



IN DEPTH

Official Newsletter of the Submariners Association

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



Issue No: 58

www.submarinersassociation.co.uk

October 2017

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The Submariner

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

Sir Winston Churchill 1943

EDITORIAL

Hello Everyone. Welcome to 'In Depth' No. 58. Thank you to all who have contributed to this Issue. I have included the First Sea Lord's 'Open Letter' to the Daily Telegraph upholding the good work done by the Royal Navy in general and the Navy's recent and on-going support to the Caribbean Islands and Territories in particular. You will find reports on the recent Dundee Submarine Memorial Parade, the unveiling of a new Memorial to the WWII HMS OLYMPUS and her crew in Malta, HMS ASTUTE's recent return to Operations, the 'Paying Off' of HMS TORBAY, a report on the recent NATO Submarine Rescue Exercise and an item about the new Managing Director at the BAE Shipyard. John Clayden has provided a brief on the new Submarine Advisory Group to the National Museum of the Royal Navy - on which Group Ted Hogben is the SA Representative.

There is an article on the Centenary of the tragic loss of the Battle Ship HMS VANGUARD during WWI. There are two items from Australia about crew members of HMA Submarine AE2 in the Gallipoli Campaign and two items from Branches - Cyril Raines reports on the Kingston Upon Hull Veterans Weekend and the Barrow Branch reports on a joint charitable donation with HMS AUDACIOUS to a Barrow Primary School. You will find all the regular items - New Joiners, Members 'Crossed the Bar', Submarine Losses of WWI and the next Chapter of 'K26 - The Steam Submarine'.

Amongst other items I have included two Obituaries of well know Submariner Officers - WWI Submarine CO Commander 'Tubby' Crawford - who died at the age of 100 and Commodore Lawrence (Laurie) Brokenshire.

Hopefully you will find something in this News Letter of interest. As ever please read and enjoy. Comments and suggestions are always acceptable - but polite comments only please!

Barrie Downer

IN DEPTH No. 59

Issue No. 59 of IN DEPTH is due for publication on 1st January 2018.

Contributions for the next Issue should be with the Editor by 15th December 2017 to ensure your story/article is considered. Please note my new E Mail address which is frozenorth55@gmail.com

Cover Photo: Wreaths laid at the Dundee Memorial on Saturday 9th September

CHAIRMAN'S REPORT

Friends and Fellow Submariners,

The summer months are now behind us and on reflection it wasn't too bad a summer here in good old UK, especially when you compare our weather with that of the so called 'tropical paradise' areas of the world. We are very fortunate that we don't really have any extremes in weather on a regular or annual basis. So, when you are sitting with your oppos enjoying a pint, spinning dits and moaning about the British weather, spare a thought for those who have lost everything in their tropical paradise.

Keith Bishop: It would be wrong not to mention the recent passing of our Membership Secretary, Keith Bishop. Keith 'Crossed the Bar' in the early hours of 1st August whilst staying the night with his friend Ian Atkinson to break his journey home from an NMC meeting.

Keith's passing meant that there had to be a re-assignment of roles within the NMC to ensure we functioned in a proper and sustainable manner.

So, the following changes will take place with immediate effect and continue through to the NCC in March.

Jim McMaster will take on the role of Chairman/Secretary

Nigel Mellor will take on the role of Treasurer by 'double-banking' Ian Atkinson

David Woolterton is co-opted on to the NMC in the role of Membership Secretary. [This is in accordance with R & C, NMC Standing Orders paragraph 2 (f)]

Ian Atkinson will take on the role of Dolphin Branch Secretary.

In the intervening time, we now seek volunteers to take on the following roles on a permanent basis, taking effect from the date of the NCC in March 2018

National Secretary - Terms of Reference available on request

National Treasurer - Terms of Reference available on request

National Membership Secretary

Anyone interested in any of these roles and wishes to volunteer should send their names to Chairman/Secretary. A panel of NMC members will assess the suitability of all volunteers.

Embankment Parade Sunday 5th November 2017.

Once again, the event this year will take place in the gardens of Middle Temple. Several members have asked why we no longer hold this very important annual event at the location of the National Submarine Memorial on Victoria Embankment. There is no one single reason for this but in fact a combination of circumstances. We discussed the matter in detail with the relevant authorities in London, the Police, TfL and London Events Manager and the outcome is that it is just not feasible to have the Service as we used to do. The installation of the Cycle Super Highway immediately in front of our Memorial and all along the Victoria Embankment has reduced the width of the dual carriageway to such an extent that shutting of one side is no longer sufficient to allow traffic to flow freely. To allow us sufficient space would require the shutting down of at least 10 streets! This would need a lot more police to manage this situation and the cost would be £5,000 - £10 000 which we would have to pay. Totally prohibitive at the upper estimate. Another consideration is the number of people who now attend this prestigious event. Because of the new road conditions those attending would be stretched right along the Embankment to such an extent that it would be meaningless for those at the extremities. A minor point is that they have now installed an ornamental lamp post immediately in front of the monument which would make it difficult to form up and hold the service. If these were not enough to hinder us the police reminded us that security would be incredibly difficult with the now favoured tactic of terrorists to drive a vehicle directly into crowds. Imagine if you can the chaos that would cause with the VVIPs who attend our Service.

So, I'm afraid the Service of Remembrance is not going to take place at our Memorial. The Middle Temple gardens are situated immediately across the road from the Memorial so we can lay our wreaths there with some dignity on completion of the formal service.



This is not the best place for us to have a lamp post!

Those who have attended the event in these gardens will know that although there is more than ample space for the parade to muster there is a limited space for seating. For that reason, the seating we do have is reserved for those who really do require one, i.e. due to infirmity, disability or age. Could I please ask that you ask all of your members attending if they are in need of a seat, we have set aside a disabled seating area but are limited by numbers. If you know if anyone that fits this need please let Nigel Mellor know before the event. Contact Nigel on nigeljohnmellor@virginmedia.com.

Submarine Oscars Evening:

Have you purchased your ticket yet for this event? The date is Thursday 5th October 2017 and the venue is the WO & SR Mess HMS NEPTUNE. Tickets cost £15 per person and this will get you a 'welcome' drink on arrival, three course meal, table wine and coffee, live entertainment - comedian and live music, and of course the presentation of well-earned awards. This event has been very well publicized so I don't need to go into any more detail. However, if you do require more information or wish to book your ticket please contact CWO Andy Knox on Base extension 6276 or NAVYNPS-EXECCWOSM@mod.uk Dress Code for the evening is 'Black Tie!' Don't leave it too late or you will miss your chance to take part in a special night.

Annual Reunion 2018:

By now you should have received the relevant paperwork for this very popular annual event. Please get your Reunion accommodation and menu requirements in to Iain Mackenzie as soon as possible. If you have not received the information then contact your Branch Secretary now and ask him why he has not sent it to you. The venue this year is the Yew Lodge Hotel, Packington Hill, Kegworth, Derby, DE24 2DF and will be held over the weekend of Friday 23 March to Sunday 25 March.

I look forward to meeting up with you all. Remember, this is an opportunity to meet up with old oppos some of whom you may not have seen since Nelson was a boy, a chance to share a pint or three and spin those dits! Book now - you won't regret it.

National Council Conference (NCC) 2018:

It's that time of year again when I remind you that the NCC will be held on the Saturday of the Reunion weekend. I would encourage every branch to send a Delegate to this important gathering and ensure that you have your voice heard on matters affecting the running of YOUR association.

Each year there are two places available on the NMC and this year is no different. These places are open to all Full Members of the Association so if you think that you can make a difference and would like to take an active role in running the Association get your name and short CV to me by the closing date of 31st December 2017. I can be contacted on jim.mcmaster2@ntlworld.com. This is your chance to contribute.

The post of National Chairman is also available this year but this position is limited to those who are presently or have in the past served on the NMC. I know that there has been a lot of discussion regarding finding me a role when I step down after two stints of being the Chairman but I can now inform you that I am not obliged to step down as previously thought - there has been a very embarrassing misunderstanding of the Rules & Constitution. I am eligible and I will be putting my name forward for re-election to the post of National Chairman in 2018. I won't bore you here with all the details of the R & C misunderstanding but I would be very willing to discuss with you if you wish. However, I would suggest that prior to this you check the Minutes of the NCC meeting held in 2011!!

The date of 31st December is also the cut-off date for any Proposals for any amendments, changes, alterations, additions to our Rules & Constitution. These proposals must be with the National Secretary in writing by that date. Each Proposal requires a Seconder. If you require any further information or advice on this matter please contact me and I will help where I can.

The cold wet months of winter are now upon us so once again I would ask that you all wrap up well, keep warm and dry and look after yourselves and don't forget to check up on the welfare of our older members or the neighbours who live close-by. It will only take you a minute or two but will make a big, big difference to them.

In the meantime

Keep on Keeping on.

JMcM

NEW & RE-JOINING MEMBERS – 1st July 2017 to 20th September 2017

(20** Serving Member) (** WWII Service)

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
J S (Jim) Craig	Lieutenant	DOLPHIN	1977-1982	WALRUS (77 to 79), PORPOISE (80)
S A M (Joshua) Millward	ET ME (SM)	BARROW IN FURNESS	2013 to 20**	ASTUTE (3/14 to 4/16), AUDACIOUS (4/16 to 20**)
R (Richard) O'Callaghan	Chief Petty Officer	BARROW IN FURNESS	1995 to 20**	VIGILANT (96 to 03), VANGUARD (04 to 09), VICTORIOUS (10 to 15), AUDACIOUS (16 to **)
D C (David) Ramsey	Chief Petty Officer WTR (SM)	WEST OF SCOTLAND	1997 to 20**	SPARTAN (Pt 3), SPLENDID, SCEPTRE, VICTORIOUS (S), VIGILANT (S), SCEPTRE, TRENCHANT, ARTFUL (Joining ANSON Jan 18)
B (Matthew) Roseveare	Chief Petty Officer	BARROW IN FURNESS	1998 to 20**	TIRELESS, TALENT, AUDACIOUS
J W (John) Wilkinson	Lt Commander WESM	BARROW IN FURNESS	2007 to 2017	VANGUARD (10 to 12)
A (Anthony) Heys	Petty Officer SC (SM)	WEST OF SCOTLAND	2005 to 20**	VENGEANCE (05 to 09), ASTUTE (10 to 12), VANGUARD (12 to 16), AMBUSH (17 to 20**)
A (Alexander) Jamieson	Chief Petty Officer MEA(EL)	DOLPHIN	1984 to 1992	CONQUEROR (84 to 86), COURAGEOUS (87 to 91)
E (Edward) Buist	Warrant Officer 2	WEST OF SCOTLAND	1986 to 2008	RESOLUTION (91 to 95), SPLENDID (97 to 99), VIGILANT (00-02), VICTORIOUS (02-04), VIGILANT (06-08)
Christopher J Beman	CPOMEA	WEST OF SCOTLAND	June 1981 to April 1998	VALIANT (84 to 86), WARSPITE (86 to 88), VICTORIOUS (92 to 98)
James A Brady	LCH	SHEFFIELD	2010	ASTUTE, AMBUSH
Chrystophe D. F Burton	Chief Petty Officer	NORTH STAFFS	1979 to 1985	CHURCHILL (80 to 82), CONQUEROR (82 to 85)
Neil Castledine	WO(Coxn)SM	LEICESTERSHIRE & RUTLAND	1978 to 2000	REVENGE (P) (78 to 87), VALIANT (97 to 91), OPPORTUNE (91), RESOLUTION (P) (91 to 94), VICTORIOUS (S) (96-97), VIGILANT (P) (99 to 00)
Brian Cropper	CRS(SM)	PORTSMOUTH	1969 to 1988	WARSPITE (69-70), DREADNOUGHT (70 to 770), OLYMPUS (74), OSIRIS (79 to 83)
Andy Dinsdale	Lt Commander	GOSPORT	1991 to 2003	TRIUMPH (93), TORBAY (95 to 97)
Tony Dolton	Commander	PLYMOUTH	1982 to 2001	OLYMPUS, ODIN, VICTORIOUS
James Dunne	Lieutenant	DOLPHIN	Sep 2002 to May 2008	VIGILANT
Matt Farr, MBE	WO1(Coxn) (SM)	PLYMOUTH	1986 to ****	WARSPITE (86 to 87), ONYX (87 to 89), UNICORN (92 to 94), TRAFALGAR (95 to 98), TALENT (98 to 99), VIGILANT (01 to 02), VICTORIOUS (02 to 03), TRENCHANT (05 to 06), TIRELESS (07 to 11), TORBAY (13 to 14), VENGEANCE (14 to 16), VANGUARD (17 to **)
Jonathan T Holloway	Captain	CHELTENHAM & W. MIDS	1985 to 2015	SPARTAN, TRENCHANT
Pat A James	LMA	BURTON ON TRENT	1972 to 1978	CONQUEROR, DEFIANCE
David Jarvie	POMEM(L)	SCOTTISH	1983 to 2005	RENOWN, VANGUARD, VENGEANCE, VIGILANT
James Johnston	LRO	PORTSMOUTH	Sep 1970 to May 1978	DREADNOUGHT (71 to 74) & (75 to 78)
Paul A Joyce	Commander	DOLPHIN	1976 to 1982	VALIANT (76), WARSPITE (76 to 79), REVENGE (81 to 82)
George Mason	LET	PLYMOUTH	Nov 2011	TURBULENT, TORBAY
Scott Matthews	POMEA (LSM)	EXETER	2003 to 2005	SOVEREIGN
Craig J Moseley	Petty Officer	BIRMINGHAM	2004 to ****	TRAFALGAR (05 to 10), TORBAY (12 to 13), TALENT (13 to 14), TRENCHANT (16 to **)
Garret Murphy	A/LSA	NORTH EAST	1979 to 1985	WARSPITE, COURAGEOUS, CONQUEROR, CHURCHILL
Colin B Rousell	ALMEM(M)	BIRMINGHAM	1981 to 1990	SPARTAN, SUPERB
John A Sheffield	Able Seaman	DOLPHIN	June 1965 April 1967	CACHALOT, THERMOPYLAE
Nicholas S Stone	Commander	EXETER	Jan 2009 to ****	TRAFALGAR (TO Apr 09 to Dec 09), TRIUMPH (CASO Dec 09 to Dec 10), TIRELESS (NO Apr 13 to Jun 14), TALENT (ISO Jan 15 to Apr 15), TRIUMPH (OPSO (Apr 15 to Dec 16), ARTFUL (IL Aug 17 to **)
Anthony Twentyman	LMA(SM)	DOLPHIN	1993 to 2001	REPULSE, VANGUARD, VIGILANT, TURBULENT

Thomas Wood	Lieutenant	WEST OF SCOTLAND	Sep 2013 to ****	ASTUTE (Sep 13 to Oct 15), ARTFUL (Apr 16 to ****)
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A Letter from the First Sea Lord to the Daily Telegraph

22/09/2017

Open letter from Admiral Sir Philip Jones, KCB, ADC, First Sea Lord and Chief of Naval Staff, to the Daily Telegraph regarding their recent article entitled 'Weakened Navy' (15th September 2017).

As Head of the Naval Service I owe it to my people and your readers to set the record straight ('Weakened Navy 'can barely protect UK'', September 15).

It is simply plain wrong to say that HMS OCEAN has been delayed by engine problems. She sailed from Gibraltar on time and to plan and was laden with nine helicopters, hundreds of pallets of emergency aid, water, trucks and almost 700 personnel from all three services.

I would also highlight the role of the Royal Fleet Auxiliary Ship MOUNTS BAY which has been instrumental to the UK's immediate military response and deserves to be recognised.

As for the wider Fleet, this week there have been over 30 Ships and Submarines deployed on Operations, preparing for Operations or in Training. This includes frigates and destroyers that are patrolling our home waters, protecting maritime trade in the Middle East and leading a NATO task group in the Mediterranean.

The Royal Navy does have manpower challenges and we have not tried to hide this fact.

We are making good progress to put them right and earlier this week I was able to announce Royal Navy affiliations with a further four University Technical Colleges which are helping to train the Engineers and Scientists that the Navy and the Nation will depend on for our future security and prosperity.

It is reassuring that the Daily Telegraph recognises the pivotal importance of a strong Royal Navy but it is disappointing that such a story, with key errors, was printed with such prominence.

We must never lose sight of how hard our sailors and marines are working today, or how relevant their contribution will become as the United Kingdom forges a new, confident and ambitious role in the world.

Admiral Sir Philip Jones KCB ADC,
First Sea Lord and Chief of Naval Staff

SUBMARINE MUSEUM NEWS

Submarine Advisory Group - A Perspective

By John Clayden - October 2017

The Submarine Advisory Group (SAG) was formed in March 2017 and tasked to ensure that the history and ethos of the Submarine Service is properly understood and reflected by the National Museum of the Royal Navy (NMRN); primarily focussing on the Submarine Museum's content and development.

This brief note is to inform all members of the Submarine Community about the areas of interest

currently under discussion within the SAG for circulation to the Submarine Command, Submariners Association, Friends of the Submarine Museum, and NMRN.

In Gosport HMS ALLIANCE continues to be an extremely popular venue, attracting excellent reviews from the majority of visitors arriving by waterbus on the NMRN's 'All Attractions Ticket'. Though down from the immediate post-refit bulge, visitor numbers remain healthy matching national trends. The challenge is now to preserve and maintain ALLIANCE's exterior and interior to the standard achieved at refit.

There are encouraging initiatives to improve the content of the John Fieldhouse Building (JFB) with new exhibits to mark and celebrate the achievement of 50 years of unbroken deterrence at sea and to recognise and display the submarine service's significant involvement in the Cold War and post-Cold War years. Recent visitors will notice a fine audio-visual display on X-24 and it is hoped that a Polaris and Tomahawk missile will soon appear in the foyer. The SAG is keen for an uplift in the presentation of all the artefacts within the JFB to make best use of the available space and despite significant cash restraints will push the NMRN hard for our fair share.

In addition, the 'Friends', the Submariners Association, and generous donors have made important contributions towards a number of recent enhancements to both the JFB content and the Memorial Garden area.

The 'SeaMore Project' is part of an £18M project to move the Royal Marines Museum into Portsmouth Dockyard and to gather a number of naval museums' collections (including the Submarine Museum) into a single building. 'SeaMore' is not intended to be a parallel museum, more an easily accessible (physically and virtually) collection of RN history with some "front of house" best stories. Over the next two to three years the Submarine collection in store in Gosport, and possibly elsewhere, will be collated, rationalised and moved into the new 'SeaMore' building. The SAG amongst others will be involved in setting the principles and scope of the virtual access, and in the rationalisation of the SM collection considering condition, duplication, disposal etc.

The SAG has also been involved and aware of initiatives to preserve for future display artefacts and equipment from decommissioned T-Class submarines; HMS COURAGEOUS and the Devonport Heritage Centre; and the X-51 project in the Scottish Submarine Centre in Helensburgh.

Whilst the day to day operations of the NMRN are peripheral to the business of the SAG, we are keen to be given visibility of the NMRN's plans and budgets as they effect the preservation of the submarine heritage. This will allow the SAG to provide informed and well

considered advice with an understanding of the financial constraints of the whole operation.

The members of the SAG - who serve for three years are: John Clayden (Friends Rep) (Chair), Rob Stevens, Jon Weale (as RASM), David Pollock (as DACOS representing the Serving SM Community), Justin Hughes (Friends Rep), Ted Hogben (SA Rep), Dan Conley (NMRN Trustee, ex-officio) & Matthew Sheldon (Executive Director of Heritage).

Next meeting of the RNSSAG will be on 7th November at 1000 in the Royal Navy Submarine Museum (RNSM) Useful Contacts if you have anything to add to Museum Collections or Personal Memories which would help to round out the Submarine story are:

Matthew Sheldon, Executive Director of Heritage:
02392 882418 & 07804424085

Nick Hewitt, Head of Heritage Development
02392 891370 ext. 2043 & 07812067350

Dundee International Submarine Memorial Saturday 9th September 2017



The Standard Bearers

“HMS THAMES, Barford, Dennison, Dyer, Harris, Howard...Hr.Ms. O-13: van Elswick, van Gendt, Havenaar, Heikam. HNoMS UREDD: Dahlberg, Eriksen, Haatvedt, Holm B-1: Danilov, Egunov, Zadorin, Kabanov...”

The 296 names rang out clear across the former Submarine Base as serving submariners, veterans, Sea Cadets, politicians, diplomats, relatives and locals gathered at Dundee International Submarine Memorial on Saturday, 9th September, to honour the submariners from six nations who sailed from the Tay during the Second World War and commemorate those who are ‘Still on Patrol’.

Submarines of the Royal Navy’s 2nd Flotilla based at Dundee were patrolling the North Sea before the outbreak of war in 1939. A new shore base, HMS AMBROSE, commissioned for the 9th Submarine Flotilla in April 1940 and rapidly expanded to house an international force of British, Free French, Dutch, Norwegian and Polish crews as these nations fell under the Nazi heel. Russian submarines were also based at AMBROSE in the summer of 1944

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The Veteran Submariners

Dundee’s multi-national flotilla was involved in some of the most daring patrols of the sea war. Enemy warships were torpedoed, convoys were attacked and minefields were laid off occupied Norway and in the Bay of Biscay. Commandos, SOE agents, weapons and supplies were landed deep inside enemy-held Norwegian fjords and U-boats bound for Allied Atlantic and Arctic convoys were intercepted and sunk.



The Serving Submariners

There were numerous successes, not least the sinking by HMS VENTURER of a U-boat while both boats were submerged, the only time this has ever happened. But these came at a cost and six Dundee submarines were lost along with 296 British, Dutch, Free French, Norwegian, Russian and Ukrainian sailors and commandos.

Dundee International Submarine Memorial, unveiled in 2009, sits at the heart of the dock complex used by the wartime submariners, an area soon to be transformed into a large marina. It hosts three remembrance events every year including a Russian and Ukrainian commemoration held on 9th May to mark the anniversary of Victory Day in the Great Patriotic War and to honour the Soviet and British crew of B-1 (ex-HMS SUNFISH) lost in 1944. Wreaths are also laid on Remembrance Sunday ahead of the Naval Remembrance Service aboard HMS UNICORN.

The main annual event is, however, the International Remembrance Service held early in September and this

year's well-attended service was conducted by Honorary Chaplain to the Submariners Association Rev. Paul Jupp. The Deputy Lord Lieutenant of Dundee - Charles Webster movingly read the roll of the 296 sailors and commandos 'Still on Patrol' and the Scottish Branch Chairman Dennis Rawle gave Laurence Binyon's 'Ode to the Fallen'. Once again, we owe an enormous debt to Lord Provost of Dundee Ian Borthwick and his officials for organising the service and for their generous hospitality afterwards in the City Chambers. Sadly, however, our old friend Bill Anderton, who sailed on war patrol from Dundee in HMS SATYR and who has attended every September service at the memorial since 2009, was not well enough to be with us this year. We wish him well for a speedy recovery and hope to see him back in Dundee in 2018.

For more on the Dundee flotillas, go to the Dundee International Submarine Memorial Facebook page – and it is an open page, so you don't have the join Facebook to see the content.

HMS OLYMPUS MEMORIAL

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

Submariners from HM Naval Base Clyde recently travelled to Malta to commemorate HMS OLYMPUS which was sunk during World War Two.

The submariners from HMS VENGEANCE and HMS ARTFUL visited Ta' Xbiex in May to remember the 'Odin' Class submarine and the 89 men who perished when she was struck by a mine soon after leaving Valletta Grand Harbour on May 8, 1942.

Marine archaeologist Dr Tim Gambin and his team discovered the vessel in 2011 and as they were confirming the exact submarine they had found, they learned the unfortunate story behind the events which led to the sinking of HMS OLYMPUS.

HMS OLYMPUS was an 'Odin' class submarine and had been protecting shipping convoys through the Mediterranean Sea during WW2. On this occasion, she was transporting surviving crew members of stricken submarines back to the UK, in order for them to crew the replacement submarines being built back in the UK. HMS OLYMPUS had a crew of 55 men plus an additional 43 submariners being returned to the UK.

The evening before she set sail there was a suspicion of some German activity outside of Valletta Grand Harbour but no threatening issues were reported to the submarine's commanding officer Lt Cdr Herbert G. Dymott.

As she set sail on the morning of the 8th May 1942, shortly after leaving the harbour she struck a mine and began to sink, the men who managed to escape the submarine still had a seven-mile swim to shore ahead of them. The blazing fires of the German bombings on the main land provided a light to guide them. Unfortunately, only nine men made it back to land, the remaining 89

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men perished at sea in what turned out to be the single biggest submarine tragedy of WW2.

Dr Tim Gambin, who led the team who discovered the HMS OLYMPUS said: "After learning of the tragedy I felt it only right that a memorial be erected in memory of the ultimate sacrifice these men made in serving the people of Great Britain and Malta.

Crew members of HMS VENGEANCE and HMS ARTFUL as well as members of Armed Forces Malta (AFM) took part in an at sea remembrance service. This included a wreath laying over the wreck site by the British High Commissioner, Commander S Johnson (SubFlot), HMS VENGEANCE, HMS ARTFUL, AFM, and We Remember Submariners.

This was followed by a ceremonial volley of cannon fire from the wall of Valetta's Grand Harbour, much to the delight of the many visitors in the area.

The ceremonial unveiling of the monument capped a memorable week for the submariners. The AFM band and guard were impeccable and the evening service provided a poignant memory of those lost in the HMS OLYMPUS tragedy.



The ceremonial unveiling of the monument in Valletta Grand Harbour in Ta' Xbiex, Malta



Royal Navy Submariners pay their respects to HMS OLYMPUS and her crew

"From the discovery of HMS OLYMPUS right up to the ceremonial unveiling of the monument the passion, pride and enthusiasm of Dr Gambin and his team and the AFM has been humbling, admirable and infectious," said Lt Waddington, a crew member of HMS VENGEANCE who attended the memorial.

"In order that the memorial could be designed, constructed and erected without undue delay Dr Timmy

Gambin has financed this project. We would like to thank him for the work he has done and continues to undertake.”

HMS ASTUTE Ready for Operations

27th July 2017

HMS ASTUTE has returned to the Fleet after completing a major capability upgrade and sea training period.

HMS ASTUTE's sea training process tested all aspects of the equipment and crew, ensuring that she is ready to respond to emergency situations while continuing with high intensity operations.

“It has been a remarkable achievement getting ASTUTE back to sea after a significant period alongside,” said the Commanding Officer of HMS ASTUTE.

“The ship's company all performed incredibly over the past two years and we are now looking forward to operational tasking at sea.”

The rigorous training package contained a number of phases with the team put through their paces during fire-fighting and damage control exercises as well as completing weapon certification of the ASTUTE's anti-surface and anti-submarine weapon system.

The training culminated in a simulated war environment dealing with airborne, surface and subsurface threats simultaneously.



As well as working with UK assets HMS ASTUTE also trained alongside Canadian Maritime Patrol Aircraft and conducted a training exercise with another NATO submarine.

These opportunities to work with NATO partners allowed the crew to practice key elements of joint operations and test the equipment upgrades against other navies' anti-submarine capabilities.

The first of her class, HMS ASTUTE completed her first operational deployment in 2014. Since returning home to HM Naval Base, Clyde in June 2015 the submarine has been undergoing a period of planned maintenance to ensure she is in top condition and ready for future operations around the globe.

Commissioned in 2010, HMS ASTUTE is the first of seven new 'Astute' Class Hunter-Killer submarines being constructed for the Royal Navy.

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SUBMARINE LOSSES OF WWI

This is the twelfth article in a series listing Submarine losses during WWI and covers Submarines and Submariners lost in the 3rd Quarter of 1917.

JULY 1917

One Submarine was lost in July 1917 and this was Submarine C34 (Lieutenant Ingleby Stuart Jefferson, RN)

On 17th July 1917 Submarine C34 was on the surface to the east of Fair Isle, in position 59 deg 30 mins N 00 deg 05 min W, when she was torpedoed by the German Submarine U-52 (Leutnant Walther Hans). There was only one survivor, Stoker Frank Scoble, who was picked up by U-52. Those lost were:

Officers:

Lieutenant Ingleby Stuart Jefferson
Sub Lieutenant Thomas Stone Moore
Mr. George Edwin Tiller, Mate, Royal Navy

Ratings:

PO Frank Joseph Head O/N 214768
L/Sea George William Stringer, MiD O/N J7837
L/Sea Henry Walter Mansfield O/N 239091
AB Arthur Edwards O/N 238353
AB John Tagg O/N J12877
AB William Edwin Maynard O/N J10067
AB Robert Taylor Gee O/N J8918
L/Sig Charles Henry Dawe O/N J10018
Tel Cornelius McLaren O/N J26447
Tel Henry Moss O/N J31348
A/ERA2 Class Harold Bertram Sillick O/N 270914
ERA3 Walter Michael Joseph Roser O/N M12906
SPO Robert Allan Keith O/N 283814
A/L/Stoker Frank Worrell O/N K10151
Sto1 William George Playford O/N K21054

The only survivor was:

Sto1 Frank Scoble O/N K22307

Frank Scoble was rescued by U-52 and taken Prisoner of War. He is understood to have returned home safely at the War.

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AUGUST 1917

One Submarine was lost with all hands in August 1917 and this was Submarine E47 (Lieutenant Edward Cambridge Carre, RN). The submarine was on patrol in the North Sea when she was lost, cause unknown, on 20th August 1917. Those lost were as follows:

Officers

Lieutenant Edward Cambridge Carre
Lieutenant Colin Fraser Creswell
Colin Creswell was the son of Rear Admiral Sir William Rooke Creswell – the First Member of the Naval Board, Royal Australian Navy
Lieutenant Kenneth Edward Elder, RNR

Ratings:

PO Harold Bell J457
PO Frank Johnson 235231

PO George William Roper 226588
 Leading Seaman Albert Moss, DSM 201982
 AB Henry Bentley J21845 (Po)
 AB William Arthur Bridge J29416
 AB Walter Bertie Buckingham 219507
 AB David Roberts J5818
 AB Frederick Vallance 240105
 AB Stanley Robert Warden J14875
 AB Frederick Charles Webster J6758
 Sig Charles Henry Nash J8441
 L/Tel Thomas Michael Hawes Smith J13685
 Ord Tel Cyril Joseph Jeffery J39221
 Chief ERA Albert Samuel Coward 269238
 ERA4 George Whittle Bennett M16899
 ERA John Curwen Tomlinson RNR/Dev/1813.EA
 ERA3 Lewis Hallam Wilkinson M4474
 SPO Matthew Rosevere Davey Burnard K1894
 L/Stoker William Thomas Kelsey K10196
 Sto1 Charles George Kekewich Cuff K14084
 Sto1 Martin Dwyer K22432
 Sto1 Frank Fellowes K18636
 Sto1 John William Harper K21430
 Sto1 Charles Richard Howell K22147
 Sto1 Thomas William Istead K26074
 Sto1 Edward Albert Lindsey K30064
 Sto1 Frederick John Pitman K20826
 Sto1 James Hall Rae K14203

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SEPTEMBER 1917

One Submarine was lost with only one survivor in September 1917 and one other Submariner also died. The Boat lost was Submarine G9 (Lt Cdr the Hon. Byron Plantagenet Cary, DSO, RN). The Submarine was on patrol in the North Sea on 16th September 1917 having left her base on the Tees on 9th September. G9 was in position between 60 degrees 30 minutes North and 61 degrees 30 minutes North. G9 apparently fired a torpedo at the 'M' Class Destroyer HMS PASLEY (Commander Charles Ramsey) believing the Destroyer to be a German U-Boat. The torpedo did not explode and HMS PASLEY rammed the submarine, which sank. There was one survivor who was a Stoker. The remainder of the crew of G9 was lost. Those who died were as follows:

Officers:

Lt Cdr the Hon. Byron Plantagenet Cary, DSO
 Lieutenant (I) Henry Norman Lesley, Royal Navy
 Lieutenant Fred Richardson, RNR
 Sub Lieutenant Clement Fraser Cottrell, Royal Navy

Ratings:

PO Ernest Edward Bastard DSM 207705
 PO Ernest William Penfold J6407
 L/Sea Charles Richard Kennett 213318
 L/Sea Richard Pinnell J11878
 AB George Albert Baby O/N J11878
 AB Victor Bareham J20193
 AB Frank Rae Buchanan J10883
 AB William Dillin J6989

AB James Edward Hart 239695
 AB William Henry Mitchell 239539
 AB Harry Morley 237733
 AB Allan Charles Smith J1925
 Sig Andrew Taylor Goodey J13870
 PO Tel Henry George Moller 238927
 Boy Tel James Rollo Macrossen Nicoll J44755
 CERA Arthur Hector Barnes 269945
 ERA George Dewi John RNR/Dev/1774/EA
 ERA4 Percival Cuthbert Parrick M2189
 ERA2 John Frederick Dinnis M439
 ERA3 George Stanley Dowsett M5841
 SPO Ernest Edward Croo 302195
 L/Sto Frederick Charles Hayes K7370
 L/Sto George William Marchant K7448
 Sto 1 Albert Charles Goodbody K19290
 Sto Russell Kuspert K22193
 Sto 1 Albert Edward Ernest Marshall K20632
 Sto 1 Robert Henry Mills K23500
 Sto1 Harry William Thomas Underwood K15565
 Sto 1 Albert Rees Williams K9680
 The only survivor was:
 Sto 1 William Alfred Drake, DSM K11071

Submarine K2

One member of the crew of Submarine K2 died on Friday 21st September 1917. It is understood that he accidentally fell overboard and was drowned.

He was:

Sto 1 Reginald Tinniswood O/N K22993 (Po)

This Series will be continued in In Depth No 59.

HMS TORBAY BOWS OUT OF SERVICE AFTER 32 YEARS

(From the Navy News)

HMS TORBAY - the hunter-killer submarine – designed to locate and destroy any threat to the UK's nuclear deterrent above and below the waves has formally decommissioned in her native Devonport.

Friends, families, affiliates and former crew were invited to the boat's home port for the formal ceremony – the first of two 'goodbyes' – firstly to Devonport and, later as they paraded through the English Riviera for the last time.

Taking the salute at the penultimate muster of the crew was Deputy Lord Lieutenant of Devon, Vice Admiral Sir Richard Ibbotson.

"It has been a huge honour to be her final commanding officer and to have had the opportunity to lead the exemplary men who have made HMS TORBAY the 'good boat' that she has always been recognised as," said her final CO Cdr Dan Knight. "It is with immense sadness, but significant pride, that all of us say goodbye to her.

"I have had the privilege of serving in TORBAY on a number of occasions – at the start of her second commission as first Casing Officer, then Navigating

Officer and now at the end of that commission as her Commanding Officer.

Since HMS TORBAY was commissioned in March 1985, an estimated 2,500 submariners have served aboard. Some of those – including 21 former commanding officers – were invited back to Devonport to bid farewell to the nuclear-powered boat.

They had taken her more than 28 times around the world – over 705,000 miles in all, three quarters of them covered under water. Of the 3,162 days TORBAY spent at sea – that's more than eight and a half years – 2,415 were beneath the waves (more than six years submerged). When on the surface, she visited 70 ports around the world.

After the fall of the Soviet empire, TORBAY's missions morphed more into intelligence gathering, plus remaining on standby to launch cruise missile strikes but, unlike TRIUMPH and TURBULENT, she was never called upon to fire her Tomahawks missiles in anger.

A decade ago 'boffins' experimented with turning the 5,200-tonne boat invisible with a special paint scheme intended to hide her from prying eyes in the clearer/shallower Gulf/Mediterranean waters. It meant a much bluer hull but evidently didn't work because she returned to the Silent Service's favoured black livery.

Since 1985, the chefs in the (very cramped) galley have knocked out 379,440 meals to crew, 1,850 of whom have earned their coveted Dolphins while aboard, while around 35 prospective submarine skippers have tried their hand at command on the seven Perisher courses hosted on TORBAY.



(Picture by LPhot Ken Gaunt)

With the boat 'Paying Off', just three of the original seven T-boats are still operational: TRENCHANT, TALENT and TRIUMPH, with the latter due to be the last of the sisters in service, conducting patrols until 2022.

TORBAY will be replaced by fourth Astute-class submarine HMS AUDACIOUS, currently 'fitting out' at BAE's Barrow yard.

MUSIC FROM UNDER THE WAVES

(By John Simpson)

As an Electrical Officer, the Navy sent me to Cambridge University to read engineering, but I also studied the organ. The Admiralty was confused when I was given an Organ Grant. At Cambridge, in 1955, I first played a

harpichord, and became keen on harpichord music. When I stood by the building of H.M.S. ORPHEUS at Barrow in Furness in 1959, I fitted a record player under the wine locker in the Wardroom with earphone sockets by the bunks, so I could listen to harpichord music without disturbing people. Through the scheme initiated by Lord Louis Mountbatten we were able to obtain a wide range of interesting records to suit all tastes

My last job in the Navy, from 1961 - 1963, was Training Electrical Officer H.M.S DOLPHIN. Instead of buying a sports-car, I had purchased a valuable double-manual Kirckman harpichord dated 1779 from Sotheby's - the harpichord equivalent of a Stradivarius violin - though not quite as expensive. With the Chaplain's permission, I kept it in the Chapel, until I realised that it was drying - out due to the central heating, and could have split in two. Drastic action was needed. Six sailors transported this coffin like object to the cinema in the "brown area," a damp wooden hut, which solved the problem. I have often thought of the contrast of this antique instrument, which may have been played in a stately home by Mozart or Abel, sitting under the screen in the cinema, while submarine training films were projected above it.

I was on the Wardroom Mess Committee and persuaded the Commander to hold a couple of concerts. One of them was given by Leon Goossens, the world-famous oboe player. We failed to invite the C-in-C, so I was summoned to play trios with Lady Bingley, who wanted to find out what was happening at H.M.S DOLPHIN. Bob Garson, the Commander S/M, attended the concert. Years later he invited Leon Goossens and me to play with the strings of the Royal Marine Band at H.M.S. DRAKE, when he was Commodore.

The names of early keyboard instruments can be embarrassing. The Commander heard me mention that I kept "virginals" under my bunk, and promptly fined me a round of port.

While I was at H.M.S DOLPHIN I had a flat in the organist's house at Winchester, and used to stay there three or four nights each week to play the Cathedral organ and do music. There were very few harpichords around at that time, and I was in demand as a continuo player for concerts in the Cathedral and in Southampton. After a concert in Southampton, I was driving back to DOLPHIN in my A40 van, on the A27, at about 23.00, with the harpichord inside, when I was stopped by a police car, because the load looked suspicious. I explained that it was a harpichord. The policeman wanted to see it, so I opened the doors, lifted the cover and revealed the two keyboards. He then said that it looked like an organ, he was keen on organ music, what was the difference in sound? In the middle of the night, on a busy road, with blue lights flashing, I had to play him a Scarlatti sonata.

Because of my links with Winchester, the organist allowed me to invite eight choristers and some lay clerks to sing in the Carol Service at H.M.S. DOLPHIN in 1962. I also invited Wilfred Brown, a famous tenor to

join us. The singing was of the highest standard; like a Cathedral Choir. Wilfred Brown sang the tenor solo in the carol 'In the bleak mid-winter' by Harold Darke so beautifully that I have never heard it surpassed.

I retired from the Navy in 1963 to be ordained. In 1989, I was appointed Canon Precentor of Bristol Cathedral. Dr Wesley Carr, the Dean of Bristol, became Dean of Westminster Abbey. In 2001, I was invited to preach at the Submarine Centenary Service.

I started by saying that my only claim to fame was that I reputed to have taken a harpsichord down a submarine. In fact, it was a smaller keyboard instrument, but I did play harpsichord music on the record player in H.M.S. ORPHEUS.

"Somewhere in the Soviet annals there may be a recording of Bach's 5th Brandenburg Concerto coming from under the Arctic ice."

The Revd. Canon John Simpson DL

CENTENARY OF BATTLESHIP HMS VANGUARD SINKING MARKED

(4th July 2017)

Events took place in July to mark the 100th anniversary of the tragic loss of the 'St. Vincent' Class battleship HMS VANGUARD during WWI.

Built by Vickers in Barrow in 1909, VANGUARD was the eighth ship to bear the name and was one of the new generation of Dreadnought battleships. On 9th July 1917, she had been conducting exercises in Scapa Flow and had proceeded to anchor for the evening. At 11.20pm there were a series of catastrophic internal explosions and the ship sank almost immediately. Of the 845 men aboard, 843 were lost.

Royal Navy clearance divers from HM Naval Base Clyde's Northern Diving Group (NDG) travelled to Orkney to carry out the poignant duty of changing the White Ensign on the wreck of VANGUARD.

Leading Diver James Brown said: "The waters of Scapa have always held a special place in NDG's heart; whenever an opportunity arises for us to work in Orkney there is a competition within the team to secure a place."

During the week leading up to the anniversary, the NDG carried out a site survey and replaced the White Ensign, laid in by the Royal Navy in 2009, with a new flag.

In a rare collaboration, the NDG will be working alongside a team of volunteer civilian divers, who conducted a survey of the site earlier this year from the diving vessel MV Huskyan.

Able Seaman Diver Ahmet Demirezen said: "Working alongside the team from MV Huskyan has been a pleasure. Diving and honoring HMS VANGUARD has been a humbling moment in my career."

During the winter of 2016/17 a dedicated team of volunteer divers were granted a licence to conduct an underwater photography, videography and 3D photogrammetry model of the wreck site. Emily Turton, the licensee and organiser of the civilian survey team said: "The data gathered by the team has allowed a

greater understanding of the layout of the site, and allows the wider community a chance to see HMS VANGUARD after 100 years underwater."

An evening event in Kirkwall on 6th July entitled, "HMS VANGUARD – 100 Years Underwater", offered the opportunity to find out about the survey and the collaboration between the RN and civilian team. Photographs and 3D imagery of the remains of HMS VANGUARD will be on show and there will be the chance to talk to members of the survey team.

On Saturday 8th July, a Concert was held at St Magnus Cathedral, by the Music Ensemble and Corps of Drums from the band of HM Royal Marines.

The 100th anniversary on Sunday 9th July was marked by services and commemoration events. These events were attended by 40 descendants of the men who died. During the morning, several vessels, including two RN P2000 fast patrol boats, took part in a wreath laying service over the wreck site of HMS VANGUARD.

This was followed by a service of commemoration at the Lyness Royal Naval Cemetery where 41 of the ship's crew are buried. The day culminated with a special night watch service at St. Magnus Cathedral in Kirkwall. Starting at 11pm, it marked the moment when the ship was destroyed by the explosions on board. During the service, the White Ensign that was recovered by the Royal Navy's NDG was presented to the people of Orkney.

Naval Regional Commander Scotland and Northern Ireland, Captain Chris Smith said: "The history of the Royal Navy and Scapa Flow are tightly entwined. Last year we recognised the huge sacrifice made by our sailors at the Battle of Jutland and commemorated the loss of HMS Hampshire.

"The devastating explosion, completely accidental rather than a result of enemy action, was a shock when it happened and the tragic loss of more than 840 lives is still felt through their descendants and those in Orkney who feel passionately that we should mark the centenary in appropriate fashion.

"Royal Navy divers have today visited the wreck, closely liaising with the Survey Team who did such an excellent job recently and the Ensign that has flown on that wreck was recovered and presented to the people of Orkney at a ceremony in St. Magnus Cathedral in recognition of their continued role as guardians of so many of the Royal Navy's lost ships and sailors.

"I am very happy to be joined by the ship's companies of HMS DASHER and HMS PURSUER as well as the Northern Diving Group and personnel from the current HMS VANGUARD as we support the welcome efforts of Orcadians in commemorating the loss of this great battleship and all but two of her crew in suitable fashion."



The Ensign laid by RN in 2009

By Editor. HMS VANGUARD's Ship's Bell was recovered by commercial divers several years ago and is now on display in the Dock Museum at Barrow in Furness where the ship was built – and where the current Trident Submarine HMS VANGUARD was also built. The Dock Museum is open every week on Wednesdays to Sundays from 1100 to 1600.

The current condition of the wreck of HMS VANGUARD (which is now a controlled site under the Protection of Military Remains Act 1986) is described in detail in Chapter 7, Pages 314 to 322 of 'Dive Scapa Flow' by Rod Macdonald, Whittles Publishing ISBN No. 978-1-84995-290-3 which was reviewed in 'In Depth No 57'. Normally no diving is permitted within 100 metres of the wreck but a Special Licence was issued for December 2016 & January/February 2017 to allow a dived survey in the lead up to the 100th Anniversary of the VANGUARD explosion.

NEW SHIPYARD BOSS AT BARROW

Barrow Shipyard Chief's 'Astute' Career Moves Takes Him to The Top

(from the North-West Evening Mail)

It is colloquially known as the shipyard - but multi billion-pound submarine programmes are its business these days. In this article James Higgins of the Evening Mail learns about new boss Will Blamey's journey to the top.

Will Blamey sums up his pride in what the 8,500-strong team at BAE Systems in Barrow do pretty well. He describes the production of submarines in the town as among the most complex things achieved by mankind. Being at the helm of the business as its managing director - well that's an 'incredible honour' says the 41-year-old.

"For me it is an incredible honour to be part of and lead this operation and I am constantly in awe of some of the things that I see".

He has been in post for just five months - but in that time, there has already been huge change. Site developments which are transforming the skyline of Barrow move on apace. Fabrication work on the next generation of submarines which will carry Trident nuclear missiles is well under way



Will Blamey, the new MD of BAE Systems Submarines, in the Devonshire Dock Hall



AUDACIOUS forward end construction in transit to Devonshire Dock Hall in 2010

Photos by Mike Vallance (BAE)

For the man from Mevagissey, a small fishing village on the south coast of Cornwall, the journey to the top has been an interesting one, taking him via London, Connecticut, Preston and more. It has seen him deal with everything from periscopes to combat systems, and aircraft to sonar. Right now, he is overseeing two of the most complex technological projects in the world; the 'Astute' Class submarine programme and the recently approved 'Dreadnought' class of boats which are expected to be in service by the 2030s.

His journey to the top started some 20 years ago after he graduated from university with a degree in maths: "I studied the subject largely because I wasn't quite sure what I wanted to do, maths is pretty generic and you could apply that to lots of different things, said Mr Blamey. "I joined British Aerospace in the aircraft division near Preston in 1997, spent a couple of years there and moved into head office for a short period. "I worked in a field called operations analysis, which looks at what the future requirements of aircraft are, what are the threats and what do we need to do. So, we were looking at early concepts of unmanned aircraft and things of that nature. "I did a few placements around the company but ultimately joined submarines in 2001, so I have now been in submarines for 16 years."

The move at the turn of the century started a trajectory which led to the top job within the submarines business. The first eight years of Mr Blamey's career were spent at BAE's sites in the south and he worked on the 'Astute' programme for eight years. During that time, he worked

on combat systems, which includes the likes of sonar systems, periscopes and the supply chain which was attached to them. A rising star within BAE he moved to the company's Barrow base in 2005, where he became the combat systems lead for the site - and the year was significant in more ways than one as Mr Blamey recalls: "I moved my family up. I remember it well; we got married, we moved house and I changed job in the space of about three weeks. "They say those things are quite stressful, so I thought get them all out of the way in one go!

"We have a facility on site where we build and integrate the command deck for control room for submarines and I kind of ran that facility; I was basically the combat systems lead on site for the 'Astute' programme as my background is the weapons side of the business. "I had a two-year stint in America as we have a 'tie up' with our colleagues in Electric Boat, in Connecticut on the north-east coast. "My wife came with me and we came back with a three-month-old baby. We had a couple of years out there, and that was the early stages of Successor. I had a fantastic opportunity to lead in the US and a fantastic learning experience working with those guys and girls. So, I came back in early 2011 and re-joined the Successor programme working amongst our team in BAE but alongside our colleagues in the MOD and Rolls Royce and in Babcock.

"I did that for about three years and there were a number of changes that took place. John Hudson [former MD of BAE Submarines] moving position and Tony Johns [Mr Blamey's predecessor] taking on that role. When Tony became the MD that is when I became the Programme Director for Successor. "Then earlier this year, Tony moved on and I got this job."

Two decades within the business then, has seen Mr Blamey take the helm of BAE Submarines at a crucial time for the business and the projects they are delivering. Boat Four of the 'Astute' Class, AUDACIOUS, was launched earlier this year and is expected to be ready for sea trials within 12 months.

Work has started - and in some cases, is fairly advanced - on the remaining three boats in class: ANSON, AGAMEMNON and the yet-to-be-named Boat Seven.

After protracted political wrangling, the Successor programme, later named 'Dreadnought', finally won approval in the House of Commons last year, with the first steel cut during a ceremony in October, attended by the secretary of state for defence, Sir Michael Fallon.

At the time, he said: "You are going to be building over the next 20 years the largest and most powerful submarines ever built in Britain. "You will be the ones electrifying a new generation of engineers to continue building for Britain as well as manufacturing security, prosperity and jobs, you will also manufacture confidence in global Britain. "Having seen this project reach this great ceremonial milestone today I know that Britain is in very safe hands here."

Back to Mr Blamey and he could not agree more: "When we consider what we do here and the skills that go into it - it is phenomenal and I continue to learn every day about some of the fantastic things that happen here. "When you consider the products that our engineers and our project managers and everyone else that goes along with that make, it is just amazing. It is an incredible engineering achievement. It is up there, there is not a shadow of a doubt with the most complex things that mankind does. "For me it is an incredible honour to be part of and lead this operation and I am constantly in awe of some of the things that I see."

BARROW SUBMARINERS & AUDACIOUS CREW HELP LOCAL SCHOOL

(PRESENTATION TO BRISBANE PARK SCHOOL)

Earlier this year vandals broke into the Brisbane Park School in Barrow and destroyed the school's outside reading area which was in the form of a Pirate Ship. The children in the area predominantly come from homes which have no garden so this area is a huge advantage to them and were very upset that their reading area had been destroyed.

One of the teachers, Cheryl Hagen is the daughter of a Member of the Barrow Branch, Submariners Association and, when he heard of the incident he came to the Branch to see if they could help.

Help was promised from the Branch's "Charity Chest" supplemented by the proceeds from the Branch Annual BBQ which totalled the sum of £350. Many of the submariners from HMS AUDACIOUS, the submarine currently in build at BAE in Barrow, are also members of the Barrow Branch of the Submariners Association. They went back to their submarine and agreed to match the funding raised by the Submariners Association such that, combined, we could present a cheque for £700 to the Brisbane Park School.

Barrow Branch Chairman Dave Barlow, Cheryl Hagen, CPO Richard O'Callaghan & Sue Hosker



Presentation Party with Barrow Branch Members & AUDACIOUS Crew

In addition, the crew of AUDACIOUS have also offered their services to assist in rebuilding the outside reading area, an offer that was gratefully accepted by the school. The Presentation was held at a Submariners Association Social Evening with Members of the Morecambe Bay

Branch at the Royal British Legion in Barrow on Tuesday 5th September. Cheryl Hagen (who brought along a couple of the school children even though it was well past their bedtime) and school governor Sue Hosker thanked both the Branch and the AUDACIOUS crew for their very generous donation.

IT MUST RUN IN THE (GRIGGS) FAMILY!

(from information provided by David Griggs (Welsh Branch and George Malcolmson NMRN)

Welsh Branch Member David Griggs served as a Submariner from 1963 to 1994 starting off as an Able Seaman (UC) at HMS DOLPHIN, serving in HMS TOTEM, HMS ODIN, HMS WALRUS, HMS DREADNOUGHT, HMS RESOLUTION (P) as TASO, HMS OSIRIS, HMS ACHERON and HMS ALCIDE and ending up as a Lieutenant Commander. He also served in HMS DOLPHIN (Submarine School) as the SOTO. Last year (2016) David's wife was researching family history and it became evident that he was not the first Submariner in the family. His Great Uncle – Ernest Griggs - had apparently served as a Submariner in the very early years – before WWI and during WWI. Further research was obviously necessary. David remembered that when he was in DOLPHIN (Fort Additional) in the early 1960's he worked in DOLPHIN Mail Office where there was Card Index of all Submarine Ratings - some dating back to WWI. Some of the Cards were marked 'DD' – 'Discharged Dead' for those lost in service.

A query was sent to George Malcolmson at the Submarine Museum to see if this Card Index still existed and whether there might be a card for Great Uncle Ernest. George was able to confirm that the Card Index still existed. When Central Drafting was introduced it had been transferred from DOLPHIN to Haslemere and then to HMS CENTURION in Gosport. With the subsequent introduction of Computer Drafting the Index was to have been destroyed but, luckily, it was saved by being transferred to the Submarine Museum. A Record Card for Ernest Griggs did indeed still exist but it only covered his WWI Service. However, a good idea of his Pre-WWI service can be found from his Service Record.

Using information from David Griggs, the Submarine Museum (forwarded to me by John Andrews (Welsh Branch), Ancestry, Findmypast & Scotlandspeople Websites the following resume of Ernest Griggs Submarine career has been compiled.

David's Great Uncle, Ernest Griggs, joined the Royal Navy as a Stoker in October 1902 and then joined Submarines at HMS THAMES in Portsmouth in on 9th November 1907. This was at a time of rapid expansion of the Submarine Service and Ernest was one of four Ratings joining on that date – two Seamen, one ERA and one Stoker - Ernest. It looks as if a fairly large Class was being built up for the Submarine Course as, in the two weeks from 1st November 1907, fourteen (14)

Seamen, eight (8) ERAs and eight (8) Stokers are known to have joined HMS THAMES and there may have been more.

After Training Class Ernest continued to serve in HMS THAMES (which was the Depot Ship for the nine 'C' Class Submarines - C1 to C9 - of Submarine Section III) until 14th January 1910. It is not known which of these Submarines he served in as, at that time, such details were not recorded on Service Records. He then joined HMS VULCAN on 15th January 1910. VULCAN was the Depot Ship of Submarine Section VII based at Dundee with twelve in number 'C' class Submarines (C19 to C30). He alternated between HMS VULCAN and her Tender HMS HEBE three times from then until 17th February 1913 when he returned to General Service at Chatham in line with the manning policy then in force. However, he is known to have served in Submarine C20 as, at the time of the 1911 Census on Sunday 2nd April 1911, Stoker 1st Class Ernest Griggs was recorded as being 'duty watch' on board Submarine C20 along with his First Lieutenant (Lt Thomas C A H Ouchterlony) and Able Seaman George McAloney. His advancement to Leading Stoker came on 14th December 1911.

From 27th March 1913 to 31st March 1916 he served in the 16,500-ton Pre-Dreadnought Battle Ship HMS LORD NELSON (Captain Rowland Nugent, Royal Navy) which 'Re-commissioned' at Chatham on 1st July 1913 for service with the 4th Battle Squadron. Ernest Griggs was advanced to Stoker Petty Officer on 19th June 1914. HMS LORD NELSON was part of the covering Screen for the passage of the British Expeditionary Force to France in August 1914. Then followed a deployment to Sheerness - in case of a German attempt at invasion - followed by a move to Portland for Channel Patrols. In February 1915, the LORD NELSON deployed to the Mediterranean for the Dardanelles Campaign and took part in the Bombardment of the Inner Forts in March 1915 where the ship was damaged by gunfire from shore batteries. After repairs at Malta the ship returned to Mudros where she relieved HMS QUEEN ELIZABETH as the Squadron Flagship and later took part in more Shore bombardments. After the end of the Dardanelles Campaign the Ship became the Flagship of the Eastern Mediterranean Squadron.

Ernest Griggs returned to HMS DOLPHIN and Submarines on 1st April 1916 and, on 5th May 1916 he was drafted to Submarine J4 (standing by whilst completing). The Submarine (originally ordered as J8) was 'laid down' at Pembroke Dock on 8th March 1915, 'Launched' on 2nd February 1916, 'Commissioned' on 15th July 1916 and 'completed' on 14th August 1916.

The first Commanding Officer of J4 was Captain Martin E Nasmith, VC who was appointed 'in Command' on 1st April 1916 after his return from the Dardanelles. After 'Commissioning' J4 was attached to the Submarine Depot Ship HMS TITANIA (11th Submarine Flotilla) at Blyth on 9th September 1916. He served in Submarine

J4 (mainly conducting patrols in the North Sea) until 25th March 1919 when all the Submarines of the 'J' Class were transferred to the Royal Australian Navy.

According to his Submarine Record Card Ernest Griggs then served in Submarine E56, followed by Submarine L69 before joining the 'Spare Crew' at HMS DOLPHIN on 13th September 1919. After a 'Loan Draft' to HMS MAIDSTONE he returned to HMS DOLPHIN and then joined the Submarine Flotilla Leader HMS ROYAL ARTHUR 'for Submarine K15' on 2nd September 1920. Leaving Submarine K15 on 9th December 1920 he returned to General Service until the expiry of his Engagement on 12th October 1924.

Kingston-Upon-Hull Veterans Weekend

(Submitted by Cyril Raines)

The Hull and East Yorkshire Branch took part in the Veteran's Weekend at East Park, Kingston Upon Hull on Saturday & Sunday 29th/30th July 2017.



In the above picture (which was taken outside the Display Tent of the Hull & East Yorkshire Branch) are Ronald Cartwright, Peter Griffin, Gerald (Pony) Moore, Ron Thundercliff, Cyril Raines & Barry Darley (Ass Member). Also in the picture are the Mayor & Lady Mayoress of Kingston Upon Hull & in the Bowler hat is the man who organized the weekend - Mr Petch.



(L to R) Ron Thundercliffe, Cyril Raines (Standard Bearer & Branch Secretary) & Rod Cartwright

IN DEPTH

STILL LOOKING FOR SUBMARINE COMMISSIONING CREW LISTS

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, OBERON, ODIN, OTUS, 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. Crew Lists for any Commissioning of any Diesel 'A', 'S' or 'T' Class Boat refitting in in home dockyards or in Malta, Singapore or Sydney are also required. 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!

Glasgow Firm Celebrates Century of providing Periscopes to the Royal Navy

1st September 2017

One hundred years ago, on the 31st August 1917, the Glaswegian engineering and optical firm Barr and Stroud delivered their first periscope to the Armstrong-Whitworth yard in Wallsend. Since that date, the Silent Service has looked nowhere else for the apparatus which give its boats their eyes beneath the waves.

Yesterday the Govan-based firm – which since 2000 has been part of international defence giant Thales – celebrated a century of unparalleled periscope progress, with an eye firmly on supplying tomorrow's British submarines with the latest optical technology.

The first Barr and Stroud periscope, FY1, was provided to HMS M3, one of three experimental boats equipped with a 12-in gun to sink enemy warships at close range – or pound targets ashore.

The 'M's proved to be a disaster (two were lost in accidents, M3 was first turned into a minelayer, then scrapped), but not their periscopes.

By 1920, Barr and Stroud expert had developed the first focus-adjustable scope for the Royal Navy (without changing the eye pieces).

Three decades later came the first radar periscope which improved both range measurement and navigation. By the 1970s, the company was supplying the RN with periscopes with an electronic warfare and electronics supports measures antenna, infra-red scopes, and the first laser rangefinder on a scope.

In 1991 came the first remote-controlled periscope and from 2003, the first 'optronic' mast – periscopes which do not penetrate a submarine's hull, but do record a 360-degree digital image for the command team to analyse at their leisure – for the 'Astute' class.

From the relatively simple beginnings a century ago, those periscope/masts have evolved to provide night vision and thermal imaging and support communications on top of the basics of targeting and navigation.

Today the firm is working on optronic masts for the final three of the 'Astute'-class hunter killers: ANSON, AGAMEMNON and AJAX.

Next year Thales intends to unveil LPV, the next-generation optronic mast – which may be fitted to the 'Dreadnought' Class of submarines which will replace today's V-boat ballistic deterrent boats.

"Arguably our greatest single innovation was introducing a night vision capability to allow submarines to navigate and gather intelligence 24/7," said Victor Chavez, CEO of Thales UK.

"However, our latest full remote control, non-hull penetrating optronic systems give naval architects more design flexibility by not restricting them to co-locating the fin and the control room via a 50ft long periscope.

"These options, combined with the digital inboard control and display system, provide commanders with a leap forward in submarine capability."

By Editor

You might think from reading the above article that submarines before M3 were not supplied with periscopes – which is obviously not the case! The earliest periscopes fitted in the Holland Boats were supplied by Howard Grubb of Dublin but were very basic. It is understood that the object being viewed rotated as the periscope was turned – the object was the right way up when viewed from directly ahead, but by time the Officer of the Watch was looking directly astern, the object would be upside down. Some early COs reportedly found this of great assistance in assessing relative bearings but were a bit put out as periscope design improved and correcting lenses were introduced.

NATO Submarine Escape and Rescue Exercise Exercise Dynamic Monarch 2017, the 10th in a series of NATO sponsored live Submarine Escape and Rescue (SMER) exercises, kicked off on 8th September and ran through to 22nd September 2017 in Turkey.

The Exercise was hosted by Turkey and took place in the Eastern Mediterranean Sea, off Aksaz, Turkey.

IN DEPTH

Forces from Canada, France, Italy, Norway, Poland, Spain, Turkey, and the United Kingdom participate in the submarine escape and rescue training scenarios. Additionally, representatives from Bangladesh, Chile, Israel and Sweden observed the exercise.



Submarine rescue exercise by HMS BELOS with NSRS during NATO Exercise Dynamic Monarch 2014. (NATO photo by Flt. Sgt Artigues FRA AF)

This year, three submarines, four submarine rescue ships, five surface ships, four aircraft, three diving teams, three medical teams and one submarine parachute assistance group will demonstrate multinational submarine rescue cooperation and interoperability. The exercise enabled world-wide partners to share SMER related knowledge.

The sea phase ran for ten days and consisted of numerous rescue and intervention exercises utilising rescue vehicles and chambers, Remote Operated Vehicles, Atmospheric Diving Suits and divers.

The training also featured a 48-hour coordinated mass evacuation exercise (MASSEVEX) in which two major air transportable rescue vehicles, a U.S. Submarine Rescue Chambers Flyaway System and a tri-nation NATO Submarine Rescue System, continuously provided evacuation efforts for personnel in a distressed submarine.

Scottish Tartin

(A contribution from Bob Pointer – Barrow Branch)

Two Glaswegians, Archie and Angus, are sitting in the pub discussing Angus's forthcoming wedding.

"Och, it's all goin' to be pure dead brilliant," says Angus. "Ar've got everythin' organised awready, the fluers, the church, the caurs, the reception, the rings, the minister, even ma stag night".

Archie nods approvingly.

"I've even bought a kilt to be married in!" continues Angus.

"A kilt?" exclaims Archie, "That's magic, you'll look pure smart in that.

What's the tartin?"

"Och," says Angus, "A'd imagine she'll be in white."

(With apologies to our Scottish readers!)

Telegraphist William Wolseley Falconer RAN O/N
1936

This article is reproduced by kind permission of
Captain Richard Arundel, RAN Retired - a former
Communications Specialist

Telegraphist W W Falconer, who was the communicator in AE2 when she penetrated the Dardanelles Straits in 1915, was born in Richmond, Victoria, on 14th October 1892 and enlisted in the RAN on 16th July 1912 (1) as an Ordinary Seaman for a seven-year engagement. He was then posted to the ageing colonial cruisers CERBERUS and ENCOUNTER based at the Williamstown Naval Depot. The Depot housed the first RAN Signal School. On 22nd January 1913, he was drafted into the new Telegraphist category. This followed RN practice, until the end of WW1, that early wireless signalling was considered to be a new subset of the Torpedo and Electrical branches rather than the Visual Signalling branch (2) and observing the fact that Falconer already had some experience in the electrical trade.



W W Falconer in later life

Source: 'The Trade' Submarine Magazine

After this training, on 10th June 1914, Falconer was posted as a Telegraphist to the heavy cruiser HMAS AUSTRALIA and then to HMAS PENGUIN's ledger on 4th August 1914, together with other RAN personnel who served with the ANMEF in Operations to capture the German mandated New Guinea territories (where Submarine AE1 was lost with all hands). Falconer's Record of Service states he was posted to "Submarines" on 1st January 1915 but, since HMA Submarine AE2 was his submarine posting and was then on passage to the UK as the only naval escort in the second AIF troop convoy, he would have had to join the submarine some days previously, before sailing. Falconer's duties would also have been a hydrophone operator and the control room note taker. The submarine was diverted from Port Said, on 5th February 1915, to join the Allied naval forces building up in the Eastern Mediterranean for the Gallipoli campaign. This strategy was to rely on an Allied surface naval force penetrating the Dardanelles into the Sea of Marmora¹ and threatening

Constantinople (Istanbul), forcing Turkey to cease its successful land campaign against southern Russia (3). The strategy failed on 18th March 1915 with heavy losses to the Allied ships in the Dardanelles minefields and the strategy then changed to an amphibious Army troop landing on the Gallipoli peninsula.

AE2's wireless equipment was the primitive 1KW Marconi Type 10 Morse spark transceiver that was approved to be fitted in 'E' Class submarines commencing in 1912 (4) and was installed in both AE1 and AE2 prior to their commissioning into the RAN on 28th February 1914. This pre-valve wireless telegraphy (W/T) set consisted of early electronic components that created an unstable medium frequency (M/F) band Morse signal with a limited working range of 30 to 120 miles. There were three aerial configurations (5) of which the smallest rig enabled the vessel to dive rapidly but also, whilst surfaced, communicate by W/T out to horizon range. Apart from better communications, this now enabled a submarine to avoid compromising its location by the glare from using a signal lamp to other ships, especially at night.

However, during this early period there was a major problem should wire aerials be damaged by shellfire or anything else (causing any broken wire strands to earth the signal giving rise to very visible sparking, described technically as "brushing" (6). Especially during dark this compromising visual effect could only be eliminated by reducing power output with the result that signal ranges would be further reduced unless the operator had shrewdly learned to adjust the signal power output so that the target signal range could be achieved with the minimum brushing effect.

Falconer's ability in this new and evolving signalling medium would be tested when AE2 became, after a phenomenal passage on 25th April 1915, the first Allied submarine to penetrate into the Sea of Marmora, through its Dardanelles minefields, during the evening of the amphibious landings at Cape Helles and Anzac Cove. This passage included being twice peppered with exploding shrapnel whilst briefly partially surfaced after striking sandbanks. AE2's Commanding Officer, Lt Commander H H G D Stoker RN, had submitted a convincing plan to penetrate the minefields two days before the Allied landings. The novel plan was approved and, if successful, Stoker was to signal his success (7) so that further submarines could follow immediately and was instructed to 'run amuck' off the port of Gallipoli in order to disrupt the re-supply of Turkish land forces by sea through the Sea of Marmora. To reduce signal congestion this message was to be transmitted, after 2000, between 40 to 50 minutes past the hour to the Campaign Commander on 'D' wave.

Thus, Telegraphist Falconer was ordered to signal Stoker's achievement via the Fleet's communications guard ship HMS JED on the other side of the Gallipoli peninsula, which Falconer did in dangerous conditions for AE2 with the aerial system sparking vividly. Despite

continuous and complex tuning and retransmitting AE2 received no response and both Stoker and Falconer believed their equipment had failed and the message had not got through. Several days later AE2 was scuttled and the crew imprisoned as POWs. It was not until they were repatriated in December 1918 that they learned that Falconer's repeated transmissions had enabled the guard ship to collate a coherent message that had been retransmitted to HMS QUEEN ELIZABETH - General Hamilton's head-quarter's ship - at the moment when a decision had to be made whether the perilous situation with the ANZAC Army landing force was taking so many casualties that it should be re-embarked. (8). The knowledge that a successful submarine passage would now lead to the Allied submarine force restricting Turkish seaborne reinforcements through the Sea of Marmora immediately contributed to the command decision to hold all amphibious forces on the beach heads and 'to dig in' (9). Falconer's skill and determination retuning and retransmitting Stoker's message establishes this signal as one of the earliest and most historically significant messages transmitted by an Australian vessel in WW1.

Telegraphist Falconer was subsequently held in POW concentration camps at Afion Kara Hissar and Belemelik. His electrical skills resulted in him being employed on Turkish rail networks in the Taurus Mountains. Repatriated to London in December 1918 after the Armistice, Falconer returned to Australia in HMAS MELBOURNE in April 1919 and completed his engagement on 1st August 1919 in HMAS CERBERUS. He was awarded £63/4/3 from the Naval Prize and War Service Funds. After he left the Navy he was employed in Garden Island Dockyard and subsequently in the Commonwealth Electoral Office, Sydney.

He married Valerie E. McNamara in Redfern in 1921 and, at some stage, they later separated. In retirement Falconer lived at 29A, Wells Street, East Gosford, NSW, until his death aged 75 on 24th April 196. That day was coincidentally an ANZAC Eve Anniversary and so was the 53rd Anniversary of the commencement of AE2's final and graphic voyage into the Sea of Marmora. His ashes were interred in the Northern Suburbs NSW Cemetery in Niche QE 63 (10). Curiously HMS QUEEN ELIZABETH also known as "the QE" was the ship that played a major part in decision-making events after he transmitted his historic AE2 signal.

Although Falconer had been recommended for an award for his unique naval service, this had been rejected by the Admiralty as the RN "did not propose to take similar action for their personnel" (11) demonstrating that Gallipoli was viewed as a failed campaign. Senior officers were ignorant of the impact that the iconic signal message had in ensuring the ANZAC amphibious force would not be re-embarked and who were ordered to "dig in" (12). They also gave insufficient weight to the fact that "an Australian submarine had got up through the Narrows" and made it known that the feat was possible

so other submarines could follow to contain Turkish reinforcements in the Sea of Marmora (13). Nor was it understood in Whitehall this would be the beginning of the iconic ANZAC ethos.

Falconer should be remembered as the RAN's first outstanding communication's specialist sailor for his contribution to the history of the RAN for his skills with the earliest, and then unstable, wireless equipment. In dangerous and difficult circumstances, he enabled the passing of a crucial tactical message that contributed to the decision to hold the largest modern amphibious landing force on Turkish soil that, if competently lead, arguably, could have reduced the length of WW1 and saved Russia from political collapse (14).

It is significant that following the successful transmission by Telegraphist Falconer of Stoker's iconic transit message into the Sea of Marmora the next two submarine Commanding Officers to transit the Dardanelles were awarded the Victoria Cross for the most conspicuous bravery (15), an honour not yet found in the RAN's lexicon.

References:

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5. ADM 186/810 (OU 5155 W/T Handbook Type 10 Sets (Submarines))
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PLAQUES TO COMMEMORATE STOKER
MICHAEL WILLIAMS OF SUBMARINE AE2
Australian submarine, AE2, penetrated the Straits of Dardanelles, as ANZAC troops were landing on the Gallipoli Peninsula on 25 April 1915, the first Allied

vessel to do so. It harassed Turkish ships for five days in the Sea of Marmara and fired seven of its eight torpedoes without sinking any. On 30 April 1915, the Turkish torpedo boat Sultanhisar managed to catch and hole the submarine which was then scuttled by its Irish captain, Captain H H G D Stoker. All thirty-two crew, half of whom were Australian and half British - with one New Zealander - were saved by Turkish captain Ali Riza and taken to Istanbul.

Most of the crew spent the war years in captivity, in Belemelik, Southern Turkey at a camp established to build the Berlin to Bagdad railway. All released at the end of the war in 1918 except for four crew members three British and one Australian, who died during captivity due to illnesses that were prevalent at the time. The cause of death of Australian Michael Williams is not clear, although he was known to suffer from ill health. He was sent to recuperate away from the camp when he died; hence the location of his grave in Taurus Mountains is unknown.

'Friends of Gallipoli, Inc.' is a not-for profit association, with the objective of enhancing friendly relations between Australia and Turkey which had its roots in the tragic 1915 Gallipoli campaign. The project is another example where the common Gallipoli heritage can be displayed to future generations.

The project involved erecting two 80 kg 1m x 1m bronze plaques located at places associated with Michael Williams – one in Dunkeld, Victoria where he was born in 1894 and one at Belemelik in Turkey where he died in 1916. These plaques will tell the story of the submarine and its place in the Gallipoli campaign history to the Australians and the Turks. The plaques will also be a dedication to the Royal Australian Navy's stoker, Michael Williams and all who fell in WWI.

Magyar Barracks in Broadmeadows, where the Australian troops recruited and trained before they went to Gallipoli, was the site of another but a peaceful send off. One of the bronze plaques was fare-welled with a ceremony before it started its journey to Turkey on 26th April 2017.

The Williams family of Dunkeld tragically lost four out of five sons to WWI; John at the Battle of Lone Pine, Gallipoli (1915), Michael, crew of AE2 as POW (1916), Frank at the Battle of Pozieres (1916) in France and Thomas during the defence of Villiers-Bretonneux (1918). Similar to the AE2, a story of sacrifice not well known in Australia.

The plaques were designed by Dr Ross Bastiaan, AM who produced similar plaques in the past have been cast at the Arrow Foundry in Dandenong. The plaques are kindly sponsored by Mr Allan Myers, AC, QC who was born in Dunkeld and has a strong connection to the town.

Both of the plaques will be unveiled on 22nd October 2017, in Dunkeld and in Belemelik, Turkey. In Dunkeld, Minister for Veterans' Affairs Hon. Dan Tehan MP will unveil the plaque

at a ceremony organized by Southern Grampians Shire Council. In Belemelik, Ambassador Mr Marc Innes-Brown will represent Australia at the unveiling.

These two AE2 plaques, associated with one of the most important stories of Gallipoli campaign, will have public exposure in perpetuity both in Australia and in Turkey to honour all who fell from both sides and in keeping with the exemplary peace and friendship that exist between the two countries.

For further information, please contact Chairman of Friends of Gallipoli Inc.

Dr John V. Basarin OAM; E: chairman.fogi@gmail.com

HM SUBMARINE X-2



GALILEO GALILEI at Aden after capture – showing damage to her Conning Tower (port side)

The 'ARCHIMEDE' Class Submarine GALILEO GALILEI was built at Cantieri Navali Tosi di Taranto. The Submarine was 'Laid Down' on 15th October 1931 and 'Launched' on 19th March 1934. After 'Commissioning' the Submarine and entered service with the Regia Marina.

GALILEO GALILEI was stationed in the Red Sea in June 1940 as a unit of the Italian Red Sea Flotilla. During a patrol on 16 June 1940, with Capitano di Corvetta Corrado Nardi in command, she sank the 8,215-ton Norwegian tanker JAMES STOVE approximately 12 miles south of Aden following which aircraft from the cruiser HMS LEANDER carried out a search for her without success.

On 18 June, GALILEO GALILEI halted (with gunfire) the Yugoslavian cargo ship DRAVA, but as Yugoslavia was not yet at war, she was allowed proceed. The gunfire was heard by the anti-submarine warfare trawler HMS MOONSTONE and at 4:30pm MOONSTONE sighted the periscope of GALILEO GALILEI and carried out an attack with two depth charges in position 12°48'N 45°12'E, though without damaging the submarine.

The following day, after the British warship repeated its attack with depth charges, Nardi gave the order to surface and engaged the MOONSTONE with her guns. At the start of the action between the two vessels, the forward gun's sighting mechanism on the GALILEO GALILEI became unusable. The fast-moving MOONSTONE scored the first hit on the Italian boat after ten minutes, killing some men and wounding Nardi. The following hit killed the crew of the forward gun, including the First Officer. The submarine's aft gun jammed, and then another salvo from MOONSTONE killed all those on the conning tower including Nardi. Under the only Officer left alive, though wounded (a young Midshipman named Mazzucchi) the GALILEO GALILEI continued the fight with the forward gun. However, the British destroyer HMS KANDAHAR arrived, and GALILEO GALILEI surrendered. The submarine had lost 16 men; Nardi, four other officers, seven NCOs and four sailors. The submarine was then towed into Aden. Though the British side claimed that the submarine's codebooks and operational documents were captured intact by the Royal Navy, and revealed the exact position of other Italian naval units, Italian survivors (including Midshipman Mazzucchi) reported that every document was destroyed before surrender, and that no written operational orders were issued to Italian units, only an oral briefing between captains and the submarine command in Massawa before every mission. The claim was reported only to cover the British intelligence activities in Italian East Africa.

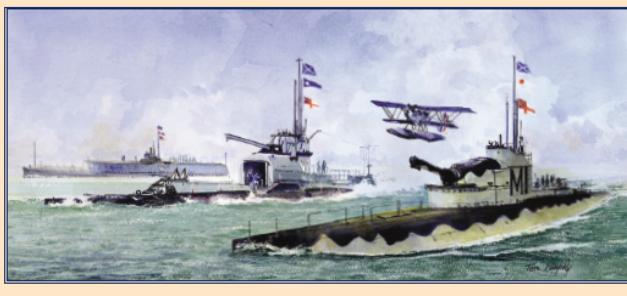
After her capture, GALILEO GALILEI was berthed at Port Said and served as a generating station to charge the batteries of British submarines. She was commissioned into the Royal Navy in June 1942 as HMS X-2 (later changed to P711) and was operated as a training Submarine in the East.

NOTE: The photograph of GALILEO GALILEI (X-2) was found amongst items originally donated to the intended Barrow in Furness 'Submarine Heritage Centre' when various items were recently removed from the former Sign writers Store in the BAE Shipyard. The original donor of the photo has not been identified.

BOOKS

BARROW BUILT SUBMARINES

BARROW BUILT SUBMARINES



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 (continued from In Depth No.57)

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

BATTERIES

(or the Submarine LTO's Cross)

The lead acid cell battery made the submarine a practical proposition - but at a price. It is a heavy, dangerous, and bulky device, full of a corrosive liquid, and often exudes an explosive and sometimes a poisonous gas. K.26 had three main batteries distributed around two large battery tanks of very modern design. Most submarines had their batteries in tanks, but the top of the tanks were thick wooden boards that had to be lifted for even simple jobs like topping up with distilled water. In K.26 there was room for a normal man to crawl all over the battery to the utmost single cell. The normal man, generally sweating gently, was able to get shocks from a very low value up to as far as about 260 Volts D.C. depending how his various parts touched the battery connections and the metal work of the tank. An L.T.O. could take a distilled water hose down a battery tank in K.26 and top up the whole 333 cells in a remarkably fast and efficient manner. The odd splashes had to be mopped up and he was a little cramped. He could not for instance throw his head back until it touched the tank roof, because a shock through knees and scalp gave him painful flashes behind the eyes and uncomfortable twitches. The lighting down the tank had to be of very carefully made circuitry, a piece of ordinary braided cable dropped across two cell connections meant a molten metal stream and a dangerous short circuit, perhaps even an explosion if the battery was still gassing. As the tank was an absolutely close rivetted steel box with quite a small round access hatch an explosion could rip the tank apart. So, the fans were important, the valves had to be fully open right through when the batteries were charging; for a long time after they had stopped charging and at regular intervals every day of the year. The dangerous mixture of air and hydrogen was vented by the fans up through a trunk in the conning tower and so overboard. When about to dive, this trunk was shut and various other valves in the fan trunking shut off. If not opened fully at the right time the mixture could accumulate and a spark would be all that was needed to cause an explosion. The operation of a switch, a small short circuit, a blowing fuse, all could set it off. The risk was there, you developed a routine of trying valves, and no smoking was allowed. Maybe eight out of every ten people in K.26 never saw a single cell of the battery in their two years' service in the boat, but there it was confined below with almost as much destructive power as the ammunition in the magazine

The cells were about half a ton in weight and made by the Exide Company on a principle they called 'Ironclad', though, of course, no iron entered into their construction. This was a trade name for a certain type of patent separators. Each cell was joined to its neighbour by three big lead coated copper bars, that had to be screwed down with huge lead and brass terminal nuts using a 3-foot long spanner with a special bend in it, and a tubular rubber insulated handle. They had to be tightly screwed down because with the high currents involved an arc could form at a bad connection and burn the connections away. A set of three connectors anywhere in the battery could easily be carrying two thousand amperes - generally when charging or when main motors are running full speed. From time to time, specially treated chemical papers were placed in the fan trunks. When removed, the papers were examined by Admiralty Chemists, the most sought-after impurity seemed to be arsenic. Cells of standard batteries might be thought to be identical as to weight, chemical composition, strength - but no. For no reason at all a cell will, after some time, differ from its neighbours. It will register a different voltage, or its electrolyte will show a widely differing density. A sick cell is treated in various ways. If voltage and density of a cell are both low there is a machine called a booster or reducer, a double purpose machine which can be tapped on to such a cell and give it a little local charge whilst it still remains in the battery - like a child in a group being given a fattening diet. Sometimes this works, not always, and a really unhealthy cell has to be removed and a new one inserted. As the hatch is over just one small part of the battery a pattern has to be worked out for the removal or juggling round of all the other cells between the hatch and the sick cell remembering that each cell weighs half a ton and has to be disconnected, lifted a few inches, slid round on an overhead rail, lowered, another cell lifted, passed by, and so on, until the bad one is out, the new one in, and the others juggled back. This sort of thing, together with cells that for no reason crack their containers, keeps a few LTO's busy with the POLTO murmuring 98 to position of 96, 93 to 95 etc., struggling to make the minimum of complicated moves. With a dockyard crane however, it can be simplified as the crane will take the cells up one by one and put them down on the jetty, and load them back one by one when the LTOs are ready. During this interval, the load of the boat must be put on the other two sections of batteries. The batteries are actually divided in K.26 into one hundred and eleven cells in series forming one battery, another hundred and eleven in series the second battery, and the third battery is formed of one hundred and eleven cells in series too. Then, in normal times the three batteries are connected in parallel. So, the normal voltage of the K.26 mains were - with no charge on to raise it - 224 volts nominal. In harbour the lighting, electric, cooking, motors, fans, drills etc. all worked from 224 volts D.C. But, when the batteries are put on to charge the voltage rises and very many things are critical, they are made for 224

volts, they need it, they must not be over-run. Take lighting - the normal voltage electric lamps in the navy were 100v or 220v. No 100v supply in 'K' Class subs or 'L' Class subs, but in 'H' Class - yes. Disregarding them we come back to K.26 in which we have this double purpose machine called a milking booster or a reducer. When the voltage starts to rise on the battery a switch puts the reducer armature in circuit with all the things that need 224 volts to live. The booster has another armature, a motor armature which is fed by the increased voltage and raises its speed as the voltage rises. The other armature simply develops a voltage in opposition to the increased battery voltage and keeps the lighting, compass, and some other circuits going happily on 222 volts or so. Thus, the bilge pump may be happily chunking round on 245 volts, as its designed with that latitude and the lighting is no brighter than usual. No power is lost, everyone is happy. The fuse-boards are marked C.V. for Constant Voltage - the others V.V. for Variable Voltage. The Main Motors are naturally variable voltage. A word about Main Motors in K.26. Four in number, two on a shaft, port and starboard, with clutches and gearboxes because a Turbine drive has to be matched to an electric drive. When the boat is steaming on turbines a pair of motors can be clutched to each propeller shaft and then a charge put on the battery at maximum, about 6,500 amperes. But you can't charge this way in harbour. In harbour, you can use your diesel dynamo set and charge at 2,000 amps which means that with no steam at all, you can slowly proceed on the surface with the battery floating, and the main motors driving the screws. Diesel subs of K.26.s time could not reverse their engines. K.26 could go astern on her turbines with as much urge as forward. 'L' Boats only went astern on their motors - not as powerful, but with good LTO's, very smartly. An L.T.O: on passage stood by the motor switchboard - four hours at a time waiting for the telegraphs to ring down astern. Like Sandy MacPherson at the organ, he was instantly available. From time to time he was tested. The Captain or O.O.W. rang down 'Astern' and started a stopwatch as he did so. If the engine room were smart in getting the engine clutches out, he could leap from side to side making switches in quick succession. He never knew if it was "for real" with another boat perhaps across the bow. Collisions between boats have been mercifully few. There are a few smaller batteries in K.26 - some nickel-iron ones inside emergency lamps of lighthouse shape, very similar to the miner's lamp. The wireless batteries for H.T. were single Leclanche cells connected in series up to 50 volts, and large accumulators for 6-volt filament lighting. The acid from the main batteries used to bring about holes in the LTO's overalls and cauterised any cuts he had in his skin. A submarine without a single battery is a thing much to be desired, but the main battery was a good source of power for a clandestine wireless set, but that is under another heading.

SEAMEN

Ah yes, Seamen, you remember the ones with the 'J' prefix. They were taken in, and that is no exaggeration, as boys at 15 ¼. In this soft state between callow schoolboys and first shave, with Nelson, Jellicoe, Tromp, Drake and Holbrook, still in their minds (and if you don't dig Holbrook I recommend you read him up in First World War history) the Admiralty set a trap for them. "Good pay and prospects" that was the outstanding bait. Off, if fit and able to write, spell, count, see well, to a school called Shotley, near Harwich.

Sorted, counted, taught, mustered, managed, lectured, humoured, and given a bit of pep talk, they separate gradually into two main lots, or groups. General school or Advanced class

The Advanced class are, or were, given a choice. They were told you can be a Boy Telegraphist, flash messages through the ether (if such a thing exists), be a Signals Boy and make antics with a pair of hand flags so that a man two miles away can correct your spelling, or you can elect to be a man who fires, or helps to fire a gun at his country's enemies when required, or even aspire to be a Torpedoman who between hopefully firing torpedoes and praying that they float at the end of a run, spends many pleasant hours just looking at some piece of electrical & apparatus that does not work. By some miracle best known to the Admiralty, or may be kept secret from them, Advanced class boys often proved no better than their General school comrades, and the selection into two baskets seems to serve no purpose, except that in a general way it seems that Sparkers and Buntings have cleaner fingernails and are more likely to be described as toffy-nosed than are Seamen pure and simple. So, may be the sorting out does something, a Seaman working; say at painting ship on a stage with another Seaman who is too fingernail conscious is likely to be ruffled if he has to wait for his oppo to finish a Fleet, because said oppo is careful in his approach to the brush. I many times thought that I should have opted for a Telegraphist's key and phones, but my early reading included too many pistols and cutlasses; and I could not recollect Nelson ever using anything more sophisticated than a spyglass. So, a seaman I became, and I doubled as an LTO, which meant that if I was not sorting out the innards of an electric fan or something, I could be found a nice quiet employment chipping rust from the upper casing.

I felt like a jeweller in the Burlington arcade would feel if expected to tell a Duchess, "Just a minute Milady, it's my day to sweep the pavement outside the shop".

Of course, I tried to console myself, promotion could be expected. I did not know when - the Navy of 1929 seemed to contain hundreds of Chiefs who had served in World War One, and a lot of Indians who waited for their moccasins when they passed on. So, I remained a Junior Rate, eager but unable to assume responsibility, and, of course, the extra money.

Well, I was a Seaman, I'd elected to be a Seaman, I had passed exams, I awaited dead men's shoes, my life was passing away. I was 24, surely Nelson was a Commodore at this age. I asked Bertram. He said, "Yes he was Nick, but he'd been in action several times". I could not gainsay that. In March, we attacked the Red Fleet, fired six torpedoes. Four hits on a battleship one miss ahead, one miss astern. It made me think.

Down the after-battery tank there was a little box of special attack gear. Wheels, dials, sights, scales, knobs, pushes, etc. It was engraved with our Captain's name "Garnons-Williams Submarine Attack Gear". Well here we were, Commander Garnons-Williams had just got four out of six, a damned good score, but he'd not been using his special bat, the gear was still down below. He'd been in the war, got a DSC for his service in submarines, where was his reward? Eleven years after the war he was still waiting for worthwhile promotion. I suppose it made me philosophical. He was an inventor. I could not invent a different shaped holy-stone. I knew that the next War would find me too old, I'd be pushing a hand-cart round the barracks, or be a hand in a standing funeral party or something. Our mess contained Signalmen, Sparkers, Gun-Layers, Torpedomen, Seamen Gunners, the Cook and a Leading Seaman who was the Postman.

Leading Seaman Scott, Water Polo Captain, Centre Half in the Football Team and the unfailing producer of stamps and at odd times a letter. He could beam at me, "There's a letter for you Nick from your father, let's have the envelope". My father wrote copperplate, it was usual enough for his envelopes to be asked for, I gave them away like foreign stamps. The Mess was a debating society in harbour in easy reach of the fresh air, in Pieta Creek, Malta we lay on our own between buoys eighty feet from the solid wall and the road to Sliema and about 200 yards from the swing doors of the Olympia Bar which was kept by a Mr. Demicoli. Mr. Demicoli was also our contractor in Malta, our groceries came through him, he was paid once a month. He was slightly cheaper than the NAAFI and the service, whilst in Malta, better. If you wanted a quarter of ham at ten past 12 midnight the Dghaisa man would push his boat over to 'Olymp' with a bit of a paper note and the number of your Mess, back would come the ham, with perhaps a little bunch of grapes gratis. Mr. Demicoli sent his son for orders in daylight in the Dghaisa manned by old man Vassalo's grandson Paulo. Demicoli Junior would perhaps step from the boat to the saddle tank, but would not go below. It was a great pull of Demicoli's leg when Didswell - one of the Quartermasters would blow his call and pipe "Diving stations". Demicoli would nip into the boat and tremble. Then after a bit, "Dids - you pull my leg". He would approach again smiling, but no promise of stupendous orders would bring him down the Motor Room Hatch. He served us well, and so did the boat man. The boat was so useful the First Lieutenant did what some of the 'Big Ships' did, arranged for the Boat man to go to Gibraltar with the Fleet, the boat in the CYCLOPS, the young boy Paul (Chico) in the submarine. His grandfather signed the boat off any liability and Chico saw his first life outside Malta. He was a handy boy, only 15 and his English improved. Later he took to the sea, 'signing on' on oilers. He crossed himself both at diving and surfacing, we took no notice. When he left the First Lieut. gave him a letter of approval, which then was the aim of any Maltese.

One evening we were about to give leave when the Cox'n came around "All leave cancelled, boat is under sailing orders". He said no more, in fact he knew no more. As a chap who had no wife or sweetheart I didn't mind. The boatman was given a note or two to wives and about six p.m. we sailed. We went out darkened ship and about three hours later we anchored in Marsa Scirocco a deep inlet on the island. "Hands to supper". "Pipe Down" later. Show no unnecessary lights. Nothing on the Rugby news, we waited.

Next day a small steam boat came in towing two cutters, she anchored a mile away. "Clear lower deck" we went up to hear the First Lieutenant say, "We have been detailed to come here for some secret torpedo trials, no one must talk about them ashore, just take no notice of what you see, ask no questions, on these and similar experiments may depend our success in another war, a torpedo that can't miss, is our aim, and every country would like one."

Early we got our Berthon Boat out and the Second Coxswain constructed an oversize fishing net on the end of a long bearing-out spar. Bert and Bud Fisher went down the Motor Room to work the screws to position the boat on order from the bridge, the sun shone, the water was like glass, the Signalman sat on the periscope standard with a pair of hand flags, an Aldis light and a couple of hoisting flags. A red flag went up in the small steamer. An affirmative flag went up our mast. The red flag fluttered to the dip, Joe Blake the TGM said "Look lively Nick, here she comes". A small splash alongside one of the cutters and a torpedo track raced towards us. Straight under the Vents. A moment later a big bubble and up came a red, a white, and blue cube of soft rubber. The torpedo had released these markers immediately under the boat. I pushed my net under them and in two swoops brought them in. Joe Blake pulled out a wooden box stuck a label on, marked some figures on, took the time from his watch, copied it on the label and put the box in a big dark sack. The torpedo surfaced a mile the other side of us a little motor cutter was already going after it. In a few minutes, the second torpedo whirred under us. So, it went on all day, we did not know how many torpedoes there were or how many runs they did each, but every time the yeasty track came up, so did the red, white, and blue cubes. The Captain stood on the vents for a time saying, "Every ball a coconut!"

Thinking of his four out of six I hoped he was right. Years after someone spoke about secret Experiments on torpedoes at hush-hush place. I said, "Oh I was there old chap". "You never were, we were all trained scientists on that lark". I said, "Yes, all except old gullible here, netting the reds, whites and blues and putting them into the box and into the sack. "Oh," he said, "What was that wretched vessel we ran all those torpedoes at, it looked like a cross between a Peruvian Gunboat and a houseboat up the Isis". I said, "That Sir, was HM Submarine K26, the only boat I ever really loved." "I'm sorry," he answered, "No offence". Then he said, "You may like to know that that gadget we had worked on for four years and that was when it paid off, every run was a perfect run. We all got drunk that night and not a man but got an early promotion. I said, "We felt that something was going well, we had eggs and chips for supper if I remember correctly". "Eggs and chips" he queried, "I don't follow?" I said, "One egg that is, and several chips."

The next day we went out exercising with the R.A.F. diving and surfacing all day, and releasing smoke candles of various colours from the mutton gun; which is a vertically pointed smooth bore that blows out smoke candles with an air blast to indicate to aircraft that we are on their side. We secured to buoys near the Olympia Bar at four o'clock and gave leave. Old Demicoli asked "Where you go allike a sudden? Bud Fisher told him, "We had a quick run up to Sicily for a cargo of cauliflowers, yours is too expensive". "But Bud, Bud my friend, de cauliflower I sella your Mess is two rotolo and only fourpence. Bud blew the froth off his pint, he waved in the air, "In Catania cauliflowers as big as a bucket four a penny". Demicoli wrung his hands, then he brightened up, "Tell you what Bud, next time you go Catania you bring me ten dozen". Bud got his pencil out and patiently wrote on his Player's packet. "Ten dozen large cauliflowers Demicoli." "Cash." he said. "When you bring dem Bud, cash'.

To Be Continued in Issue 59.

ANNUAL CONFERENCE/REUNION 2018

From Committee Member Iain Mackenzie

The Annual Reunion including the National Council Conference for 2018 will be held at the Premier Best Western Yew Lodge Hotel over the weekend of 23rd to 25th March. The conference itself will be on Saturday 24th March.

General Information. The address of the hotel is: Yew Lodge Hotel, Packington Hill, Kegworth, Derby, DE24 2DF. The hotel is located 20 minutes' drive from Nottingham city centre. The hotel will run a complimentary 10 seat minibus twice on Saturday from the hotel to Nottingham and two return Journeys. Space will be limited so first come first served.

Car Parking is right next to the hotel and is free.

There is a Health and Leisure Club, which offers a range of options to burn off some energy or to simply relax and unwind. The health club features an indoor swimming pool, Spa Pool, Steam Room, Sauna and fully equipped gym to get rid of that fuzzy feeling in the morning. Use of these facilities is free to hotel residents.

For the Ladies, there are also Discounted Spa Treatments available:

25 Minutes Neck, Back & Shoulder Massage	£20 (Normally £25)
25 Minutes Mini Facial	£20 (Normally £25)
Nail Shape & Paint – Fingers or Toes	£20 (Normally £25)

Accommodation

I have reserved a total of 50 Doubles, 35 Twins, (some of the twins can be converted to Triple rooms using a quality pull out bed settee, the price for a triple is extremely competitive but only available for the Fri/Sat package) and 19 Singles. This is the maximum I can reserve. As you can see I will struggle with Single rooms, therefore I cannot stress the point too much to BOOK EARLY! Or Branches utilise the triple option. All bedrooms are accessed by lifts that are well maintained. Although there are fully disabled rooms there is a number of what are called easy accessible rooms. The showers are of the over the bath type.

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

Meals

The Friday evening meal will be a Carvery

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

Meal choice form sent separately.

The Most Important Room – The Bar

A 25% reduction on bar tariff in the Main Function Bar and Reeds Health Club

Please note: The Yew Lodge Hotel has a Marcos Restaurant attached on the ground floor and that only offers a 20% reduction on bar tariff. If you are staying Thursday & Sunday this is the only reduction you will get.

Rates

Note all rates are per person

Friday & Saturday night's	Dinner, Bed & Breakfast (Sharing Double/Twin)	£114.00
Friday & Saturday night's	Dinner, Bed & Breakfast (Single)	£130.00
Friday & Saturday night's	Dinner, Bed & Breakfast (Triple)	£108.00
Friday Night Only	Dinner, Bed & Breakfast (Sharing Double/Twin)	£ 54.00
Friday Night Only	Dinner, Bed & Breakfast (Single)	£ 62.00
Saturday Night Only	Dinner, Bed & Breakfast (Sharing Double/Twin)	£ 64.00
Saturday Night Only	Dinner, Bed & Breakfast (Single)	£72.00
Additional night Thursday or Sunday	Dinner Bed & Breakfast (Sharing Double/Twin)	£ 50.00
Additional night Thursday or Sunday	Dinner Bed & Breakfast (Single)	£ 60.00
Non Resident Saturday Reunion Dinner		£ 41.00
Non Resident Friday Carvery Dinner		£ 25.00
Non Resident Tot Only		£ 3.00

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

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

I would prefer full payment up front, but a £50 deposit per person for packages greater than that will be accepted but I do need the FULL BALANCE by Friday 9th March 2018. I have to declare the room requirements at that time and pass back any not sold.

Please remember to include your contact details including your postal address so that I can contact you if there is a query. Although this circular and application form will be sent to all those members on email I would ask all branch secretaries to get it out to your members as quickly as you can.

Please send your applications and cheques to Iain Mackenzie at 46 Almora Drive, Dumbarton, G82 1AE. Tel 07403 433 178. Email coxswainmackenzie@yahoo.com Please make your cheques payable to the "Submariners Association Reunion" and NOT me. This causes a delay while I clear the cheques through my own bank before I pay the treasurer.

If you wish to pay online the sort code is 60-13-15 Account Number 52930645 Please put 'Reunion Weekend' as a reference. When sending your application/meal choice forms to me please inform me that you have paid by internet/amount and date payment made.

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

IMPORTANT NOTES:

I WILL NOT BE SENDING OUT ACKNOWLEDGEMENTS OR TICKETS FOR THE EVENT, YOU WILL RECEIVE THEM ON REGISTRATION AT THE HOTEL.

IF YOU CANCEL AFTER 9th MARCH 2018 I CANNOT GUARANTEE A REFUND

PLEASE ATTACH A CONTACT TELEPHONE NUMBER WITH YOUR APPLICATION FORM

CONSIDER THE TRIPLE ROOM OPTION AS I WILL BE TIGHT ON SINGLE ROOMS.

Application Forms for the Reunion are available from your Branch Secretary.

 OBITUARIES

 COMMODORE LAURIE BROKENSHERE

From The Telegraph of 28th August 2017

Commodore Laurie Brokenshere, who has died aged 64, was a successful naval career officer, a member of the Magic Circle and a world-class puzzling expert.

After retiring from the Navy, Brokenshere and his wife, Ethel, camped and bicycled the length of several continents to reach the annual and secretive International Puzzle Parties (IPP), attended by invitation only. They wild-camped or stayed with friends along the Eastern coast of Australia, around the North Island of New Zealand, across Japan, Europe and Scandinavia, and several times across the US. In 2014, he organised and hosted IPP 34 for 200 fellow puzzlists at a hotel near Heathrow.

Brokenshire was in regular contact with puzzlists worldwide, and was retained by a number of puzzles companies as a consultant. His own puzzle collection was considered one of the largest in Britain, so large that he built an extension to his home to house them all.

A long-standing challenge was the "Dudeney Problem", a chessboard dissection puzzle with a solution which had been revealed in by the British puzzle compiler Henry Dudeney (1857-1930). An American rival, Sam Loyd (1841-1911), showed that there was a second solution, and after a hundred years Brokenshire revealed a third. It is now known as the "Dudeney-Loyd-Brokenshire Problem".



Brokenshire was also accepted into the Inner Magic Circle, and was an occasional professional magician. He used his magic to raise money for charities and performed for members of the Royal Family. He always carried his magic bag with him and was adept at finding tricks to suit any occasion.

Laurence Phillip Brokenshire was born in Plymouth on 20th October 1952 to a naval family and educated at Devonport High School for Boys and Slough Grammar School, where he played junior hockey for Buckinghamshire and captained the chess club and the bridge club (which beat Eton College on one occasion). He gave his first magic show aged 13.

He read Mathematics at Exeter, where he played hockey and table tennis for the university. He also beat his head of department, Professor David Rees, at chess and, at Rees's insistence, the strategy game Go. Later he read for a science degree at the Open University.

Brokenshire joined the Royal Navy as an instructor officer, and after appointments to Britannia Royal Naval College, Dartmouth, and in Plymouth, Portsmouth and Faslane, specialised as a submariner. In later years, he commanded two shore establishments: The Fleet Headquarters at Northwood, (1992-93) and HMS RALEIGH, the Navy's training centre (2001-03).

He was appointed CBE in 2003 and following the end of his Royal Navy career, Brokenshire was appointed as Commodore of the Sea Cadet Corps. In 1986, Brokenshire swam the Channel, and when his son Matthew repeated the achievement in 2012 they became one of the few father and son pairs to have done so. In later years, Brokenshire enjoyed year-round sea-swimming with the Lee-on-Solent "Shack Sharks" club representing the club at swimming competitions. When he was diagnosed in 2016 with cancer, he and seven members of his family undertook a 30-mile sponsored sea swim from Fowey to Plymouth, raising more than £45,000 for Macmillan Cancer Support and other charities.

In 1980, he married Ethel Isobel McMahon, a former WRNS, who survives him with their two daughters and two sons. One son became a Royal Marines officer and a daughter joined the Royal Navy.

In 1994 Brokenshire and his wife heard a radio advertisement by Hampshire County Council seeking foster parents and felt that it was a sign from God. They went on to foster more than 70 children. During his protracted fight with cancer, he delighted in meeting some of those they had cared for.

Commodore Laurie Brokenshire, born 20th October 1952, died 4th August 2017

CAPTAIN MICHAEL LINDSAY COULTON CRAWFORD, DSC*, Royal Navy

From 'The Times' of 11th July 2017

The small proportions of the submarine HMS UNSEEN meant that she was perfect for slinking in close to shore, dropping off members of the elite Combined Operations pilotage parties to size up the beach's suitability for landing, then retrieving them before sliding back into the deep.

It was a hazardous task and as captain of the UNSEEN, Lt Michael "Tubby" Crawford helped conduct five such missions in the early summer of 1943, ahead of the Allied landings on Sicily

Crawford, who was known as the most efficient and gentlemanly officer in the business, could be relied upon to be unruffled in this perilous endeavour, when discovery by the enemy would blow the secrecy surrounding the forthcoming major offensive.

"You have to take them in very close to the coast [and] you have to stay in that position," he told the Imperial War Museum. "We normally just submerged, stopped and went down and sat on the bottom if it was shallow enough. But, if you had to stay on the surface, you had to be really on the alert because the Italians did have coastal craft" which occasionally appeared from nowhere. From a submarine point of view, they are not very pleasant operations, but we did each of these reconnaissances and then managed to get the chaps back, which was a great thing."

The day before the invasion of Sicily in July 1943, UNSEEN returned to the island to drop a sonar beacon as a guide for Allied vessels. Crawford and his men sat on the surface and saw this vast array of shipping on the horizon as it came in. "Having sighted this convoy I said 'Well, I'm going down below for a cup of cocoa', and told them to call me as soon as anything happened. I had my cup of cocoa and put my feet on the settee, and literally went out." Thus, it was that Crawford slept soundly through the first night of the Sicily landings.

He was awarded a bar for his Distinguished Service Cross in 1943 for his captaincy of seven UNSEEN's patrols and later mentioned in despatches for the sinking or fatal damaging of four ships.

Under Crawford, UNSEEN launched 18 torpedo attacks, yielding 15 hits and 11 successes. She also survived 199 depth charge attacks. No wonder the consumption of rum over 257 days at sea during 11 combat patrols was seven gallons, seven pints and six tots per man.

Gathering intelligence on French warships in Toulon ahead of the Allied invasion of north Africa in 1942, Crawford raised the periscope to find that "there, very close to us, was a destroyer looking right at us. Of course, he immediately came in as we decided to go deep and let fly with his depth charges, which were extremely close, and we really started plummeting into the depths. We had to blow our main ballast, and we finally pulled up with the deep-diving gauge just about on the stops."

The safe depth limit for U-Class boats was 200ft, but she had plunged to 355ft. "We were naturally getting a bit anxious," Crawford said. "But we did just manage to get control of her."

They slowly sailed home, astonished to be alive. A diving helmet symbol was sewn into her Jolly Roger to mark the 355ft record. Soon after, the submarine known until then by her pennant number of P51, was formally named HMS UNSEEN. The irony was not lost on the crew, given that she had come within a whisker of being lost because she had been spotted by the enemy.

Crawford was resilient and determined, but the hallmark of his command of four submarines was his calm nature and good humour, never raising his voice in the control room. A man for whom the word "understatement" might have been coined, he possessed a deliciously arid wit and chuckle.

The present Rear-Admiral Submarines, John Weale OBE, said: "Tubby was one of an elite band of brothers who mastered the art of using the submarine as an instrument of war; who could attack our enemies ruthlessly and with aggression, yet remain calm and considered in the face of extreme danger."

With a tally of at least 27, Crawford probably holds the record for the most wartime submarine combat patrols by a Royal Navy Officer. He cut his teeth against Axis forces in the Mediterranean at 23, with a year on HMS UPHOLDER as first lieutenant to Lt-Cdr Malcolm David Wanklyn. UPHOLDER's job was to stop convoys from Italy tracking either side of Malta to take supplies to Rommel's north Africa forces.

The "Fighting Tenth" played a significant role in the Allies' success, which is viewed as one of the Submarine Service's greatest achievements during the Second World War, even if it came with an uncomfortably long list of lost boats.

Wanklyn, whose naval nickname was nothing if not predictable, was a reserved character, but Britain's undisputed submarine ace when it came to sinking enemy tonnage, attaining a record in UPHOLDER.

Revered by his crew, he left a trail of destruction and, for Crawford, watching him in action was a masterclass in underwater warfare. Crawford was awarded the Distinguished Service Cross for his role in Upholder's patrols between January and May 1941, during which she sank four enemy ships.

These included the torpedoing of the Italian troopship, the SS Conte Rosso, off Sicily, which earned Wanklyn the first submariner Victoria Cross of the Second World War. That September, UPHOLDER also claimed two troop ships, the MS Neptunia and MS Oceania, within hours of each other. Shortly after Crawford left her, Wanklyn's submarine was reported missing. The ace and his crew were all lost to graves which have never been found.

In between patrols, the home port of Malta was under heavy siege. Once, when UPHOLDER was tethered beside HMS ILLUSTRIOUS, Crawford stood on the bridge watching Heinkel bombers relentlessly target the aircraft carrier, an experience he found "quite alarming".

Life dramatically improved for Crawford when he became tantalised by an inter-services liaison officer he bumped into at parties. Margaret Lewis was helping to run Allied agents in north Africa and Italy from Malta. She was awash with admirers, but shrewdly eschewed several ebullient boat captains, not to mention a member of the RAF, in favour of the quiet submariner.

They married in September 1944 in Blyth, Northumberland, settling in Portsmouth, where they lived for more than 70 years and raised four children. Such was their closeness that they were described as like "one person with

two heads". Crawford is survived by Margaret, now 96, their children, Simon, an artist, and Rosemary, an administrator, four grandchildren and four great-grandchildren. The couple's older sons, Michael, an electrical engineer, and David, a banker, predeceased him.

Michael Lindsay Coulton Crawford was born in 1917 in Cuckfield, West Sussex, although he spent his early years in Kenya, then on the Isle of Wight.

Although slightly built, Crawford was nicknamed "Tubby" because of his round face. His father served in the Royal Engineers in the First World War but, after Merton Court preparatory school in Sidcup he joined the senior service at 13, entering Britannia Royal Naval College Dartmouth in 1931.

After a brief flirtation with the surface fleet he was promoted to sub-lieutenant and transferred to the Submarine Service as "it took my fancy" and promised more responsibility.

The move lived up to his expectations and the outbreak of the Second World War saw Crawford stationed in Malta with S-Class boat HMS SEALION, -which took part in the Norwegian coast campaign in 1940. From her, he went briefly to HMS L23 and then UPHOLDER.

After the war Crawford rose to the rank of Captain, later appointments including Chief Staff Officer to Flag Officer, Submarines and a return to his wartime port as Commodore Superintendent Malta between 1965 and 1968.

Leaving the navy in 1968 Crawford was publications officer for Flag Officer Submarines at H M S DOLPHIN in Gosport until 1980. He and Margaret were involved with fundraising for the Royal National Lifeboat Association and were social linchpins at the Royal Naval Club and Royal Albert Yacht Club.

Frailty meant Crawford was unable to attend a dinner to mark the centenary of the Royal Navy's submarine command course last month. His successors did not forget him, with former Deputy Commander-in-Chief Fleet Vice-Admiral Tim McClement raising a toast to his forthcoming 100th birthday.

The last surviving "Fighting Tenth" Submarine captain reached this milestone several weeks later, then died the next evening.

Captain Michael Lindsay Coulton Crawford RN, DSC and Bar, was born on June 27, 1917. He died on June 28, 2017, aged 100.

SOCA TROPHY PRESENTATION

(From the Portsmouth Evening News of 11th September 1950)

Mr Harold Rose, Chairman of the Submarine Old Comrades Association (London Branch) presents the 'Most Efficient Submarine of the Year' Trophy to Lieutenant Commander M L C Crawford (HMS ARTEMIS) at Gosport



By Editor – If you recognise yourself or anyone else in the above picture please let me know the details!

THE DIESEL BOAT (By Robert King)

As Waters Cool and Loved Ones Grieve

From the Pier the Boat Would Leave
Past the Point in Misty Shroud
Ghostly Engines Fading from Aloud

Underway Through History's Troubled Pages

www.submarinersassociation.co.uk

Carefree Dolphins Marked the Way
Slipped Beneath as Ocean Rages
Leaving None with Which to Play

She Would Strike a Crowing Enemy
A Spreading Fatal Blow
That Gave the God's of The Rising Son
The Taste of Fear to Know

No Markers Herald Their Watery Graves
Under Wind Swept Seas and Rolling Waves
Silent Sailors on Eternal Patrol
Scan Endless Skies for Kindred Soul

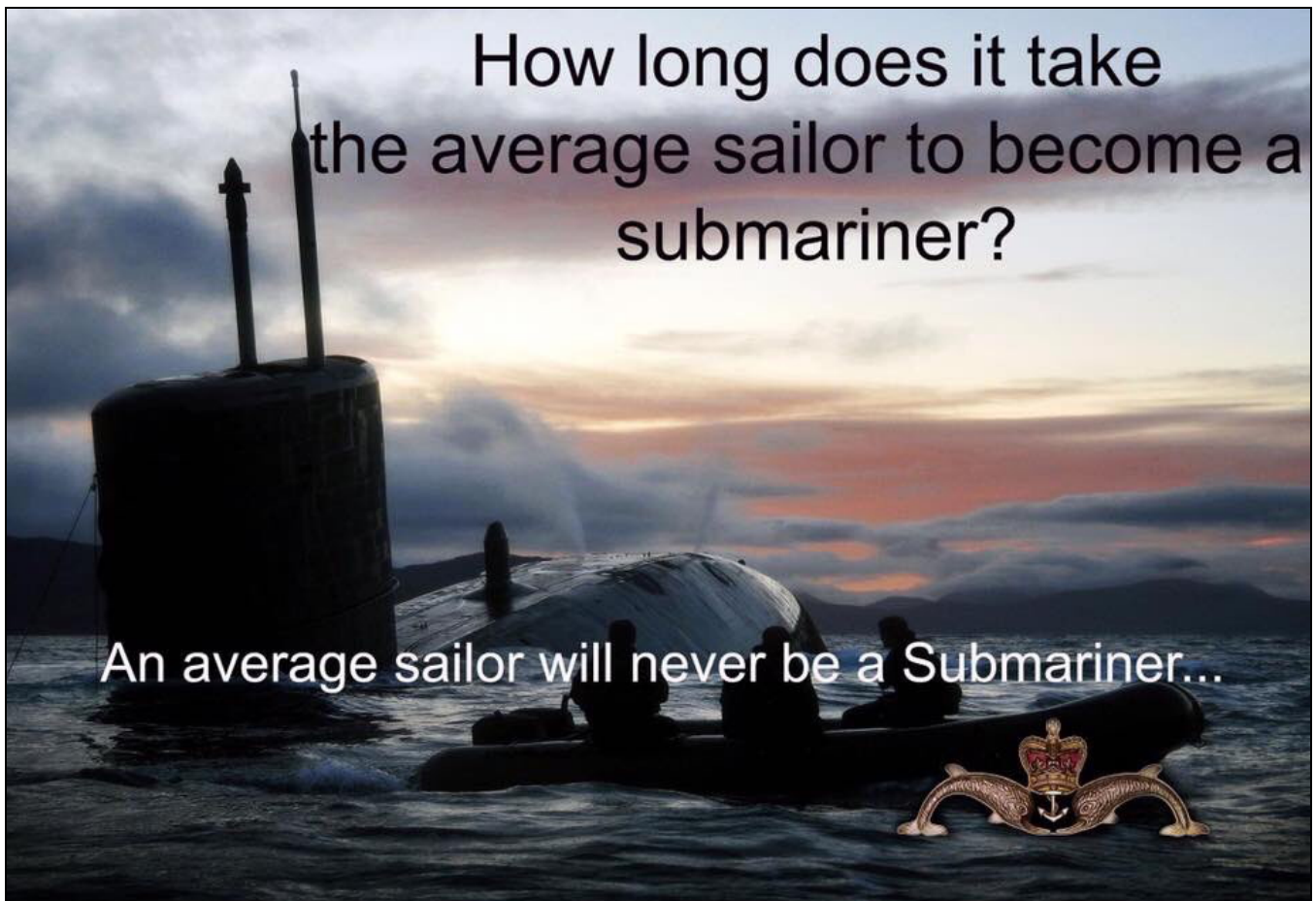
Once More She Sailed from Lonely Piers
As Cold War Drums Beat Mortal Fears
To Enter Dark Waters of The Snarling Bear

And Bring Home Secrets Hidden There

Now These Warriors of The Deep
Rust at Pierside As We Weep
Forgotten by All but Those That Rode
And Lived Their Lives by Silent Code

When I At Last Cede This Salt Water Earth
Lay Me Down on A Submarine's Berth
Let Me Hear Again the Engines Roar
And Sound the Klaxon's Song Once More

So, Set the Course for Heaven's Gate
Though the Day Grows Long and The Hour Late
I Must report To Those Who Wait
For This Then Is the Submariner's Fate



MEMBERS 'CROSSED THE BAR' 1st July 2017 to 20th September 2017 (** WWII Service)

NAME	DATE/AGE	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
Peter G (Charlie) Moon	19 th June 2017 aged 74	LME	INDALO SPAIN	1964 to 1970	TOKEN, AURIGA, RORQUAL, ONSLAUGHT
M L C (Mike) Crawford **	28 th June 2017 aged 100	Captain	PORTSMOUTH	1937 to 1968	SEALION, L23, UPHOLDER, H50, UNSEEN, OBERON, TIRELESS, ARTEMIS
J D (Jim) Thomsett **	30 th June 2017 aged 96	Able Seaman LTO	EAST KENT	1941 to 1950	H50, P36, SEA NYMPH, KIX, THULE, STURDY, SEA DEVIL
P (Peter) Trealion	18 th July 2017 aged 88	Lt Commander, RNR	DOLPHIN	Sep 1952 to Aug 1962	ASTUTE, ANCHORITE, AENEAS, ALARIC
W C (Bill) Stampton **	19 th July 2017 aged 97	Leading Telegraphist	DOLPHIN	Sep 1940 to Feb 1946	H43, TUNA, SEADOG, O15 (Dutch), ZWAARDVISCH (Dutch)
K (Ken) Holtham **	20 th July 2017 aged 93	Leading Telegraphist	DERBYSHIRE	1942 to 1953	SAHIB, STOIC, SPITEFUL, ACHERON, TRENCHNT, TABARD, STURDY, TALENT
William Hanna Foster	21 st July 2017	Lt Commander (E) (WESM)	SUBMARINE OFFICERS ASSOCIATION	Not Given	DOLPHIN (64), RESOLUTION (P) (1st Commission Crew)
K M F (Keith) Radford	31 st July 2017 aged 70	Petty Officer REL	ROYAL BERKS	1970 to 1977	OTUS, CONQUEROR, OPOSSUM
A M (Alan) Jones	July 2017 aged 70	Petty Officer Electrician	WELSH	1971 to 1975	REVENGE (71-75)
K H (Keith) Bishop	1 st August 2017 aged 72	Petty Officer REL	DOLPHIN	Feb 1966 to Apr 1976	FINWHALE (66-67), OBERON (69), ACHERON (70-71), ANDREW (71-74)
Laurence (Laurie) Brokenshire	4 th August 2017 aged 64	Commodore	SUBMARINE OFFICERS ASSOCIATION	Not Given	Not given
Ralph E Lewis	16 th August 2017	Chief Petty Officer Coxswain	BLACKPOOL (lapsed)	May 1959 to May 1969	SEADEVIL, THERMOPYLAE, TRENCHANT, ALDERNEY (twice), TIPTOE (twice) & RESOLUTION (P) (1st Commission)
M. (Michael) Davenport	20 th August 2017 aged 74	Chief ME	BARROW IN FURNESS	Mar 1961 to Nov 1982	SEASCOUT, TALENT, DREADNOUGHT, RESOLUTION, REVENGE, SCEPTRE
W P (Bill) Vowden **	24 th August 2017 aged 91	Able Seaman ST	MEDWAY TOWNS	1944 to 1947	SPORTSMAN, VAGABOND, TUDOR
Gerald Victor Marriott	24 th August 2017 aged 62	Leading Stores Accountant	DOLPHIN (lapsed)	May 1972 to May 1985	OTTER (1974), OLYMPUS (1975), NARWHAL (1975), OSIRIS (1978-1982) & ORPHEUS (1982)
Jack Edwin Froude **	August 2017 aged 96	Able Seaman (SD/Radar)	ROYAL BERKSHIRE (lapsed)	1943 to 1947	SEALION, TANTIVY, P614 & TRUSTY
William George Frederick Organ	August 2017 aged 74	Commander	SUBMARINE OFFICERS ASSOCIATION	1966 to 199*	ARTFUL (July 1966), CACHALOT (IL January 1966, PORPOISE (CO), OBERON (CO January 1975), CBNS Washington, VALIANT (CO), DOLPHIN (Submarine School 1988)
K (Kevin) Watts-	2 nd September 2017	Warrant Officer	GOSPORT	Nov 1969 to Aug	SEALION, RORQUAL, CONQUEROR, VALIANT, WARSPITE,

Tucker	aged 68	(TS)		1999	SPLENDID, CHURCHIL
W (Bill) Lee **	2 nd September 2017 aged 92	Able Seaman ST	AUSTRALIA	Sep 1943 to Feb 1947	TRENCHANT, TRUMP, SATYR
P (Pete) Lewis	2 nd September 2017	Lieutenant, RNR	COLCHESTER	1953 to 1954	SPRINGER, THERMOPYLAE, UPSTART
C (Charlie) Jones **	6 th September 2017 aged 93	Telegraphist & Leading Stoker	DOLPHIN	Aug 1943 to Jun 1949	H33, SPITEFUL, SUPREME, Reserve Group 'L'
Robert (Bob) William James Chitham	13 th September 2017 aged 82	Lieutenant	SUBMARINE OFFICERS ASSOCIATION	1956 to 19**	TEREDO (1958), CACHALOT (1960), SOLENT (3 rd August 1960), TRUNCHEON (1962)
A (Alex) Smith	19 th September 2017 aged 74	Chief MEM (L)	BLYTH & WANSBECK	1970 to 1979	REVENGE & REPULSE
H (Harry) Hilton **	September 2017 aged 92	Leading Stoker	ESSEX	1942 to 1944	ULTOR, TAPIR, TRUNCHEON
Charles Hollands	September 2017 aged 86	LEM	MEDWAY TOWNS	Sep 1948 to Sep 1960	ANCHORITE, SIRDAR, STURDY & TRESPASSER
Alec Dennis Barlow	September 2017	Captain (E)	SUBMARINE OFFICERS ASSOCIATION	Not Given	MEDWAY, ARTE Dounreay, MAIDSTONE, DOLPHIN, NEPTUNE & Chairman, Naval Nuclear Reactors Technical Safety Board

OBITUARIES – OTHER SUBMARINERS 'CROSSED THE BAR'

1st July 2017 to 30th September 2017 (** WWII Service)

NAME	DATE/AGE	RANK/RATE	SM SERVICE	SUBMARINES
Peter W Fairclough	30 th July 2017 aged 59	Chief (WEM) (O)	Not given	REVENGE (P) (on re-commissioning on 4 th September 1982)
A (Tony) Ullah	July 2017	Leading Medical Assistant	Not given	TORBAY
Christopher E Belcher	4 th August 2017	Chief MEA (M)	Not given	TIRELESS (1 st Commission Crew on 5 th October 1985)
John 'Hammy' Hamblett	18 th August 2017 aged 65	Petty Officer MEM (L)	1971 to 1994	PORPOISE, ONYX (75 to 77), ORPHEUS (77 to 78), ONSLAUGHT (81 to 82), OTUS (82 to 84) SCEPTRE (89 to 90) & ORACLE (90)
Mark Lane	August 2017	Able Seaman (TS)	1993 to 1996	REPULSE
John Graham Wheeler	September 2017 aged 80	Marine Engineering Artificer (P)	Not given	REVENGE, SOVEREIGN & SCEPTRE
Joseph W Sharpe	September 2017	Chief MEA (P)	Nov 1956 to Jul 1966	ANDREW, ANCHORITE & PORPOISE
David Howe	September 2017 aged 51	Not given	Not given	OSIRIS
Peter Ingram	September 2017	Chief Stoker	Not Given	Not Given