire Mr. John Ross CBE, DL Esq.; the Leader of Dumfries and Galloway Council Cllr. Elaine Murray; Lieutenant Commander & Mrs. Orr-Ewing, members of the staff of Knockinaam Lodge and members of the Wanklyn family, joined veteran and serving submariners including the President of the Submariners Association, Rear Admiral Niall Kilgour CB; the Chairman Mr. Jim McMaster and the West of Scotland and Belfast Standards for the ceremony. The event was also enhanced by a contingent of serving submariners from HMNB Clyde who formed the honour guard. A full report on this prestigious event can be found in this issue of In Depth.

Westminster Abbey Service of Remembrance

By now you should all have read in the Minutes of the last NMC meeting that for the very first time we, the NMC, will not hold our regular meeting on the afternoon of Saturday 4<sup>th</sup> November but instead will leave the afternoon free to allow those who wish, to attend the Service of Remembrance held in the West Cloisters of the Westminster Abbey. The Garden of Remembrance and the Service conducted at the site of the Submarine Memorial Statue of Leading Seaman Read should have NMC attendance and in future it will. Details of these events, times etc. will be promulgated to everyone in due course. The NMC will hold its meeting early on the Saturday evening to finalise the details of our own Embankment Service of Remembrance which will take place on Sunday 5 November in the gardens of Middle Temple again. Details of this our most important annual event will be distributed to all branches in plenty of time.

Voting procedures at future NCCs

Another item you will have spotted in the NMC Minutes is the intention to recommend a change to the voting procedures at future National Council Conferences.

There are several options for us to consider on how we can change the voting procedures at Conference. It was felt that there are two parts to this matter. One being how we vote for the election of officers and secondly how we vote for proposals and recommendations from branches. A paper will be written by Keith Bishop and Nigel Mellor to start work on this and the NMC will hold video conferences to move this forward so that we can have a Recommendation ready to go out for all branches to discuss before Conference 2018.

Payment of Annual 'Subs' by Direct Debit

Over the past 18 months or so our National Treasurer Ian Atkinson, ably assisted by Keith Bishop, has worked tirelessly to bring our accounts up to the very high and demanding standard expected by our members. They have been totally successful in this quest and our Accounts are more transparent, comprehensive and comprehensible than just about any similar group's set of accounts you could find. Part of their work has been to instigate a very simple and secure method of payment of annual 'subs' using Direct Debit.

Now my expertise in all things computer based is well known!! I am, to be honest, - an 'innocent abroad' in matters associated with 21<sup>st</sup> century technology!! So who better than me to be a 'guinea pig' and trial the new payment method.

I can tell you, hand on heart, that it took less than two minutes to locate and complete the process of paying by DD. Honestly!! Furthermore, no money will be taken from my account without me receiving prior notification. This method of payment makes life so much simpler for the National Treasurer and the Branch Treasures and I would seriously urge you to discuss this method of payment with either of these two men.

Association Web Site

Have you all had an opportunity to brows the new Web Site? Are you happy with the way things work? Can you find the bits you are looking for? Is the content what you would want, or have you any suggestions for other items? Do you find it to be 'user friendly'? I know that the Web Master David 'Shep' Woolterton would be very pleased to hear your feedback and suggestions so please contact him with any comments you may have. And remember, sometimes it is nice to say something nice!!

I'll let you get on with your summer now. Don't forget the sun screen!! Drink plenty of water!! And don't forget those members who for whatever reason can't get out to enjoy the good weather!!

In the meantime

Keep on Keeping on.

JMcM

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HMS AUDACIOUS ROLL OUT - THURSDAY 27<sup>th</sup> APRIL 2017HMS AUDACIOUS ON THE SHIPLIFT

AUDACIOUS, the fourth of seven 'Astute'-Class attack submarines being built for the Royal Navy was launched today at Barrow-in-Furness. The 97-metre long, 7,400 tonne nuclear-powered submarine emerged from the Devonshire Dock Hall yesterday. Today it was lowered into the dock water for the first time to begin the next phase of its test and commissioning programme ahead of leaving Barrow for sea trials next year.

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

Assistant Chief of Naval Staff Submarines Rear Admiral John Weale said: "It's an exciting moment to see HMS AUDACIOUS enter the water for the first time ahead of trials. Such a feat of engineering is testament to the skills of the BAE Systems workforce in Barrow.

"As part of an increasingly capable Royal Navy, HMS AUDACIOUS will go on to serve on operations right around the world, helping keep Britain safe." Armed with Spearfish torpedoes and Tomahawk land attack missiles, the Astute-class submarines are the most highly-capable submarines ever built for the Royal Navy.

They can strike at targets up to 1,000km from the coast with pinpoint accuracy, are equipped with a world-leading sonar capability and powered by a nuclear reactor.

The first three submarines in the class, HMS ASTUTE, HMS AMBUSH and HMS ARTFUL, are now in service while the final three 'Astute'-class submarines are at various stages of construction at the Barrow site. BAE Systems is the prime contractor in the Astute programme and the industrial lead for the 'Dreadnought' programme, which is responsible for delivering the Royal Navy's next generation of nuclear deterrent submarines. Construction of the first of four submarines, named DREADNOUGHT began last year

### Why I am proud of HMS AUDACIOUS

Captain Scott Bower - 4 May 2017

Being part of the team that helped the submarine AUDACIOUS enter the water in Barrow for the first time last Friday made me immensely proud, particularly in my role as the submarine's Commanding Officer.

The launch is a key milestone in the 'Astute' programme and an important moment for the Royal Navy and for the crew of AUDACIOUS. It is at this stage that the submarine starts to become a real entity that the crew can feel involved with.

Working alongside the BAE Systems team, my crew helped to manoeuvre AUDACIOUS safely from its assembly point in the Devonshire Dock Hall, onto the shiplift and into the sea for the very first time. The crew had full control of the submarine's systems used to keep it afloat and remained on-board throughout because, as qualified submariners, they are crucial for ensuring the vessel's watertight integrity.



AUDACIOUS IN THE WATER FOR THE FIRST TIME

Once the submarine was in the water, my role was to offer support and advice to the pilot of the tug boat, who had the important job of guiding AUDACIOUS into the wet dock quay where she will now stay while her test and commissioning phase takes place.

The close relationship between BAE Systems and the Royal Navy is key to driving a successful build programme and delivering a highly capable submarine into Service. I am looking forward to seeing AUDACIOUS' impressive capabilities tested over the coming months and I am proud to be part of the development and delivery of the nation's newest submarine.

The 'Astute' class are amongst the most technologically advanced and highly capable submarines in the world and each new submarine is a welcome addition to the Royal Navy. Having commanded ARTFUL out of her build stage I look forward to using my experience in support of AUDACIOUS' development as she moves towards her exit from Barrow and into Naval Service.

# Audacious

**Aft end**

- A Engine room
- B Main turbines
- C Rudder
- D Reactor section
- E Switchboard room

**Forward end**

- F Visual masts
- G Control room
- Main accommodation**
- H Living quarters
- I Galley
- J Torpedo tubes

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### Facts and stats

**240km** The amount of electrical cabling installed onboard - enough to stretch between London and Cardiff

**7,400t** Audacious will displace 7,400 tonnes of sea water when fully stored

**97m** Audacious is 97 metres long

**18,000** On a 10 week patrol the 100-strong crew of an Astute class submarine eats 18,000 sausages and 4,200 Weetabix

**1,200km** When armed with Tomahawk cruise missiles, Audacious can strike targets up to 1,200km from the coast with pinpoint accuracy

**97m** Audacious is 97 metres long

**18,000** On a 10 week patrol the 100-strong crew of an Astute class submarine eats 18,000 sausages and 4,200 Weetabix

Audacious is not fitted with periscopes. Images are delivered to the Control Room via fibre-optic cables

Audacious will manufacture her own oxygen and fresh water from sea water

**BAE SYSTEMS**  
INSPIRED WORK

### NEW & RE-JOINING MEMBERS – 1<sup>st</sup> April 2017 to 30<sup>th</sup> June 2017 (20\*\* Serving Member) (\*\* WWII Service)

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
Stuart M Armstrong	Commander	SCOTTISH	2000 to 201*	VIGILANT (2000-2002), VANGUARD (2006), TRENCHANT (2007-2008), TRAFALGAR (2008), TURBULENT (2009), TRIUMPH (2009-2011), ARTFUL (CO 2015-2017) & VIGILANT (CO 2017-201*)
M W (Michael) Bucknall	Leading Writer	DOLPHIN	1972 to 1977	WARSPITE (1972-1975) & SCEPTRE (1975-1977)
Patrick (Robbie) Burns	Chief Petty Officer MEM(M)	SCOTTISH	1978 to 1997	REPULSE, RESOLUTION & COURAGEOUS
Thomas E Cheshire	Commander	BATH	1996 to 201*	TRAFALGAR (1995-1998) & TORBAY (2002-2006)
R J (Ross) Clarke	Able Seaman 1	DORSET	2014 to 201*	TALENT (2014-201*)
Bruce Cox	Petty Officer MEA	DOLPHIN	1979 to 2000	VALIANT (1981-1984), CHURCHILL (1986-1991) & TORBAY (1996-2000)
Richard Drain	Lieutenant Commander	AUSTRALIA	1975 to 1992	COURAGEOUS (1975-1978), SWIFTSURE (1979-1983), REVENGE (P) (1984-1987) & TORBAY (1990-1991)
Paul Edward Dunn, OBE	Captain	DOLPHIN	1991 to 201*	COURAGEOUS (1991-1992), SCEPTRE (1993-1994), SOVEREIGN (1994-1997), TURBULENT (1997-1998), SUPERB (1999-2002), VENGEANCE (2002-2004), VIGILANT (CO 2006-2008)
Richard V Glenister	Lieutenant Commander (E)	MORECAMBE BAY	19** to 1991	OPPORTUNE (1970-1971), SOVEREIGN (1972-1975), RENOWN (1981-1983) & TRIUMPH (1990-1991)
John E Grisman	Radio Operator 2nd Class	DOLPHIN	1958 to 1962	TIPTOE (1959), TALENT (1960), SENTINEL (1960-1961) & SERAPH (1961-1962)
R (Robert) Hancock	Chief Petty Officer (D)	NOTTINGHAM	1971 to 1976	WARSPITE (1971), CONQUEROR (1972), DREADNOUGHT (1973), VALIANT (1974), WARSPITE (1974-1975) & SOVEREIGN (1975-1976)
Nicholas O Hopkinson	Chief Petty Officer WEA	BARROW IN FURNESS	Oct 1988 to Apr 2007	REPULSE (1989-1995), VICTORIOUS (S) (1996-1999) & VENGEANCE (S) (2003-2006)

Ian D Hunter	Chief Petty Officer	NORFOLK	1970 to 1998	WARSPITE (1971-1974), CHURCHILL (1974-1978) & CONQUEROR (1983-1986)
Brian J Palmer	Lieutenant	DOLPHIN	1969 to 1975	NARWHAL (69-70), REVENGE (P) (70-73) & OLYMPUS (73-75)
Derek E. Powell	Chief Electrician	DOLPHIN	1957 to 1970	TOKEN TIRELESS, PORPOISE, AUROCHS, AENEAS, REVENGE (Build) & AURIGA
Garth S Randal	Chief Petty Officer MEA	WEST OF SCOTLAND	1969 to 1980	WARSPITE (1970-1974), COURAGEOUS (1974-1976) & RESOLUTION (1978-1980)
K. (Keith) Redgers	Marine Engineering Mechanic	DOLPHIN	1963 to 1972	FINWHALE (1968-1971)
A Mark Roberts	Chief Weapons Engineering Mechanic (O	MERSEYSIDE	1978 to 2016	SWIFTSURE (1978-1979), SCEPTRE (1979-1982), TRAFALGAR (1985-1987) & (1989-1992), TRIUMPH (1995-1999), SPARTAN (2001-2002), SUPERB (2002-2003) & SPLENDID (2003)
Graham F Steven	Lieutenant	ROYAL BERKSHIRE	1973 to 1979	CONQUEROR (1973-1975), SCEPTRE (1976-1978) & SPARTAN (1978-1979)
Ronald Thaw	Chief Petty Officer MEM	GOSPORT	1968 to 1983	ONSLAUGHT (68), REPULSE (S) (1969-1975) & RENOWN (1981)
David J Turner	Captain	DOLPHIN	1999 to 201*	TORBAY, SUPERB & SCEPTRE
Frank Wilson	Leading Marine Engineering Mechanic	AUSTRALIA	1968 to 1974	RESOLUTION (P) (1968-1972)

### LIFE IN THE FAS(T)LANE!!

(An update by Command Warrant Officer (Submarines) Andy Knox)

Improvements across most areas of the base continue to move at pace, Tranch 2 of the Single Living Accommodation (SLA) continues to be delivered with the recent handing over of Agar Block which will accommodate HMS ARTFUL junior rates (102 single cabins) and Nasmith Block which comprises of 222 single cabins for the junior rates of HMS VENGEANCE. Another 3 blocks/wings will be handed over later in the year.

There is the new Quayside Café located at the northern end of the base which has proven to be extremely popular, providing an assortment of snacks and drinks and a place to chill out and spin a few dits!

Free Wi-Fi continues to be rolled out across the base, giving internet access in the accommodation blocks and various other area's including the Quayside café and chaplaincy.

The base continues to ready itself for the arrival of HMS AUDACIOUS next year and HMS TALENT (July 19) and HMS TRIUMPH (July 20) as they base port change to Faslane

A significant financial investment over the next 10 years (circa £1.3Bn) will provide the means to improve and upgrade HMNB Clyde and Coulport's infrastructure, ensuring that it is fit for purpose into the 21st Century and can support the new 'Astute' and 'Dreadnought' class Submarines. Work will commence on the new Submarine Training Facility (Submarine School), Submarine Escape Rescue Abandonment and Survivability Training (SMERAS) and Training Facility Extension (TFE) facilities in the forthcoming years with the aspiration that they will open their doors for training in 2019, 2022 and 2023 respectively. Below are some artists impressions of the new facilities.



**SMTF**



**TFE**

This will allow the majority of Submariners the ability to conduct career courses and continuation training within HMNB Clyde and eliminates the requirement for them to travel south of the border, this in turn allows for greater stability for themselves and their families.

Recruitment into our Fighting arm also continues at pace with two dedicated Submarine Recruitment Teams travelling the length and breadth of the UK informing the public and more importantly the potential recruits what we do as submariners. They have been hugely

successful thus far ensuring that we get the youngsters through the door!

As a Fighting Arm we have successfully recruited personnel from the other Arms of the Naval Service and these individuals are either on their transition courses or at sea as newly qualified Submariners.

I hope this quick update has given you an insight into the future of life on the base and the huge investment that has been allocated to us, and no doubt as you come to pay us a visit in the future you will be amazed at how Faslane is changing compared to when you were based or visited here in the past! Sadly, Soapy's Chip shop and the infamous Hooley Bar are no longer!

The Submarine Service held its annual GAMBIT Dinner back in March with over 230 serving and former Submariners in attendance, this year's dinner was to commemorate Operation Source and to celebrate 116 years of the Submarine Service. We were joined by Commander John Lorimer DSO as our guest of honour and the last surviving member of OP Source (Operation Source was the Wartime mission to sink German Battleship Tirpitz and was one of bravery and sacrifice, resulting in the award of two Victoria Crosses.)



Commander John Lorimer DSO RN chats to RASM

Below is an extract from the contemporary media cuttings:

Co-ordinated from HMS Varbel, the headquarters of the 12th Submarine Squadron at Bannatyne on the Isle of Bute, the raid saw six midget submarines known as "X-Craft" towed by larger submarines to Norway to tackle some of the Nazi's most formidable warships.

Using intelligence supplied by the Norwegian resistance, the X-Craft were to target three ships – the Tirpitz, Scharnhorst and attack cruiser Lutzow. Unfortunately, for the Royal Navy crews, things did not go according to plan with the attacks on Scharnhorst and Lutzow having to be abandoned.

However, three of the submarines - X 5, X6 and X7 – made it to the Tirpitz, with X5 and X6 laying side charges beneath the keel of the giant battleship on September 22, 1943. Forced to

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surface and give themselves up to the Germans, the crews were then taken on board the Tirpitz as prisoners of war in full knowledge that the charges were about to explode.

At 8.12am the charges detonated, ripping holes in the hull, rupturing fuel tanks and flooding compartments on board. The explosion caused submarine X5 to surface where it was sunk by enemy gun fire and depth charges.

Commander Lorimer, now aged 94, later described the moment the charges went off, saying the German reaction was "very hostile", but that the captured Submariners were "bloody furious that the ship was still floating".

Lieutenant Donald Cameron, who commanded submarine X6 with John Lorimer as Second-in-Command, was later awarded the Victoria Cross along with Lieutenant Basil Place who was in charge of X7. Along with several of the submariners involved, John Lorimer was awarded the Distinguished Service Order (DSO) for his bravery.

The Tirpitz was out of commission until April of 1944 and was knocked out for a further two months by an attack by the Fleet Air Arm. Finally, in November 1944 she was sunk by the RAF who capsized the vessel using 12,000lb bombs.

John Lorimer meanwhile spent 18 months in a German POW Camp before being reunited with his wife, Judy, late in 1945.

Commander Lorimer was invited to the Submarine Birthday dinner after some excellent detective work by Warrant Officer Andy Knox, Submarine Service Command Warrant Officer.

"I had seen some television interviews with Commander Lorimer back in 2013 where he talked about his experiences during Operation Source," explained Andy. "After some digging I discovered that he was living in a small village in Ayrshire, but unfortunately that was as far as my research took me.

"However, I saw that there was only one shop in the village – a general store which doubled as a Post Office – and thought they might be able to help."

Andy soon found a contact number for the shop in the village in rural Ayrshire.

"When I phoned and introduced myself the person I spoke to immediately said 'You must be looking for Commander John Lorimer'. She agreed to pass my contact details along."

Thirty-minutes later Commander Lorimer's son, Pat, made contact with Warrant Officer Knox and the invitation to attend was extended to the war hero.

"The Submarine Birthday dinner is an important date for the Service and having Commander Lorimer in attendance made it an extra special event," said Rear Admiral John Weale, Rear Admiral Submarines.

"The X-Craft crew's achievements were legendary and typified the values which the Submarine Service still hold dear today – courage, camaraderie and selflessness."

During the night £605 was also raised for the Royal Navy and Royal Marines Charity (RNRMC).

For information I have noted down some key future events:

- 16 Jul 17 150th anniversary of Barrow Port (ABP, Barrow Council)  
 5 Oct 17 RESO dinner (50th anniversary of Commissioning) (SM Oscars) (Ladies Night?)  
 4/5 Nov 17 SM Memorial Weekend – London  
 9 Dec 17 Op Frankton 75th Anniversary – Le Verdon (Gironde estuary)  
 26-28 Jan 18 K13 Memorial weekend  
 tbc Feb 18 Flotilla Conference  
 21 Mar 18 SM Birthday Dinner (GAMBIT Dinner /Op XXX)  
 tbc Mar 18 SM Birthday Dinner – Devonport  
 tbc May 18 FasFlot Affiliates Dinner  
 6 Jun 18 SM Conference and BBQ  
 Jun/Jul 18 Command Dinner- Greenwich / Northwood / Livery Company (TBC)  
 29 Jun 18 Freedom of Anglesey

Regards,  
 Andy Knox

Lieutenant Commander Malcolm David Wanklyn  
 VC, DSO\*\*, RN  
 Honoured with Blue Plaque



President Submariners Association address.

(L-R) W. of Scotland Standard, Rear Admiral Niall Kilgour CB RN (President SM Assoc), Mr Jim McMaster (Chairman SM Assoc), Reverend Colin Plumb & Belfast Standard.

As part of the Submariners Association initiative the seventh Blue Plaque commemorating a WWII Submariner and VC holder was placed at Knockinaam Lodge, Portpatrick, Stranraer on Saturday 3<sup>rd</sup> June 2017. Approximately 50 guests, which included the Lord Lieutenant of Wigtownshire Mr. John Ross CBE, DL Esq; the Leader of Dumfries and Galloway Council Cllr. Elaine Murray; Lieutenant Commander & Mrs. Orr-Ewing, members of the staff of Knockinaam Lodge and members of the Wanklyn family, joined veteran and serving submariners including the President of the Submariners Association, Rear Admiral Niall Kilgour CB; the Chairman Mr. Jim McMaster and the West of Scotland and Belfast Standards for the ceremony. The

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event was also enhanced by a contingent of serving submariners from HMNB Faslane who formed the honour guard.



Unveiling of Plaque by Rear Admiral Niall Kilgour CB RN & Mr Ian Wanklyn (Wanklyn VC Son).

The commemoration service was led by the Reverend Colin Plumb. The Association Chairman also welcomed everybody to the event and the President Rear Admiral Niall Kilgour CB provided further information on Lieutenant Commander Malcolm David Wanklyn VC, DSO\*\*, RN Naval career & citation for the award of the VC.

This was followed by the unveiling of the plaque by the President of the Submariners Association and Wanklyn VC son, Mr. Ian Wanklyn



Blessing of the plaque.

Malcolm David Wanklyn was born on 28<sup>th</sup> June 1911 in Kolkata, India. His father William was a successful businessman and engineer who served in the Army during the First World War and whom as a boy lived not far from here in Knockdolian, Ayrshire with the McConnell family. Owing to William's business interests and military career the family moved on numerous occasions around the country and it was whilst living at Moynes Court at Mathern near Chepstow that Malcolm met someone that would have a lasting and significant effect on his chosen career path. This was Lieutenant Alec Anderson, the only son of his mother's eldest sister, whose Destroyer had just rammed and sunk a German U-Boat off the Irish coast and the ship was being repaired. His stories about the war and the glamour of the clash with the enemy enthralled young Malcolm to

such an extent that he never deviated from his chosen course.



Serving Submariners from HMNB Faslane who formed the honour guard

At the end of the First World War the family moved house again to Knockinaam which was prompted by his father's new posting to Scotland as Inspector of Munitions. The family remained at Knockinaam for five years in which time Malcolm became a keen and proficient angler and was fond of shooting and boating. As a young man, he preferred to be thought of as Scottish and he developed a close affinity for the country and people.

At the time of the move to Knockinaam, Malcolm was sent off to Parkfield Preparatory School at Heyward's Heath, Sussex with his two elder brothers Jack and Peter. With his two brothers already established on the school roll as "Major" and "Minor" he was promptly named as "Wanklyn Minimus".

Whilst he appeared a rather quiet and at times withdrawn person he applied himself to his studies with a burning ambition to join the Royal Navy. However, a perceptive master at the school noticed that he was colour-blind and which would have dashed his chances of joining the Navy if it had been discovered. He was therefore taught by the master to distinguish the difference in colours by the amount of light it reflected to such an extent that he was able to pass the selection board and accepted to join the Royal Navy at the age of 14 in 1925.

On graduating from Dartmouth Naval College and finishing top of his class in five subjects, he was assigned as a midshipman on 1 May 1929. By 1931 he had been promoted Sub-Lieutenant and following service in both the battleship Marlborough, battle cruiser Renown and completion of his navigation courses at HMS Excellent, Whale Island, Portsmouth he joined submarines in 1933. Following intensive submarine training at HMS Dolphin, he was promoted Lieutenant and in September he served in the submarine Oberon, which was part of the Mediterranean Fleet. In early 1934 he accompanied his new post on trips around the Mediterranean with visits to Gibraltar, Malta, Algeria, France and Italy. In October 1934, he transferred to HMS L56 based at Portsmouth. He then spent a year on board before becoming the boat's First Lieutenant. For the majority of 1937/8 he served aboard HMS Shark as her First Lieutenant and patrolled around Gibraltar during the Spanish Civil War. On one occasion, the submarine

encountered a German U-boat. The two submarines watched each other from a distance of one nautical mile without taking action.

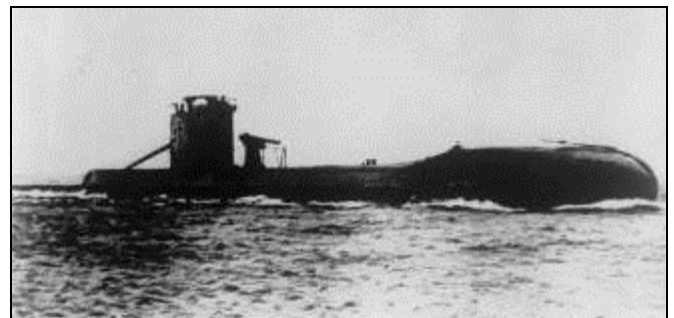


Lieutenant Commander Malcolm David Wanklyn VC, DSO\*\*, RN Blue  
Commemorative Plaque mounted at Knockinaam Lodge, Portpatrick,  
Stranraer

Whilst based at Malta, Wanklyn married his girlfriend Elspeth (Betty) Kinloch at the Holy Trinity Church, Sliema, on 5 May 1938. Wanklyn invited all the officers and men who formed a guard of honour. In those days, it was not usual for officers to mix with the lower ranks but Wanklyn showed no prejudice.

Wanklyn returned to Gosport in July 1939 and became the First Lieutenant and Second-in-Command of HMS Otway. At the outbreak of WWII Wanklyn was deployed to Malta on 2 September and thence to Alexandria on 2 October. On Christmas Day, the vessel docked in Marseilles and Wanklyn was ordered to London to commence his command course.

On the 8<sup>th</sup> January 1940, he was appointed to HMS Dolphin for the Commanding Officer's Qualifying Course – 'the Perisher'. Following successful completion his first Command was Submarine H32 which he joined on 5<sup>th</sup> February 1940. This was followed by Submarine H31 'In Command' on 15<sup>th</sup> May 1940.



HM Submarine Upholder 1940

To exert pressure on German Naval Forces Wanklyn undertook a North Sea patrol on 14 July whereupon he sank UJ-126 a German Submarine Chaser which was followed by a sustained counterattack with 8 depth charges directed at the submarine.

In August 1940, he was appointed In Command of HMS Upholder which was at the time being built by Vickers Armstrong Ltd in Barrow-in-Furness. Following completion and work up he sailed via Gibraltar to join the 10<sup>th</sup> Submarine Flotilla based in Malta.

HMS Upholder had a short but very successful wartime career carrying out 25 Mediterranean patrols. It was in this theatre, operating out of Malta that Wanklyn gained his fearsome reputation, but he made a slow start and his first patrols were largely unsuccessful. This led his superiors to wonder if this clever, quiet man with a gift for mathematics had what it takes to be a successful captain. However, during his sixth patrol, the 'Wanklyn Touch' became apparent and using a combination of innate skill and inspired tactical awareness, he went on to success after success. Not only was he a renowned attacker but was also cool and calm in defence.

Counterattack was almost inevitable after a successful sinking and Upholder survived 38 depth charges after sinking a cruiser, 33 after being spotted attempting to intercept troopships on a very calm day and 48 in 8 minutes after sinking a tanker. Of the 36 attacks he made, 23 were successful. The most daring sank the large liner-troopship Conte Rosso on 24 May 1941.

It was for that specific action that Wanklyn was awarded the Victoria Cross although this, the highest decoration (he also won a DSO\*\*), was usually seen as an award for sustained gallantry of the highest order. Wanklyn's citation was published in the London Gazette on the 6<sup>th</sup> December 1941 as was as follows:



Lieutenant Commander Malcolm David Wanklyn VC, DSO\*\*, RN.

The KING has been graciously pleased to approve the grant of the VICTORIA CROSS for valour and resolution in command of His Majesty's Submarine Upholder, to: Lieutenant Commander Malcolm David Wanklyn, D.S.O., Royal Navy.

“On the evening of the 24th of May 1941, while on patrol off the coast of Sicily, Lieutenant Commander Wanklyn, in command of His Majesty's Submarine Upholder, sighted a south-bound enemy troop-convoy, strongly escorted by Destroyers. The failing light was such that observation by periscope could not be relied on but a surface attack would have been easily seen. Upholder's listening gear was out of action.

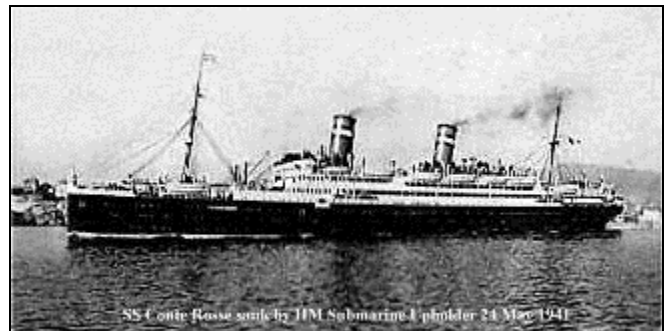
In spite of these severe handicaps Lieutenant Commander Wanklyn decided to press home his

attack at short range. He quickly steered his craft into a favourable position and closed in so as to make sure of his target. By this time the whereabouts of the escorting Destroyers could not be made out. Lieutenant Commander Wanklyn, while fully aware of the risk of being rammed by one of the escort, continued to press on towards the enemy troop-ships. As he was about to fire, one of the enemy Destroyers suddenly appeared out of the darkness at high speed, and he only just avoided being rammed. As soon as he was clear, he brought his periscope sights on and fired torpedoes, which sank a large troop-ship. The enemy Destroyers at once made a strong counterattack and during the next twenty minutes dropped thirty-seven depth-charges near Upholder.

The failure of his listening devices made it much harder for him to get away, but with the greatest courage, coolness and skill he brought Upholder clear of the enemy and safe back to harbour.

Before this outstanding attack, and since being appointed a Companion of the Distinguished Service Order, Lieutenant Commander Wanklyn had torpedoed a tanker and a merchant vessel.

He has continued to show the utmost bravery in the presence of the enemy. He has carried out his attacks on enemy vessels with skill and relentless determination, and has also sunk one Destroyer, one U-boat, two troop- transports of 19,500 tons each, one tanker and three supply ships. He has besides probably destroyed by torpedoes one Cruiser and one Destroyer, and possibly hit another Cruiser.”



SS Conte Rosso sunk by HM Submarine Upholder 24 May 1941

Throughout his period in command of Upholder Wanklyn also sank 119,000 tons of enemy merchant shipping carrying vital supplies and reinforcements to the German 'Afrika Korps' in North Africa. His total amount of tonnage sank was in excess of 130,000 tons. Wanklyn was killed along with his crew when Upholder was lost on her 25<sup>th</sup> Mediterranean patrol, becoming overdue on 14<sup>th</sup> April 1942. Mr Francesco Mattesini, Naval Historian accredited to the Italian Navy Historical Office, has provided some details which might explain how Upholder was lost:

“On 14 April 1942, a submarine was detected by the air escorts while approaching a convoy in the

Tripoli area. The planes were 2 Messerschmitt and 2 Dornier. They attacked the submerged boat and within a very short time sighted a dark patch surfacing, indicative of leaking oil. The planes dropped smoke floats on the position 34°47'N, 16°55'E. No further sound or echo was obtained after this time. Despite British claims that Upholder should have been far away, there is no submarine report of this attack. The visual contact was definite and there is reasonable certainty of a sinking or severe damage, therefore it is thought this attack might account for Upholder's demise. The previously reported attack by Torpedo Boat Pegaso was not only 100 miles away from Wanklyn's patrol area, but has since been positively proven to be a dolphin identified by a plane overhead but the observer's report has only been recently discovered in the Italian Naval archives by Mr. Mattesini."

Wanklyn was the Allies' most successful submariner in terms of tonnage sunk. And in the words of his Squadron Commander, Commander Simpson: "I have lost a friend and adviser who I believe I knew better than my brother.....His record of brilliant leadership will never be equalled. He was by his very qualities of modesty, ability, determination, courage and character a giant among us. The island of Malta worshipped him. This tribute is no overstatement".



Wanklyn Family (three Generations) with Mr John Ross (Lord Lt Wigtownshire) & Councillor Elaine Murray

With the loss of Upholder and for her outstanding contribution to the War effort the following Official Admiralty Communiqué was issued:

"The Board of the Admiralty regrets to announce that HMS Submarine Upholder (Lt Cdr M.D. Wanklyn VC, DSO\*\*) has been lost. Next of kin have been informed. It is seldom proper for their Lordships to draw distinction between different services rendered in the course of Navy duty, but they take this opportunity of singling out those of Upholder under the Command of Lieutenant Commander Wanklyn for special mention.

She was long employed against enemy communications in the Central Mediterranean, and she became known for the uniform high quality of her services in that arduous and

dangerous duty. Such was the standard of skill and cool intrepidity set by Lt Cdr Wanklyn and the officers and men under him, they and their ship became an inspiration not only in their own Flotilla, but to the fleet of which it was a part, and to Malta, where for so long it was based. The ship and her company have gone, but their example and inspiration remain"

The unveiling ceremony was completed by Reverend Plumb blessing the plaque and reading the Naval Collect. This was followed by Rear Admiral Niall Kilgour CB presenting the owner of Knockinaam Lodge staff with a framed picture of Wanklyn, the crew of HM Submarine Upholder, Career History and a picture of the Plaque. He also presented a framed picture to Mr. Ian & Mrs. Penelope Wanklyn with a copy of Wanklyn citation, pictures of the Plaque, HM Submarine Upholder.

At the end of the ceremony all guests were invited for Tea and Biscuits courtesy of Knockinaam Lodge. In summary, it was an excellent day, everybody appeared to enjoy themselves and the rain stayed away.

The Submariners Association would like to thank the owner, for allowing the plaque to be mounted at Knockinaam Lodge and providing an excellent reception on the lawns of the lodge for the guests following the ceremony. In addition, we would also like to thank all serving and submariner veterans that attended the ceremony and in particular the serving submariners from HMNB Faslane, the Standard Bearer's from the West of Scotland and Belfast Branches and members of the branches who attended.



Rear Admiral Niall Kilgour CB presentation to Ian Wanklyn

The Submariners Association would like to thank Knockinaam Lodge staff members their assistance in the organisation of the event.

Finally, David Ibbotson, Proprietor of Knockinaam Lodge, said;

"We are delighted to help honour the memory of submarine Commander Wanklyn in this way. Knockinaam Lodge was the childhood home of this brave man, awarded the Victoria Cross, and it is fitting that his significant contribution is recognised permanently with a blue plaque to

commemorate his life here, at a place which was meaningful to him, in the Rhins of Galloway.”



Rear Admiral Niall Kilgour CB - presentation to Knockinaam Lodge

Author:

Lieutenant Commander Frank (Sandy) Powell – Member National Management Committee Submariners Association.

### BARROW SHIPYARD UPDATE ‘SON OF DDH’ NEARLY READY FOR HANDOVER

A new building which can be seen from all around Barrow and the surrounding area is set to be handed over to the BAE shipyard with the major construction work now complete. Photos in In Depth No 56 showed the son of DDH in an earlier stage of construction.



The ‘Son of DDH’ is part of the new Central Yard Facility and will soon be officially accepted by BAE Systems.

The building is 45-metre high and forms a major part of the new facilities required for the construction of the ‘DREADNOUGHT’ Class ‘Trident Successor’ Submarines. Another new building, adjacent to the Son of DDH and, currently under construction will be the specialised Paint Shop for the Units of the new Submarines.

A report in the North-West Evening Mail stated that some 8,000 tonnes of steel had been used by construction firm Morgan Sindall during the £90 million build.

To mark the completion of the Building, the Contractor - Morgan Sindall and BAE hosted a family fun day and barbecue for staff from Morgan Sindall, BAE,

Subcontractors, St Mary's Hospice and their families on Saturday 1<sup>st</sup> July.

### BAE'S NEW APPRENTICE TRAINING CENTRE



BAE's shipyard apprentices will soon have a new home to learn their trade as BAE's £25m training centre takes shape. Construction of the shipyard's new training facility started earlier this year and the building is due to be completed next March.



Artist's impression of how the new training facility will look  
By Amy Fenton 30 June 2017 2:13PM

When it is finished the centre will be home to the approximately 1,000 apprentices currently employed by the shipyard. The building's metal framework of the building (some 600 tonnes of steel) is now in place. The 8,000 square metre training centre will contain a teaching block, classrooms, offices, workshops and welfare facilities and a canteen.

The Contract for the building of the Training Centre was let to Wates, one of three construction firms currently engaged in the Barrow shipyard's £350m facilities redevelopment. The construction firms have already completed the now operational RESOLUTION building - a huge 28,000 sq. metre warehouse at the docks and the £90m 'son of DDH', known as the Central Yard Complex, which is due to be finished by September.

### £1.4 BILLION DEAL FOR ROYAL NAVY'S NEW ATTACK SUBMARINE

From: Ministry of Defence, Defence Equipment and Support and The Rt Hon Sir Michael Fallon MP

First published: 19 April 2017

The MOD has negotiated a new £1.4 billion contract for the Royal Navy's new attack submarine, the sixth in a total fleet of seven, which will protect the UK's new aircraft carriers and nuclear deterrent.



HMS ARTFUL, the third Astute Class Submarine.

Crown copyright

The submarine, named AGAMEMNON, is part of the Astute Class, the largest, most advanced and most powerful attack submarines ever to enter service with the Royal Navy. The submarines are being built by BAE Systems in Barrow-in-Furness, Cumbria, which employs around 8,000 people in its Submarines business, with thousands more working in the UK submarine supply chain.

The new contract guarantees a better deal for the UK taxpayer and for the Armed Forces, with an incentivised contract arrangement that will help to save money and demands the best possible work from industry.

Defence Secretary Sir Michael Fallon said:

This latest investment means we are well on our way to completing our fleet of Astute submarines. These are the most advanced submarines ever operated by the Royal Navy and are already providing unprecedented levels of stealth and attack capability across the world.

Backed by a rising defence budget and a £178 billion equipment plan, Barrow will remain the hub of our submarine build programmes providing high skilled jobs for years to come.



Defence Secretary Sir Michael Fallon with BAE Systems apprentices inside Devonshire Dock Hall where HMS Agamemnon is under construction.

(Picture: Michael Vallance, BAE Systems)

Construction of the 7,400 tonne, 97-metre long AGAMEMNON began in 2012, and is well underway in the Devonshire Dock Hall at Barrow, alongside Boat 5 – ANSON – and the yet-to-be-named Boat 7. Their sister submarines, HMS ASTUTE, AMBUSH and ARTFUL

are already in service with the Royal Navy, contributing to operations around the globe.

Rear Admiral Paul Methven, Director Submarines Acquisition for the Submarine Delivery Agency, said:

The signature of this contract secures another world-class nuclear submarine for the Royal Navy. These are the most technologically advanced submarines we have ever operated, offering much greater firepower, better communications and more advanced stealth technology than their predecessors. Today marks another significant milestone for the 'Astute' Programme, that demonstrates the UK's ability to deliver complex engineering projects, providing a fleet of submarines which will protect the UK's interests around the globe.

Featuring the latest nuclear-powered technology, the 'Astute' Class submarines can circumnavigate the world submerged, manufacturing the crew's oxygen from seawater as they go. They also have the ability to operate covertly and remain undetected in almost all circumstances despite being 50 per cent bigger than the Royal Navy's current 'Trafalgar' Class submarines which are being replaced by the 'Astute' Class.

Will Blamey, Managing Director of BAE Systems Submarines, said:

Securing the contract for the sixth Astute class submarine is a significant milestone for BAE Systems and the result of many years of hard work by our highly skilled workforce. The 'Astute' class submarines are amongst the most highly capable and technologically advanced in the world and we're immensely proud to build them for the Royal Navy.

Alongside work on the 'Astute' Class, BAE Systems is also the industrial lead for the 'Dreadnought' programme, the Royal Navy's next generation of nuclear deterrent submarines

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#### 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@nmrm.org.uk](mailto:amy.adams@nmrm.org.uk) for donations to the Archives. Proposed donation of Artefacts should be discussed with Mr Chris Gale.

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#### SUBMARINE LOSSES OF WWI

This is the eleventh article in a series listing Submarine losses during WWI and covers Submarines and Submariners lost in the 2<sup>nd</sup> Quarter of 1917.

APRIL 1917

One Submarine were lost in April 1917 with all hands. The Submarine lost was:

Submarine C16, which was dived and at periscope depth, was in a collision with HMS MELAMPUS on 16th April

1917. The submarine was damaged and hit the bottom at 60 feet. It appears that all the crew survived the collision and the bottoming but, through a series of misfortunes, all attempts at escape failed and the whole crew was lost. The submarine was later recovered and refitted and saw further war service. The submarine was, later, sold for scrap to C A Beard of Upnor on 12 August 1922. Those lost in the sinking of C16 were as follows:

Officers

Lieutenant Harold Boase,  
Mr Samuel Anderson, Mate, Royal Navy

Ratings:

Petty Officer John Gaunt O/N 222229  
Leading Seaman Ernest Burton DSM, O/N 193491 (  
Leading Seaman Frederick John Clarke O/N J8229  
Leading Seaman George Frederick Cope O/N J10203  
Able Seaman John Henry Howie O/N J11674  
Able Seaman Alfred Stanley Humphrys O/N J11682  
Able Seaman Arthur Puddington O/N J14761  
Signalman John Jeremiah Fitzgerald O/N J6782  
ERA 1st Class John Brooks O/N 269639 (Dev)  
ERA 4th Class Frederick John Cows O/N M11220  
Stoker Petty Officer James Down O/N 303178  
Leading Stoker Francis Freestone O/N K4846  
Stoker 1st Class Phillip George Clemmet O/N K17998  
Stoker 1st Class Andrew Linton O/N K8867

Lieutenant Boase and ten of his crew are buried in the Shotley Cemetery in the Submarine Enclosure. His First Lieutenant and the rest of the crew were returned to their families for burial.

One other Submariner is reported to have died as follows:

One crew member of Submarine E32 died on 1st April 1917. It is understood that he was washed overboard in heavy weather and was lost. He was:

Petty Officer Henry George Saunders O/N 194067

Henry Saunders was the thirty-five year old son of Henry John Saunders of Church Road, Hartley, Longfield, Kent. He is commemorated on the Portsmouth Naval War Memorial on Panel No. 24

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MAY 1917

No Submarines were lost in May 1917. However, two submariners are reported to have died.

The first was a member of the crew of Submarine C10 and he died on Thursday 3rd May 1917. He was:

Stoker 1st Class George William State O/N K13014

The full circumstances of his death are not established but it is understood he died of wounds. George State was the husband of Minnie F State of 33B, Bark Street, Walsall, Staffs and he is buried in the Blyth Cemetery in Northumberland I Grave No. C.100.

The second was a member of the crew of the Submarine Depot Ship HMS BONAVENTURE who died on Thursday 3rd May 1917. It is understood that he was taken ill and he died. He was:

Leading Seaman John Carr O/N 98235

John Carr who was a Reservist was born in St Paul's, Deptford, London. No Next of Kin or other family details are available for John Carr

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JUNE 1917

No Submarines were lost in June 1917. However, two submariners are reported to have died.

The first was a member of the crew of HM Submarine V1. He was:

Able Seaman Charles Stanley Blaber O/N J4612

Charles Blaber died on Monday 18th June 1917 and it is reported that he died of heart failure following a bout of tonsillitis. No Next of Kin or other family details are available for Charles Blaber who is buried in the Steyning (St Andrew) Churchyard, Sussex. His grave is north of the Church Tower.

The second was a member of the crew Submarine G8. He was:

Sub Lieutenant Malise Stewart Graham, Royal Navy

In December 1914 Malise Graham was serving in the Cruiser HMS CARNARVON to which he had been appointed in August 1914 and in which he served at the Battle of the Falkland Islands. He served in the Battle Ship HMS BARHAM at the Battle of Jutland in 1916 and later served in the Minesweeper HMS ABYSSAM and was onboard when that ship was blown up by a mine. The date of his joining Submarines and submarines in which he served prior to his appointment to Submarine G8 are not known. Malise Graham died on 22nd June 1917 and it is reported that he was lost after accidentally falling overboard when his submarine was on patrol in the North Sea. Malise Graham was born in Oporto in Portugal on 15th September 1897 and he was the eldest son of Major James Dunsterville Graham and his wife Nancy Graham (nee Stewart). He is commemorated on the Portsmouth Naval War Memorial on Panel No. 24.

This Series will be continued in In Depth No 58.

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VICTORY FOR THE SILENT (SILVER)  
SERVICE IN CULINARY COMPETITION

From Kim Hardie, Royal Navy Media & Comms, HM Naval Base Clyde

Four teams of Chefs and Stewards from northern region recently donned their chef's whites and took part in the Royal Navy's version of Master Chef.

The "Cook and Serve" competition took place in Hermitage Academy on Thursday, June 8 and this year the four Royal Navy teams were joined by a team of Hermitage Academy students who are preparing to enter the hospitality industry after completion of their exams. Each team, consisting of two chefs and a steward, were given just 80 minutes and a budget of £40 to prepare, cook and serve a delicious three course meal for two people.

A panel of judges were assessing the teams throughout, looking closely at their expertise in creativity, workmanship, presentation and hospitality.

The Chefs had a nerve-wracking eighty minutes of slicing, dicing and whisking and then it was time to step up to the pass and serve their menus.

The stewards then stepped into the spotlight and were assessed on how the meals were presented to the judges.

After careful consideration, the judges agreed that the best of class winners were HMS ARTFUL whose team consisted of Leading Chef Sheedy, Chef Benton and Leading Steward Parr.

The inventive chefs cooked up a menu consisting of a scrumptious starter of ceviche of sea bream served with an avocado puree and grapefruit summer salad. This was followed by a mouth-watering main course of a rack of spring lamb with a pea and wild garlic puree, seasonal vegetables, wild garlic oil and a lamb jus. The meal was finished off with a delicious dessert of raspberry soufflé served with a fresh raspberry coulis.

Leading Chef Sheedy said: "This competition was a lot of fun and was a great opportunity to practice cooking under pressure under the watchful eye of judges".

The Hermitage Academy team also gave an excellent account of themselves, achieving a Team Award and ably matching their naval counterparts.

"I would like to thank Mr Geoff Urie and his team at Hermitage Academy for facilitating our event. It was a fantastic opportunity to work in a competitive environment and also to cook alongside the catering students from Hermitage Academy, some of whom are preparing to enter the hospitality industry and are already at an exceptional standard," said Captain Turner, the Faslane Flotilla's Captain Support.

"We are also extremely grateful to the Royal Navy and Royal Marines Charity and Vesty Foods for their help and sponsorship of the event,"

Commodore Perks OBE, Commander Faslane Flotilla presented certificates and medals to the winning teams.

The winning team will help to form the Royal Navy team competing against the other two services in Joint Caterer which will take place in Shrivvenham in October.



## IN DEPTH

The winning team from HMS Artful receive their awards from Commodore Perks.



Chefs working on the presentation of their menus HMS TORBAY Crew to Hand Back their Freedom of the Borough

By Guy Henderson Posted: June 26, 2017

The Captain and crew of HMS TORBAY are to hand back their Freedom of the Borough at an event later in the summer. The poignant ceremony will come as the nuclear sub is prepared for decommissioning. Only last week she was pictured leaving Gibraltar with her giant decommissioning pennant streaming from her conning tower. The special pennant is a Naval tradition, indicating that the vessel flying the extravagant pennant is on her final voyage before being decommissioned. When the boat leaves service, it will leave the UK with just six nuclear-powered attack submarines until HMS AUDACIOUS enters service.



HMS TORBAY

TORBAY was launched in 1985. In May 2011, she took part in Exercise Saxon Warrior in the Western Approaches. The exercise included the aircraft carrier USS GEORGE H.W. BUSH, HMS DAUNTLESS, HMS WESTMINSTER and a number of other vessels and culminated in a 'Thursday War'.

Later that year she went into Devonport for an extensive refit. It was reported that she had run aground in the Eastern Mediterranean in 2009, and there was a fire on board in 2013.

TORBAY and her crew were granted the Freedom of the Borough of Torbay in 2015, and in May that year more than 100 sailors from the boat marched through Torquay town centre so that Cdr Dan Knight could receive the accolade (above)

The sailors marched from the town hall, down through Union Street and Fleet Street, along The Strand before circling around the clock tower. The event finished with a salute returned by the council outside the war memorial.



Cdr Knight said at the time: "Our ship's company and I, and our predecessors over the past 28 years, are immensely grateful to the Torbay community for the support shown not only to my boat, but to the Royal Navy as a whole throughout this great borough's history. Today is a wonderful celebration of that support. As submariners, we routinely spend long periods away from home at sea conducting tasks which we can't readily discuss, isolated from our friends and family.

"Those working conditions are made all the more tolerable by the knowledge we have the support of both our families, and the wider community we serve. "Today is important because it is a clear demonstration of our commitment to you, and your commitment to the people who serve you."

HMS TORBAY was officially recognised as an affiliate of the Borough of Torbay in 1989. Since then, the submarine has maintained strong links with many associations including sea cadets and the Torbay Yacht Club.

### MoD Appoints Nuclear Chief to help keep Dreadnought Submarines 'On Course'



The Dreadnought submarines are the UK's biggest military project since the Second World War

Photo Credit: MoD/BAE Systems

Alan Tovey, Industry Editor 14 April 2017

A Treasury trouble-shooter has been brought in to run Britain's military nuclear programmes with a remit to

## IN DEPTH

keep the massive 'Trident Replacement' submarine programme on track.

Civil servant Julian Kelly joined the Ministry of Defence in May in the new position of director-general nuclear, where he will be responsible for Britain's nuclear submarines, nuclear warheads and day-to-day policy.

Top of his to do list in the £200,000-a-year role will be ensuring the £41bn programme to build the next generation of Dreadnought nuclear missile submarines for the Royal Navy stays on track.



The Navy's current Vanguard submarines will come to the end of their lives in the 2030s

A key task will be working with the soon-to-be appointed head of the Submarine Delivery Authority (SDA), an arm's-length body created to ensure the Dreadnought programme meets its targets.

The Telegraph understands that final interviews for this role took place in past fortnight, with top engineers and executives being lined up as the MoD looks to tap industry for its experience in running huge projects on time and budget.

The £500,000-a-year job as SDA chief executive is one of the highest paid public roles, reflecting the immense importance of the Trident programme to the UK's security, with the Navy tasked with keeping one submarine armed with nuclear missiles at sea at all times.

Defence Secretary Sir Michael Fallon has repeatedly warned how critical Britain's nuclear programmes are, saying delivery of the new submarines "cannot and must not slip".



Defence Secretary Sir Michael Fallon aboard one of the Navy's current nuclear submarines Credit: PA

Suppliers including BAE Systems, which is leading overall programme, and Rolls-Royce, which is building the submarines' nuclear powerplants, have been warned of a "pain and gain" regime to contracts. This will mean they will share the results of coming in under budget but cost over-runs and delays will result in heavy penalties.

"We will absolutely challenge BAE and other suppliers such as Rolls-Royce," the Defence Secretary has warned. "They are going to be incentivised to keep the targets and they will suffer if they don't."

Building the four new Dreadnought submarines is seen as the biggest financial risk the MoD faces. Although the work has been costed at £31bn, a £10bn contingency was added on reflecting the huge complexity of the task and vital importance on being on time, with the current Vanguard class missile submarines coming to the end of their lives in the 2030s.

Britain has a poor history of delivering large military projects on time and budget. The costs of the Queen Elizabeth-class aircraft carriers doubled to £6.2bn, though political indecision was a major cause. The first of the Astute class attack submarines was four years late and the project was £2bn over budget. However, it should be noted that both the POLARIS and original TRIDENT programmes came in 'on time' and 'on cost'.



The costs of the Navy's new aircraft carriers doubled to more than £6bn

Credit: John Linton/BAE Systems

Mr Kelly's current role is director general of public spending and finance at the Treasury. In this position, he was been closely involved in setting up SDA, reflecting how concerned the Treasury is about the potential for costs at the Dreadnought programme to spin out of control.

Mr Kelly is seen as bringing "essential commercial and financial skills" to the MoD's nuclear programme, and he has worked in private industry as well as government, having held roles with HSBC.

An MoD spokesman said: "We're pleased to welcome Julian Kelly to the department as the new director-general nuclear. Delivery of the nuclear enterprise continues to be a key priority for the department, and Julian brings essential commercial and financial skills to this vitally important work."

Shipyard Boss Bows Out from Top Role and vows to continue 'Battling for Barrow'



Tony Johns. BAE SYSTEMS

North West Evening Mail 13 April 2017

With his no-nonsense attitude, naval background and self-confessed impatience and determination, it comes as little surprise that Tony Johns was headhunted to come to Barrow and take over the helm at the shipyard. Reporter Amy Fenton spoke to him as he prepares to bow out after a 10-year tenure

'SUBMARINES ARE IN MY BLOOD'

Born in Bristol into a typically working-class family - his dad was a gas fitter and lifelong member of the GMB, Tony Johns has been "nuts about submarines" ever since he watched Cold War thriller Ice Station Zebra at the age of eight.

BAE SYSTEMS

Thanks in part to a sponsorship from the Royal Navy, Tony was able to fulfill his dream of serving his country as a submariner, which he did proudly for 28 years.

Build lots of submarines and don't screw it up

"You see that advert about being made in the Royal Navy, I absolutely was made in the navy and I have a very huge affection for the institution," he said.

But in 2007, Tony decided "it was time to break away" and after a spell working for a private equity firm and major player Deloitte, he was headhunted by then shipyard boss John Hudson.

By 2010, Tony was leading the yard's Successor programme - now known as the Dreadnought-class programme, and when John Hudson was promoted in 2013, Tony took over.

"Submarines are in my blood, I know an awful lot but in such a complex product there's always going to be stuff you need to learn," he said.

Arguably one of the first - and Tony suggests jokingly "the last" - former submariner to take charge in Barrow, his background has allowed him to understand both the shipyard and the customer - something the Ministry of Defence will no doubt have been happy with.

Yet Tony remains characteristically modest about his qualifications for the job.

"You bring a different perspective, it's no better, it's no worse," he said.

"I understand the shipyard and I understand the customer. I've been in the submarines business for 33 years but there's always stuff to learn."

#### CHALLENGES AND ACHIEVEMENTS DURING HIS THREE YEARS AT THE HELM

Tony had always planned to leave the shipyard in 2017, so his departure is no surprise.

But despite only holding the position of managing director for just over three years, the changes, challenges and achievements in Barrow during that period have been nothing short of extraordinary.

Taking shape: Inside Devonshire Dock Hall

The workforce has almost doubled - from 4,700 to 8,400 - the first three Astute-class boats have been handed over to the Royal Navy, and construction has started on the £41bn nuclear-armed Dreadnought-class submarines programme.

"To get Dreadnought from concept to the start of construction on the date that we said we would back in 2011, that was a phenomenal achievement, it's extraordinary," he said.

"We've got investment and started on the major facilities programme, and we've delivered batch one for Astute. Put all those three together, that's no mean feat.

"Everyone here should be proud. I am extremely proud of what people have achieved."

#### TONY'S FUTURE

Although he admits it is "time to slow down a bit", Tony is clearly not the type to sit still for long.

After spending some time with his family, which may or may not include a trip to Australia to watch the Ashes (depending on whether his wife Clare reads this), he will decide on his next step.

But, he joked: "Whatever I do will be non-executive and I won't do anything as silly as running a nuclear submarine business. I think my wife would shoot me.

"I'm only 55, I'm not ready to put my slippers on just yet. It's time to slow down a bit. Until I get bored."

#### NOT FAREWELL BUT BYE FOR NOW

"I love this place and I love working in Barrow; I've always been made to feel welcome," Tony said in his final message to the town as shipyard boss.

"As someone who is a southerner I feel like an honorary northerner. The friendship here has been wonderful and I'll miss it but I will come back to Barrow.

"As someone who's been in the navy, you never have a home as such but I feel as at home here as I do anywhere.

"I wish the town and all its people all the best and I hope they capitalise on the opportunities the shipyard will bring over the next 15 years.

"And to the workforce, thank you for all the fantastic support you have given me.

"I will be cheering you on from the side-lines and batting for you and telling everyone what a wonderful place this is. Build lots of submarines and don't screw it up."

#### Barrow Sea Cadets on the Crest of a Wave



Barrow Sea Cadets have won the prestigious Canada Trophy. Barrow Sea Cadets have received a huge honour after bagging the Canada Trophy. The Canada Trophy is the envy of the armed forces as it recognises the best Sea Cadet unit in the country. Leaders of the unit are delighted to receive the award and have nothing but the highest praise for both staff and the cadets.

Lt (SCC) Jason Zaccarini RNR, Commanding Officer of Barrow Sea Cadets said: "Receiving the Canada Trophy is a fantastic honour for everyone associated with the Barrow-in-Furness Unit, with this achievement being the culmination of many years of hard work.

"It is recognition of the dedication and professionalism of our unit staff and management team, the support we receive from parents, volunteers and above all the sheer effort, commitment and excellence of our wonderful cadets." The trophy is the perfect end to a successful year which has seen the cadets represent their communities with pride.

One of the younger members of the unit, Leading Junior Cadet Tyrone, was also handpicked from more than 2,000 10 to 12 year olds to attend the Prime Minister's Children's Christmas Party at 10, Downing Street on the 12th December 2016. There, he joined other representatives from youth organisations across the country in meeting the Prime Minister, taking part in games and, the highlight of his day, meeting TV magician Troy.

Tyrone was also promoted to Leading Junior Cadet and presented with his certificate, signed by the Prime Minister, outside Number 10 Downing Street.

Lt Zaccarini is thrilled that the unit has been given this award but is still determined to work harder than ever. He said: "I am incredibly proud of what the cadets have achieved over the course of 2016, not only through qualifications and advancement, but also their success in competitions and supporting the wider local community.

"Having won this prestigious award, the Barrow unit won't rest on its laurels; it will strive to continue to give the cadets wide ranging opportunities and the best sea cadet experience possible."

The Sea Cadets have operated in Barrow for over 84 years. The unit has its permanent headquarters, based

on in Dundee Street, Barrow Island, and boating facilities on the Buccleuch Dock which are undergoing an upgrade.

Sea Cadet Captain, Captain Phil Russell RN, said:

“Congratulations to Barrow-In-Furness Sea Cadets for winning this year’s Canada Trophy. We have some fantastic units up and down the country, and it is great to recognise the work they are doing. “Winning the Canada Trophy is a wonderful achievement reflecting the fact that the unit has achieved the very highest standard, and Barrow-in-Furness cadets and volunteers should be very proud.”

### T.S. SOVEREIGN – CANADA TROPHY WINNERS – THE PRESENTATION

By Dave Barlow

I had the pleasure of attending the presentation of the Canada Trophy to the local Barrow Sea Cadet Unit (TS SOVEREIGN) at their Dundee Street Headquarter. This Trophy is presented annually to the Sea Cadet Unit that has attained the highest standard of all round efficiency in the country - and that is out of more than 400 units.



Prior to the presentation itself the Cadets demonstrated some of their skills and it was easy to see why they won it this year. Rear Admiral John Clink OBE (FOST) gave a speech extolling the virtues of the Sea Cadets in general and the Barrow-in-Furness Cadets in particular. He then

presented the Canada Trophy to Lieutenant (SCC) Jason Zaccarini RNR. Captain (N) Maurice Aucoin RCN who is the Naval Adviser – Canadian Defence Liaison staff presented the Unit with the Canadian Plaque and Certificate followed by Captain Phillip Russell (Capt Sea Cadets) presenting the 2016 Efficiency Burgee. Every cadet was then presented with their own medallion. All in all, it was a great evening and a pleasure to see our local Sea Cadets honoured in this way.

### 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:

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. A recent Global E Mail by the Membership Secretary identified 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 – and don’t forget to tell your Branch Secretary!

### SUBMARINE CONSOLE IS GIVEN A NEW LEASE OF LIFE

A piece of Royal Navy Submarine history has been kindly saved for posterity and future use by a team of volunteers at HM Naval Base Clyde. An old ‘Resolution’ Class Ship Control Console has been lovingly restored to its former glory by a team of willing volunteers from around the Naval Base and led by Lieutenant Commander (Lt Cdr) Al Rose.

The console was on display in the Reso bar in the basement of the old wardroom when it was rescued by Lt Cdr Rose who enlisted the help and expertise of two Babcock joiners, Michael McCann and David Thomson to assist with the rebuild and relocation. He was also supported by Graham Thorley of QinetiQ, who kindly offered to cover any costs that arose, while a

company called Lang and Potter provided the authentic material for the bench seat free of charge.

Michael McCann, a Babcock Marine cabinet maker said: "My workmate Davie Thomson and I feel proud to have been asked to use our cabinet making skills to craft a new home for this significant piece of Submarine history for future generations to enjoy and appreciate."

The newly restored console was unveiled in the Wardroom on Tuesday, June 13 and it is hoped it will enhance the character and appeal of the Terrace Bar where it has pride of place. The event was attended by Mess staff and committee members, RESO society members, retired Royal Navy officers and some of those who were involved in the restoration of the console. Lt Cdr Rose, who coordinated the restoration said "I would like to say a huge thank you to everyone who helped with the project, without their commitment, help and expertise this would not have been possible."

The first of this class of submarine to be completed was HMS RESOLUTION, laid down in February 1964 and launched in September 1966. After commissioning in 1967 she underwent a long period of sea trials, culminating in the test firing of a Polaris missile from the USAF Eastern Test Range off Cape Kennedy at 11:15 on 15 February 1968. RESOLUTION commenced her first operational patrol on 15 June 1968, beginning 28 years of Polaris patrols. The RESOLUTION 'Class' were part of the 10th Submarine Squadron, all based at HM Naval Base Clyde. Sent by: Kim Hardie, Royal Navy Media & Comms, HM Naval Base Clyde



(L-R) - Commander S Johnson RN (Mess Vice President), Barry Prout (Warrant Officer Rtd – RESO Association), Stuart Hobson MBE (Lt Cdr Rtd), Mr Michael McCann (cabinet maker), Trish Maguire (Mess Manager), Graham Thorley MBE (Lt Cdr Rtd), Ivor Jones (Lt Cdr Rtd – RESO Association), Bob Seaward (Commander Rtd – RESO Association) & Lt Cdr A Rose RN.

#### ASSISTANCE REQUIRED

Garry W Gibbs BSc (Hons), MSc, PGCE (fe) <https://garrygibbs.wordpress.com> has sent in the following query:

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

## IN DEPTH

'My grandfather Hugh Clyde Williams was coxswain on the WWII HMS SCEPTRE ("bring-'em-back-alive SCEPTRE") - a British submarine which towed midget submarines for audacious attacks on German ships in Norwegian waters and sank enemy ships but was never itself hit.

Hugh Clyde, always known as Clyde, was born in Bangor, north Wales, in 1916 and died in Banbury, Oxfordshire aged 77 in 1993.

It is thought that he is pictured in a photograph (kindly supplied by George Malcolmson at the Submarine Museum) of the crew of Sceptre during the war but I do not know which one he is as I only met him once and have no recollection of what he looked like. I am guessing that he is the man (bottom centre) I have picked from the photo and his exploits are featured in this London Gazette article.



The citation for the D.S.M. in the London Gazette of 5th September 1944 read: 'For undaunted courage, skill and devotion to duty in successful patrols in H.M. Submarines.'

The following recommendation is taken from Admiralty records: 'In the course of patrols in northern waters, H.M.S. Sceptre sank four supply ships of a total of over 15,000 tons, damaged three others, and took part in two special operations. Hugh Clyde Williams, of Bangor, North Wales, Acting Chief Petty Officer (S/Ms.). For great zeal and devotion to duty during six patrols in H.M. Submarine Sceptre, which have resulted in the destruction of five enemy supply vessels, the damaging of another, and in which a successful operation with X-craft has been carried out. C.P.O. Williams has been Coxswain throughout this time and has contributed materially to the efficiency of the submarine, and by his cheerfulness and imperturbability has set a fine example to the whole crew. In action, he has controlled the after hydroplanes and in spite of generally very adverse weather conditions, has always kept perfect depth so that the attacks were carried out unhampered.' The special operations refer to the two attacks made by the Midget

Submarine X-24 in Operations 'Guidance' and 'Heckle', against the floating dock at Bergen. In both cases X-24 was towed to the target area, and later safely recovered from it, by Sceptre, earning her the nickname "Bring-'em-back-alive Sceptre". In the first operation, on 14 April 1944, X-24 sank the German S.S. Barenfels, having mistaken it for the floating dock, the ship being alongside the dock and of almost identical proportions. In the second operation, on 11 September 1944, both the floating dock and one small merchant ship were sunk, these successful attacks coming at a time when the whole operational future of X-craft lay in the balance.

On 9th December 1999 Dix Noonan Webb 16 Bolton St, Mayfair, sold Lot 875 which was listed as:

'A good submariner's D.S.M. group of seven awarded to Acting Chief Petty Officer H. C. Williams, Coxswain of H.M. S/M. SCEPTRE during war patrols which resulted in the sinking of five enemy vessels and in which two special operations with X-craft were carried out: Distinguished Service Medal, G.V.I.R. (A/C.P.O. D/JX.137839); 1939-45 Star; Atlantic Star; Africa Star; Burma Star; Defence and War Medals, nearly extremely fine. The Medals were estimated at £1000-1200 but sold for £1,000

Can anyone who served with Clyde Williams or who knew anything about him and can identify him in the photograph please contact me?

#### Irish Coast Guard Airlifts Sailor from British Navy Submarine

Rescue 118 tasked to winch injured crewman from submarine 277km west of Achill Island

From Pat Flynn in the Irish Times 9th May 2017



An Irish Coast Guard helicopter airlifted an injured sailor from a British Royal Navy submarine off the Irish coast on Tuesday. It is understood the crewman sustained injuries to both his legs on board the submarine which was about 277km west of Achill Island at the time. The UK Maritime & Coastguard Agency (UKMCA) requested assistance from the Irish Coast Guard.

The Sligo-based Irish Coast Guard helicopter, Rescue 118, was tasked to the scene at around 9.20am. Rescue

## IN DEPTH

115 was also sent from Shannon Airport to assist. After spending about 25 minutes on the scene, the crew winched the casualty on board their helicopter and airlifted him to Sligo University Hospital.

A spokeswoman for the Royal Navy said: "We can confirm that a crew member from a Royal Navy submarine was today airlifted to hospital by the Irish Coast Guard. Arrangements were made for the airlift through the UK coastguard in accordance with standard procedures.

She said it would be "inappropriate to comment further" as for security reasons the Navy did not discuss submarine operations. In 2011, the crew of the Shannon-based helicopter airlifted a crew member from a British nuclear submarine off the Irish coast.

#### GUNS ON THE RUN DURING HELENSBURGH DEMONSTRATION

HMS Neptune Field Gun team put on an impressive performance on Wednesday, May 24, when they demonstrated the demanding Field Gun run to hundreds of spectators in Helensburgh.

The team of Royal Navy sailors from HM Naval Base Clyde undertook two runs on the day with the Royal Marine Band Scotland and the West of Scotland Military Wives Choir adding to the pageantry of the occasion. Captain of HMS Neptune, Captain Craig Mearns, said: "It was fantastic to see so many local people turn out for the event.

"I would like to express our thanks to those involved in organising the public run, in particular Argyll and Bute Council for their assistance, Police Scotland, team sponsors Lockheed Martin UK and Babcock Marine, as well as the Royal Marine Band and Military Wives Choir for some great entertainment."

The public event was in preparation for this year's Field Gun competition at HMS Collingwood in Hampshire from May 27 to June 4.

During the competition dozens of Field Gun teams from around the country will gather to go head-to-head to determining the best of the best.

The Field Gun competition simulates the Naval Brigade's heroic mission to relieve the besieged British Army during the Second Boer War.

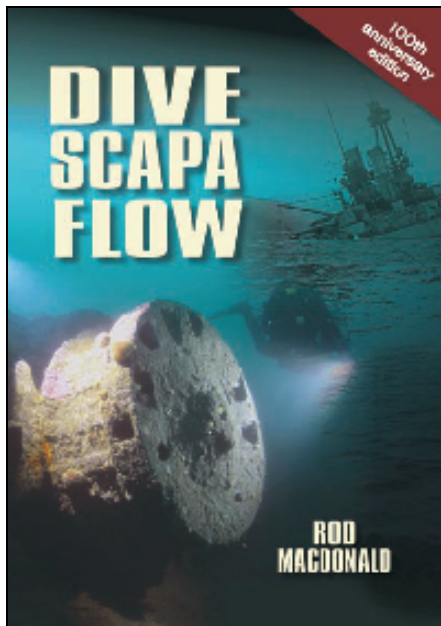
During the conflict the sailors offloaded guns from HMS Terrible and HMS Powerful, manhandling them over many miles to come to the Army's aid.

HMS Neptune Field Gun team have undergone weeks of training in preparation for the Collingwood competition. The super-fit gunners have endured physical training twice a day, as well as continual training with the one-tonne Field Gun.

## BOOKS

## DIVE SCAPA FLOW

By ROD MACDONALD



This is another book in a series by Rod MacDonal. I have previously reviewed 'Dive Truk Lagoon' and 'Dive Palau' in this Newsletter and this book promises to be just as interesting. I have not yet had the opportunity to read this book but it promises to be as interesting as the other two. Any-one who know the story of the "Grand Scuttle" and the subsequent recovery and scrapping of many of the High Seas Fleet ships in the 1920s and 1930s will be interested to know the story of those still on the bottom.

It is an updated edition of this classic dive book marking the 100th anniversary. It is a comprehensive and practical guide to the history and present-day diving of the legendary Scapa Flow shipwrecks. An indispensable book for all divers and those interested in classic shipwreck sites "Dive Scapa Flow" has been 'the' definitive guide to diving the fabled wrecks of Scapa Flow, one of the world's greatest wreck diving locations. This completely re-written and updated centenary edition to mark the 100th anniversary of the scuttle of the seventy-four warships of the interned German High Seas Fleet at Scapa Flow on 21st June 1919 the greatest act of maritime suicide the world has ever seen.

The dark depths of Scapa Flow conceal the remains of several of the Kaiser's WWI High Seas Fleet. Three massive 575 feet long 26,000-ton König-class battleships await exploration huge underwater mountains where divers can see the last 12-inch big guns to have fired at British warships at the Battle of Jutland in 1916; or drift along rows of 5.9-inch secondary battery casemate guns and see massive

masts and heavily armoured spotting tops. Four 5,000-ton, 500-foot long, kleiner kreuzers, BRUMMER, KOLN, DRESDEN and KARLSRHUE lie on their beam ends open for inspection with parts that remained on the seabed of many other High Seas Fleet vessels as they themselves were lifted to the surface during the greatest feat of underwater salvage that has ever taken place.

Add in a U-boat, a boom defence vessel, an Icelandic trawler, a number of drifters, WWII vessels, many 'blockships' intentionally sunk to block the smaller channels into Scapa Flow during WWI & WWII and it becomes apparent what Scapa Flow offers divers.

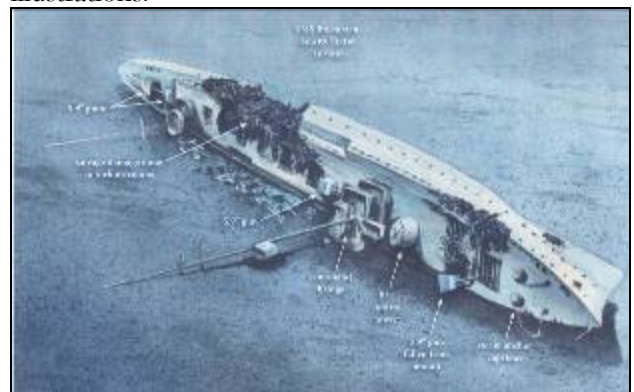
Scapa Flow's war graves, HMS ROYAL OAK, torpedoed at the beginning of WWII and HMS VANGUARD, which blew up in a catastrophic magazine explosion in 1917 and HMS HAMPSHIRE, which struck a German mine and sunk on 5th June 1916 north-west of Orkney carrying Lord Kitchener and his staff on a secret diplomatic mission to Russia, are off limits to divers today but their stories are recounted to preserve the memory of those that perished.

ISBN 978-184995-290-3 240 × 170mm 368pp liberally illustrated in b & w and colour with photos, charts and subsea scans softback £30. June 2017

About the author: Rod MacDonal is one of the world's pre-eminent shipwreck explorers and an international best-selling author of a number of classic shipwreck diving books. These include Dive Scotland's Greatest Wrecks, Dive England's Greatest Wrecks, Into the Abyss, The Darkness Below, Great British Shipwrecks, Dive Truk Lagoon and Dive Palau the shipwrecks. In 2015 he was inducted into the prestigious Explorers Club.

This indispensable guide is a must for any diver interested in shipwrecks and will also appeal to all those with an interest in maritime and naval history

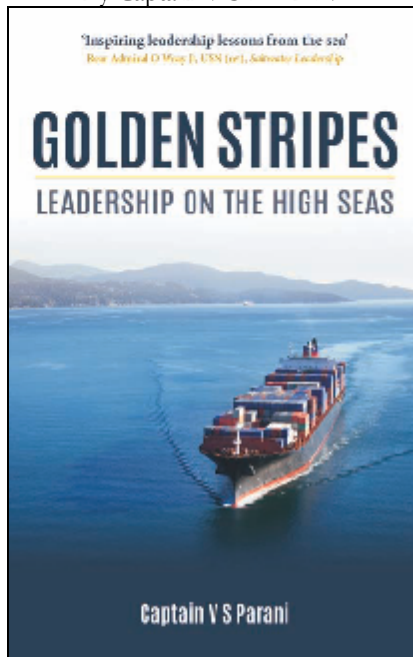
The picture below is an example of the quality of the illustrations.



Artist's illustration of SMS Brummer as she was in the 1990s. Areas of the wreck have collapsed significantly since then.

### GOLDEN STRIPES

Leadership on the High Seas  
By Captain V S PARANI



I was a bit unsure about how reviewing this book could be of any use to those in Naval or Submarine Service. Although it is not written with the Royal Navy specifically in mind this book is a very thought-provoking book for all those serving at sea whether in the merchant service or in the Royal Navy – particularly all those in positions of Command, Navigation, Seamanship and Engineering.

Using his experience from many years of command at sea, teaching and inspecting merchant vessels and their crews and from reading up on maritime accidents and their causes he suggests that most 'accidents' are the result of a chain of perhaps minor errors, lapses or omissions, overconfidence, failure to delegate, failure to follow up on seemingly inconsequential reports, assumptions of competence and failure to ensure team members are fully qualified and up to date with training.

Using real-life examples, he shows how teamwork and leadership might have prevented some major shipping disasters and loss of life or, at least, lessened the consequences of some accidents.

Even in the Navy, despite continuous at sea training and the efforts of Flag Officer Sea Training accidents and collisions occur. Captain Parani's experience, his assessments and recommendations are certainly worthy of consideration in the Naval community.

The Publicity information for the book reads as follows:

Although merchant ships carry 90% of the world's trade, the mariners who run them have little guidance on leadership. This can result in disasters such as the Titanic, Costa Concordia, the Exxon Valdez, and the recent El Faro. With modern ships being worth several million dollars, seafarers need leadership advice at every level of their career. 'Golden Stripes, Leadership on the High Seas' provides this guidance, and much more.

Captain Parani weaves together his rich experience, cutting-edge insights and real-life stories in this book which has already garnered international acclaim. The reader will discover how to run a tight ship; enhance expertise; lead and communicate with a team; implement safety leadership; decide effectively in high-stake situations and be inspired by legendary sailors. It is a practical leadership action plan which can be applied at sea, or in any other workplace, anywhere.

Golden Stripes is the first leadership book of its kind, written by a mariner specifically for commercial shipping. The author's experience both on board and from his varied corporate roles gives him a unique perspective on why, when and how sailors fail or succeed. Important messages are woven around engaging stories, quotes and practical leadership models, making this an indispensable read for all leaders

Readership: this is essential reading for all seafarers, navigators and engineers alike, irrespective of their experience at sea. It is also a voyage plan for anyone who wants to succeed at work and have a fulfilling career. It engages and entertains, and is a good read for anyone fascinated by the sea.

ISBN 978-184995-314-6 216 × 138mm 208pp illustrated with 8 colour management models.

Hardback £18.99

E-book ISBN 978-184995-357-3 £14.99 September 2017

### BARROW BUILT SUBMARINES

#### BARROW BUILT SUBMARINES



Edited by Lt Cdr B K Downer

This book is 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

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### SUBMARINE K.26 - THE STEAM SUBMARINE

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

#### SOME SORT OF DESCRIPTION OF SUBMARINE K.26, IN 1929 THE ONLY STEAM SUB IN THE WORLD, AND ON THE SURFACE THE FASTEST IN THE WORLD, AND, INCIDENTALLY, MY STEAM SWEETHEART

I have described myself joining K.26 in 1929, at the age of twenty-four, but what about the vessel? When out of the water sitting primly on chocks in a dry or floating dock she could be seen to be long and shapely. Standing right back, her lines were much like a garfish and if you have not seen a garfish lately you can look one up in the encyclopedia and imagine a straight superstructure amidships and a conning tower together with three separate, nicely faired-in four inch guns, two short funnels and a bit of a cat's cradle of wire aerials. Two fine Brass periscopes stood on top of the conning tower, or slid down into their controls. Between the periscopes and under periscope standards was a three-foot square wooden box its narrow side running fore and aft. This was the box which contained coils of cab tyre cable on which simple aerial the Morse signals from Rugby could be heard on long wave wireless. Even when submerged these very low frequency signals could be read by the telegraphists in the nine by eight silent cabinets in the Control Room.

Already K.26's wireless gear was achieving museum value. Broadcasting was well advanced. Moving pictures were getting sound through new valve amplifier techniques, aircraft carriers had short wave type transmitters. In K.26 the gear was old, and tried, and tested, and it tried and tested the skill of the POTELE and his men, Petty Officer Tel. Sabin, Leading Tel. Liddiatt and Telegraphist Lemaire were well versed in flying kite aerials, transmitting on the 1910 style Poulsen Arc Transmitter, and listening on the quaint old bright emitter valve receiving gear. As the Leading Tel. said, "Your man killed by bow and arrow is just as dead as the one hit by a fifteen-inch shell." I saw his point.

Economy was being preached. I saw no new gadgets in K.26's wireless office. Well let's start from for'd, the bows, the pointed end. The bow was vertical and the 'free flood space' somewhat bulbous. Each side of the bow there were three torpedo tubes shaped into the pressure hull with streamlined shutters very sharp and clean she clove the water well. Round the tubes there were tanks and air vessels and the gear for loading and firing torpedoes, the tube space or 'fore ends' could be shut off by two high oval watertight doors, then came the spare torpedo stowage, racks, chains, hanging bogies with chain purchases that rattled metallicly if loose, another watertight bulkhead and then a passage lined with Officer's bunks, carefully curtained and with drawers beneath. In the same passage two electric cooking ranges, an ice-box, two air operated WCs and a lot of controls for pumping and flooding. Each side of the boat a Fessenden oscillator for making Morse to submerged submarines, generally its use was confined to occasions when submarines were missing. In this passage, the Officer's steward and a seaman sometime cooked for the Ward Room, the cooking smells were wafted through a fan system which either distributed it around the boat when dived, or up through a discharge outlet when on the surface. Another bulkhead and the boat appeared to broaden out below.

The Ward Room was fitted with a round table, a sideboard and some quaint Victorian-like armchairs. In a brave attempt to appear neat but not gaudy, the Ward Room corticene was painted a nice shade of light green with the edges held down by polished brass strips. A strip of carpet ran fore-and-aft in the Ward Room from the for'd W/T door to the after W/T ditto. This was a good policy, when the boat was at sea with hatches closed down, or dived, all traffic for the Torpedo Room had to go through the Ward Room.

Shale oil in the Torpedo Room soaked into boots and shoes, and plimsolls, and some of it found its way into the Ward Room carpet which now and then got a hefty wash and was dried in the sun. Through the Ward

Room after door and you were in the switchboard. A small brightly lit compartment through which the greater mass of electricity never passed, the intercourse between motors and batteries taking place without the intervention of the so-called switchboard. Still going aft, the Control Room, an example of what might well be done without, except that you had to have it on the surface, steering wheels, hydroplane wheels, deep well to take the periscopes, panels of air controls, dials, pressure gauges, a tiny log that lied consistently and could not be made to tell the truth. It was an old type called Forbe's Log, out it was always called Forbe's Liar. It theoretically told you how fast you were travelling, and how far you had gone, but it lied, how it lied. As voice pipes on long runs impress their own tune on words you have some standard messages that are unmistakable. Navigating from the bridge the Officer of the Watch of K.26 would call down "Feed the dog" at this the helms-man or messenger on watch would read the two dials and report the result. It was up to the Officer of the Watch to interpret Forbe's liar.

When dived, hydraulic power brought up the periscopes smoothly and silently and the training was by hand and two grips like cycle handlebars. The gyro compass 'tick a ticked' in a space on the port side of the Control Room. At the after end of the Control Room the wireless office with a door like a butcher's refrigerator stood, its interior lined with sheet lead and with bright copper wires running here and there on stand-off insulators of porcelain. Stuck on the outside of the door was an ominous notice about the Official Secrets Act applying to Wireless Offices. It was a bit of unconscious humour really, there was a need to keep quiet what was in the WT Office. It was almost pre-Marconi but no doubt it was policy to let the world think that here lurked many secret and mysterious devices. A few 10-year old schoolboys of 1929 might have given poor old K.26 a lesson in DX hunting. The best gear however was the little detailed pieces like the operator's phones. These were made by a firm called S.G. Brown, and were then the best in the world. Called Brown's 'A' they made a good job of the Morse signals of the time, and even now are looked up to by specialists. One very special gadget hung in the Wireless Office it was called an Aerial Tuning Helix Mark something or other. Polished Copper, it looked like a piece of early movie prop. An occasional tearing blue spark crackled across it breaking the long monotony of longs and shorts that formed themselves into requests for oil fuel on arrival, or meat and potatoes before departure.

The Wireless Staff all three and later four were compatible. In harbour with a cushion middled across the rather sharp door sill of the W/T Office Petty Officer Sabin would sometimes play his violin the acoustics of the Control Room being slightly better than the lead lined silent cabinet. The bulkhead aft of the Control Room, this led to a passage down the side of the two Boiler Rooms. A small escape hatch not designed for a really fat man led out of the After-Boiler Room into the passage. Out of the After-Passage door and you were in the Turbine Room and to get to the Boiler Rooms you walked across to port and then for'd to enter the air-lock. This entering of Boiler Rooms is something that was clearly not for me, when lit up anyway. The pressure, the moving air flapping your overalls and seemingly designed to blow you through a small aperture into a blazing mass of oil, had no charms for me, when my duties took me there I worked hard and got out fast, my ears going in and out with the varying pressure. The Stokers on watch, normal in their cases, seemed like devils in hell tending the boilers. I used to shudder at the thought of all that hot water, steam, flame. The Turbine Room hummed, the E.R.A.s controlled the steam the Stokers made; some curious looking clock gadgets ticked away, I felt glad they were non-electric, a carefully guarded small valve worked only, as far as I could see, by the Chief E.R.A himself, delivered hot distilled water from the Boiler or the Vaps. If we wanted hot water we had to work a hand pump, cold drinking water, up to a bucket which we balanced on an electric radiator until warm. I will speak of submarine hygiene later.

The next bulkhead was pierced with one watertight door leading into the Motor Room. The Turbine Room, due to escaping steam, oily atmosphere, condensation, heat, was a bit dank and depressing. Entering the Motor Room from the Turbine Room was like going from East Side 'Noo' York to Broadway. The lighting was better the brass and copper shone, the paintwork was dazzling white, red voltmeters stood on the switch panels the copper bars, the bright brass fuse ends all spoke of a lived-in space, yes, about 18 of us packed like herring in a barrel. No reminders of home, not a calendar or a pin up, or even an official notice, just utility in a shiny solid setting.

Under the brass rimmed corticened shaped wooden boards there was the 'underground'. Beneath our feet a compressor, and a large D.C. dynamo, both huge components, and the compressor noisy with it, fortunately it was only used to top up the air bottles to about two thousand pounds a square inch at intervals. The more diving the more compressing. Unfortunately, this compressor was temperamental. ERA Webb worked under our feet with his Stoker Mate Joe Lough in a sweat of apology, he didn't like to intrude he said. The motive power for the generator and compressor was an eight-cylinder diesel engine of 850 horse power, said to have been one of the main engines of submarine E.4 many years before and taken out and rebuilt when that vessel had sunk and been raised. I think this story authentic because, our Captain had been in E.4 himself and might have discounted it if untrue.

When this diesel and generator and compressor were started up the Motor Room vibrated and with the rounded hull the echoes were enormous. The idea of the diesel generator was to be able to charge the batteries when submarine had no steam, we had to be moving in order to charge from the Main Motors geared to the turbines. But we could run the diesels to charge the battery, clutch up the motors to the screws, lower the funnels and move slowly about as diesel-electric, very useful too when seas came down the funnels and the fires went out. As the diesel was in the centre line there was a fair amount of room at the after end and two little steel cabinets stood on the port side, one for Chiefs' and P.O.s, one for 'Other Ratings'. Air driven W.C.s always referred to in crude submarine jokes that I will not repeat. They sent their charge out into the sea with a bottle of compressed air behind it; if you threw your head right back when you pressed the steel ball to operate it, you were safe - and dry! Not used in harbour their duties were taken over by a W/C in the upper casing on the top of the Conning Tower and a picturesque urinal device called a pig's ear on top of the conning tower. It was possible, so it was said, for the Officer of the Watch to make water into the pig's ear just below the coaming of the top of the Conning Tower, whilst standing at the salute when passing the Fleet Flagship, thus combining courtesy with bodily comfort.

Another bulkhead a centre waterline door in it and the Stokers Mess deck popularly called the Dope Den. Bunks both sides & long Mess table down the centre and as the diameter of the pressure hull was now decreasing everybody had to walk with a slight stoop. For convenience, some Stokers sat up in bed to breakfast and others sat on the lockers. Beyond the Dope Den another bulkhead, the Coxn's stores including rum; and the steering mechanism electro-hydraulic one set and a tremendous hand wheel for use if all power failed. This steering gear occupied the thicker part of the piece called for its shape the duck's arse. Up top this piece was always awash on the surface whatever the trim. Painted black with boot topping it was always a bright green with short weed, slippery to the touch. Below, sticking out a little under fin-like guards the big twin screws, and framing: them the rudder and the after hydroplanes. In the clear Mediterranean water, the twin three bladed screws of phosphor bronze could be seen easily. Starting again from up on the duck's arse and going for'd a slim piece of free flood along the centre line ran to hip height. In this generously perforated casing were stowed fenders, ropes, and securing, wires and two hatches led down through it, one to the Stokers' mess and one further for'd to the Motor Room. Open in harbour except when very rough, and sometimes by special permission at sea, at the pipe "hands to bathe". Stokers and Seamen could come out of both hatches run along the rounded hull and dive into the sea. A few feet before the Motor Room hatch the upper casing, also 'free flood' began. It was some nine feet tall and had steel doors in it only on the starboard side. The top of this casing had a slightly flanged finish, the idea being that a wave would hit, run up and be deflected back, it sometimes worked, but big waves would go down the funnels from time to time. The after end of the upper casing had a recess to take a 12-foot dinghy and steel doors to cover the space, when the dinghy had been hoisted on a small stump derrick out of water it was lowered into its nest and the doors were shut. First, however there were six big brass screw plugs to be taken out of the bottom of the boat, so that on diving the water could flow freely in and out of the boat and have no effect on the trim of the submarine.

Next thing still going forward the after 4-inch quick firing gun which when in its normal position pointed for'd and remained level

A streamlined shield eased it through the water when submerged. Next the after funnel, which protruded from a deep well in which it was pivoted, and worked by oil pressure from vertical to horizontal. At the funnel base on top of the pressure hull a big domed door was also pivoted as the funnel tilted over this big circular plug moved into place sealing the boiler flue off from the sea. The for'd funnel came next with its attendant machinery. One to Starboard one to port stood the steam sirens, the same type used in destroyers. A diesel submarine had an air whistle with a different note, in fog you could distinguish any submarine, except K.26, whose siren was the same as a steam man o' war. Next the midship gun was the galley funnel of a queer 'H' shape the top trained at sea to present its edge to the sea, fore and aft, and trained in harbour by the cook to catch the best breeze available. A note about the galley in the free flood. It had a standard coal range with a coal bunker, a hand pump for fresh water, a table and behind the range a back copper for hot water. It was used in harbour, and in very good weather at sea if it was at all rough you could not get in or out as its door in two halves opened only to the starboard tank tops. To dive the cook, a specially selected seaman with 6d a day bonus for the duty, opened the back-copper tap, pulled out the fire and threw it overboard, closed the coal bunker, tied the pots and pans down, and bolted the half doors, after withdrawing the portable electric light lead. Thus, the galley was ready for diving. As the boat dived the sea boiled up through the holes in the casing, the soot washed through the chimney the pots clanged together the coal got a wash in its bunker. When diving was finished cookie, went to the bridge at the top of the conning tower and saluted the O.O.W. "permission to light the galley, Sir? All being well the O.O.W. would order "Light the galley, Gee, please" and Gee the Cook would go below. The back copper would have been drained of its salt water, and with the electric portable lead cookie would inspect the back copper to see if any fish had got in. Then he would start to pump up the fresh water before making the fire. He

would bring up from below, out of his locker a big wad of dirty waste soaked in oil fuel, some chopped up store boxes and an old newspaper or two.

The culinary coal, as it was called, was good stuff it lit easily and burned well. Cookie leisurely pumped more water into the back copper, not too much because it was tiring work, and because anybody who came later to get hot water for tea or any other purpose, was bound by custom of the boat to pump back as least as much cold water into the back copper as he took out. The system worked with a few hints from time to time to the nationality and background of the man asking for 'hotters': which was submarine slang for hot water. For cold water, the term 'colders' was used, and the cook would say, "I exchange you de hotters for de colders".

Once the coal had burned up, almost everything was forthcoming from that tiny galley boiled, fried, baked, stewed and roasted. The Wardroom Cook, another who did his best in harbour beside the Boat Cook. The one with the apron called Nelson, was the Ward Room Chef. In a tiny recess, next door to the galley reposed the butcher's block tied down to stop it floating to the top of the compartment when the boat dived. Standen, a Seaman Gunner, held the offices of "Jack Dusty" and Butcher. He officiated in the issue of rum and meat and spuds. It was once unfortunate that the issue of meat from the "Beef Screw" was later than the issue of rum from the after-rum store. A badly directed swipe of the cleaver at a forequarter of meat hit a hydraulic pipe severing it and causing the foremost wireless mast to sink slowly down into its place of rest during the transmission of a signal. Consternation below when the transmitter was suspected. Eventually an oil-soaked bystander who was waiting for No. Two Mess's meat went down to the wireless office and shouted out "Sparks' your for'd mast has sunk'. As by this time the various parts of the Poulson Arc transmitter were being spread above the table, the Leading Tel was duly grateful. A snug place the galley though painted with red oxide all the way round, the Q.M. used to keep the fire going at night, and his rounds started and finished at the galley door, the log being tucked behind a convenient pipe, and the sea thermometer hung up outside on the hand rail. Immediately abaft the galley was a full-length door in the upper casing and beneath it, in the pressure hull, a large oval watertight door. Kept open on fine days in harbour it was only a few inches above the level of the water.

The long part of the oval went athwart ships because this was the entry for the 'Beamery' torpedoes. At this time, a 'Beamery' was fashionable in most submarines, a compartment right across the boat with torpedo tubes in. 'L' boats had two tubes, but K 26 had four, and the manoeuvres to get the torpedoes in were long and laborious. To get them out, provided you were afloat, was simple, you just fired them out in a positive buoyancy state without starting their engines, and they surfaced and were lifted out of water by crane or towed by a boat to the torpedo depot. Later the four beam tubes were removed, as they were my 'pidgin' I was glad. This hatch also led to the Chief and Petty Officers Mess, and to the ERAs Mess, two very crowded places above the Beamery. In none of these spaces could you stand up straight you walked with a stoop or cracked your head. A bulkhead divided the Beamery from the For'd Stoke Hole. Another tall steel door in the upper casing opened to a space where a hatch went down into the Turbine Room, a big heavy watertight door that dropped into place with a sound as of a not-too-distant gun. Near it were strung up the petrol cans, full of either petrol or salt sea. Those full of sea had a piece of rag tied on the handle as a marker, but this code was not to be relied on. On the starboard side of this compartment there was a Heath-Robinson or perhaps an early Emmet W.C. with a long waste pipe running down through a pipe which took a rout through one of the external main ballast tanks to the open sea. The 'throne' as it was called, was an exact steel plate cone with an exactly circular wooden seat. There was no flap valve as would be expected in a device open to the sea one end. It was as crude as a Durer woodcut of a wheelbarrow, and its action even cruder. On a day of flat-calm it was faultless, you removed your belt undid your four buttons etc., and perched on the throne. When finished a can on a piece of tarred rope was slung down the rounded side of the boat and poured carefully into the upturned cone. It did not do to wet the seat if another customer waited. But on a day of swell, it was different, you listened to the magnified gurglings in this long pipe with its megaphone-like end, you saw little splashes appear. You chanced it standing up on the little platform if you heard a larger gurgle than usual. If you were lucky you got away with it by means of quick jumps to your feet. Occasionally you got caught, and as constipation was an occupational disease in submarines, your time on the throne, always called correctly "your reign" was too long for the waiting heir presumptive. The sea is often cold, but the compressed air w.c.s inboard were for use only at sea.

In the same compartment you bathed, taking in a bucket of "hotters", a flannel and soap and towel and hanging your clothes on a piece of spun yarn. A draughty bathroom, but like the steam room of a Turkish bath a place of stimulating conversation sometimes between two bathers one prospective bather and a man presiding on the throne. After dark, the wide ocean was our urinal, but in daylight we crept in and used the inverted cone and on rough days stood carefully where our shoes would not get flooded. The decoration of this compartment too was red-lead. The floor to this magnificent free flood compartment was the pressure-hull rounded and thick. This w. c. was never known to clog, be the toilet paper ever so thick. Occasionally, economy was urged in the use of 'paper sanitary' as toilet paper was designated and it became scarce. It was a mistaken economy for sailors then adapted signal pads of nice printed paper to the toilet to use at about eight times the cost to the taxpayer. A

better-quality paper, but certainly more expensive. Of course, the Times of Malta, old newspaper sent out from England etc. helped out, and on a very calm day, it was a good place to read your letter from home during working hours. A pity when they broke the boat up at Sliema they didn't think it worth shipping the throne back to England for exhibition in the Tower Museum alongside the rack and thumb screws.

In the smooth very end of the free flood the overtaking light at which any C.O. on a following L boat must have gazed with mixed feelings as he smelled our smoke and watched our wake in its glow. Ahead of the conning tower, the third gun, laid by the Senior Gun Layer. Identical with the two others fixed ammunition that is cartridge and shell joined together like a rifle cartridge. No electric firing circuits and, "What happens to the gun when you dive?" a question asked by a pretty girl visitor, and answered by "Honey" Standen, "Why it gets wet". The breech is opened the water runs through all the mechanism, which is well -greased and well cleaned later. The conning tower, which would have looked ideal much later in the new Coventry Cathedral. Tall, stately, of brass painted grey, with brass rimmed portholes round it in a single line two tiers with a helmsman in the lower tier with telegraphs, compass, etc., a wooden rim or fairing round the top edge looking as if all it needed was an Archbishop of the Anglican Church resting on arm on it and blessing the crew with the other. Before it a highly polished bell with H.M.S/M K.26 engraved or cast in it, seeming to wait for book and candle and Priest. Around the base of the brass conning- tower a piece of solid brass deck kept shiny by pints of bluebell, and a mysterious concoction of Petty Officer Sowden's\* (Second Cox'n) called 'Scourers'. (\*Petty Officer (SG) George Sowden O/N J20021 (Ch)) rumour having it that a basic ingredient was a rather plentiful sauce known as "Ally Sloper's." Stoker Faulks who was by way of analysing most things; being an amateur chemist, said the sediment was mostly bath brick and the fluid shale oil. This, the Second Cox'n denied, which was natural because all shale oil was the property of the fore end torpedo men under Petty Officer Joe Blake\*, and who would have propounded an awkward question (\*Petty Officer (TGM) Frederick James (Joe) Blake O/N J46983 (Po). Just for'd of the conning tower was a vertical post for mounting the torpedo derrick to take torpedoes inboard and lower them down the fore torpedo hatch. On normal days, a white drill cover fluttered like a Sultan's tent on a steel frame-over this the main hatch of entry, down which many a pretty pair of size threes have proceeded as Junior Officers showed their ladies round the boat. The quartermaster headed the procession through the boat discretely moving one compartment ahead of the visitors to see that no one was undressed or using language unsuited to Hansard or the Times. We knew the Captain's wife and the Engineers wife by sight, and they knew the names and duties of the people they saw busy about the 'Wardroom Mess. Mrs. Garnons-Williams was reputed to have said, "Nelson and Avery, what a splendid pair of names, just like Fortnum's and Mason, and practically in the same trade." Nelson was the A.B. Wardroom Cook and Avery was the Officer's Steward's Assistant, another A.B. from Nottingham, with such a husky voice he might have smoked half the cigarette output of that famous city. If you had asked the crew where Nelson came from you would undoubtedly be told he was a Turk", "A Turk?" "Yes, a Turk, from ruddy Gosport". It seems that in the early 19th Century a Turkish ship foundered and the bodies floated ashore at Gosport, where the kind population buried them. So well and expensively, that relations between the 'Sublime Porte' and England were rendered most cordial. So, it became Turk-Town, and, from that a man of Gosport is a Turk. Well, the Officer's Steward was not a Turk, he was an Irishman, Mike Regan. With a napkin on his arm and his doeskin suit he could look the part of a Hilton wine-waiter. Still going for'd again up in the fresh air just before the bell on its little gallows there were in the pressure hull four little pieces of round brass that were the actual tops of the main vents.

To dive, these and others like them, opened and the air rushed out to be replaced by salt sea water. Normally shut, by the way no vent in a submarine is allowed to be called closed, only open or shut, because of the confusion in long voice pipes of the similar sounds of "open" and "close". Well the vents for'd were almost the same thing as the quarterdeck of a battleship. Here the defaulters were seen, the liberty men inspected, the big noises piped aboard, the bumboat men shooed away from. Here Able Seaman Jeffreys explained how the lady he had stopped with misdirected him in the morning, when he was one hour and seven minutes absent over leave. Here the Church service, here the goodbyes when anyone left for home or hospital. Boats came alongside a ridiculous little ladder with no more than three rungs. All this was encompassed by the word "Vents". "Fall in on the Vents", "The mail is now being distributed on the Vents". "Liberty men fall in". "Where?" "On the Vents – new boy". Four brass discs, the holy of holies, and, steady now. On warm nights in Malta the Captain, oh great personage, would say to the Chief Q.M. "Didwell, have my bed made up on the Vents." A scurry round and at ten o'clock a camp bed made, covers turned back, meticulously placed fore and aft above the Vents. As Tims the funny Q.M. said one with his finger tip touching his lower lip, "God's in his heaven, all's well with the world." We were creeping out of a late Dghaisa and up the saddle tank inboard, and the Captain's snores told us Tims was right. The saddle tanks ring a bit being full of air so we tiptoed aft and down the Motor Room hatch where our mess mates were snoring in a different key. Hammocks on high, hammocks on lockers, and two bunks over the motors occupied, a hammock or two further aft secured on solid points on the solid centre line diesel that had

been dead, drowned, deep under the ocean but had been miraculously raised and ran noisily to prove it. I wonder if, in 1931, that engine was again rerieved.  
To Be Continued in Issue 58.

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### OBITUARY

#### Lieutenant Commander Tim Austin

From Claire Austin (Daughter)

I wonder if you would be able to include this short obituary on my father in the next issue of In Depth.

I am sorry to announce that Lt Cdr Tim Austin crossed the bar on Wednesday, March 22nd 2017. He had a long and distinguished career in the Royal Navy serving on HMS RESOLUTION, TRENCHANT, TRUMP, OPPORTUNE, TABARD and SCYTHIAN but his proudest achievement was Commanding HMS ARTEMIS in 1969 and 1970).

He also served as the Commanding Officer for the Submarine Refitting Group at HMS DOLPHIN and was on the staff of Comsubeastlant at Northwood. He retired in 1987 and, in his later years, he ran a florist shop in Virginia Beach, USA.

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### SUBMARINERS HOLD FUNDRAISER FOR DUNDEE MEMORIAL



The fundraisers at HM Naval Base Clyde during the cake sale.

Royal Navy personnel at HM Naval Base Clyde were joined by members of the West of Scotland Military Wives Choir on Wednesday, April 19, for a fundraising event within the site's Neptune Building Supermess.

Passing base staff were offered a delicious selection of baking goodies with the cash raised going towards a project to repair the Dundee grave markers of early submariners from the 7th Submarine Flotilla – Scotland's first submarine base.

"We have already had a generous donation of £1,000 from charity 'We Remember Submariners' and today's cake sale has raised £705," said Warrant Officer Andy Knox, Command Warrant Officer Submarines.

"The 7th Submarine Flotilla was Scotland's first submarine base, opening in Dundee in 1909. Six submariners are buried in the town's Eastern Cemetery but unfortunately, over the years, their grave markers have fallen into disrepair and are in need of attention."

The Royal Navy submariner community have got behind the fundraising efforts and were joined by members of the West of Scotland Military Wives Choir who provided some of the cakes, along with members of HMS Vengeance's ship's company. A donation of £100 was also made by Dundee sailor Leading Logistician Al Waterstone. Also assisting was Leading Medical Assistant Kate Edwards from HMS Neptune's Recovery Cell. Kate persuaded her mum, Maggie Paiton, to contribute her considerable baking skills. The only snag? Maggie lives in Newcastle, some 187-miles from the Clyde base!

"Mum baked a chocolate cake, a fruit cake with a submarine design and a lemon drizzle cake for the sale," said Kate. "She lives in Newcastle and so hopped in the car and drove to Faslane the night before to deliver the cakes. Her dedication was amazing and has gone a long way to helping to raise money for this great cause."

The 7th Submarine Flotilla was based in Dundee from 1909 to 1914, supported by depot ship HMS Vulcan and aircraft from Royal Naval Air Station (RNAS) Dundee. The submarine depot was responsible for the defence of coastal shipping and protecting the East Coast from invasion.

Six submariners from the Flotilla are buried at Dundee's Eastern Cemetery and are among the earliest submariner burials in the UK. Money raised will go towards employing a stonemason to renovate and restore the existing grave markers.

MEMBERS 'CROSSED THE BAR' 1<sup>st</sup> April 2017 to 30<sup>th</sup> June 2017 (\*\* WWII Service)

NAME	DATE/AGE	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
Timothy John Austin	April 2017 aged 79	Lieutenant Commander	Submarine Officers Association	Jan 1959 to May 1987	SCYTHIAN (1959), TABARD (1959 to 60), TRENCHANT (1961), ARTEMIS (IL 1962 to 1964), TRUMP (1964 to 1967), OPPORTUNE (IL 1967), ARTEMIS (CO 1969 to 1970) & RESOLUTION (CO 1973 to 1975)
William Bannerman	30th May 2017 aged 92	Not Given	Glasgow RNA	Not Given	Submarine Service in WWII
Peter Cobb OBE	24th June 2017 aged 87	Captain	Submarine Officers Association	1959 to 1986	AFFRAY, TUDOR, ARTFUL, TACTICIAN (IL), TELEMACHUS (IL), SENESCHAL (CO), NARWHAL (CO), COCOQC, DREADNOUGHT (CO) & Captain SM2
Percie R Cooke	2nd June 2017 aged 101	Stoker Petty Office	DOLPHIN	Apr 1939 to Feb 1945 **	NARWHAL, TEMPEST, L28, H49, CACHALOT, THUNDERBOLT, TURBULENT, CLYDE, STURDY & SURF
Michael Lindsay Coulton Crawford, DSC*, MiD	28th June 2017 aged 100	Captain	Submarine Officers Association	Apr 1938 to Nov 1964 **	DOLPHIN, MAIDSTONE, SEALION (NO), L23 (IL), UPHOLDER (IL), COQC (January 1942), H50 (CO), UNSEEN (CO), OBERON (CO), TIRELESS (CO), ARTEMIS (CO), FORTH (CO & Captain SM2) & HMS DOLPHIN (CSO to FOSM)
John Crossman	25th May 2017 aged 89	Leading Seaman	GOSPORT	1947 to 1953	ASTUTE, AUROCHS, TABARD & SANGUINE
David Cullum	24 <sup>th</sup> April 2017 aged 69	Chief Petty Officer MEA (ML)	MEDWAY TOWNS	1976 to 1993	FINWHALE (1976-1977), PORPOISE (1977-1979 & 1980-81), TRAFALGAR (85-88) & ONSLAUGHT (89-90) Died
Norman D Dodd	13th May 2017	Leading Seaman (UC*)	MERSYSIDE	Jun 1962 to Sep 1969	NARWHAL, WARSPITE & ALLIANCE
Trevor W Dodwell	16th June 2017 aged 72	Chief Radio Supervisor	LINCOLN	1963 to 1982	TALENT (1964-1966), ANDREW (1966-1968), CACHALOT (1968-1970), ALLIANCE (1970-1971), REVENGE (1972-1976) & RESOLUTION (1979-1982)
David D Hall	25th March 2017	Leading Cook	GOSPORT	1970 to 1990	CHURCHILL, SWIFTSURE, OCELOT, SEALION, OTTER, OPOSSUM, SWIFTSURE & ODIN
William H Henderson	7th May 2017	Charge Chief MEA (P)	NOTTINGHAM	1962 to 1986	OBERON, ANDREW & ONSLAUGHT
Derick J Hurndall	21st April 2017 aged 80	TO2	MANCHESTER	Nov 1957 to Jun 1961	TACITURN (1957) & AMBUSH (1958-1960)
Peter G Moon	June 2017 aged 74	LME	INDALO SPAIN	1964 to 1970	TOKEN, AURIGA, RORQUAL & ONSLAUGHT
J N (John) Parsons	1st August 2016	Lieutenant RNVR	GATWICK	1942 to 1946 **	H44 (1943) & VIKING (1943-1946)
J (Jim) Rae	5 <sup>th</sup> May 2017	Leading Telegraphist	SCOTTISH	Not Given	TALLY HO, TRUMP, STURDY, TRENCHANT & TUDOR
P (Pete) Ray	3 <sup>rd</sup> April 2017	SAP (RAN)	AUSTRALIA	1969	OCELOT
Don Redhead	May 2017	Not Given	Ex SUNDERLAND	Not Given	Not Given
Stanley K Simpson	6th April 2017 aged	Chief Petty	PETERBOROUGH	1947 to 1958	TURPIN, SELENE, STURDY, TALENT, AMBUSH, SERAPH,

	87	Officer Coxswain			TALENT & THERMOPYLAE
Donald Wade	29th April 2017 aged 82	LME	BARROW IN FURNESS	1955 to 1958	ARTEMIS (Jun 55-Jul 55), SEASCOOT (Aug 55-Apr 56), AURIGA (May 56-Oct 56) & SOLENT (Oct 56-Nov 57)
Richard Watters	26th December 2016 aged 92	Leading Telegraphist	AUSTRALIA	Aug 1943 to Jul 1954 **	P555, STURDY, AURIGA, AFFRAY, THOROUGH, TELEMACHUS & TACTICIAN
N.B. (Brigham) Young	30th May 2017 aged 88	Chief Petty Officer Coxswain	GOSPORT	1947-1968	TELEMACHUS, SELENE, SEADEVIL, GRAMPUS, THERMOPYLAE, ACHERON, WALRUS, SENESCHAL & SCORCHER

## OBITUARIES – OTHER SUBMARINERS ‘CROSSED THE BAR’

1<sup>st</sup> April 2017 to 30<sup>th</sup> June 2017 (\*\* WWII Service)

NAME	DATE/AGE	RANK/RATE	SM SERVICE	SUBMARINES
John Josiah Nicholson	2nd April 2017 aged 26	Not given	Not Given	Serving Submariner
Ray Mulliner	4th April 2017	Not given	Not Given	SEALION, ONSLAUGHT & OTUS
Robin Hoskins	11th April 2017 aged 74	Able Seaman	Not Given	ONYX
Michael Samwell	23rd April 2017 aged 35	Lieutenant	Not Given	VIGILANT, VENGEANCE, TIRELESS & TRIUMPH
Leslie Charlton	April 2017 aged 47	Warrant Officer	1975 to 23rd April 2002	OPPORTUNE (May 75 to Jul 78 & Oct 78 to May 79), OPOSSUM (Aug 83 to Mar 84) & OTTER (Aug 85 to Jul 86)
Paul Thomas Keefe	2nd May 2017	MEM (EL)	Not Given	CHURCHILL (1983)
Terry Mortlock	7th May 2017	Chief Electrician	Not Given	ANDREW
Christopher Anton Shand Hemmings	12th May 2017	Lieutenant	Not Given	TRIUMPH
Jonathan Peter Fox	19th May 2017 aged 47	Not Given	Not Given	SOVEREIGN & UPHOLDER
Charles Frederick Rear	May 2017 aged 86	Stoker Mechanic	Oct 1949 to Sep 1956	TIRELESS (1953)
Timothy Morgan	May 2017 aged 56	Not given	Not Given	SEALION
John Brocking	May 2017	Not given	Not Given	ALLIANCE, OBERON & ORACLE
James Edward Davies	May 2017	Not given	Not Given	Submarine Service in WWII
Denis Wood	May 2017 aged 81	Petty Officer	1951 to 1962	TIPTOE
Nigel Annable	May 2017	LSA	1970's & 1980's	COURAGEOUS & VALIANT
Christopher Tighe	2nd June 2017	MEM	Not given	Not Given
David Geeson	5th June 2017	OEA	Not Given	DREADNOUGHT, REVENGE (S) & Dounreay
Stanley Crosby	10th June 2017	POMEM	Not Given	WARSPITE (1967)
Mark Shores	June 2017	ME (SM	Not Given	TALENT & SM2