



IN DEPTH

Official Newsletter of the Submariners Association

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



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The Submariner

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

Sir Winston Churchill 1943

EDITORIAL

Hello everyone and a Happy New Year to you all! Welcome to 'In Depth' No. 59. The Front Cover picture this Issue is one of the last pictures taken of the Crew of the ARA SAN JUAN – the Argentinian Submarine recently lost in such tragic circumstances. Many of us will have posed for similar photographs in the past. Looking at all the smiling faces it is difficult to believe what happened to them just a short while later. At this time, the exact circumstances are unknown and the submarine has not yet been located. We can but offer our most sincere condolences to the families. On Page 5 you will find the Statement from the Defence Secretary and the names of the Crew of the ARA SAN JUAN. Many of you will have heard that the Australian Navy's first Submarine - HMAS AE1 - has finally been found – 103 years after she was lost in unknown circumstances in the Bismarck Archipelago. This has finally brought some measure of closure to the UK, Australian

and New Zealand descendants of the AE1 Crew.

Another submarine recently found is the WWII minelayer HMS NARWHAL – lost 77 years ago and now, unexpectedly, located by a Polish team looking for one of their own submarines -the WWII ORP ORZEL. NARWHAL is lying some 140 miles east of Aberdeenshire and now more UK families now know where menfolk are!

Thank you to all those who have provided input to this Newsletter – in particular, Richard Channon who has provided an update on the Issue 58 article about HM S/M X-2 and Stan Goold who has identified some of the crew in the HMS ARTEMIS photo in the same Issue. Bob McGuinness sent in information about a cluster of WWII RN Submarine wrecks located off the coast of Tunisia – some not yet positively identified.

You will find all the usual articles in this issue – WWI Submarine losses, Books, the K26 story etc. As ever please read and enjoy. Comments and suggestions are always welcome - but why not send in your story? All Submariners have at least one to tell!

Barrie Downer

IN DEPTH No. 60

Issue No. 60 of IN DEPTH is due for publication on 1st April 2018.

Contributions for the next Issue should be with the Editor by 15th March 2018 to ensure your story/article is considered.

Cover Photo: The Crew of the ARA SAN JUAN

CHAIRMAN'S REPORT

Friends and Fellow Submariners,

It hardly seems like twelve months since last Christmas and here we are again rushing headlong into the festivities promising as we do each year that we will be better prepared next year! Whether you are rushing around like a headless chicken or laid-back and cool I hope you and yours have a fantastic Festive Season.

The main event since the last issue of In Depth was of course our annual Service of Remembrance back in early November. This day is a very important date on our calendar, a time to pay tribute to our colleagues who have gone before and are on the Eternal Patrol. For reasons we are all aware of we now hold this important Service in the gardens of The Honourable Society of the Middle Temple where we construct a traditional Drumhead Altar at which we lay our wreaths. On completion of the service the wreaths are collected and 'marched' across the road by a platoon of Serving Submariners and laid at the National Submarine War Memorial in a dignified and proper manner.



The VIPs in front of Drumhead Altar and Branch Standards

The event this year was attended by over 500 submariners, serving and non-serving. This is without doubt the largest attendance to date and we were pleased to welcome representatives from other country's Submarine Service including American, Canadian and French. This event is now a major item on the calendar of the Submarine Family. It was very gratifying to see so many young submariners present many of whom were still training. We should always ensure that these youngsters feel welcome. After all they are our future.

In the west cloister of Westminster Abbey is a monument commemorating officers and men of the Submarine Service of the Royal Navy, the Commandos, and all ranks of the Airborne Forces and Special Air Service.

It was designed by the sculptor Gilbert Ledward, with three bronze figures in stone niches, with the dates 1939 and 1945 on tablets between. The models for the figures were serving members of the forces – the submariner was modelled on Leading Seaman Reginald Read, the Commando on Company Sergeant Major Ayres, and the representative of the Parachute Regiment was Corporal Howard Elliott. The memorial was unveiled by Winston Churchill on 21 May 1948.

Beneath the sailor is a bronze plaque with two naval badges and the inscriptions:

“To the Glory of God and in memory of the officers and men of the Submarine branch of the Royal Navy who have given their lives both in peace and war”. “The last enemy that shall be destroyed is death”.

Beneath the soldier are two badges and the inscriptions:

“To the Glory of God and in memory of all ranks of the Commandos who fell in the Second World War 1939-1945”. “They performed whatsoever the King commanded”.

Beneath the airman are two badges and the inscriptions:

“To the Glory of God and in memory of all ranks of the Airborne Forces and Special Air Service who fell in the Second World War 1939-1945”. “These were mighty men of valour”.

Below the SAS section a small memorial to men who served in the Long Range Desert Group was unveiled in 2013 - they supported the SAS in the early days.



Monument in west cloister of Westminster Abbey

I was privileged to attend the annual Memorial Service which takes place in the vicinity of the Monument on the Saturday of our Remembrance weekend and lay a wreath on behalf of the Submariners Association.

I would like to thank everyone who managed to attend the events on the Submariners Remembrance Weekend in London. I know that many more of you will also have attended Remembrance Day Parades and services in your home towns. Well done for that. We must never forget those who have gone before us!

The deadline of 31st December for nominations of volunteers to become members of the NMC is rapidly approaching as is the cut-off date for any amendments to the Rules and Constitution. All of you should be aware of this by now and I have to tell you that to date the number of candidates for the positions on the NMC is very low indeed! Why is that? I know from personal experience that there are many in our membership who are vociferous and quick to criticise and yet when the opportunity to actually contribute and make a difference presents itself – they become the silent service again! The only qualifications required to become a member of the NMC is that you must be a Full Member of the Association, be willing to work towards the common good and wellbeing of the Association and accept that sometimes the best you can hope for is to do the least wrong thing!! So please, step up to the plate, engage! Get your name to the National Secretary before the deadline.

Have you booked your accommodation and menu choices for the annual Reunion which will take place at the Premier Best Western Yew Lodge Hotel over the weekend of 23rd to 25th March. The National Council Conference will be on Saturday 24th March. I would advise you to book as soon as you can so that you do not miss out on this great weekend. An opportunity to meet up with 'old' oppos and spend some quality time spinning a few dits whilst consuming your favourite beverages!

The winter weather is now with us and I would ask each, and every one of you to take care and stay warm! And don't forget to check on any elderly neighbours in your vicinity. Just a couple of minutes of your time can really make a difference to someone on their own at this time of the year.

I wish you all a very safe, healthy and prosperous New Year.

In the meantime
Keep on Keeping on.
JMcM



ARA SAN JAN

The Crew

Commander Pedro Martin Fernandez
Jorge Ignacio Bergallo, Eliana Maria Krawczyk, Victor Andres Marali
Fernando Ariel Mendoza, Fernando Vicente Villareal, Diego Manuel Wagner
Adrian Zunda Meoqui, Renzo David Martin Silva, Jorge Luis Mealla
Alejandro Damian Tagliapetra, Ricardo Gabriel Alfonso Rodriguez, Victor Marcelo Enriquez
Daniel Adrian Fernandez, Hugo Arnaldo Herrera, Luis Marcelo Leiva
Roberto Daniel Medina, Celso Oscar Vallejos, Leandro Fabian Cisneros
Sergio Antonio Cuellar, Franco Javier Espinoza, Luis Esteban Garcia
Cristian David Ibanez, David Alonso Melian, Jorge Ariel Monzon
Luis Alberto Niz, Luiz Carlos Nalasco, Jorge Isabelino Ortiz
Daniel Alejandro Polo, Fernando Gabriel Santilli, German Oscar Suarez
Mario Armando Toconas, Jorge Eduardo Valdez, Anibal Tolaba
Javier Alejandro Gallardo, Victor Hugo Coronel, Walter German Real
Hernan Ramon Rodriguez, Alberto Cipriano Sanchez, Cayetano Hipolito Vargas
Frederico Alejandro Alcaraz Coria, Hugo Daniel Cesar Aramayo, Alberto Ramiro Arjona
Enrico Damian Castillo

RESURGAM

SUBMARINE SERVICE BREAKS RADIO SILENCE TO REVEAL MISSION MILESTONE

Tuesday, 12 December 2017

From: Gavin Carr, Royal Navy Media & Comms, HM Naval Base Clyde

Royal Navy Submariners at HM Naval Base, Clyde marked a major milestone recently with the successful completion of the 350th deterrent patrol.



The Vanguard Class submarine completing the 350th deterrent patrol

As the country's ultimate weapon, submarine operations and movements are kept a closely guarded secret, but the Silent Service has temporarily broken its silence to reveal the significant achievement.

"Our nuclear submarines are among the most complex machines ever built and ensuring that one is at sea continuously is a huge challenge," said Rear Admiral John Weale OBE, Head of the UK Submarine Service.

"That the Royal Navy has completed 350 deterrent patrols without once breaking the chain is simply a momentous achievement.

"Everyone knows that a chain is only as strong as its weakest link. Whether it is the dedication of our submariners, the expertise of our engineers and support staff, or the love of our families— each link remained strong throughout."

He continued: "I would like to thank the many thousands of people, past and present, who have contributed to this milestone. It is a testament to their hard work and commitment in helping to keep the UK safe."

Continuous submarine patrolling began in April 1969 with the Royal Navy's submarines taking primary responsibility for the UK's national strategic deterrent. Since then at least one Royal Navy ballistic submarine has been on patrol in the world's oceans, ensuring a continuous at sea deterrent.

Today the four Vanguard class submarines uphold the mission and between them have never missed a single day on patrol.

Although the name of the submarine and the date it completed the 350th patrol have not been revealed, the impressive achievement was formally recognised back in September when NATO's North Atlantic Council visited HM Naval Base Clyde along with the UK Defence Secretary.

Speaking during the visit, NATO Secretary General Jens Stoltenberg said: "The nuclear forces of the Alliance, including those at Clyde Naval Base, are the supreme guarantee of the security of allied countries and populations."

As well as marking the considerable achievements of the past, the Submarine Service is also focussed on the future. HM Naval Base Clyde has been home to the submarine based nuclear deterrent for five decades and will be the home to the entire UK Submarine Service by 2020.

The UK Government is investing £1.3B over the next 10 years to update and upgrade its engineering and training facilities in preparation for the new Dreadnought class of submarines.

The design and construction of the Dreadnought class of four ballistic missile submarines is one of the largest and most complex programmes that the MOD and UK industry has undertaken.

NEW & RE-JOINING MEMBERS – 1st October 2017 to 31st December 2017

(20** = Serving Member)

| NAME | RANK/RATE | BRANCH | SM SERVICE | SUBMARINES |
|----------------------------------|--|----------------------|---|--|
| P (Phil) Oliver | Petty Officer ME(M) | Indalo Spain | August 1977 to May 1989 | CHURCHILL (1978 to 1980) & VALIANT (1985 to 1987) |
| K E (Keith) Howard | Charge Chief MEA (ML) | Welsh | March 1968 to October 1985 | REVENGE, VALIANT, RESOLUTION & REPULSE |
| J N (Julian) Bond | Chief Petty Officer MEM (M) | Barrow in Furness | 14 th November 1988 to 20** | ODIN (1989 to 1990), ORACLE (1990 to 1994), TALENT (1994 to 1997), TURBULENT (1997 to 2004), TRENCHANT (2005 to 2010), ASTUTE (2011 to 2014) & AUDACIOUS (2014 to 2017) |
| S M (Steven) Breckons | LMEM | Barrow in Furness | January 1980 to January 1989 | SUPERB (1981 to 1987) |
| D J G (Darren) Chamberlain | Petty Officer | Barrow in Furness | January 1998 to 20** | TURBULENT (2001 to 2005), TRAFALGAR (2006 to 2008), AMBUSH (2012 to 2015) & AUDACIOUS (2015 -to 20**) |
| N W (Nigel) Hutchinson | Warrant Officer 1 | Barrow in Furness | January 2000 to 20**) | VIGILANT (2000 to 2001), VENGEANCE (2001 to 2010), VICTORIOUS (2010 to 2015), AUDACIOUS (2015 to 20**) |
| D (Duncan) Rich | Lieutenant | North East | November 2008 to 20**) | VENGEANCE (2008 to 2010), TIRELESS (2011 to 2013) & VIGILANT (2015 to 2017) |
| F G (Eric) Thompson | Commodore | West of Scotland | June 1968 to | OTTER (1969 to 1969), ANDREW (1969 to 1970), OSIRIS (1970), CONQUEROR (1974 to 1975), REVENGE (1976 to 1978) |
| P C J (Paul) Batten | Chief Petty Officer WEA (TWS) | Dorset | 1984 to 2007 | TURBULENT (1985 to 1987 & 1989 & 1991), TRAFALGAR (1992 to 1993), TORBAY (1993 to 1994) & TRAFALGAR (1994 to 1997) & TURBULENT (1998 to 2004) |
| C C K (Charlie) Haw | Petty Officer ET EM (SM) | Nottingham | March 1999 to August 2013 | VICTORIOUS (2000 to 2001), VENGEANCE (2001 to 2009) & VANGUARD (2011 to 2013) |
| M J (Mark) Buxton | Chief Petty Officer WEA to Lt Commander (WESM) | Essex | Not given | DREADNOUGHT (1980 to 1981), WARSPITE (1981 to 1984), TORBAY (1985 to 1986), TRENCHANT (1987 to 1987), SWIFTSURE (1987 to 1987), TALENT (1988 to 1990) & SCEPTRE (1997 to 1998) |
| S M (Stephen) Backhouse | Lieutenant | Gatwick | April 1976 to January 1990 | SOVEREIGN & ONSLAUGHT |
| D M G (Daren) Perry | Petty Officer (WS) SSM | Scottish | 1986 to April 2015 | REPULSE (S) (1986 to 1989), RESOLUTION (P) (1990 to 1994), VIGILANT (P) (1995 to 1997), VICTORIOUS (P) 1998 to 2001), VICTORIOUS (P) (2003), VENGEANCE & ASTUTE (2011) |
| A (Adrian) Green | Warrant Officer 1 | Lincoln | December 1985 to January 2016 | COURAGEOUS (1986 to 1988), SPARTAN (1991 to 1992), VICTORIOUS (1996 to 1999 & 2002 & 2000 |
| M C (Mark) Turner | Chief Petty Officer WEA | Essex | 1994 to 2001 | SPARTAN (1994 to 1995) & (1997 to 1999) |
| D (David) Tomkins | Leading Cook | West of Scotland | 1989 to 1995 | SCEPTRE |
| D T (Douglas) Tweedy | Chief Petty Officer MEM (M) | Indalo Spain | 1973 to 1995 | COURAGEOUS (1973 to 1976), CONQUEROR (1977 to 1979 & 1980 to 1982) & WARSPITE (1986 to 1988) |
| R E W (Robert) Williams | Petty Officer | West of Scotland | March 1991 to June 2017 | REPULSE (P) (1992 to 1996), VIGILANT (P) (1998 to 2001), VICTORIOUS (G) (2003 to 2005) & VICTORIOUS (S) (2011 to 2013) |
| G (Gary) Reid | Chief Petty Officer | Scottish | September 2017 to 20** | VICTORIOUS (S) |
| J A (Joseph) Crossland | Petty Officer | Barrow in Furness | November 2009 to September 2014 | VANGUARD (2009 to 2009), VENGEANCE (2009 to 2010), VICTORIOUS (2012 to 2013) & VANGUARD (2013 to 2014) |
| W P (William) | Able Seaman | Dolphin | June 1981 to | OCELOT (1982 to 1984) & OPPORTUNE (1986 |

| | | | | |
|------------------------------|--|-----------------------------|-------------------------------------|--|
| Arthur | (S) (SM) | | August 1988 | to 1988) |
| S A T (Stephen) Ramsey | Leading Hand | Northern Ireland | May 2007 to 20** | VANGUARD (2008 to 2011) & VICTORIOUS (July 2013 to August 2013) |
| A J (Anthony) Swift | Chief Petty Officer MEM (M) | Sunderland | 1986 to 2011 | REVENGE, CONQUEROR, TRAFALGAR, TURBUENT, SPLENDID, SCEPTRE & SUPERB |
| S P (Simon) Taylor | Petty Officer Writer (ex- Able Seaman (S) | Hull & East Yorkshire | November 1988 to 20** | REPULSE (P) (1989 to 1990), RESOLUTION (P) (1991 to 1992), VANGURD (Build), TALENT (1995 to 1997 & 1999 to 2002) & TRAFALGAR (2004 to 2005) |
| S P (Steve) Hunt | Able Seaman (S) SM | Norfolk | July 1983 to December 1988 | SPLENDID (1984 to 1986) & SPARTAN (1987 to 1988) |
| C J (Chris) Bussey | Chief Petty Officer | Peterborough | 1976 to 1992 | REPULSE & RENOWN |
| I (Ian) Thomson | Lt Commander | Gosport | November 1988 to July 2014 | SPARTAN (1990 to 1993), TORBAY (1994 to 1996), VANGUARD {1999 to 2003} & TURBULENT {2009 to 2010} |
| K (Karen) Campbell | Leading Hand | West of Scotland | June 2016 to 20** | ARTFUL (2016 to 201*) |
| S (Steve) Christmas | Chief Petty Officer WEA | Dorset | 1974 to 1996 | SOVEREIGN (1978), SPARTAN (1979 to 1981), WARSPITE (1981), SOVEREIGN (1983 to 1986) & TURBULENT (1992 to 1994) |
| I J (Iain) McKnight | Chief MEM (L) | Leicestershire & Rutland | 1972 to 1995 | OBERON (1972 to 1974), OTUS (1975 to 1977), ODIN (1978), OTUS (1980 to 1982), ONSLAUGHT (1982 to 1985) & OPPORTUNE (1992 to 1993) |
| C A (Chris) Parfitt | Able Seaman | Dolphin | 1980 to 1994 | OLYMPUS, WALRUS, SEALION & TRAFALGAR |
| M (Jim) Harper | Petty Officer WEM (R) | Sottish | January 1979 to November 1996 | REPULSE (1979 to 1982) & RENOWN (1984 to 1987) |

NATIONAL COMMITTEE APPOINTMENTS

From Jim McMaster (22nd November 2017)

I am pleased to inform you that the following appointments have now been made:

National Secretary:

Ian Vickers (Manchester Branch)

National Treasurer:

Nigel Mellor (Welsh Branch)

National Membership Secretary

David Woolterton (Basingstoke Branch)

These appointments are with immediate effect and will involve a substantial amount of 'double-banking' so until further notice please continue to address all your enquiries etc to the present members. I would ask all of you to be patient as these men get to grips with their new roles.

These appointments will be put forward for ratification at the forthcoming NCC in March 2018

I'm sure you will all join me in wishing Ian, Nigel and David every success in their new appointments.

SUBMARINE LOSSES OF WWI

This is the thirteenth article in a series listing Submarine losses during WWI and covers Submarines lost and Submariners died in the 4th Quarter of 1917.

October 1917

Three Submariners are reported to have died in October 1917 and one Submarine was lost but, luckily without casualties.

Those who died were:

A member of the crew of **Submarine E45** died on Saturday 20th October 1917 and it is understood that he was taken ill and died from peritonitis in the Shotley Sick Quarters. He was:

Stoker 1st Class Alfred George Gould O/N K16522

No Next of Kin or other family detail has yet been established for Alfred Gould who is buried in the Shotley (St Mary) Churchyard in Suffolk in the Submarine Enclosure.

An Engine Room Artificer on the books of **HMS DOLPHIN** died on 21st October 1917. It is understood that he collapsed and died suddenly after rushing to catch a boat. He was:

ERA 4th Class James Douglas Forster O/N M25803

Twenty-three-year-old James Forster was the son of James William Forster and Isabella Forster of Salwell, Co. Durham.

One member of the crew of **Submarine E35** died on Monday 29th October 1917. It is reported that he was accidentally lost overboard. He was:

Leading Telegraphist Frank Hall O/N J20872

Frank Hall was the twenty-one-year-old son of Annie Hall of 42, Star Road, West Kensington, London. He is commemorated on the Chatham Naval War Memorial on Panel No. 22.

The Submarine lost was **Submarine C32** (Lieutenant Christopher Paul Satow, Royal Navy) which was blown up by her crew on 22nd October 1917 after running aground in Vaist Bay in the Gulf of Riga in the Baltic. As the submarine could not be refloated the decision to destroy the Submarine was taken to prevent it from falling into the hands of advancing German forces. There were no injuries or losses and the crew made it safely back overland to the Depot Ship of the Baltic Flotilla.

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November 1917

Two Submariners are reported to have died in November 1917 and one Submarine was lost following an accident but, luckily, without casualties. The two who died were:

A member of the crew of **Submarine E46** who died on Monday 5th November 1917. It is reported that he fell down the fore hatch but was believed to have suffered heart failure before falling. He was:

Able Seaman Albert William Holmes O/N 236548

He was twenty-nine years old when he died and he is buried in the Haslar Naval Cemetery in Gosport, Hants in Grave E.27.30.

A Leading Stoker on the books of HMS DOLPHIN is reported to have died in the 3rd London General Hospital on 9th November 1917 after being taken ill. He was:

Leading Stoker William Wright O/N 312036

William Wright was twenty-seven years old and he is buried in the Brookwood Military Cemetery in Surrey in Grave No. XIII.E.1B

The Submarine lost was **Submarine K1**

Submarine K1 was sunk deliberately, by gunfire from the Cruiser HMS BLONDE on 18th November 1917. K1 was sunk after being damaged in a collision with K4 off the Danish Coast. The collision occurred when K1 lost power after sea water instead of oil fuel was accidentally sprayed into the boilers after changing over fuel tanks. All of the crew-members were transferred to HMS BLONDE before the submarine was sunk by gunfire. There were no casualties.

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December 1917

One member of the crew of the Torpedo Boat Destroyer **HMS LAVEROCK** died on Monday 3rd December 1917 and he is reported to have died in Plymouth Hospital after contracting meningitis. He was:

Gunner (T) Herbert William Ellison, DSM

Herbert Ellison was the thirty-two year old son of Mr and Mrs Ellison of Manchester and the husband of Mary Fuller (formerly Ellison) of 10, The Residence, Royal Naval Hospital, Chatham. Herbert Ellison was a former Submariner who had served in Submarines from

IN DEPTH

30th May 1909 to 19th November 1916 and in Submarine E11 at the Dardanelles and Submarine J4 in the North Sea. As a Petty Officer O/N 222574 he had been awarded the DSM for his services in Submarine E11 in the Dardanelles. He is buried in the Ford Park (formerly Plymouth Old Cemetery), Pennycomequick, Plymouth, Devon in Church S.1.6.)

One member of the crew of **Submarine E11** died on Monday 31st December 1917. The circumstances of his death are known. He was:

Able Seaman John Sharpe, DSM O/N J7687

John Sharpe was the twenty-five year old son of Mr and Mrs Sharpe of 3, Leacroft Road, Staines, Middlesex. He is buried at the Bournemouth (Wimborne Road) Cemetery, Bournemouth, Hants (now Dorset) in Grave No. 1.4.8.3N.

This Series will be continued in In Depth No 60.

Missing WW1 submarine AE1 found

(Stephen Fitzpatrick - The Australian - December 21, 2017)



The lost submarine AE1 and crew

A bold bid to locate the wreck of Australia's first submarine has been successful, with the final resting place of 35 World War One servicemen off Papua New Guinea captured on underwater camera.

The fate of AE1 (Lt Commander Thomas Fleming Besant) has long been a mystery, with a three-day search after it disappeared on patrol in waters between New Ireland and New Britain on September 14, 1914, just seven months into service, proving fruitless.

It can now be revealed the boat suffered a catastrophic failure, probably during a practice dive, and struck a hard, rocky bottom southeast of the Duke of York islands group.

Rear Admiral Peter Briggs told 'The Australian' this morning that "the most likely cause of the submarine remains a diving accident" with the fin guardrails stowed and the upper conning tower hatch apparently shut.

"The submarine appears to have struck the bottom with sufficient force to dislodge the fin from its footing, forcing it to hinge forward on its leading edge, impacting the casing," Rear Admiral Briggs said.

He said it appeared to have suffered a "post sinking, high energy event" that would have caused "rapid flooding of the submarine, probably near the surface", in order to cause the rate of acceleration likely required to produce such damage.



Vera Ryan of Lilyfield, Sydney, whose uncle Jack Messenger was lost when AE1 vanished in 1914.

Picture: Giles Park.

The damage could have been caused by any one of the vessel's eight torpedoes, each fitted with guncotton warheads and high-pressure air flask, or by its various high-pressure air cylinders.

As a result, he said, "when the end came for the men of AE1 it would have been very fast, they may well have not known what hit them".

The crew was comprised of British and ANZAC servicemen.

"Bottom line (is), we have found our lost submariners, but understanding exactly what befell them is a work in progress and will require further detailed examination of the wreck with a different array of instruments and technology," Rear Admiral Briggs said.

The \$1 million search, which began on Sunday, was jointly funded by the federal government and by a private enterprise consortium put together by Telstra chairman John Mullen.



The Bridge Navigation Position

Rear Admiral Briggs, who is president of the Submarine Institute of Australia, led the mission aboard search vessel Fugro Equator.

The precise location of the wreck, and even details of the time it was discovered, are being kept secret to protect it from unauthorised salvage attempts.

It can be revealed, however, that it was resting at a depth of more than 300 metres.



The last known position of HMAS AE1.

It was found using a drop camera equipped with colour video and stills capacity as well as lighting, with Rear Admiral Briggs praising the crew's "great skill to position it over the wreck and manoeuvre the ship to in turn, move the camera, swinging in the current on the cable over 300m below, in the right direction to locate the wreck".

He said there was "probably little sedimentation to cushion the impact (and) the wreck is on a hard, flat bottom scoured by strong, seasonal currents".

Rear Admiral Briggs said further investigation would "almost certainly require further, forensic examination of the wreck using different technology".

It is understood there is no intention of attempting to retrieve the submarine, which is regarded as a war grave.

The initial survey provided visuals only "down the starboard side and up the port side as far as the fin", Rear Admiral Briggs said.

However, he was adamant that the results showed that "beyond a shadow of a doubt this is AE1", meaning Australia's oldest naval mystery was one step closer to being solved.

There have been several previous attempts over the years to locate the vessel.

NOTE. The story of AE1, its Crew, the journey to Australia and the previous searches are described in Michael White's book "Australian Submarines – A History" 2nd Edition (ISBN 978 1 876467 26 6) published by Australian Teaches of Media in 2015

HMAS AE1 and her crew are commemorated on the 'AE1 and AE2 Memorial' in Ramsden Square in Barrow in Furness. The Memorial was established in May 2013 and was unveiled jointly by the Submariners Association Patron – Admiral of the Fleet the Lord Boyce - and Lord Abinger – who is related to one of the Officers of AE1. There are also Memorials in the Submarine Museum at Gosport, in Sydney and at Bitia Paka.

TABARKA - 'T' CLASS WRECKS LOCATED

This update on the wrecks of British T Class submarines, found off Tabarka, Tunisia has been provided by Bob McGuinness (Chairman Area 6 RNA) and is based on information provided by Jean-Pierre Misson

A comparative analysis of the images of two wrecks off Tabarka has now revealed that sonar images (previously thought to be of one wreck) are of two distinct T Class submarines. The first wreck is at position 37° 04' 46" N - 8° 52' 39" E. The second wreck is at Position 37° 04' 47'5" N - 8° 5' 35'5" E

The two wrecks are very close to one another but the difference in length of their after casings is quite noticeable. The first wreck would have no external Torpedo Tube (), whereas the second wreck has one.

These two T Class wrecks are in addition to the first 'T' Class wreck identified from a sonar recording in October 2014. This wreck was in Position 37° 04' 32" N - 8° 52' 34" E.



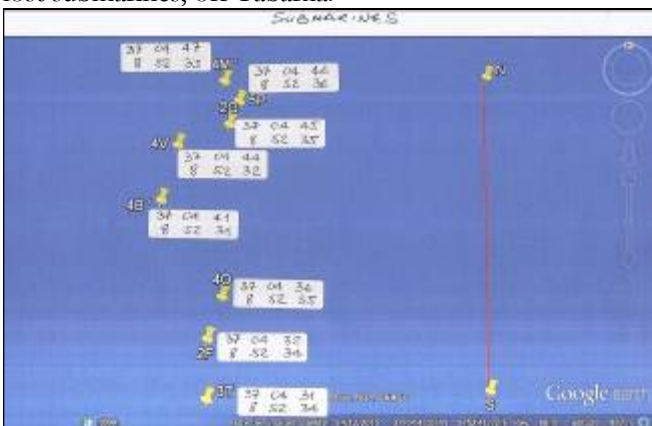
The British submarines lying off Tabarka are assessed as:
One 'S' Class (presumed to be P 222)

Three 'T' Class (presumed to be TIGRIS, TALISMAN and this third, as yet unidentified, T Class boat)

Two 'U' Class (presumed to be UTMOST & USURPER or P 48)

Except for this third 'T' Class, identified today (30th November 2017), the information has been passed to the Defence Attaché, British Embassy Tunisia as early as the autumn of 2015.

Regrettably, there seems to be no move, yet, to ascertain these sonar revelations about this remarkable cluster of lost submarines, off Tabarka.



In addition to the six British Submarine wrecks there is also an Italian submarine in the area (presumed to be CORALLO) in the same area where a naval mine barrage was laid during WWII.

IN DEPTH

HMS NARWHAL FOUND

By Jasper Hamill

(Adapted from The SUN - 3rd November 2017)

The wreck of World War II submarine HMS NARWHAL containing remains of fifty-eight sailors has been discovered seventy-seven years after it was sunk by the Luftwaffe. HMS NARWHAL went down with all hands some 140 miles east of Aberdeenshire after it was bombed while on a mine-laying mission. Now the researchers who found it want to contact the families of the men who died



HMS NARWHAL

(National Museum of the Royal Navy)

The submarine left its base in Blyth, Northumberland, and was tasked with the job of laying mines off German-occupied Norway.

But the Germans had cracked the Royal Navy's secret codes and were aware of NARWHAL's potential route. It was intercepted by a Dornier bomber and attacked on July 23.

Earlier this year, members of Santi Diving, a Polish-based group of deep-sea explorers, were carrying out a search for ORP ORZEL (EAGLE) when they found the NARWHAL.

The ORZEL has been missing since escaping the German invasion of Poland in 1939. Polish divers have spent the last 10 years looking for it without success.

Having made the potentially historic discovery the team are now looking to find the families of the 58 men whose remains are inside the wreck.

Tomasz Stachura, one of the divers behind the expedition, said: "We are very interested in any contact with HMS NARWHAL Crew relatives as it would be good to hear their stories.

"While we were searching for the ORP EAGLE we found an unknown sub at a depth of around 308ft deep. "At first we hoped it could be the EAGLE, one of our own Polish submarines, but we soon found that the wreck was 13ft longer than EAGLE, thus excluding it from the sought-after submarine.

"A better candidate for this wreck was the 290ft-long HMS NARWHAL, a mine-laying submarine lost on in the vicinity patrol sometime after July 22, 1940."

However, Stachura said more information was needed to decide if the wreck is definitely HMS NARWHAL. "As far as we know the location of HMS NARWHAL is still

unknown," he added. "In my opinion, some further research on the wreck would be advisable to ensure that the identity of this wreck can be established for sure. "Hopefully this can help in confirming the fate of the crew lost with the submarine."

The area it was found in along with the length and shape of the wreck appear to confirm it is the NARWHAL. It was one of the Royal Navy's most fierce submarines during the 1930s and was fitted with 12 torpedoes as well as a four-inch gun. It was skippered by Lieutenant Commander Ronald Burch. The sub was equipped with fearsome weaponry including a four-inch gun

HMS NARWHAL is believed to have sunk a German U-boat called U-1, the first submarine built by the Third Reich which disappeared on patrol on April 6, 1940.

George Malcomson, creator of archives with the National Museum of the Royal Navy, said several British submarines that are still missing to this day. He said: "There were lots of British submarines and ships that were lost, not just during the Second World War, but the First World War also. "During WWI there were 54 that went missing and that increased by around 70 during WWII. "The problem is that they head into patrol areas, don't come back, and no one knows what happened to them.

"Finding them involves looking at enemy records among various other things, and in recent years there has been a steady trickle of submarine and shipwrecks being found." However, there is a lot more work to be done.

"The Polish team who discovered the NARWHAL are so passionate about finding the EAGLE and have a burning desire to locate it," Malcomson continued, "That's is great to see, but unfortunately so many British vessels went missing during those years that if you were to try and find them all it would take up your whole life."

German Submarine U-35 damages X-Rudder off Norway



U-35 conducting dive tests in Kiel in 2013. Photo: German Navy

The German Navy's fifth Type 212A submarine 'U-35' has damaged one of the blades on her X-shaped rudder during deep-water tests off the coast of Norway.

The U-35 is now at the ThyssenKrupp Marine Systems (TKMS) shipyard in Kiel where it is being assessed for damages.

According to the German Navy, the accident happened on October 15 while the U-35 was conducting tests in the challenging waters off the coast of Kristiansand.

With the U-35 out of the water for assessments, the German Navy now has no fully operational submarines at its disposal. Four out of six submarines in the fleet are at the Kiel shipyard for various repairs and overhauls.

The German Navy expects to have three to four operational submarines from mid-2018.

The limited availability of submarines was caused by a lack of spare parts due to budget constraints, the navy said.

The U-35 was commissioned into the navy on March 23, 2015, as the first improved Type 212A submarine specifically optimized for deployments around the world. The boat has a bigger reservoir, improved air-conditioning and a new combat system.

Royal Navy Submarine Museum Advisory Group Meeting November 2017

(A report by Ted Hogben)

Members Present: Commodore J Clayden (Chair), Captains: D. Conley, J. Hughes, and D. Pollock, Rear Admiral R. Stevens and me, Ted Hogben. Apologies from Rear Admiral J. Weale RASM. As you can see I was more than a bit outweighed by brass!

Executive: Matthew Sheldon, Executive Director of Heritage, Andrew Baines, Deputy Director of Heritage, Nick Hewitt, Head of Exhibitions and Collections.

Collection Care

Andrew Baines updated us on the new team structure which supports care of ALLIANCE and Holland 1. This team has a national remit for NMRNs ships, but is based in Portsmouth. This specialist team includes professionally qualified conservators who support work on the submarines and a "ship-keeper" (conservation cleaner) dedicated to them 4 hours a day, this means professional care rather than enthusiastic well-meaning amateurs. The environmental conditions in the Holland Building require urgent remedial work. Tenders for this work are being assessed with the anticipation that remedial work will be completed in March 2018. Following this work the in-house team will be able to address specific conservation requirements e.g. failure of coatings, work required to the motor casing and then a move to re-interpretation.

There has been slow progress by the company Conservation Plus on completion of the Conservation Management Plan for ALLIANCE. This has not stopped the in-house team proceeding with work e.g. asbestos removal, lightning protection, but the Conservation Management Plan is required as an essential planning tool for costing future maintenance. The importance and challenge of costs of maintenance were discussed and it was confirmed the restricted funds

were being used appropriately to their defined purpose. Confirmation is being sought that funds raised by future Submariners Association donations/Industry Dinners are to be restricted to the care of ALLIANCE. Displaying Polaris and TLAM in the JFB has had to be re-thought as structurally it is not possible to safely hang the missiles from the roof. Contractors are submitting tenders with the aim of completing the work by the end of December. It is very important the missiles are in place with co-ordinated Public Relations for the 50th anniversary of the first Polaris firing in February 2018.

Work on the permanent 'Continuous at Sea Deterrent' (CASD) exhibition has started. In-house team are in place and initial work is underway on exhibition themes, NMRN collections, potential loans, etc. Once the budget is confirmed next will be the appointment of exhibition designers to develop floor plans, etc. Rolls Royce have donated £25k in sponsorship and there will be an approach to the 'Friends' for funds. Any funds remaining in restricted funds will be used to top up budget and support will be sought from likely sponsors. I expect to receive an article promoting the exhibition from Alexandra Geary for inclusion into "In Depth". The Submarine Service will be marking the anniversary of the first Polaris firing and CASD recognition plans are with MoD and Submarine Command.

Site Planning, Budgets and Plans.

The process of creating the Corporate Plan 2017/2018 to 2020/2021 and its connection to annual budget planning and strategic decisions. The 2018/19 plan will be available at the next meeting to give the Advisory group a better understanding of available resources.

Memorial Wall.

There is a lack of clarity over the rules for the inclusion of names on the Wall. The inaccuracies plus the temporary nature of the present Memorial Wall give rise to consideration of more fitting Memorial Wall in Site Development. An estimate of the costs is to be investigated.

There appears to be potential for "expert" volunteer involvement to sort out the various collections of artefacts held at the SeaMore buildings and support George Malcolmson.

AOB and Outstanding Matters Arising.

The Chairman will draft the SSAG first Annual Report by January 10th and thence forwarded to the Chair of NMRN Collections, Research, Learning and Access Committee and therefore included in the business of the NMRN Trustees Meeting on 30th January 2018. Progress on the improvements to the interpretation of VCs and other gallantry awards will reviewed. Structure charts for the Heritage Directory with commentary, showing responsibilities for submarine assets and the first points of contact will be available to members of the Advisory Group at the next meeting.

Next Meeting: Thursday 1st March 2018 @ 1100.

If anyone has comments/questions/suggestions please contact Ted Hogben on 01634 715635.

Hull & East Yorkshire Dinner

(From Cyril Raines)



The photo above is of the Submariners Association President - Rear Admiral Niall S. B. Kilgour CB and his wife Jennie who both attended the annual Christmas Party of the Hull & East Yorkshire Branch.

The event was held at the Theatre Hotel in Hull on the 14th of December 2017 and was attended by over sixty Branch members with family and friends.

VETERAN SUBMARINER HEADS TO LONDON THANKS TO SILENT SERVICE'S "UNBREAKABLE BOND"

Tuesday, 5 December 2017

Gavin Carr, Royal Navy Media & Comms, HM Naval Base Clyde

The unbreakable bond binding the men and women of the Royal Navy Submarine Service was recently demonstrated when serving personnel and trainees joined forces to aid a veteran in distress.

On October 12 this year, Second World War submariner Harry Melling was the victim of a callous robbery in his Wigan home. An unknown assailant made his way into the 92-year-old's house and pushed the veteran to the ground before stealing his wallet.

Hearing of the incident, fellow submariner and Command Warrant Officer, Andy Knox, decided to pay Harry a visit to see how he could help.

"I learned about Harry's ordeal on the national news as I was driving from Portsmouth to Faslane," explained Andy. "I got his address from his local church and arranged to call in. I was soon listening to some of Harry's fascinating stories about his time in the Submarine Service."

Joining as a "Hostilities Only" rating, meaning he would serve only for the duration of the War, Harry was drafted to the submarine training course in May 1941. After a brief period on depot ship HMS Medway, he joined Royal Navy submarine HMS Osiris in July 1943. The submarine, with the young Harry Melling on board, later went on to play an active role in Operation Husky, the Allied invasion of Sicily. As British, US and

Canadian troops made amphibious landings, HMS Osiris acted to intercept Italian warships attempting to halt the invasion.

Harry later went on to join HMS Tuna, the submarine involved with clandestinely transporting the famous Royal Marine Cockleshell Heroes to France in order to carry out attacks on enemy shipping.

“When I visited Harry I mentioned that the Submariners’ Remembrance Service and Parade was due to be held in London,” continued Andy. “Harry was really keen to attend so I decided to go to my fellow submariners at HM Naval Base Clyde to see what we could do to raise money to get Harry there. It became a sort of mission for us – let’s get Harry to London!” Engineering Technician Barwick from HM Naval Base Clyde soon set up a Just Giving page with the initial aim of raising £500. But the response from the submariner community was overwhelming, eventually raising an amazing £1,500.

Contributing to the cause were twenty junior submariners who had recently passed-out from the Submarine Qualifying Course (SMQ) at HM Naval Base Clyde.

During their passing-out parade on November 2, the trainees presented Warrant Officer Knox with a cheque for £305 to help Harry.

On November 4-5, Harry joined fellow submariners at a poignant service at Westminster Abbey and on the Sunday joined an estimated 400 participants at the National Submarine War Memorial in Middle Temple Gardens, London, for the Parade and main service. Accompanied by his Great Nephew, Matthew, and Matthew’s fiancée Eleanor, Harry paid tribute to those submariners who had “Crossed the Bar” in the service of their country.

“Getting Harry to London was an amazing example of the unbreakable bond which submariners share, regardless of the years which separate them,” said Andy Knox. “We very much take the attitude of ‘once a submariner, always a submariner’ and were delighted we could help.”



Harry Melling meets some young submariners during the Remembrance event in London.

IN DEPTH



The Submariner Remembrance event at Middle Temple Gardens, London.



Harry (right) joins other submariner veterans.



Trainee submariners at HM Naval Base Clyde hand-over a cheque to WO1 Andy Knox to help get Harry to London

By Editor:

The following item, forwarded by Andy Knox, reports a second case of an attack on a veteran submariner. The related Daily Telegraph article follows:

Man charged in connection with hammer attack on 96-year-old D-Day veteran

Police have charged a man with attempted murder and aggravated burglary following a hammer attack on a D-Day veteran. Jim Booth, 96, was left with injuries to his head and body following the attack after answering the door to his bungalow in Taunton, Somerset, on Wednesday.

The father-of-four was spotted by a passer-by after he stumbled out of his home, in Gypsy Lane and rushed to

hospital. His condition was described as serious but stable.



D-Day veteran Jim Booth

Jim Booth during his service as a Sub Lieutenant in the Royal Navy

By Andy Knox:

I managed to visit Mr Jim Booth at his home in Taunton on Sunday 17th December and I am happy to report that he is doing extremely well, Jim suffered numerous fractures and had over 80 stitches to his body after the vicious attack. We sat for a couple of hours and Jim reminisced about his time during the Second World War in which he played an instrumental role in Operation GAMBIT. Jim was part of the elite COPP (Combined Operations Port Pilotage) and he was also Commando trained.

Fifteen members of HMS VENGEANCE (P)Ship's Company visited Jim Booth at his daughter's home on Friday 15th December and the crew were welcomed by Jim and his Daughter Vicky.

Jim is received overwhelming support from his local community, and I am very pleased and overwhelmed at the generosity of serving and retired submariners, donations can be given via a Just Giving page (<https://www.justgiving.com/crowdfunding/andrew-knox>), which will be used to pay for his expenses to attend the next Operation Gambit dinner in Faslane.

DISMANTLING NUCLEAR SUBMARINES

An SNP MP has called on the Ministry of Defence (MoD) to speed up the dismantling of de-commissioned naval submarines which have been laid up in a Fife dockyard for more than 20 years. Douglas Chapman, whose constituency includes the Port of Rosyth,

IN DEPTH

welcomed a Scottish Environmental Protection Agency (SEPA) report which found radioactivity doses in the area were well within safe limits, but added the town should not be a 'sanctuary' for the vessels. Rosyth dockyard is home to seven decommissioned submarines, the oldest of which, HMS DREADNOUGHT, has been laid up since 1980.

Although all the vessels in Fife have been de-fuelled, they cannot be scrapped until their radioactive parts have been removed - a process that will take decades. The MoD announced in December last year it had finally begun this gradual process, beginning with HMS SWIFTSURE, which has been laid up at Rosyth since 1992. The cost of storing and maintaining them was £1.6 million in 2013/14, down from £3.8m the year before. A total of £16m was spent in a five-year period on 19 laid-up submarines at Rosyth and Devonport on the south-coast of England.

Mr Chapman said: "It's encouraging that SEPA's latest report shows radioactivity doses are well within limits. However, Rosyth should not be a sanctuary for toxic submarines and this is something I have raised in parliament as constituents are fed-up with the subs rotting in their own backyard. "Yes, they are to be dismantled and removed, but the timescale is excruciatingly slow. I'm encouraging SEPA to progress its work with the MoD to manage the area effectively and help rid Rosyth of the subs so that the space in the dockyard basin can be used for more economically productive uses." An MoD spokesman said: "Work is well underway after we began Initial Dismantling last year in Rosyth as planned. Our priority is to ensure that submarine dismantling is undertaken in a safe, secure, cost-effective and environmentally sound manner." The MoD added that decommissioned submarines were subject to regular maintenance and checks by both the department and regulators, and posed "no additional risks to workers or members of the public".

HMS DREADNOUGHT was the UK's first nuclear submarine when it was launched at Barrow in 1960 and was and represented a great leap forward in the country's defence capabilities at the height of the Cold War.

NEW RUSSIAN SUBMARINE

By Thomas Nilsen

November 6, 2017

First upgraded 'Borei' Class submarine ready for launch
Fifty years after the Northern Fleet got its first ballistic missile submarine, the Sevmas Yard in Severodvinsk floats out its latest pride. "KNYAZ VLADIMIR" will be Russia's most advanced ballistic missile submarine.



YURI DOLGORUKY (K-535) is the third “Borei” Class submarine for the navy. Photo: Mil.ru

This week marks the 50th anniversary since the Soviet navy’s first ballistic missile submarine (SSBN) was commissioned. The K-137 ‘Yankee’ Class, the first to be comparable with the U.S. Navy’s Polaris SSBNs, was cleared from the naval yard in Severodvinsk on November 5th and sailed for the Northern fleet on 6th November 1967.

With thirty-four of the ‘Yankee’ Class commissioned between 1967 and 1974, and additional forty-three of the follow-up Classes ‘Delta-I’ to ‘Delta-IV’ built between 1973 and 1990, the vessels became the world’s most numerous submarine design carrying ballistic nuclear missiles. There are still some few ‘Delta-III’ submarines sailing for the Pacific Fleet and six ‘Delta-IV’ submarines sailing for the Northern Fleet. All ‘Delta-IV’ subs are based in Gadzhieyev on the Barents Sea coast of the Kola Peninsula.

In a longer interview with the military newspaper “Red Star”, Navy Commander Admiral Vladimir Korolyov last week informed that the fourth of the new “Borei” Class submarine, named “KNYAZ VLADIMIR” (PRINCE VLADIMIR) will be put in water from the dock at Sevmash Yard later in November.

“KNYAZ VLADIMIR” is the first of the upgraded “Borei” Class, named Project 955A in Russia. Little information is available regarding what constitutes the difference with the previous three “Borei” subs. The submarine will start sailing for the navy in 2018.

With four “Borei” Class submarines on the water, and another four still under construction, the vessels will

gradually replace the ‘Delta-III’ subs in the Pacific fleet. For the Northern Fleet, though, it is expected that the ‘Delta-IV’ class submarines will be in active service for another ten to fifteen years alongside the new “Borei” submarines.

While the ‘Delta-IV’ class vessels carry ‘Sineva’ missiles with liquid fuel, the “Borei” Class vessels carry the new ‘Bulava’ ballistic missiles with solid fuel and more advanced independently manoeuvrable warheads.

“KNYAZ VLADIMIR” is powered by one nuclear reactor, has a crew of one hundred and thirty, and carries sixteen ballistic missiles.

LOOKING FOR SUBMARINE COMMISSIONING CREW LISTS

Thanks to all who have sent me Crew Lists. I am still looking for First Commission Crew Lists as follows:

Diesel Boats:

OBERON, ONYX, ORPHEUS, ODIN, OTTER, 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

Our new Membership Secretary has been spending a lot of effort recently in updating the Association Membership Records. National Records currently list the E Mail Addresses of some 1,100 of our Members. Many of these Addresses do not work! Don’t forget that if you change your E Mail Address, your Postal Address and/or your Phone number you need to tell your Branch Secretary who, in turn, can update the National Membership Secretary. If we don’t know where you are or how to contact you we can’t tell you what is going on in the Submarine World.

HM SUBMARINE X-2

(Additional information from Richard Channon, Captain RN)

Dear Mr. Downer,

I was fascinated by the ‘IN DEPTH’ article on H.M. SUBMARINE X-2, and can offer a bit of follow-up. I was Naval Attache in Rome from April 1984 to October 1987, and thus had the honour of representing FOSM at the Centenary celebrations of the Italian Submarine Service at Taranto on 26th May 1990, which centred on the commissioning of the new submarine SALVATORE PELOSI. I wanted to find out more about him, so got the NA’s office to order for me a number of publications from the Italian Navy’s Ufficio Storico. In these I read that Pelosi had been awarded the Italian equivalent of the VC as CO of the submarine TORRICELLI (the inventor of the barometer), when, according to their story, he had sunk the destroyer KHARTOUM on 23rd June 1940

before his submarine was sunk by three other destroyers. He was a PoW in India, and eventually rose to the rank of full Admiral and C-in-C Taranto, but died in a car accident in 1974.

In fact, KHARTOUM was lost to the accidental discharge and explosion of one of her own torpedoes, so, intrigued, I researched the incident in the National Archives and wrote an article for the NAVAL REVIEW which covered almost all of the Italian submarine activity in the Red Sea, the Gulf of Aden, and the Gulf of Oman, concluding by saying that gallantry awards are often not awarded when they should be, but you don't often hear of one awarded when it shouldn't have been!

The Italian submarines were found to have a significant problem, in that they had an air-conditioning system which used methyl chloride gas but was not robust enough to keep the gas in. The gas is colourless, odourless, and highly toxic, and breathing it leads to violent vomiting and temporary paralysis. Its first casualty was submarine MACALLE, which went aground on a reef in the Red Sea on 15th June 1940 and was destroyed by her ship's company.

It was a factor in the loss of the GALILEI, and I wrote that "The vital aspect of this British success was the recovery of all her secret charts and codes, so that with the help of Freya Stark (apparently the only person in Aden with any Italian) the Italian patrol areas and orders were known and the staff able to read enemy radio traffic. This insight led to the despatch of three destroyers to the Gulf of Djibouti, where the TORRICELLI was known to be on patrol, and to the sinking of the GALVANI by H.M.S. FALMOUTH in the Gulf of Oman on 23rd June".

I suggest that Midshipman Mazzucchi was either ignorant or lying (or both) when he said (who to?) that the documents had been destroyed before his submarine's surrender on 19th June: it seems too much of a coincidence that within four days two other submarines had been located and sunk. And, as a very junior officer, what did he know about the oral briefing allegedly given to his CO at Massawa? I cannot put hand on heart and say that the Admiralty file on the attacks on Italian U-boats on the East Indies Station (ADM 199/136) reported Miss Stark's role, because I simply don't remember, but where else did that story come from, and, if it was a fabrication, why put it in a secret Admiralty file? I don't suppose we shall ever know the whole truth.

Thinking about Mr. Midshipman Mazzucchi, I would suspect that he too, wound up in a PoW camp in India, and it would be surprising if his seniors there (from TORRICELLI?) did not interrogate him pretty closely about the loss of the GALILEI: They probably had some covert method of transmitting information back to Rome. One of his interrogators' primary concerns would have been about the security of classified documents and equipment in the submarine – first question "What happened to the codebooks etc?" – and in his shoes, as the "local acting CO", I would have been at pains to reassure them that everything had been destroyed. We know it hadn't, but the interrogators at the time had no means of cross-checking what he had told them so would have had to accept it, and by the time they did find out the war was over and any security breaches irrelevant. I have an illustrated Italian book about their Navy in WWII, and there it says of GALILEI that the British managed to capture a number of documents including the overall Op Order for the submarines, which enabled them to sink GALVANI.

For what it is worth, I gave the Museum a number of other Italian books about their submarines in WWII, one of which will give details about whether GALVANI was sunk with all hands or whether there were survivors: I suspect not. The other four Italian boats made it home to Bordeaux via the Cape – quite a feat by anybody's standards!

SOCA Trophy Presentation 1950 – Personnel Identification



I must thank Submariners Association Member Stan Goold for contacting me to identify some of the Submariners in this photo from the Portsmouth Evening News of 11th September 1950.

In the second row behind the Lieutenant, Chairman Harold Rose and Lt Commander M L C Crawford are:

L to R: CPO Coxswain J. Tumman, EM P. D. 'Lofty' Hulme, Leading Signalman Derek D. Jeffs, AB J. (Jock) Berry, EM Thomas B. T. (Jock) Pirie O/N P/MX 646012 (later Chief Electrician) & AB (Radar) Stan Goold O/N D/JX 581849

Note: Berry & Pirie are part hidden by Lt Commander Crawford

THE 'DREADNOUGHT' PROJECT

December 10, 2017

The Dreadnought class submarine in focus

The programme to construct the 4 submarines that will replace the 'Vanguard' Class boats, will soon become the largest defence project in the UK. Ballistic missile submarines are some of the most sensitive and closely guarded defence assets and there is understandably limited information about them in the public domain. At this early stage in the construction programme, we look at what is known about the 'Dreadnought' project.

Design

Outline concepts to replace the 'Vanguard' class have been under consideration by the MoD since 2002 but the 128 people of the Future Submarines (FSM) Integrated Project Team (IPT) started work at Barrow in 2007. Two initial concepts were made public in 2009. The radical 'Advanced Hull Form' had a rectangular hull cross-section, with propulsors embedded in ducts. In addition to Trident missiles, 16 x Mark 36 vertical launch tubes, suitable for conventional missiles such as the Tomahawk were sited outside the pressure hull. This design also offered greater stability and manoeuvrability than conventional designs but the costs would have been prohibitive. The alternative 'Concept 35' was a more conservative evolution of the Vanguard design with a conventional cylindrical hull form, its main innovation was shaftless electric drive and it appears that this design was used as the basis for Dreadnought.

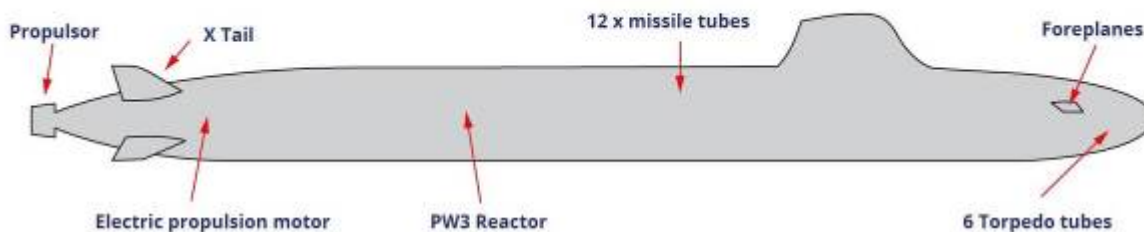
Design work began in earnest on what was known as 'Successor' in May 2011 after passing MoD Main Gate approval. The loss of experienced designers and problems with the Computer Aided Design (CAD) system that plagued development of the 'Astute' Class are now consigned to history and the teams working in Barrow benefit from a much more settled organisation. The design was 70% complete and in line with the original schedule when first steel was cut for HMS DREADNOUGHT in late 2016. The first section, now under construction, will form the structural steelwork for auxiliary machinery compartments containing switchboards and control panels for the reactor.

Much of the technology used in the 'Astute' class submarines will find its way into DREADNOUGHT but the new design can in no way be described as a 'stretched Astute' with missile tubes. The 'Astute' hull is not large enough to accommodate the height of the Trident missile, neither does it have sufficient beam for two missile tubes to be placed side by side. Most commonality between the 'Astute' and 'Dreadnought' Classes is likely to be found at the forward end, where the 6 Torpedo tubes, weapons handling system, world-class Type 2076 sonar and Common Combat System (CCS) are likely to be fitted. Commonality of control systems, weapons and sensors will save money and make it easier for RN submariners to move between 'Dreadnought' or 'Astute' boats as needed.

The DREADNOUGHT will be the first RN submarine to feature combined hydroplanes and rudders in an 'X tail' configuration at the stern. This arrangement is more complex to build and to control but allows for smaller planes and reduces noise. It is likely the DREADNOUGHT uses an electric permanent magnet motor to drive the boat instead of the steam turbines used on all RN nuclear submarines until now. This follows developments in the surface fleet where Integrated Electric Propulsion (IEP) is being used in the latest generation of ships. On DREADNOUGHT the nuclear reactor will drive steam turbo generators that provide power for the motors and the rest of the boat's requirements. Motors avoid the need for noisy reduction gears and allow more flexibility in the layout of the propulsion system. There is a slim possibility that DREADNOUGHT has adopted the submarine shaftless drive (SSD) system with an electric motor mounted outside the pressure hull in a watertight enclosure integrated into the propulsor unit.

Dreadnought class submarine

Key Features



DREADNOUGHT will be slightly larger than the Vanguard class, with a submerged displacement some 8% greater, totalling 17,200-tons. They will also be 3 metres longer than their predecessors, despite having fewer missile tubes. The growth in displacement will allow for a larger reactor, further quieting technology and provide more room for crew facilities. Improved accommodation is a priority as the submarine service struggles to recruit and retain people while serving on 'bombers' can be perceived by some as rather dull. This will be the first RN submarine designed from the outset to accommodate both male and female personnel and have improved sickbay, gym, and education facilities on board as well as a new lighting system simulating day and night.

Armament

DREADNOUGHT will have 12 Trident missile tubes, a reduction from the 16 carried by the Vanguards. The missile tubes will be the same 87-inch diameter as the Vanguard, but have been extended in length by 12 inches to accommodate future missiles. To save duplication of costs and effort, the Common Missile Compartment (CMC) is being designed in co-operation with the US and will equip their Columbia SSBNs as well as the UK's Dreadnoughts. Design work on the CMC began in 2008 and is now mature. The modular 'quad pack' design is cheaper to produce than the legacy method of inserting and fitting out individual tubes into the completed hull and allows other sub-contractors to build them at dispersed locations. Babcock in Rosyth has won an £80M contract to fabricate a batch of 22 tubes for use in British and American submarines.

The 2010 SDSR stated that only 8 Trident II D5 missiles will be routinely carried by the new deterrent submarines (each missile is tipped with 5 separate re-entry vehicles with a nuclear warhead). The remaining 4 tubes have the potential to carry equipment and munitions that could extend DREADNOUGHT's role beyond that of a pure deterrent submarine. This could include the US-developed multiple all-up round (MAC) canister with can hold 7 Tomahawk cruise missiles per tube, special forces equipment or vehicles, unmanned underwater vehicles (UUVs) decoys and sensors and encapsulated unmanned air vehicles (UAVs). For the DREADNOUGHT's to be used for launching Tomahawks or special forces would require a significant change in operating doctrine. SSBNs are expected to disappear in the ocean depths and avoid any action that might reveal their presence. With its shortage of SSNs this flexibility might be attractive for the RN but would incur additional equipment costs and expose a multi-billion strategic submarine to increased risk.

Reactor

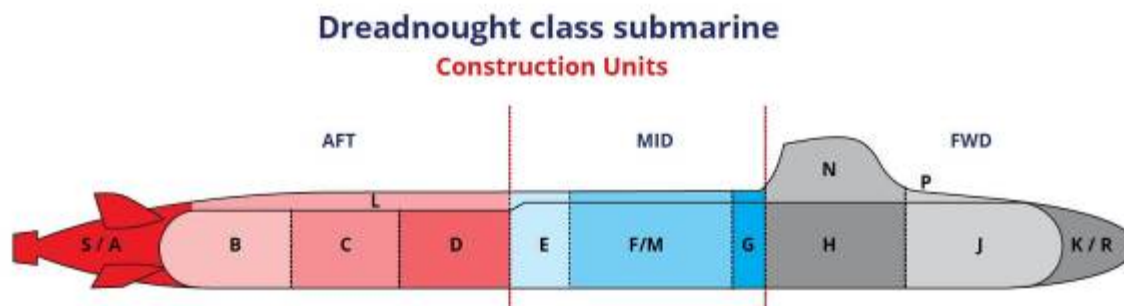
The PW3 reactor that will power the DREADNOUGHT's is a brand new design and is not just an evolution of the PW2 used on the 'Vanguard' and 'Astute' class. There is no better demonstration of the close naval relationship between the US and the UK than in the sharing of highly sensitive nuclear reactor technology. Rolls

Royce are the technical authority for all RN Nuclear Steam Raising Plant (NSRP) and the US has granted their designers access to their latest S9G reactor that powers their Virginia class submarines. The generous sharing of this information saves time and expensive research but has worked both ways, with the US benefitting from British nuclear expertise, especially in extending the life of existing reactors. The PW3 is larger and more expensive to build than the PW2 but it will meet even higher safety standards, be easier to maintain and should have much lower through-life costs. It is also a simpler design that requires fewer coolant pumps making it significantly quieter. Theoretically, the PW3 reactors should last at least 30 years and not require refuelling. There is some concern that the PW3 project is already over-budget and RR is struggling to find enough specialist nuclear engineers due to competition from the civil sector.

Construction and support infrastructure

In 2013 the MoD announced the signing of the first 'Foundation Contract' with Rolls Royce under its Submarine Enterprise Performance Programme (SEPP). Other Foundation Contracts will also provide BAE Systems and Babcock guaranteed funding to invest in new facilities and maintain skills required for the Dreadnought programme while focussing on efficient delivery. SEPP takes a sensible, holistic approach to contractors cash flow during this giant enterprise and it is estimated will save over £900 million in the long-term.

To build a completely new class of submarines has required major new investment at several sites around the UK. A vast new facility at Barrow, the Central Yard Complex (CYC) is being built that will be used to fit out sections of the Dreadnoughts. BAE Systems and the Unions at Barrow have agreed on new working practices, pay scales and additional automation introduced as more of the welding will be done by robots.



Construction will be sub-divided into 16 blocks, grouped into three mega blocks – Aft, Mid and Forward.

Although slightly longer than Vanguard, Dreadnought should be accommodated within the existing facilities that support the deterrent submarines. These are:

- (1) The DDH construction hall at Barrow. Note that an extension to the DDH is currently under construction
- (2) The 186m long ship-lift at Faslane that allows a fully armed submarine to be lifted out of the water for maintenance.
- (3) The Explosives Handling Jetty (EHJ) – a covered floating dock at Coulport where the Trident missiles are loaded vertically into the submarine's tubes by overhead crane.
- (4) Number 9 dock at Devonport where Long Overhaul Period (LOP) and Deep Maintenance Project (DMP) refits are carried out.

Summary

The DREADNOUGHT programme is immense and, although work has already been underway for some years, the first boat is not scheduled to be on patrol until around 2028. There will be many technical and political challenges along the way, but it is encouraging to see so much investment and far-sighted planning has been put into a project that will guarantee UK security into the 2050s. HMS DREADNOUGHT is a name associated with landmark naval vessels – the revolutionary battleship (1906) and the first RN nuclear submarine (1963). The Navy has stated the other 3 boats will be given names “with historic resonance”. Assuming that names used by both former battleships and submarines are chosen, HMS WARSPITE, HMS VALIANT and HMS SOVEREIGN are perhaps likely options.

BOOKS

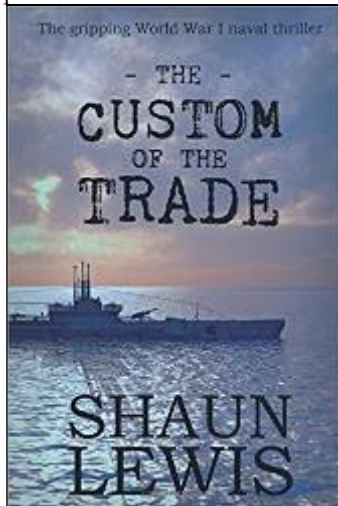
THE CUSTOM OF THE TRADE

A Novel by Shaun Lewis

The title of this book is taken from a poem by Rudyard Kipling about World War One submarines. The book is an interesting read, mixing fact and fiction. Those in the know will probably be confused by the use of real Submarine names, events

and places and a mixture of actual and fictitious characters. A Submarine D2 sunk in an accident before the start of the war when she was actually lost November 1914 in shallow water off the German Coast and a Submarine E9 in operations at the Dardanelles and in the Sea of Marmara when the actual E9 served in the Baltic after some North Sea operations. However, if read as purely a story, it is a

well-researched and enjoyable read – with an obvious sequel to come.



The Publisher's description is as follows:

“Richard Miller is the second-in-command of the submarine D2. His captain, Lieutenant Johnson, has previously withheld a recommendation for command – Richard is too ill at ease with his men and too fond of his Bible. Just as Johnson changes his opinion, the submarine is involved in a tragic accident and sinks, leaving Johnson dead and the survivors trapped on the seabed with a diminishing air supply. It's a race against time for Richard to save his men.

In March 1912, Richard's cousin, Elizabeth Miller, is an activist in the Women's Social and Political Union, standing alongside the Pankhursts to gain the vote for women. When Elizabeth faces arrest and is later imprisoned, Richard comes to her aid and the two become engaged, to the disapproval of his mother. War is brewing, and no one knows what the future brings. Her father was a shipbuilder and, after his death and her brother goes off to fight, Elizabeth is left to run Miller's Shipyard, building submarines and ships for the Navy, whilst Richard takes command of a submarine and heads off to war. The fight for women's equality takes a backseat to the war effort, but Elizabeth knows where women can do the most good – in her shipyard.

Set in the dying days of the Edwardian era, and the violence and heartache of World War I, “The Custom of the Trade” is filled with rich, historical details of the hazards of life in early submarines, the successful submarine campaign in the Dardanelles and women's own battles against prejudice to seek the vote.”

Author's notes:

“Ian Fleming wrote, ‘Everything I write has a precedent in history.’ This is most certainly true in the case of The Custom of the Trade. The plot and several of the characters are very much based on real events and people. However, as is the privilege of a writer, I have amalgamated real people into fictional

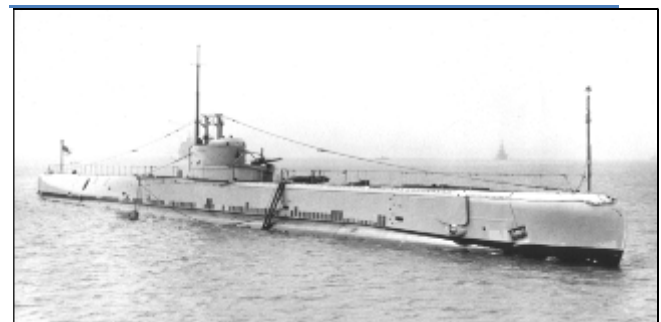
characters, played with the timing of actual events and altered historical facts to suit my story.

The first successful escape from a sunken submarine did not take place until later in 1912, and from a German submarine. The D-class submarines were not actually fitted with internal watertight bulkheads so the escape I have described would not have been possible. I hope my readers will forgive such artistic licence. Richard Miller's heroic actions were inspired by those of Max Horton, Edward Boyle and Martin Nasmith. For a more accurate, but still gripping account of the submariners' war in the Sea of Marmara I recommend the book, “Dardanelles Patrol” by Peter Shankland and Anthony Hunter, sadly now out of print. I hope my story will inspire many readers to learn a little more about a very successful campaign, but largely forgotten because of the failure of the amphibious operation.

Happily, Richard has survived and we hope to meet him again in the Baltic. In the meantime, we will soon learn more of his brother Peter's contribution to naval intelligence in the First World War.”

“The Custom of the Trade” is available as an e-book (£2.99) and as a Paperback (£7.99) from Amazon from the end of October.

A Personal Account of the Submarine Commander who made Hitler “go red in the face.”



HMS RORQUAL (Credit RNSM)

In the centenary year of the start of the Perisher, the daunting test of prospective Royal Navy submarine commanding officers, comes a personal account of command by Lennox Napier of the submarine HMS RORQUAL in the Mediterranean in the Second World War. This is in a new online publication compiled by his Petersfield-based son Christopher Napier OBE.

HMS RORQUAL, commanded by Lennox Napier DSO DSC, June 1941-December 1943 focuses on both the tactically important missions of HMS RORQUAL and Napier's character and approach to submarine command in a sea dominated by Axis sea and air forces.

HMS RORQUAL not only brought the first submarine relief to the beleaguered island of Malta, but cut off the supply of Tiger tanks to the German

Afrika Korps in North Africa, and sank one of the last remaining Axis tankers in the Mediterranean – an act, which according to Grand Admiral Karl Doenitz, made Hitler go red in the face, something considered by Lennox as a lifetime achievement.

With much success, but after several narrow escapes Lennox Napier successfully brought HMS RORQUAL home when many other submarines did not return.

This is an untold tale of commanding a minelaying submarine in the Second World War. Christopher Napier recounts the story through extracts from his father's extensive interview for the BBC and accounts written after the war, all in Lennox's own words.

Short extracts from publications give the perspective of others on the same events. These all link into a timeline describing what RORQUAL was doing on each patrol, and why.

There are maps and contemporary photographs and a foreword by Vice Admiral Sir Tim McClement KCB OBE, Patron of the Friends of the Submarine Museum.

Christopher Napier explains: "The story of RORQUAL under my father's command is a remarkable one, full of drama played out during the most critical and challenging period of the Mediterranean campaign.

"His somewhat unconventional approach to command, life in a submarine in wartime and the perilous strategic situation comes across in his own accounts. Although, as a submariner myself, I have always taken an interest in the exploits of HMS RORQUAL under my father's command, bringing it all together in this way inevitably opens one's eyes to the risks, to the courage and stamina needed to make the best of adverse circumstances, and at the same time to the satisfactions and rewards of what my father said was the best time in his life."



Lennox Napier in Wardroom of RORQUAL with Engineer Officer, Lt St John (Credit RNSM)

A more light-hearted side of Lennox Napier is to be found in letters written by him to Christian Lamb, Third Officer WRNS, describing wartime life in Beirut, Malta, Algiers and Devonport. He was a talented artist and these letters are illustrated with charming colour drawings.

Built in the 1930s, minelaying submarine HMS RORQUAL was designed to both lay minefields and use torpedoes. She played an integral part in the Allied campaign in the Mediterranean under Napier's command. She was the only one of her class of six sister submarines to survive the war.

Notes:

'The Friends of the Royal Navy Submarine Museum' is the only UK charity solely dedicated to preserving the history and heritage of the Royal Navy submarine service. The charity has a website with an extensive reference section and growing collection of photographs and social history available to members. Captain Jock McLees RN, Vice Chairman of the Friends said: "We are delighted to publish this book on our reference section and, exceptionally, we are also making the book available to members of the public in the hope that it will spark an interest that may lead to visits to the museum or even new members for the Friends."

This publication is now available online at <https://www.rnsubmusfriends.org.uk/hms-rorqual-commanded-by-lennox-napier-dso-dsc-june-1941-december-1943/>

JACK STROP, VD & SCAR

By Bob (Shiner) Wright

This book, is an unvarnished description of one man's life, his service in the Royal Navy, in conventional submarines and his time in HMS ODIN in particular (although the Author doesn't get around to Submarines until Chapter 19 - Page 243). The book comes with a health warning - the language used is particularly colourful – it is not for those of a sensitive nature. Shiner Wright describes a lower deck view of the way things were for the Junior Rates both on board ship/submarine and on various 'runs ashore' at home and in foreign parts. It is way of life which (probably) no longer exists in today's all nuclear submarine service.

ISBN 978 0 9566043 0 9

£21.99

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SUBMARINE K.26 - THE STEAM SUBMARINE

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

(Continued from In Depth No.58)

STOKERS

Ah yes, Stokers! I believe they have another name for them now but in K.26 they were given the letter 'K' and a number. When very junior they would even be called Stokers Second Class. Younger Seamen would be called Ordinary Seamen whilst trained Seamen would be Able Seamen. This distinction between being 'Second Class' and 'Ordinary' was often debated at Mess Deck level the only decision being reached by a wise old Leading Stoker who declared that as Ordinary Seamen did nothing, and Stokers Second Class knew nothing, they were to all intents and purposes equal, and were actually paid the same. We didn't have any Stokers Second Class, or as they were nicknamed 2nd Class Buffs, not did we have any Ordinary Seamen, this probably meant that the opinion of the sage Leading Stoker, was shared by the Admiralty. We did however have several Leading Stokers, which was an intermediate rating before Stoker Petty Officer. They were down aft in the dope-den with the Stokers First Class, a little elevated, but not much. In the dope-den, one of the inhabitants was a Stoker Tonks (Charles Tonks O/N K27019), three medals from the First War, active, good worker, pleasantly spoken, two good conduct badges. Tonks was passed for Leading Stoker, in all but one particular, he could fire a boiler, run a watch, make out a mess bill, do arithmetic including the most vulgar of fractions, write an account of a happening in good English, march a party of men about, he could draw a diagram of the main line, pump or blow ballast tanks, use simple tools, change a gauge glass, tell you how much coal would fill a bunker of this size or that, run a motor boat, act as Tiffany's Mate. But! He could not swim!

The Admiralty had decided rightly or wrongly that a man should only be rated Leading Stoker and receive another 18 pence a day if he could, in addition, swim 50 yards and float for two minutes. Tonks used to gaze at the happy goings-on on the ducks-arse, the sliding merry boys in the Jantzen swim suits zipping down the old green weed and into the sea. It was not for him, nor was the extra money. When anybody put it up to him that the place to learn was here and now Tonksy said, "I always sink." I spoke to Bertram, Bertram said yes, we talked to Tonks, a man of about thirty, married, stuck on a Stoker's pay for what seemed the rest of his service

In the warm water of the Mediterranean Bertram and I put a length of white line round Tonks' chest and said we would teach him to swim. We slid him over the duck's arse holding on to the line.

We talked to him, everybody else talked to him, I don't think he heard much, he was anxious to remain with his mouth, ears and eyes well above surface. One golden evening we pushed him gently astern still on the rope, he struck out and was back with his hands on the duck's arse. We pushed him back, I dived in and turned him round while Bertram loosed the rope, Tonksy was swimming, feet, only feet, with the rope no longer taut. He repeated his performance, he trod water, he improved his distance. He was groomed for stardom. Bertram approached one of the Sub. Lieutenants, Mr. Gregory, could he find the time to witness a swimming test. He could, he did. Upon Tonks' papers behind the printed question "Can Swim?" appeared the magic word "Yes". In a couple of days Tonksy appeared on the casing, best blue suit, three gold badges, with the golden anchor sitting on top. I fancy being raised to the peerage is quite a thing, but ask of Leading Stoker Tonks, "Can Swim - Yes?" what it feels like to have the one obstacle to being a Leading Stoker removed and, in time, a Stoker Petty Officer and even a Chief Stoker. He called us afterwards, "my special mates, the two sand scratchers".

SIGNALMEN

K.26 carried a Yeoman of Signals, a highly qualified Signal Petty Officer, and the fact that he remained a full two years in the boat, was the proof that he was a top man at the job. He had a Leading Signaller and later a Signaller who also did duty as an Asdic Operator - a very secret device unknown to the Germans, but believed used in a crude form by the Japanese. The Signal Mast was only a tubular brass affair up between the periscopes, no room for those massive signal flag hoists so beloved of the battleships and big cruisers. But the bridge seemed always busy - Aldis or Hand Flags "answering pendant at the dip". Dipping the Ensign, reading bobbing electric Morse Lamps. The Q.M.s knew the boats 'pendants' in Morse and could call out, "Bunts she's bobbing", at any time of the day or night. Their semaphore was pretty to watch and a "Signaller to Signaller" private service carried all the gossip and rumours from ship to ship. Officers might find themselves told that their promotion was almost through and find a day later that the Signaller was right, he got it direct, before it went through the various channels. Yeoman Whalley (William Edward Whalley O/N J11308) was a dapper little man who could hoist a flag with a pencil and a signal pad held between his teeth, turn round, see that the boat was passing the Flag Ship, pull out the pencil and pad, blow the 'Still' on a whistle that hung on a chain round his neck, pick up a pair of hand flags and be into an important signal before he had sounded the 'Carry On'. He was a great admirer of efficient signalling. He would say, "The ROYAL SOVEREIGN's got some good buntings aboard". A bunting is of course a Signaller. Yeoman Whalley had a dud Signaller wished on him once, but he did not worry, he let the chap blunder through without trouble. This young bunting was simple, some joker told him that if he passed the diesel whilst it was running he should always take his hat off, because it was highly possible that

the suction of the diesel would take his hat and engulf it. We used to watch this young man go through Motor Room, he never let us down. As he clumped down the short ladder which matched the levels he took off his cap and rammed it up his submarine sweater.

Whalley was an authority on signals. The captain could say "Well, Whalley, what reply do we make to this?" Whalley was a tactician - a master of strategy. He could envisage what would be the answer to his answer, and the one after that. He could start a signal with the words "Much Regret", in order to get an answer back congratulating his Captain on something or other. The P.O. Telegraphist was once asked what status he thought Whalley had in the boat he thought before answering, "Probably junior to God, but certainly outranking Jesus." P.O. Telegraphist Sabin (actually Harold Thomas Saban O/N J15779) was right of course, he saw the Wireless Log as well as the Signal Log. A Signalman could face away from an inspecting team of Senior Officers and send by semaphore - by his hands alone - long messages to a Signalman on a nearby boat. Messages saying, "The Admiral is very keen on questions about Fessenden" or something. Minutes before that Inspecting Officer arrived the Signalmen had looked up the main points in the book and were word perfect.

TIFFIES

The Engine Room Artificers. Affectionate term 'Tiffies'. You can't have a ship in the Royal Navy without Tiffies, and a Tiffy is a man with a lot of training behind him. Most of the Tiffies are capable, if asked, of making the machinery for which they care; they can collectively cast, mill, machine, drill, turn, temper, fit the pieces that go to ship's machinery. If your need is a boiler, there are Tiffies of that trade, and increasingly there are electrical and other Tiffies. If you took the Tiffies out of a submarine it might go, but not for long.

K.26 had five Engine Room Artificers, and one electrical artificer. The Chief E.R.A., a man called Telford (actually Frederick Stuart Tilford, DSM O/N M1657) who, under the eye of the Engineer Officer, Engineer Lieut. Asbury, ruled the Engineering Department. It ran so smoothly, the Department; that a message, "Chief E.R.A. please report to the Engineer", was treated much as an announcement that the pillars of heaven were rocking. In the ordinary way the Chief stood in the Control Room as if watching a fly or wasp about 9 a.m. every morning, and the Engineer strolled through the watertight door as if he were going to visit the orangery or to tap the barometer. "Morning Chief", "Morning Sir". The Board met Management. "About the distiller Chief?" and so on. There would be thunder noises in the Turbine Room soon after. A Tiffy with his Stoker mate would be reducing something to bits in quick time, with the Stoker probably singing "Oh my gawd, ain't it funny, the Stokers do the work and the Tiffies get the money". But that old jingle was not half the story. Tiffie's mate was a sought-after job. There's a goodly number of garage owners about the land whose first real contact with machinery was guided by an Engine- Room Artificer.

As a Junior Electrical man I had a good working arrangement with E.R.A.s with the centre line diesel generator-cum-compressor set. I had my own end, the dynamo. It was mine - all mine! The Tiffy - E.R.A. Branch (Albert George Branch O/N M26911) would not rest his elbow on the eight-foot high dynamo whilst I could look with dignified difference at his diesel engine and compressor on the same shaft. If the set was to be started to charge the main battery he got his orders from the Engineer, I got mine from the First Lieutenant via the POLTO. We arrived together, always a wag Branch bowed to me, I bowed in return. "I'm going to blow round", I would nod. Air from charged bottles whistled. "Aggie" Branch gave the order 'Cocks and Drains'. The diesel Stoker ran up and down as if he was feeding a number of rabbits at knee level, and the opening blast on eight big pistons set the diesel rotating. A few seconds only and it stopped. Branch raised a thumb. I made my dynamo field, adjusted the current, put the volt meter switch to battery and then to dynamo. A few minutes, generally if no hurry, at an even hour the First Lieutenant would enter the Motor Room say "All right Branch?" as befitted his Senior station in life, and then, "All right Carter?" "Aye, aye Sir". I would wave my right hand upwards and Branch would open up the H.P. air and round would go the diesel, "rumpity ... room .. room .. bang ... boom ... a .. boom .. di da di da room .. room. The voltage would be rising, the diesel going faster, the noise loud in the circular space. As the volt meter rose to five volts above the battery I banged in the five single pole switches. A little adjustment on the field rheostat, a little fine fiddling on Branch's part and the ammeter would read two thousand amperes. All this surging through the 333 big cells that formed the main battery. The diesel rumbled, the First Lieut. looked at my log and left, Branch filled in his log of his end. I filled in my log. My dynamo turned by kind permission of Branch's diesel, from time to time the Stoker and the Tiffy felt round the bearings and valve gear. I surveyed my carbon brushes, took densities of the pilot cells, wrote in the log and sang the song parody of the year. "You flung your arms arahnd me, your kisses linger yet, you taught me how to love yew, now teach me to forget, you 'urt my heart a million whys, when you stole my 'appy days, and leff me lonely nights." Nobody could hear me, too much noise from the diesel, but I had to remain above the dynamo until relieved by Bertram or Bud. Meanwhile above the compressor everybody sat down to meals, and sometimes the Tiffy on watch earned a reputation for not being toffy-nosed by accepting a cup of what we called A.B.'s tea. With certain billets where the boat did not swing to the wind the diesel smoke went up outside the water-cooled exhaust pipes and returned

through the Motor Room hatch to go through the diesel again. This was referred to as a further piece of "Jack's hard lump."

A great joke from Timms (Francis John Timms O/N J101687) was, "Now behave yourselves, don't forget there's a Tiffy present." The Tiffy could not hear, because he would be shouting. Timms was secretly jealous of the well-deserved status of the E.R.A.s. He used to say, "I would have been one of those brass mounted beauties, if I hadn't got poor marks in nail-bending, and dropped two aitches at the examination board." Every Tiffy knew this one and greeted it with a nod of the head and silence. Jock Lough (William Lough O/N K63630) said "Just as weel Timmo, you'd have had to have had your brains kicked out as part o' the training". Relations with the Stokers, Tiffies, and Officers were good, cricket and football, water polo and rowing welded us together. With only 63 in the crew, the choice of sportsman was not wide, but in some queer way we produced the champion water-polo team in 1930, of the whole Med. fleet, when battleships had 1,000 men from which to pick. Cricket, both Flotilla and Fleet matches we did well, cricket was the 'Tiffies' game. The classic answer at an inter-Tiffy match was after "Howzat?" "A drunken Stoker calling "Two thou out." Telford the Chief E.R.A. was of long, long experience almost due for pension, and a man who could command respect. To an E.R.A. First Class he would say, "Do this and that lad, then grind off the burr lad, and there you are". The E.R.A. would do just that, and Chief E.R.A. Telford would say, "That's very good lad, very good". I used to wonder if he had any connection with the Telford that put up the Anglesea Suspension Bridge in 1826, he seemed full of quiet confidence. As Tiffies were on a higher social scale I did not mix much with them. They formed a little knot on the upper casing and the Stokers sat round the top of their hatch. Ah! But once "Hands to bathe" had been piped E.R.A.s, Stoker P.O.s, Signalmen, Sparkers, Seamen, P.O.s and C.P.O.s dived off the duck's arse and splashed about in the water. The green weed on the stern allowed you to run, sit down quickly and glide off the stern like a fish off a slippery slab. A water polo ball tossed in and the shadow of brass buttons - never very strong - disappeared altogether. I have a boat's crew photo, and boat's crew are always class conscious, who would not have it so?

The Captain is always in the centre behind the gilt ornamented life belt. The Officers spread both sides. The Coxswain is in the second row most rubbing shoulders with the Chief E.R.A., from then back fine shades of distinction emerge. I am, to keep me in my proper station, third from left, back row. This is as it should be. As your Naval career goes on, you may, if you are smart and hard-working come further and further forward in the group, there is a faint chance that the man in the back row may one day be in the centre position behind the life belt. Unfortunately, I never managed, try as I might to get further than centre man in the second row from the back in a reserve destroyer crew picture, my immediate neighbours being an Asdic Rating and a Stoker. But there I can only remember the names of some of the Tiffies, but collectively they were a fine lot of men. Hats off to Tiffies everywhere.

To Be Continued in Issue 60.

HM NAVAL BASE CLYDE HOSTS A NIGHT AT THE OSCARS

Friday, 27 October, 2017

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

HM Naval Base Clyde rolled-out the red carpet recently for the first ever Submarine Oscars.

Serving Submariners, their families, friends, and affiliates donned their glad rags on the evening of October 5th for a glitzy celebration of the best in the service.



The award ceremony – which has been dubbed “the Submarine Oscars” – saw twelve trophies being presented, including the prestigious “Conqueror” trophy which is given to the submarine crews which has best demonstrated operational excellence.

The evening was sponsored by the British Forces Foundation, Babcock, Rolls Royce and the Gosling Foundation. Master of Ceremonies for the occasion was Command Warrant Officer Andy Knox and Rear Admiral John Weale OBE, who welcomed some 250 audience members to the Naval Base’s Senior Rates’ Mess.

Prizes presented during the awards ceremony included:

The Conqueror Trophy for operational excellence. Sponsored by Thales, along with the trophy comes a contribution to the winning unit’s welfare fund. The crew of a Vanguard Class Submarine picked-up the award this year, in recognition of outstanding efforts made by the crew to maintain Continuous at Sea Deterrence against a backdrop of significant material challenges.

The Safe Guardian Unit Award. This award was given to the crew of a Fleet Class Submarine for the outstanding planning and execution of a complex engineering task at sea. The crew’s handling of the repair set a future precedent for what is achievable if Health and Safety policies are applied intelligently.

The Safe Guardian Individual Award. Leading Engineering Technician (LET) Weapon Engineering Submarine (WESM) Yeats was the worthy recipient of the Safe Guardian Individual Award. LET Yeats’ research and analysis into equipment failure will result in a number of improvements.

Family Awards. Two people received Family Awards during the night, in recognition of the valuable contribution they have made to supporting the families of serving Submariners. Nicola Trollope and Selina Thompson were each given a trophy, Nicola for her work with families in the Dinky Dolphins Crèche, where she is always there to lend a helping hand. Described as an “unsung hero in the Helensburgh community”, Nicola often goes above and beyond in supporting others, using her own experience of being a naval wife and mother to help understand their difficulties. Selina was presented with her award for her work in helping to organise Forces Family Friday and her voluntary work with Forces Families Events for Royal Navy and Royal Marine Welfare (RNRMW). A credit to the team of volunteers, Selina is always there to help and support events during the year and was also instrumental in helping families to understand the community better, allowing those moving to the area to better access information on schools, housing and other essentials.

The RNRMW Award. Coxswain Iain Mackenzie received this award in recognition of his valuable contribution to the welfare of naval personnel and families, not only during a 27-year career in the Submarine Service, but also afterwards when he joined the RNRMW team in 2011. Iain’s dedication to the community extends into his own time where he is active in a number Service charities and Chair of the local SSAFA In-Service Volunteer Committee. He will also be fondly remembered by many children as Santa’s helper, who gave up his own Christmas morning to visit the children of deployed Submariners to deliver messages from their parent.

Special Recognition Award. Leading Medical Assistant (LMA) Matthew Greening-Jackson was part of the Edinburgh Tattoo Support Group at this year’s Edinburgh Tattoo. On August 19 he sprang into action when a civilian caterer at Redford Barracks suddenly collapsed. While waiting for an ambulance, it was discovered that the patient had stopped breathing and LMA Greening-Jackson administered CPR for several minutes ultimately restoring his breathing. The patient recovered sufficiently to eventually be released from hospital, with Paramedics in attendance acknowledging that it was the LMA’s quick actions which had saved the man’s life.

Submariners Association Trophy. Able Seaman Peacock currently serving on a Vanguard Class Submarine was awarded the trophy by Rear Admiral Niall Kilgour CB for his outstanding efforts during his time in training at the Submarine School, HMS Raleigh.

Industrial Partners Awards. Three members of Babcock Marine Clyde received Industrial Partner Awards for their support to the Submarine Service. Thomas Walsh and Charles Milton were commended for their integral part in the delivery of submarines to operations, and Fraser Macintosh was recognised for his ongoing support to Rear Admiral Submarines and his efforts in ensuring that the Royal Edinburgh Military Tattoo ran as smoothly as possible from a Head Chefs perspective.

Rear Admiral John Weale, the Head of the UK Submarine Service, said: “It was a magnificent evening. We may be known as the silent service, but the achievements of the award winners were something to shout about.

“Each, in their own way, has contributed significantly to supporting our operations, vessels, personnel and families and I would like to thank them all for their tireless work and dedication.”

MEMBERS 'CROSSED THE BAR' 1st October 2017 to 31st December 2017

(** WWII Service)

| NAME | DATE/AGE | RANK/RATE | BRANCH | SM SERVICE | SUBMARINES |
|------------------------|--|-----------------------------|--------------------------------|----------------------------------|---|
| H (Harry) Hilton | 19 th September 2017 | Leading Stoker | Essex Branch | 1942 to 1946 ** | ULTRA, TAPIR & TRUNCHEON |
| A (Alex) Smith | 19 th September 2017 | Chief MEM (L) | Blyth & Wansbeck Branch | 1970 to 1979 | REVENGE & REPULSE |
| C (Charles) Hollands | 24 th September 2017 | LEM | Medway Towns | September 1948 to September 1960 | ANCHORITE, SIRDAR, STURDY & TRESPASSER |
| John R Hunter | 29 th September 2017 aged 71 | Able Seaman (UC3) | Northern Ireland Branch | 1966 to 1968 | TOTEM, SEALION & OBERON |
| D W (Des) Price | 4 th October 2017 aged 97 | Stoker Petty Officer | New Zealand Branch | 1944 to 1946 ** | OTWAY, TRIBUNE & TOTEM |
| Nigel Arthur Hoskin | October 2017 | Commander | Submarine Officers Association | Not Given | WALRUS (1968), ACHERON (IL 1968) & NARWHAL (1970) |
| Edward (Ted) White OBE | 8 th October 2017 aged 79 | Commander (E) (MESM) | Submarine Officers Association | Not Given | RENOWN (Build), SWIFTSURE (17 th April 1973), REPULSE (P) (SEO 20 th February 1979), SPLENDID (MEO 21 st March 1981) |
| Trevor Spencer | 10 th October 2017 | Lieutenant (L) | Gosport Branch | 1957 to 1971 | TRUNCHEON (1954), SCYTHIAN (1954 to 1958), TRUMP (1958), TRUNCHEON (1960 to 1961) & ONSLAUGHT (62) |
| P J (Peter) Fox | 23 rd October 2017 | LMEM (L) | West Riding Branch | 1986 to 2000 | OTTER, UNSEEN & VIGILANT |
| Paddy Bronte-Hearn | 2 nd November 2017 aged 93 | Leading Telegraphist | Former Gatwick Branch | 1945 to 1954 ** | SERAPH, TRESPASSER, SELENE, STYGIAN, TOKEN, SPORTSMAN, SCOTSMAN, SIRDAR & SCYTHIAN |
| David O Pritchard | 4 th November 2017 aged 81 | Able Seaman | Lincoln Branch | 1956 to 1958 | AENEAS (1956 to 1957), SEA SCOUT (1957) & AMPHION (1957 to 1958) |
| J (John) Freeman | 6 th November 2017 | Able Seaman (ST) | Southampton Branch | 1944 to 1946 ** | OTWAY & TOTEM |
| David Wilson | 8 th November 2017 aged 79 | Fleet Chief WEA | Barrow in Furness | 1957 to 1981 | TACITURN, TIPTOE, ANDREW, PORPOISE, RESOLUTION (S) (1964 to 1974), RESOLUTION (P), REVENGE (1976 to 1978) & RESOLUTION (1981) |
| C J (James) Wallace | 13 th November 2017 aged 85 | Leading Stoker | Merseyside Branch | 1953 to 1958 | TIRELESS, TOKEN, TEREDO, SANGUINE, STURDY & SENESCHAL |
| David W Burr | 24 th November 2017 aged 69 | Petty Officer Steward | Plymouth Branch | February 1970 to June 1981 | RESOLUTION (S), CACHALOT, SOVEREIGN, NARWHAL, OPPORTUNE, SPLENDID & VALIANT |
| John Bartlett | 1 st December 2017 | Lieutenant Commander (MESM) | Liskeard RNA | Not Given | ONYX, CHURCHILL & 'V' Class |
| Jeffrey Orchard | 1 st December 2017 aged 80 | Lieutenant WESM | Dolphin Branch | January 1963 to February 1987 | OTUS, OPOSSUM, AMBUSH & TIPTOE |
| Ronald Mellor | 4 th December 2017 aged 92 | Able Seaman | North Staffs Branch | January 1948 to October 1951 | SENTINEL, SELENE, TIRELESS, THOROUGH, ALDERNEY & AMPHION |

| | | | | | |
|--------------------------|-------------------------------|----------------------|------------------------|-------------------------------|---|
| Alan (Ben) Beeneey | 19th December 2017 aged 85 | Stoker Mechanic | Ex Dolphin Branch | July 1953 to August 1957 | TRUMP, UNTIRING (1954), X-Craft (1954 to 1957 in SHRIMP, MINNOW & SPRAT |
| Sydney Raynes | 19th December 2017 aged 81 | LME | Blackpool Branch | November 1956 to June 1963 | TOKEN, TELEMACHUS, TRESPASSER & ONSLAUGHT |
| B G J (Bas) Middleton | 20th December 2017 aged 81 | Chief Mechanician | Gosport Branch | 1964 to 19?? | ARTFUL, ACHERON (on commissioning at Rosyth on 4th July 1968), RORQUAL, GRAMPUS & OPOSSUM |
| S R (Stan) Powley | 29th Dec 2017 aged 74 | LMEM | Medway Towns Branch | May 1962 to July 1968 | WALRUS & WARSPITE |

OBITUARIES – OTHER SUBMARINERS ‘CROSSED THE BAR’

1st October 2017 to 31st December 2017 (WWII Service)**

| NAME | DATE/AGE | RANK/RATE | SM SERVICE | SUBMARINE SERVICE |
|--|------------------------------|---------------------------------|--------------|--|
| Michael Murphy | 1st October 2017 | Chief Petty Officer Coxswain | 1972 to 20** | OBERON (72), OPPORTUNE (76), COURAGEOUS (80-83), SPLENDID (86), SWIFTSURE (89), SPARTAN (91), SPARTAN (95-96), SPLENDID (00-01), TALENT (01) & TRENCHANT (01-02) |
| Paul David Garrett | 6th October 2017 | Not given | Not given | SSBNs including DASO 82 |
| Frank V Leadbetter | 10th October 2017 | Chief Petty Officer (MEM) | Not given | Including SPARTAN (1st & 2nd Commission Crew) |
| David Hopkins | October 2017 | TBA | 1978 to 1989 | Not given |
| Hugh Ross | 1st November 2017 | Warrant Officer WEA | Not given | Not given |
| Clive Johnson | 1st November 2017 | Chief Petty Officer | Not given | Not given |
| John Hedley Wilson | 8th November 2017 aged 74 | Chief CEMN | Not given | Including VALIANT & RENOWN |
| Andrew Moden | 18th December 2017 | Leading Seaman (SSM) | Not given | REVENGE, RESOLUTION, VICTORIOUS (P) (1st Commission Crew) on 7th January 1995, VENGEANCE (1st Commission Crew) on 27th November 1999 & VIGILANT |
| Paul Skipworth | 19th November 2017 | Not given | Not given | Not given |
| Lawrence James Nicholas (Larry) Mather | 19th November 2017 | CPO (WEM) (R) | Not given | Including SOVEREIGN |
| Tony Bowers | 29th November 2017 | Chief Petty Officer SA | Not given | Including TURBULENT (1st Commission Crew) |