



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 Easter to you all. Spring is here and the Winter Olympics over and done with but now it's the Commonwealth Games and the World Cup still to come! I hope you're not overloaded with sport.

April 2018 brings the 100th anniversary of the St George's Day Raid on Zeebrugge on 23rd April 1918. Submarine C3 was deliberately run into the support structure of the viaduct linking the 'detached' Mole at Zeebrugge to the mainland at the start of the raid. The Submarine (manned by a volunteer skeleton crew) had been packed with explosives was then blown up successfully destroying the viaduct. This was to prevent reinforcements reaching the defenders of the 'detached' mole. The skeleton crew succeeded in evacuating the boat before the explosion. There were no fatal casualties but several of the crew were wounded whilst escaping, all were rescued and returned home safely and were decorated for their bravery. The Captain of Submarine C3 (Lieutenant Richard Sandford) was awarded the Victoria Cross, his First

Lieutenant the DSO, and his crew of four ratings were each awarded the Conspicuous Gallantry Medal. Submarine C1, similarly prepared and manned, should have taken part but was delayed and returned home.

The other significant Anniversary was the formation of the RAF on 1st April 1918 when 55,000 Royal Naval Air Service personnel, all their Aircraft (some 3,000), all their Airships (103) and all their Air Stations (126) were transferred lock, stock & barrel to join the Royal Flying Corps in the new 'Independent' Air Service. Whether it was a good idea or not I'll leave others to argue about.

The Chairman will tell you all about the Reunion & Conference in his report. You will find all the usual articles in this issue – WWI Submarine & Submariner losses, Books, Submarine related articles, the K26 story etc plus the latest V.C. Blue Plaque Report and quite a lot of recent news about RN, RAN, RCN & USN submarines. 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. 61 of IN DEPTH is due for publication on 1st July 2018.

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

Cover Photo: HMS TRENCHANT IN THE ARCTIC – A WREATH LAID IN MEMORY OF ANTHONY HUNTROD & PAUL McCANN

CHAIRMAN'S REPORT

Friends and Fellow Submariners,

Well that's the first quarter of the year gone and hopefully the horrendous weather with it! The first full Bank Holiday of the year has just finished and I'm sure we are all looking forward to the summer months ahead. I have heard it said about the month of March; "In like lion, out like a lamb" That doesn't seem to apply this year.

Since the last issue of our excellent Association Newsletter the main event has been the Annual Reunion and the National Council Conference (NCC) which took place in Derby on the weekend of Friday 23 – Sunday 25 March. I have personally received excellent feed-back regarding the Yew Lodge Hotel and its staff who looked after us very well indeed. Rooms were spacious and clean, and the food was of a very high standard throughout the weekend. Bar prices were very favourable too. What more can we ask for? It has been mentioned that the hotel was not in a city/town centre and that can't be denied. We were honoured to have Admiral of the Fleet the Lord Boyce with us for the weekend as well as RASM Rear Admiral John Weale and his wife Julie.

On Friday evening after a tasty buffet meal we were entertained by a singer of very high quality. The entertainment was once again sponsored by Ambuscade Consulting Limited and Stuart Brown. This Company also sponsored the Saturday Dinner wine and port. We are very grateful for their munificence! The Saturday evening meal is always a highlight of our Reunions, an opportunity for all of us to sit down together and have a meal – it's what families do! This year was no exception and imagine the surprise when the Corp of Drums of the Band of the Royal Marines entered and carried out a Mess Beating! This incredible demonstration of precision drumming at the highest level was greatly appreciated by all present. A real spectacle. The speeches and traditional toasts which followed the meal were all greatly received and set everyone up for a great night of dit-spinning and drinking. (In moderation of course!).

Saturday morning after the church service we assemble for the NCC and this year there were Delegates from 28 branches and many more Observers. This event was honoured to have present Lord Boyce, RASM, DRASM, CWO(SM) as well as our President Rear Admiral Niall Kilgour. The procedure for the NCC is a well-trodden path and once the seating arrangements and the Roll Call were all completed we got on with the business. Starting with a minute's silence for departed colleagues.

The President's address was short but interesting and he assured us that he looked forward to and enjoys the debates which take place. The Minutes of last year's meeting were Confirmed and the Actions from that NCC were confirmed too.

Next on the Agenda was the ratification of three roles, National Secretary, National Treasurer and National Membership Secretary. The reason for such a large change in these posts is the passing of Keith Bishop in July. The three men left the room and the voting took place. The result being that Ian Vickers, Nigel Mellor and David Woolterton were ratified in the respective roles. We thank them for their commitment and dedication and wish them success in their jobs.

There were four Proposals to be debated and decided and as all of you have had full descriptions of these sent to you I will not write them fully here.

Proposal 1 was from the Norfolk branch and was that we relocate the National Submarine War Memorial from London to the National Memorial Arboretum. After a lively debate the voting was as follows:

FOR 6 AGAINST 18 ABSTENTIONS 4 This Proposal Failed.

Proposal 2 from the Scottish branch was to allow members of other navies, qualified as submariners, to join the Submariners Association as Full Members. This again resulted in a passionate debate with the voting as follows:

FOR 5 AGAINST 20 ABSTENTIONS 3 This Proposal Failed.

Proposal 3 from the Scottish branch wanted National Subscriptions reduced from £15 to £10. The debate was short and to the point! The voting on this issue was as follows

FOR 3 AGAINST 22 ABSTENTIONS 3 This Proposal Failed.

Proposal 4 again from the Scottish branch was that branches should appoint 3 Office Bearers: A Chairman/woman, a Secretary, and a Treasurer and that an Associate Member should be permitted to hold the office of Branch Secretary. It was very quickly pointed out to the proposer and seconder that this was in complete contradiction of Clause 10 of the Rules and Constitution. The voting on this issue was as follows:

FOR 4 AGAINST 21 ABSTENTIONS 3 This Proposal Failed.

This completed the debating on the Proposal put forward and we then moved on to the Recommendations put forward by the NMC. You have all seen the Recommendations in full, so I will not repeat them here. The Rules of Debate for a Recommendation differ slightly from the those for proposals in that the wording of the Recommendation may be altered slightly by Delegates providing it still reflects the original intention of the Recommendation.

Recommendation 1 was, in essence, to re-write Clause 4 of the Rules & Constitution. This Clause deals with annual Subscriptions and their payment etc. There was a good debate and a change to the wording was suggested and accepted. The change was to paragraph 2 and was that a Lapsed member would not have to submit an

Application Form unless 6 years had passed since lapsing. When the final wording was agreed and everyone who wished to speak had spoken the vote was taken. Voting was as follows:

FOR 23 AGAINST 1 ABSTENTIONS 3 This Proposal Carried.

Recommendation 2 was that Full Membership of the Submariners Association be offered to officers and ratings who have commenced formal submarine training in the recognised training facilities. This radical change to our recruitment policy and membership criteria had the potential to be very divisive, however the ensuing debate and voting revealed that the vast majority of Delegates accepted the need to embrace change and recognised the training of SMQs was far more detailed and superior to that which we, the older generation, received. Modern digital training methods meant that when an SMQ arrived on his first boat he/she was fully conversant with the majority of equipment and installations. It was a lively debate and eventually it was agreed that no changes to the wording of the original Recommendation was required. As the final wording was agreed and everyone who wished to speak had spoken the vote was taken. Voting was as follows:

FOR 21 AGAINST 3 ABSTENTIONS 3 This Proposal Carried.

This completed this section of the NCC and the Chairman thanked all Delegates for their contribution to some very lively and passionate debates where everyone made their points of view with passion but courtesy and respect to others.

Indalo in Spain has confirmed that they would be honoured to propose the toast to the Submarine Service at the 2019 Reunion Dinner.

We next moved on to the election of Officers. There was only one name put forward for the post of National Chairman therefore Jim McMaster will continue in that role for a further 3 years.

There were two volunteers for one vacancy on the NMC and a secret postal ballot was taken. The result being as follows:

Andy Bain (Dolphin branch) **22 Votes**

Mark Smith (West of Scotland branch) **17 Votes**

Andy Bain is therefore welcomed on to the NMC. We thank both men for their commitment and hope that Mark will try again at the next opportunity.

The meeting was addressed by Rear Admiral Weale OBE - RASM who informed everyone that the new Scottish Submarine Heritage Centre has now opened in Helensburgh and we should seriously consider as an Association how we wish to engage with this worthy enterprise. He then surprised all by announcing that SMQs will be given their Dolphins before they had passed their Part 3 on a boat. This was a great surprise to everyone present and I will endeavour to get the full details of this plan and send it out to all branches when possible.

After 3 hours the NCC 2018 was closed and we all made our way to the Rum Barrel to draw a very well-earned tot! Thankfully there was a substantial amount of 'Queens' passed round. God bless her!

I believe that this year's Reunion and NCC were thoroughly enjoyed by all and I thank everyone for their participation and contribution. Details of next year's event will be publicised very soon so don't miss the chance to attend!

Our next big event is the Embankment Parade which will take place on Sunday 4th November in Middle Temple Gardens. I have already written and invited HRH The Duke of Cambridge - Commodore-in-Chief of the Submarine Service to attend. My letter has been acknowledged and the invitation will be considered when the Royal Diary is finalised. I will keep you informed.

In the meantime, I hope you all have a very enjoyable summer and I look forward to meeting up with you soon.

In the meantime

Keep on Keeping on.

JMcM

NEW & RE-JOINING MEMBERS – 1st January 2018 to March 2019

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

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
N J (Nick) Addison	CPO WEM(R)	PLYMOUTH	1979 to 2010	COURAGEOUS, WARSPITE, SPLENDIB & OLYMPUS
S A J (Stuart) Arthur	Petty Officer	MEDWAY TOWNS	Mar 1947 to Mar 1954	Not Given
D (Dave) Atkinson	Petty Officer MEM	SCOTTISH	1972 to 1978	REPULSE (P)
M (Michael) Barber	WO2	PLYMOUTH	1995 to 20**	SPARTAN, S UPERB, TRAFALGAR & TRIUMPH
P H (Philip)	Steward (SM)	VECTIS	1980 to	SPLENDID, REVENGE (S) & loans to

Barrington			1987	OLYMPUS, OPPORTUNE, SUPERB, SOVEREIGN & SCEPTRE
R J (Ray) Beer	Able Seaman UW	PLYMOUTH	1967 to 1973	ARTFUL, AENEAS (69 to 72) & ANDREW (68 to 69)
M K B (Mark) Beniston	WO1 (MESM)	WEST OF SCOTLAND	1986 to Apr 2008	RESOLUTION, SPARTAN & VIGILANT
K J (Keith) Bricknell	Petty Officer MEM	GOSPORT	1977 to 1995	OCELOT (77 to 91), OBERON (84 to 86) & ORPHEUS (86 to 93)
D W (Derek) Brough	Petty Officer	DERBYSHIRE	May 2003 to 20**	SOVEREIGN (03 to 04), SPARTAN (04 to 06), SOVEREIGN (06 to 07), ASTUTE (07 to 10) & (11 to 14), AMBUSH (12 to **)
M R (Martin) Budgen	Chief MEM(M)	SOUTHAMPTON	Aug 1976 to May 1989	RESOLUTION (S) (77 to 78), SCEPTRE (78 to 81), TURBULENT (86 to 88)
B W (Brian) Case	MEAP1	DOLPHIN	1973 to 1978	ORACLE (73 to 75)
N (Neil) Castledine	Warrant Officer Coxswain	LEICESTERSHIRE & RUTLAND	1978 to 2000	REVENGE (P) (78 to 87), VALIANT (97 to 91), OPPORTUNE (91), RESOLUTION (P) (91 to 94) VICTORIOUS (S) (96 to 97) & VIGILANT (P) (99 to 00)
J A (John) Clark	Chief Petty Officer Mechanician	GOSPORT	1976 to 1982	WALRUS (76), ODIN (76 to 80) & FINWHALE (Training 80 to 82)
A (Tony) Cooper	Chief Petty Officer MEA (L)	EXETER	Apr 1970 to Sep 1990	SWIFTSURE (70 to 73), (74 to 76) & (78 to 79), DREADNOUGHT (80 to 81), COURAGEOUS (84 to 87) & SOVEREIGN (88 to 90)
B (Barry) Cumbers	LMA	PLYMOUTH	Jun 1976 to Sep 1987	VALIANT (76 to 78), SOVEREIGN (80 to 83) & TURBULENT (83 to 86)
T L (Thomas) Davison	Leading Seaman	NORTH EAST	Sep 1968 to Dec 1976	VALIANT (69 to 70), DREADNOUGHT (70 to Jun 72) & SWIFTSURE (74 to 76)
R (Rob) Dean	Commander	DORSET	1975 to 1999	ONSLAUGHT (75), ORACLE (75 to 77), OJIBWA (77 to 79), REPULSE (79 to 82), TURBULENT (87 to 88), TALENT (90 to 92) & VENGEANCE Project (99)
A (Andy) Dinsdale	Lieutenant Commander	GOSPORT	1991 to 2003	TRIUMPH (93) & TORBAY (95-97)
R (Ronald) Dorrington	LOEM	MERSEYSIDE	Oct 1966 to Apr 1971	OPPORTUNE (67), RENOWN (67 to 69) & CONQUEROR (69 to 71)
C R (Carl) Edwards	Able Seaman	DERBYSHIRE	Feb 1990 to Oct 1996	OTTER (90 to 91), SCEPTRE (91 to 93) & SPLENDID (93 to 95)
A J (Tony) Farrant	Able Seaman (UW3)	LEICESTERSHIRE & RUTLAND	Mar 1959 to Jan 1966	TOTEM, RORQUAL, ANDREW, ANCHORITE & TALENT
C G (Christopher) Gobey	Lieutenant Commander	SCOTTISH	Apr 1976 to 20**	DREADNOUGHT (76 to 79), ORPHEUS (82 to 84), REPULSE (84 to 86), SCEPTRE (86 to 87), ODIN (88 to 89) & SPARTAN (89 to 91)
A K (Adrian) Groves	Lieutenant (WESM)	GOSPORT	1972 to 1993	OPPORTUNE (72 to 75)
N (Nick) Groves	Lieutenant	GOSPORT	Dec 2015 to 20**	VICTORIOUS (15 to 17)
E (Edward) Higgins	Lieutenant Commander	SCOTTISH	April 2008 to 20**	VANGUARD (10), VICTORIOUS (11 to 13) & VIGILANT (17 to **)
J T (Jonathon) Holloway	Captain	CHELTENHAM & WEST MIDS	1985 to 2015	SPARTAN & TRENCHANT
D G (David) Hood	RO1(SM)	LEICESTERSHIRE & RUTLAND	1978 to 1987	REPULSE (79) & RENOWN (79 to 82)
P (JJ) Jarrad	Leading Seaman (S)	PLYMOUTH	1980 to September 1997	SCEPTRE, TRAFALGAR, TALENT & TRENCHANT
D J (Derek) Jenkinson	WO2	SCOTTISH	1993 to 2017	VICTORIOUS (93 to 00), VENGEANCE (01 to 05), VANGUARD (08 to 10), VICTORIOUS (11 to 12) & VIGILANT (12 to 15)

G W (Greg) Kemp	Petty Officer MEA (EL) (SM)	SOUTHAMPTON	Jan 1985 to Sep 1988	TRAFALGAR (85 to 86) & (86 to 88)
C J K (Christopher) Knapton	MEM (M)	SHEFFIELD	1990 to 1996	ORACLE, REVENGE & VANGUARD
J J (Jason) Mclaughlin	WO1 (WS)	PLYMOUTH	1984 to 20**	VALIANT (85 to 87), TORBAY (90 to 93), SPLENDID (95 to 97), TRAFALGAR (00 to 03) & (04 to 06)
S (Stephen) Mace	Petty Officer	LEICESTERSHIRE & RUTLAND	1976 to 1998	OPOSSUM, OTUS, TRAFALGAR & RENOWN (P)
N S (Neil) Maitland	Chief Petty Officer Coxswain	PLYMOUTH	Jul 1983 to Jun 2013	SUPERB, SCEPTRE, TURBULENT, RENOWN (P), TRENCHANT & TRIUMPH
J A (Joseph) Murphy ***	Stoker 1st Class	CHELTENHAM & WEST MIDS	Jan 1943 to Oct 1946	OBERON (N21), UNBENDING (P57) & TEMPLR (P316)
D J (Daniel) O'Connell	ME1	BARROW IN FURNESS	Mar 1962 to Apr 1963	AMBUSH
S J (Stacey) Phan	Leading Steward	BARROW IN FURNESS	Aug 2015 to 20**	VICTORIOUS (15 to 17, AMBUSH & AUDACIOUS
T A E (Tom) Rawbone	Warrant Officer (MEA)	BARROW IN FURNESS	Mar 1982 to Jan 2001	TRAFALGAR (83 to 85), TURBULENT (86 to 91) & VICTORIOUS (97 to 99)
S (Scott) Redpath	Lieutenant	CHELTENHAM & WEST MIDS	Sep 2006 to Apr 2016	VANGUARD & VICTORIOUS
S. (Stephen) Reed	Chief Petty Officer WEA	EXETER	Mar 1979 to May 1994	ONSLAUGHT (79 to 80), SPARTAN (83 to 87) & TRAFALGAR (87 to 92)
J (Jonathan) Rimmer	Leading Seaman (WS)	BARROW IN FURNESS	Jun 1990 to 20**	OPPORTUNE, VICTORIOUS, TRENCHANT, VENGEANCE, SCEPTRE & ASTUTE
R C (Bob) Sibley	LMA	GOSPORT	1971 to 1973	WARSPITE
B G (Brian) Styles	Leading Cook	MEDWAY TOWNS	Mar 1969 to Sep 1974	WARSPITE (69 to 74)
J (James) Thomson	CPO MEA	BARROW IN FURNESS	Sep 1975 to May 1992	COURAGEOUS (76 to 77), DREADNOUGHT (78 to 80), TRAFALGAR (81 to 84) & TRENCHANT (87 to 91)
P R (Paul) White	MEM(L)	EXETER	1980 to 1985	ORACLE, ONSLAUGHT & OSIRIS
I (Ian) Winstanley	Leading Radio Operator (G)	BARROW IN FURNESS	1971 to 1976	REPULSE (S)

SUBMARINE LOSSES OF WWI

This is the fourteenth article in a series listing Submarine losses during WWI and covers Submarines lost and Submariners died in the 1st Quarter of 1918.

JANUARY 1918

January 1918 was probably one of the worst months of WWI for losses in the Submarine Service. Five submarines were lost – three with all hands - G8, H10 & K4. The other two were E14 & K17 – both with high casualty lists. Additionally, one submariner was lost overboard from E2, the Engineer of K9 died while on leave and two submariners from K14 died when she was hit by K22. Three submarines – K22, K14 & K6 - were badly damaged and needed to be docked down at Rosyth for urgent repairs. In all one hundred and ninety (190) Submariners died in January 1918. There were fifteen survivors from the various

sinkings of whom six became Prisoners of War in Turkey

SUBMARINE E2

One member of the crew of Submarine E2 died on 5th January 1918 when he was washed overboard and drowned in the Comino Channel at Malta. He was SPO Robert Daniel Hensley 221686 who was the son of Harriett Hensley of 175, Beaumont Street, Leyton, London

SUBMARINE K9

One member of the crew of Submarine K9 is reported to have died on 7th January 1918. He was taken ill whilst on leave at home in Southsea, Hants. He was:

Lieutenant (E) Arthur Gordon Pedrick, RN who was the twenty-four-year old son of Engineer Commander M J Pedrick, Royal Navy and the husband of Gladys Elizabeth Pedrick (nee Westaway)

SUBMARINE G8

Submarine G8 sailed on a North Sea patrol in January 1918 and failed to return. It is believed that she was lost in a German minefield on or about 14th January 1918. Those lost were as follows:

Officers:

Lieutenant John Francis Tryon, RN
Sub Lieutenant Phillip Furlong Armstrong, RN
Midshipman Phillip Armstrong, RN
Lieutenant John Galloway Watson, RNR

Ratings:

PO Joseph Henry Darton J7947
PO Officer William Charles Goldsmith 216889
PO Percy John Kempster, DSM 202865 RAN 8252
L/Sea William Kendall, DSM J8926
L/Sea Richard Hugh Whistler Sadler 225079
L/Sea James Arthur Uings J1496
AB William Henry Chick 235114
AB Thomas George Harris J15715
AB Alfred Sydney Harris J15031
AB Arthur James Shaw J7836
AB John Short J24384
AB Frank Simpson J31130
L/Sig William Charles Bones J14924
L/Tel Henry Lowe J21234
Boy Tel Henry John Knapp J49604
Chief Engine Room Artificer Percy William Dewsbury RNR/Ch/1089/EA
ERA2 Edward Frederick Cowley Sutton, DSM 346054
ERA3 Henry Samuel Brown M5743
ERA3 Charles William Young M3109
SPO Henry Watts, DSM K301
L/Sto Thomas Pollard Jacobs K6499
L/Sto Daniel McCartney K3632
Sto1 William Albert Belcham K24749
Sto1 George Neate K19355
Sto1 Arthur Percy Orchard K15239
Sto1 William George Rook K12650
Sto1 Joseph Henry Stennett K22930
Sto1 Frederick John Winchcomb K14708
Sto1 William John Wise K7130

SUBMARINE H10

Submarine H10 sailed on a North Sea patrol in January 1918 and failed to return. It is believed that she was lost in a German minefield on or about 20th January 1918. Those lost were as follows

Officers:

Lieutenant Martin Huntley Collier, RN
Sub Lieutenant Derrick Ives, RN
Gunner (I) Ernest John Hunt, RN
Lieutenant Alfred Godfrey Crummack, RNR

Ratings:

PO Robert Douglas Branch J1978
PO Albert Watters 213782
L/Sea William James Sheppard Hooper 226751
AB John William Blondel J17347
AB William John Cross J14591
AB Albert Edward Smith J15231
AB Robert William Sparks J18658
AB Herbert Bradley Sargent J7783
AB William Henry Francis Strachan J16462
AB John Williams J20573
L/Sig George Andrews Howell J6074
Tel John George Hill Roberts J40804
CERA James Anderson Dow 270564
ERA 3rd Class Frank Keys M5105
ERA Harry Pearson RNR/Ch/1511/EA
Stoker Petty Officer James Edward Bailey 284867
Leading Stoker Harry Hinks K16567
Stoker 1st Class George Henry Allen K16956
Stoker 1st Class Alfred Ling K26036
Stoker 1st Class Patrick Murphy K25868
Stoker 1st Class David Morton Platt K23745
Stoker 1st Class Stephen Sutton K6539

SUBMARINE E14

In January 1918 Submarine E14 was transferred from its Base at Corfu to the Dardanelles in an attempt to locate and sink the Turkish Battleship GOEBEN which had been damaged by mines and then run aground in the Dardanelles. The Submarine failed to find the target which had been re-floated and towed away to safety. On 28th January 1918 Submarine E14 was badly damaged when one of her torpedoes exploded shortly after firing and was further damaged by shore-based artillery after running aground at Kum Kale before finally sinking. The Commanding Officer, Lieutenant Commander Geoffrey Saxton White, was killed by shell fire, both of his officers were killed and many of his crew were killed and injured. The survivors** were made Prisoner of War. Lieutenant Commander White was awarded the Victoria Cross – the fourth submarine Victoria Cross of the First World War in the Dardanelles area and the second Victoria Cross for Commanding Officers of E14. The crew of E14 was as follows:

Officers:

Lieutenant Commander Geoffrey Saxton White VC, RN

Sub Lieutenant Jack Patrick Murray Blissett, RN

Lieutenant George Montford Drew, RNR

Ratings:

PO Robert Andree Perkins, DSM J4078**
PO Frederick George Waters 234980
L/Sea Henry Pither J13967
L/Sea Stanley Richardson J6087
L/Sea John Turner J17008
AB Stanley Walter Emeney J19244
AB Patrick Kirwan J11213
AB Richard William White J22423

AB Edwin Arthur New J22094
 AB Cecil Needham J11160
 AB Reuben Joseph Edwin Mitchell, DSM 7476**
 Sig Charles Miles Trimbell, DSM M4196 **
 Tel William Henry Prichard DSM J36101 **
 CERA John Benjamin Baldwin Randall 271216
 ERA Robert M Milburn DSM M4196 **
 ERA3 Martin Robert Bond M4677
 ERA4 Harry Crannage M12239
 ERA4 John Le Boutillier M22714
 L/Sto Albert Crosbie DSM K10069
 L/Sto William Bernard Fletcher, DSM K2073
 Sto1 William Ephraim Reed, DSM K17465 **
 Sto1 Percy Richard Adams K516
 Sto1 George L Laccohee K15990
 Sto1 Bertram Henry Polden K12599
 Sto1 Samuel Henry Ball K18809
 Sto1 Harry Pinnock K28154

SSUBMARINE K17

Submarine K17 was lost on the night of 31st January/1st February 1918. The submarine, which had been steaming on the surface in formation during a 'Night Exercise', was hit by HMS FEARLESS. K17 had altered course to avoid a collision with two trawlers that had been sighted. HMS FEARLESS, which was following K17, hit the submarine at 21 knots. Many of the crew managed to abandon ship before the submarine sank but were run down whilst in the water by escorting Destroyers which were unaware that any accident had taken place. The incident in which K17 was lost came to be referred to as the 'Battle of May Island'. The names marked below with asterisk ** are those who survived the sinking of K17.

Officers:

Lieutenant Commander Henry John Hearn, RN
 Lieutenant Cecil Warde, RN
 Lieutenant Herbert Wilkins Antram, RNR
 Lieutenant (E) Hugo William Lewis Tyrrell, RN
 Midshipman Ernest Semple Cunningham, RAN

Ratings:

CPO Charles Case, DSM 186086
 PO William Clark Cooley 227154
 L/Sea William Finch J1069
 L/Sea Robert Gill 211672
 L/Sea Cecil James Hosking J16056
 L/Sea Edward James Meadmore, DSM 223356
 L/Sea Albert Edward Simpson J1181
 L/Sea Anthony Westbrook J11905**
 L/Sea Frederick Bown 219867**
 AB William Agnew SS2844 (RFR/Dev/B/5860)
 AB Thomas Henry Berriman 213863
 RFR/Dev/B/5832
 AB Henry Havelock Wheble 225581
 AB Arthur Rayment Drake 238786
 AB Henry George Lightbody J24810
 AB Joseph Robert Montgomery J12871
 AB John Gibbs J10934

AB Harold Nettleton J20766
 AB Frederick Samuel J10440
 AB Francis Hammond J9547
 AB Alfred White J6137
 AB (SG) Joseph Clark J6745 **
 L/Sig William Wilcox Cooper 239571
 Sig George Thomas William Kimbell J8709**
 L/Tel George Alexander Knight J8438
 Tel Frederick Edwin Lord J5520
 CERA Isaac Gibson 270632
 ERA3 Albert Victor Adams M1632
 ERA4 Jack Glenfield Brown M8692
 ERA4 Harold Louis Herring M13296
 ERA3 Dominick Myott M7565
 SPO Ernest Morris 309458
 SPO Charles Kettridge Savage 311292
 SPO Patrick Nolan 284013
 SPO James Stewart 288545 RAN 9263**
 L/Sto William James Cook K6363
 L/Sto William John Gale K11623
 L/Sto Edmund Tilley K1060
 Sto1 Charles Edward Binnington K18963
 Sto1 James Blackman K13078
 Sto1 Henry Alfred Caress SS115673
 Sto1 Henry Fulcher K23296 **
 Sto1 William James Frederick Carter K17477
 Sto1 Albert Dowding K17759 **
 Sto1 Arthur George David de Bank K22444
 Sto1 Edward Jones K20796
 Sto1 Kenneth Vass K22875 **
 Sto1 James Edward Knowles SS 115292
 Sto1 John Riddell McDonald SS 114477
 Sto1 Henry Leonard Ricketts K127466
 Sto1 Leo Frederick Murray Sangster K22599
 Steward 2nd Class Charles Henry Savage L2005

SUBMARINE K4

Submarine K4 was sunk in the Firth of Clyde on the night of 31st January/1st February 1918 following a collision with Submarine K6 during Operation E.C.1. This was another incident in what became known as the 'Battle of May Island'. There were no survivors from Submarine K4. Those lost in the accident were as follows:

Officers:

Lt Commander David de Beauvoir Stocks DSO, RN
 Lt Commander Athelstan Alfred Lennox Fenner, RN
 Lieutenant Thomas Arthur Watterson, DSC, RNR
 Lieutenant (E) Claude Michael Ashmore Wellesley, RN
 Commissioned Gunner John William Hammond, RN

Ratings:

PO Alfred Abe Benjamin Corfield 232856
 PO William Rowley, DSM 215872
 L/Sea Albert Edward Hogg J9082
 L/Sea Alfred Edward Pearson, DSM 206490
 RFR/Ch/B.10623

AB James Armstrong J32585
 AB Stanley Harold Blake 211925 RFR/Po/B/5018
 AB Ernest Samuel Burt J9569
 AB William George Dangerfield J17629
 AB Alan Montgomerie Duggan J16974
 AB Charles William Henry Goddard J2150
 AB Thomas William Jackson, DSM 215915
 AB Edward Barber Leeder SS5311
 AB Fred Mockford J9223
 AB Ernest James Puddefoot 146875
 AB Leonard William Rivett J18186
 AB Albert Spice 239765
 AB John Spice 219424
 AB Albert Charles Windibank J18037
 AB Thomas Sidney Young J16770
 L/Sig Charles Carter, DSM 236423
 Sig Malcolm Poynter Watkins J19411
 PO Tel George Harold Baldwin J10360
 L/Tel Frederick Walker J25725
 CERA2 Leonard Adams, DSM M324
 CERA Ralph Reuben Hill 270525
 ERA1 John Frederick Apps, DSM
 RNVR/Clyde/3/192
 ERA2 George Oliver Charles Woods M2250
 ERA4 Henry Thorpe Goddard M11218
 ERA4 Alan Varey M21630
 Chief Stoker Frank John Beer 298980
 SPO Percy Walter Adams, DSM 306739
 SPO Harry Sheath, DSM 355913
 SPO William Thomas Wyatt, DSM 308247
 L/Sto William Church, DSM K9438
 L/Sto John Henry Goodsall K12209
 L/Sto William Henry Hayman 305390
 L/Sto James Thomas Iron, DSM K11011
 L/Sto Thomas Stewart Wood K12229
 Sto1 Horace Bounds, DSM K14491
 Sto1 Charles Edward Brown K22591
 Sto1 Albert Charles Burgess K9375
 Sto1 Percival Cockerill K21001
 Sto1 Harry Wakelin Crawforth SS115298
 Sto1 Patrick Joseph Grant K20768
 Sto1 Frank Francis Hanks K16885
 Sto1 Joseph Charles Hayes K19004
 Sto1 Herbert Ernest Martin K1087
 Sto1 Sydney John Sellick K12966
 Sto1 James Henry Tredgett K22822
 Officers Steward Harold William Youdale L3820

SUBMARINE K14

During Operation E.C.1, which took place in the Firth of Forth overnight 31st January 1918, Submarine K22 (Lieutenant Commander Charles de Burgh RN) collided with Submarine K14 (Lieutenant Commander Thomas C B Harbottle RN). The bow of Submarine K22 cut into the port side of the crew space of K14 flooding the compartment and drowning two members of the crew. They were:

L/Sea Alexander Scott O/N 232696

AB W J Bowell O/N J15186

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FEBRUARY 1918

One Submarine was lost in February 1918 and this was Submarine E50. Submarine E50 was lost in the North Sea on, or about, 1st February 1918. The submarine is believed to have struck a mine near the South Dogger Light Vessel. There were no survivors. Those lost were as follows:

Officers:

Lieutenant Ralph Edgar Snook, Royal Navy
 Lieutenant William Burton Metcalfe, Royal Navy
 Lieutenant George Walter Elliott, RNR

Ratings:

PO Archibald Evelyn Brown, DSM O/N 226250
 PO Alfred Henry Jewell O/N 236249
 PO Jonathan Thomas Roberts O/N 234598
 L/Sea Thomas James Bigsby O/N 237417
 L/Sea Frank St Clair Holtham O/N 232264
 AB Austin Wilfred Cutting O/N J13934
 AB John Raymond Gibson O/N J26864
 AB Frederick Charles Haines O/N J20808
 AB Farrar Hill O/N J20092
 AB Norman George Hounsome O/N J19873
 AB William Farquhar Young O/N J12191
 Sig John Joseph Mulhall O/N J21302
 L/Tel Albert Joseph Miller O/N J19598
 Tel Joseph Pover O/N J35826
 CERA Walter Henry Meek O/N 271695
 ERA4 Archibald Freebairn Dunn O/N M19524
 ERA Arthur Swinneron Lee O/N
 RNR/Dev/1571/EA
 ERA Norman Tordoff O/N RNR/Dev/2036/EA
 SPO Frank Brett O/N 307261
 L/Sto Albert Gill O/N K11648
 L/Sto William Walter Jordan Hards O/N K11357
 L/Sto John William Hutchinson O/N K13161
 Sto 1 Thomas Batiste Caudeville O/N K20787
 Sto 1 William Fairhall Curd O/N K17857
 Sto 1 Stanley Emery O/N K19954
 Sto 1 Cecil Gent O/N K19924
 Sto 1 Wilford Ire Rogers O/N K17348
 Sto 1 Herbert White O/N K17774

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MARCH 1918

Two Submarines were lost in March 1918 – both with all hands. Two other Submariners died – one in an accident and the other in hospital.

The first Boat lost was SUBMARINE H5: Submarine H5 had sailed for a patrol in the Irish Sea. In the morning of Saturday, 2nd March 1918 the Submarine was sighted after it had crossed the bows of a steamer, the SS RUTHERGLEN. The Captain of the RUTHERGLEN believed that he had come across a U-Boat and he rammed the submarine resulting in the loss of the submarine and all the crew. SS RUTHERGLEN was herself sunk on 24th April 1918 after being torpedoed by a U-

Boat between whilst on passage between Gibraltar and Genoa. Those lost in Submarine H5 were as follows:

Officers:

Lieut Arthur Walter Forbes DSO, RN
 Lieut Sir John Henry Algernon Anson, Bt, RN
 Lieut Nathaniel Gordon Burgess, RNR
 Ensign Earle Wayne Freed Childs, USN
 Earl Childs is understood to be the only United States Navy submariner casualty of the First World War.

Ratings:

PO Charles John Colbran, DSM O/N 208778
 PO Frederick Albert Darvill, DSM O/N 236159
 PO John Higman Rowe O/N J4348
 PO Frederick Daniel Wall, DSM O/N 218336
 AB Richard Charles Elliott O/N 218687
 AB Stephen Charles Hurst O/N J20084
 AB James Kelly O/N J19569
 AB Frederick Alfred Layzell O/N J14692
 AB John Lewis O/N 218282 (Dev)
 Sig Percy Ernest Edward Payne O/N J15471
 WTO Harry Snowden O/N J71551 RNR
 Boy Tel James Gerald Matthias Thompson O/N J54924
 CERA1 Alfred Smith, DSM O/N 268518
 ERA3 Sydney Frances Bluett O/N M2161
 ERA4 George Daikers Heath O/N M14291
 ERA3 Percy James Newman O/N M11997
 SPO Thomas Lloyd O/N 309612
 SPO George Smith O/N 307246 (Po)
 L/Sto Herbert Heath, DSM O/N K946
 Sto1 Ernest Thomas Ashmore O/N 301367
 Sto1 Henry Robert Alford O/N K7595
 Sto1 Frederick Charles Hibbert O/N K17577
 Sto1 Harold Barday Roberts O/N K15332

The second Boat lost was SUBMARINE D3

Submarine D3 had sailed from Gosport on 7th March 1918 for an anti-submarine patrol in the English Channel. On 12th March the submarine was sighted by a patrolling French airship. Owing to mis-identification of the submarine and the mistaking of recognition signals from the submarine for attacking gunfire the submarine was bombed by the airship. The submarine sank as a result of the bombing. All of the crew were lost. Those lost were Submarine D3 as follows:

Officers:

Lieut William McKinstry Maitland-Dougall, RCN
 Sub Lieut Esme John Richard Wingfield-Stratford, RN
 Lieut Alfred Atkinson Hall, RNR

Ratings:

PO Albert Samuel Lister O/N J3573
 PO William Charles Osborn O/N 163372
 L/S Daniel Coombs O/N 232480
 L/Sea Ebenezer Whorton O/N 237619
 AB Robert Henry Hinds Walcott O/N SS6939

AB Arthur Dawes O/N J71067
 AB John Conde Evans O/N J27873
 AB Charles Ernest Larby O/N J17309
 AB Walter John Mitchell O/N 236832
 AB Henry William Powell O/N J9374
 L/Sig Paul John Aspinall O/N J11940
 Ord Tel George James Thomas Sanger O/N J42592
 (
 CERA Richard Turbett O/N 270690
 ERA4 Harry Raymond Gardner O/N M2600
 ERA4 Robert Johnson O/N M1024
 ERA2 Ernest Pilkington O/N M12624
 ERA3 Arnold Robert Ward O/N M10906
 SPO John Powell O/N 307881
 L/Sto Edwin Harold Marshall O/N K5747
 L/Sto Arthur George Willett O/N K15935
 Sto1 Thomas William Benham O/N K18225
 Sto1 Charles Thomas Harrington O/N K22388
 Sto1 Albert Edward Stringer O/N K4251
 Sto1 James Cozens O/N K13367
 Sto1 Frederick William Yeates O/N K23427

One Submariner serving in Submarine V2 died on 22nd March 1918. It is reported that he was killed when the Diving Compass exploded when he was pressure testing it. He was:
 ERA4 Richard Fowler O/N M16742

One member of the crew of the Submarine Tender HMS HEBE died on 26th March 1918. He was reported to have died in the Grimsby Hospital – possibly from influenza. He was:
 AB Alfred Fieldhouse O/N J16932
 This Series will be continued in In Depth No 61.

TRAGIC NAVAL ACCIDENT REMEMBERED 100 YEARS ON

02/02/2018

Submariners and sailors, both serving and retired gathered to pay their respects to the loss of 104 lives in a tragic accident in the River Forth a hundred years ago.

Amongst the many battles of the First World War the 'Battle of May Island' is notable for two things; firstly, it wasn't a battle, no shots were fired and, secondly, it was never acknowledged at the time.

By 1918 the Royal Navy had domination of the North Sea, Germany having ceded control following the Battle of Jutland in May 1916. But Germany had increased the amount of U-Boat activity as a result and on the night of 31 January 1918 Admiral Beatty took some 40 ships and submarines berthed in Rosyth and South Queensferry out on an intensive exercise.

In an era when radio communication was in its infancy and navigation was conducted without the aid of radar, manoeuvres at night with large numbers

of vessels was significantly more challenging than it is today.

The K-Class submarines, designed to operate with a battle fleet rather than on their own, were large boats with a powerful steam turbine that allowed them to travel on the surface at a speed to match the ships.

In the vicinity of May Island in the Firth of Forth, two small patrol boats wandered into the path of the submarines and one, turning to avoid them found her rudder jammed and sitting broadside on to the vessels behind was rammed by another of the submarines.

Although both were dead in the water they remained on the surface but when some of the ships that had gone ahead turned back to assist there were a series of collisions that resulted in two other submarines being sunk and a further four submarines plus a ship being damaged.

A tragic accident it was deemed 'too bad for morale' to be publicised by the Admiralty and the incident passed without official recognition for decades. Although there was an investigation and even a court martial, no information was released until the 1990s. However, it was widely known within the Navy and through black humour acquired the title of 'Battle of May Island'.

In 2002 the Submariners Association erected a memorial at nearby Anstruther Harbour to "the memory of those members of the submarines K4 and K17 (and two crewmen from K14) who gave their lives in the service of their country" and they have held commemorative services there each year since.

The service held at St. Ayle Church in Cellardyke, Anstruther marked the Centenary of the tragedy and was attended by the Second Sea Lord, Vice Admiral Jonathan Woodcock KCB OBE and his wife Lady Joanna Woodcock whose Great uncle was one of those killed in the accident.

After the service a small group of serving Submariners from HMS VICTORIOUS and Veterans moved to the nearby Memorial at the harbour, where Royal Marine Buglers played the Last Post. The Second Sea Lord laid the Naval wreath while Lady Woodcock laid a wreath along with the Royal Naval Association at the monument. Two other descendants, Michael Hammond and Gordon Jackson were also in attendance.

LIEUTENANT BASIL CHARLES GODFREY
PLACE VC, DSC, RN

Honoured with Blue Plaque at the Fleet Air Arm
Museum, Yeovilton, Somerset.

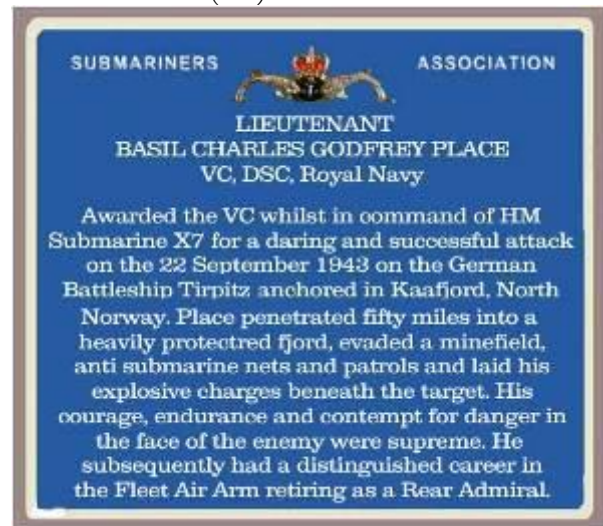
As part of the Submariners Association initiative the eighth Blue Plaque commemorating a WWII Submariner and VC holder was placed at the Fleet

Air Arm Museum, Yeovilton, Somerset on Saturday 10th March 2018.

Approximately 50 guests, which included the Lord Lieutenant of Somerset Mrs. Annie Maw, accompanied by Rear Admiral Brian Perowne CB, DL, the High Sheriff of Somerset, Mr. Richard Hickmett Esq; the Deputy Mayor & Mayoress of Yeovil, Councillor David & Mrs Yvonne Recardo; Admiral of the Fleet Sir Benjamin Bathurst GCB DL; Commodore Nick Tindal, Commanding Officer of RNAS Yeovilton; members of the staff of the FAA Museum and the Place family, joined veteran and serving submariners including the President of the Submariners Association, Rear Admiral Niall Kilgour CB; the Bath, Dorset and Exeter Branch members with Standards for the ceremony. The event was also enhanced by a contingent of Marine and Sea Cadets from TS MANTLE VC, Yeovilton Marine and SCC who formed the honour guard.

The commemoration service was led by Reverend Edward Wills the Chaplaincy Team Leader RNAS Yeovilton. The President Rear Admiral Niall Kilgour CB provided detailed information on Lieutenant Basil Charles Godfrey Place VC, DSC, RN Naval career & citation for the award of the VC.

This was followed by the unveiling of the plaque by the President of the Submariners Association and Mr Charles Place (son).



Lieutenant Basil Charles Godfrey Place VC, DSC, RN Blue Commemorative Plaque mounted at the Fleet Air Arm Museum Yeovilton.

Basil Charles Godfrey Place was born in Little Malvern in Worcestershire on 19th July 1921. He was the son of Godfrey Place, DSO, MC. He joined the Royal Navy at the age of fourteen and spent the first year of the war as a Midshipman in the Cruiser HMS Newcastle before volunteering for submarines. He was appointed to the 1st Submarine Flotilla based at HMS St. Angelo, Malta 'for Submarines' on 11th August 1941. Three weeks later on 1st September 1941 Place was appointed as 'Liaison Officer' to the Polish Submarine Sokol. The

duration of his appointment is unknown; however, he was awarded the Polish Cross of Valour for this appointment. He next served in HM Submarine Urge & Una before being appointed to Unbeaten as the Navigator' now based with the 10th Submarine Flotilla at Malta. He was awarded the Distinguished Service Cross for his part in the sinking of the Italian submarine Gugliemotti off Sicily in March 1942.



Charles Place meets Her Majesty's Lord Lieutenant of Somerset, Mrs Annie Maw and Rear Admiral Perowne CB, DL.



TS Mantle VC Marine & Sea Cadets from RNAS Yeovilton who formed the honour guard

He returned home on 13th August 1942 and was appointed firstly to HMS Dolphin before being appointed to HMS Varbel, 12th Submarine Flotilla at Port Bannantyn, Scotland 'for special service' with X-Craft. Following training he was appointed in Command of X4 on 11th December 1942. During the planning and training for Operation Source, which was the X-Craft attack on German Capital Warships in the Norwegian fjords, he was appointed to 'Submarine X7 in Command.

Operation Source – Operation Source commenced on 11th September 1943 when six midget submarines, each weighing only 35 tons and with a crew of four, were towed from Loch Cairnbawn for 1,000 miles to a position off Altenfjord in Northern Norway. Each X-Craft carried two detachable charges weighing two tons. X9 was lost on passage with all hands and X8 had to be scuttled. The four remaining submarines detached on the evening of

20th September and entered Kaafjord on 22 September. X10 had to abandon the attack because of a defect while X5 approached within 500 yards of her target before being sunk by gunfire.

Tirpitz had been a constant threat to the British merchant and naval vessels and was anchored behind a double row of anti-torpedo netting some 50 miles away from the open sea. X7 passed through the boom defence gap at the entrance of the fjord and then dived to avoid a motor launch and became entangled in the nets. After an hour of struggling, she managed to free herself and dived to 75ft to pass underneath Tirpitz's nets, but again became entangled in the nets.



Tirpitz

Meanwhile X6, commanded by Lt Donald Cameron, had been sighted on the surface and the alarm raised. Having lost her periscope and gyro compass, the submarine rammed Tirpitz and released her charges before Cameron scuttled her.

X7 once again struggled to escape from the protective nets. Then, in Place's words, "by some extraordinary lucky chance" she surfaced in the nets and a full speed struck Tirpitz on the port side, sliding under her keel before releasing the first charge. Place then drove his submarine astern, releasing the second charge 150 to 200 feet aft of the first. X7 then became entangled in the nets for the third time. Place, with masterly understatement, described her predicament thus: "Without a compass I had no exact idea where we were: X6's charges were due to explode in an hour, it was extremely annoying to run into another net." Shortly afterwards, there was a tremendous explosion. "This evidently shook us out of the net, and on surfacing it was tiresome to find Tirpitz still afloat," said Place.

X7 was under heavy fire so Place dived again and then considered his options. There was only enough air left to surface one more time so he decided that there was no alternative but to surrender. He surfaced next to a battle practice target 500 yards from Tirpitz and stepped out of the submarine waving a white sweater. Tragically, water entered the submarine via the open hatch, which then sank. One officer managed to escape three hours later using Davis Equipment but the other officer and Engine Room Artificer perished.



WWII X-Craft

Place joined Cameron and the crew of X6 onboard Tirpitz where the Germans initially thought they were Norwegian saboteurs. The six survivors were subjected to intense interrogation before being taken to Marlag-O prison camp, where they spent the rest of the war. Cameron and Place were awarded the VC in February 1944 and received their medals from the King on 22nd June 1945. The full citation for Place Victoria Cross (and that of his colleague Donald Cameron of X7) was published in a supplement to the London Gazette of 18th February 1994 and read:

ADMIRALTY - Whitehall 22nd February 1944

“The King has been graciously pleased to approve the award of the Victoria Cross for valour to: Lieutenant Basil Charles Godfrey Place, DSC, Royal Navy & Lieutenant Donald Cameron, R.N.R.

Lieutenants Place and Cameron were the Commanding Officers of two of His Majesty’s Midget Submarines X7 and X6 which on 22nd September 1943 carried out a most daring and successful attack on the German Battleship Tirpitz, moored in the protected anchorage of Kaafjord, North Norway.

To reach the anchorage necessitated the penetration of an enemy minefield and a passage of fifty miles up the fjord, known to be vigilantly patrolled by the enemy and to be guarded by nets, gun defences and listening posts, this after a passage of at least a thousand miles from base.

Having successfully eluded all these hazards and entered the fleet anchorage, Lieutenants Place and Cameron, with a complete disregard for danger, worked their small craft past the close anti-submarine and torpedo nets surrounding the Tirpitz, and from a position inside these nets, carried out a cool and determined attack. Whilst they were still inside the nets a fierce enemy counter attack by guns and depth charges developed which made their withdrawal impossible.

Lieutenants Place and Cameron therefore scuttled their craft to prevent them falling into the hands of the enemy. Before doing so they took every measure to ensure the safety of their crews, the majority of whom, together with themselves, were subsequently taken prisoner.

In the course of the operation these very small craft pressed home their attack to the full, in doing so accepting all the dangers inherent in such vessels and facing every possible hazard which ingenuity could devise for the protection in harbour of vitally important Capital Ships.

The courage, endurance and utter contempt for danger in the immediate face of the enemy shown by Lieutenants Place and Cameron during this determined and successful attack were supreme.”

After the war, Place resumed his Naval Career but never held another submarine appointment. In 1950, he transferred to the Fleet Air Arm, training as a pilot and gained his “Wings” in 1952. Later that year he saw action in the Korean War flying the Sea Fury’s of 801 Squadron from the deck of the Aircraft Carrier HMS Glory.

Thereafter, Place’s appointments alternated between General Service ships and Fleet Air Arm staff jobs. He commanded the destroyers HMS Tumult and HMS Corunna, the New Entry Training Establishment HMS Ganges at Shotley, the Aircraft Carrier HMS Albion and the frigate HMS Rothesay before promotion to Rear Admiral in 1968. His final appointment on the Active List was as Admiral Commanding Reserves and Director General Naval Recruiting.

After retirement in 1970, Place became the personnel director for Cunard Cargo Shipping. In 1975 he was appointed as the first Lay Observer of the Law Society, in effect the Ombudsman for complaints about solicitors. From 1971, he was president of the Victoria Cross and George Cross Association, doing much to ensure that the courage of VC and GC was not forgotten.

“Once in your lifetime,” he said, “you’re first to meet the Monarch. You head the queue right in front of the KCBs and that sort of thing, and the main purpose of our association is the VC holders should not feel that they never get to the front of things again.”

Basil Place died in London on 27th December 1994 and his Victoria Cross and other medals are on display in the Ashcroft Gallery in the Imperial War Museum London.

The unveiling ceremony was completed by the Reverend Edward Wills, Chaplaincy Team Leader RNAS Yeovilton, blessing the plaque and reading the Naval Collect. This was followed by Rear Admiral Niall Kilgour CB presenting the Manager of the FAA Museum, Mr Marc Farrance with a framed picture of Place VC, X-Craft and his Career History. He also presented a framed picture to Mr. Charles Place with a copy of Place VC citation, pictures of Place as a POW, the Plaque and an X-Craft.

Charles Place also presented to the Museum his father’s miniature medals which were an extremely generous gesture.



Lieutenant Basil Charles Godfrey Place VC, DSC, RN as a POW. Painted by the artist John Worsley on a bed sheet. Currently part of the Greenwich Maritime Museum Collection.



Rear Admiral Niall Kilgour CB presentation to Charles Place



Place VC Miniature Medals presented by Charles Place to the FAA Museum, Yeovilton.

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

The Submariners Association would like to thank the manager Mr Marc Farrance for allowing the plaque to be mounted at the FAA Museum and providing an excellent reception for the guests following the ceremony.

In addition, we would also like to thank all serving and submariner veterans that attended the ceremony and in particular the Marine and Sea Cadets from TS MANTLE VC SCC Corps of RNAS Yeovilton, the National and Standard Bearer's from the Bath, Dorset & Exeter SMA branches and members who attended.

Author: Lieutenant Commander Frank (Sandy) Powell – Blue Plaque Project Manager & Member National Management Committee Submariners Association.

CONTRACT FOR SEVENTH ASTUTE SUBMARINE IN THE WORKS, UK MoD confirms (from the North West Evening Mail)



BAE Systems photo of Astute-class submarine Audacious

UK's Defence Procurement Minister Guto Bebb on March 6 informed MPs that the UK Defence Ministry received the Treasury approval to award a construction contract for the Royal Navy's seventh Astute-class submarine.

Negotiations are still ongoing, it was noted, and the new contingent liabilities associated with the Astute boat 7 "whole boat" contract will come into force on signature of the contract.

"The departmental minute describes the contingent liability that the MOD will hold as a result of placing the Astute boat 7 "whole boat" contract, which will provide for the production and testing of the vessel," Guto Bebb said in a written statement.

"Within the boat 7 contract, BAE Systems Marine Ltd limit their exposure to product liability to £1 billion per incident and £300 million in any 12-month period. This limits the contractor's exposure for claims by the MOD for losses associated with the product being defective or deficient and creates an exposure for MOD to third party claims against the contractor for losses associated with the product being defective or deficient. It is the view of the Department that the likelihood of any claim is remote."

The news was welcomed by the Barrow and Furness MP John Woodcock who expressed relief after reports of pressures to scrap construction of Boat 7 altogether. A Sunday Express report on the possible cancellation of the seventh boat in the Class was

based on a confidential document leaked earlier this year.

FUTURE SUBMARINERS ON THEIR WAY TO EARNING COVETED DOLPHIN BADGE

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

Two classes of submariner trainees at HM Naval Base Clyde recently passed-out from the first phase of their Submarine Qualifying Course (SMQ).

On January 25, the first class of trainees – being trained for service on board Vanguard Class submarines – reached the culmination of their ten-week “dry phase”, the classroom part of the course conducted on dry land at Clyde’s Flag Officer Sea Training (North).

Twenty-three graduated on the day with Engineering Technician Weapons Engineer (Submarines) Jalbert awarded the top student prize by guest of honour Commander Dan Simmons, Commanding Officer of HMS Vengeance Port.

“ET Jalbert displayed leadership attributes beyond his current rate, selflessly encouraging and mentoring his peers,” said one instructor in his class. “His hard work and commitment to learning saw him deliver a polished performance throughout and at his final oral board.”

Meanwhile, on February 1, the second class – consisting of 19 Astute Class students – passed-out, with Captain of the Faslane Flotilla, Captain Edward Ahlgren, presenting the top student award.

Able Seaman Writer Jones was given the honour for his commitment to achieving the highest of standards. He used his ample spare capacity to assist other members of the class to gain a better understanding of the information taught during the working day.

Each of the students will now move on to different units, with some going straight to service with V Boats and A Boats and others will undergo further training before joining a vessel.

The Submarine Qualifying Course provides future submariners with the knowledge essential for joining their first Royal Navy submarine. The course instils the absolute professionalism demanded by the Submarine Service with trainees required to demonstrate an intimate understanding of more than 30 complex engineering systems which operate the nuclear submarines and keep the crew safe.

Prospective submariners join SMQ (North) at HM Naval Base Clyde for the dry phase of their training. After successfully completing a final exam, oral board and walk-rounds of a nuclear submarine, they pass-out, eventually joining a nuclear submarine.

It is there the second phase of training begins – known as the “wet phase”. Students complete their SMQ training at sea on board a Royal Navy

submarine and it is only then that they are entitled to wear the coveted “dolphins” badge – the mark of a qualified submariner.



Captain Edward Ahlgren presents the top student award to Able Seaman Writer Jones.



Captain Edward Ahlgren addresses the 19 Astute Class submariner trainees at their passing-out.

A GOLFING ACCIDENT

Supplied by Bob Pointer (Barrow Branch)

While golfing, a senior gentleman accidentally overturned his golf cart late one afternoon.

A very attractive, young, female golfer, who lives in a villa on the golf course, heard the noise and called out, "Are you OK?"

"I'm OK, thanks," he replied, as he pulled himself out of the twisted cart.

She said, "Come up to my villa, rest a while, and I'll help you get the cart up later."

The old guy noticed her silky bathrobe was partially open, revealing what appeared to be a very nice figure.

"That's mighty nice of you," he answered, "but I don't think my wife would like it."

"Oh, come on now!" she insisted. She was so pretty, and very, very persuasive. He was weak.

"Well, OK," he finally agreed.

After a couple of Scotch and sodas, he thanked her and said, "I feel a lot better now. But I know my wife is going to be really upset. So, I'd better go now."

"Don't be silly!" she said with a smile, letting her robe fall slightly more open. "Stay for a while. Your wife won't know anything. By the way, where is she?"

He replied, "Still under the cart, I think."

ROYAL NAVY SUBMARINER BRINGS BACK
SILVER AND BRONZE MEDALS FROM
WINTER PARALYMPICS

From Royal Navy Media & Comms, HM Naval Base Clyde

A Royal Navy Submariner from Glasgow is bringing back a trio of medals from the Winter Paralympics where he was a guide to the youngest member of the British Team.

HM Naval Base Clyde based submariner Brett Wild travelled to South Korea on Sunday, 25 February to take part in the 2018 Winter Paralympics with partially sighted skier Millie Knight.

The pair arrived at the holding camp with the rest of Team GB to acclimatise to the different time zone, get used to the snow conditions and complete some final training preparation.

Brett said: "It was absolutely brilliant to travel out to Korea so early and to be able to acclimatise and get used to the completely different snow conditions. This prepared us to go into the races fresh and allowed us to do our best."

The pair got off to a flying start in their first race on Saturday, 10 March, winning silver in the Women's Downhill event finishing 0.86 seconds behind defending Paralympic champions from Slovakia.

The Women's Super G event on the Sunday brought more success with Millie and Brett crossing the finish line in 1 minute 33.76 seconds and winning their second silver medal of the games.

Brett, from Glasgow has been skiing since he was three years old and began racing when he was just seven, he has also raced for the Navy and Combined services team. He has been skiing with Millie for the past two years and the pair were keen to build on their success in last year's World Championships where they won gold and silver medals.

On the final day of the games Brett and Millie added a bronze medal to their collection, taking third place in the Women's Slalom, helping the ParalympicsGB team meet their UK Sport target of six to 12 medals with the ambition of seven.

The pair will arrive back in the United Kingdom this week feeling proud of what they achieved for Great Britain, and with good reason. Since starting to ski together in February 2016, Millie and Brett have won a total of 19 medals – eight gold, nine silver and two bronze.

"I am so grateful to the Royal Navy for this unbelievable opportunity and I am so proud to be representing them here as well as the British

Paralympic Association and Great Britain." said Brett.

"Having the opportunity to ski with Millie at the Winter Paralympic Games is an incredible honour, made even more special by winning two silver medals and one bronze while skiing with one of my best friends. It's been a long and difficult season, but to secure the first medal for ParalympicsGB at the games and to go on to win two more feels absolutely amazing."



Millie Knight and Brett Wild with their silver medals



Brett Wild guides Millie Knight down the slopes in Pyeongchang

A REQUEST FOR INFORMATION

By Editor

I am in contact with a lady whose Submariner husband suffered from Cholangiocarcinoma (sometimes abbreviated to CC) but also known as Bile Duct Cancer. It is thought that this disease may be related to his Naval Service and a case for compensation is being progressed - slowly - mainly owing to limited numbers of known sufferers. Unfortunately, this appears to be a very rare condition and proof of other cases amongst servicemen and submariners may be of assistance. If anyone knows of other cases of this disease among service personnel can they forward details to me and hopefully we can help this lady progress her claim. Thank you.

SUBMARINERS ASSOCIATION DIARY
ORDERS 2019

Branch Secretaries (only) will now be able to order their 2019 Submariners Association Diaries ONLY via the Association webpage using the 'BRANCHES' tab and selecting 2019 Diaries from the drop-down menu.

The Closing date for Placing Orders will be the 30th June 2018.

This system will not allow orders to be placed from individuals in which case you should contact your Branch Secretary.

Branches will be able to place as many orders as they like until the deadline. The total number of Diaries ordered for each branch will be shown in the list on the left, when you have logged on.

You will need to login with a Username and Password to check and / or placing your order, which will be sent to all Branch Secretaries in March. If for some reason Branch Secretaries do not receive the login information, then please email Brian Tate sugarkaz@hotmail.co.uk

Diaries will be dispatched in October to Branch Secretaries along with invoices using the address held on the National Database.

Yours Aye, Brian Tate (Sugar)

SUBMARINES AND THE ELECTRICAL OFFICER

From 'The Naval Radio & Electrical Review' January 1956 (Vol.9 No. 3)

By Lieutenant-Commander P. G. Fortescue, Staff of Flag Officer, Submarines

In 1950 in view of the fitting of high voltage propulsion machinery of advanced design and various newly designed A/S, Radio and Torpedo Control systems of a complex nature, responsibility previously of which was shared by the First Lieutenant, Navigating and Torpedo Officers, it was decided to complement the projected PORPOISE Class Submarines with an Electrical Officer.

As some of the equipment was to be fitted in "T" Class Conversion Submarines for trial etc., it was decided that on completion of the Submarine Training Course, Electrical Officers would be appointed to "T" Class Conversion Submarines for experience, and would then be available for subsequent appointment to the PORPOISE Class on first commissioning, this Officer to replace the fifth Executive Officer, so that the submarine would have four Executive Officers, one Engineer Officer and one Electrical Officer.

FIRST ELECTRICAL OFFICER IN SUBMARINES:

For the first time in the history of submarines Admiralty Fleet Order 3723/50 provided opportunities for Electrical Officers to serve in submarines, by calling for volunteers. These were at first limited to Lieutenants with less than five years seniority but later raised to Lieutenants with less

than seven years seniority and now is open to Sub-Lieutenants.

Subject to medical fitness, Officers selected are appointed to H.M.S. DOLPHIN for submarine training, joining the Submarine Officers' Training Class before appointment as Electrical Officer of a submarine. After three-year's service in submarines, Officers normally revert to General Service for a period, and depending upon seniority etc., are then available for certain General Service appointments required to be filled by Electrical Officers with submarine experience, e.g., Submarine Depot Ships.

COURSES:

Officers selected undergo a fifteen-week course, the majority of which runs concurrently with the Executive Officers' Training Class, with additional advanced Electrical training of a submarine nature. The course includes lectures on the constructional details of all classes of submarines, Electrical, H.P. Air, L.P. Air, Ballast, Fuel Oil, Lubrication Oil, Fresh Water, Distilled Water, Telemotor and Propulsion systems, including the equipment associated with the systems.

During the basic electrical training a visit is paid to the battery manufacturers, Messrs. Chloride in Manchester, this being one of the highlights of the course, the hospitality of the firm, which has long been closely connected with the Submarine Service, is of a high order.

Every aspect of Submarine life is covered in the course and practical experience obtained by trips to sea in a submarine, where equipment and ship handling on the surface and dived is carried out.

Escape training is taught and escapes via the 100 ft. Escape Training Tank are carried out by each officer at an early stage in his course.

Towards the latter part of the course, the Electrical Officer undergoes an advanced Electrical Course consisting of detailed instructions in the Electrical layout and construction of all submarines, particular emphasis being laid on "T" Class Conversion Submarines, including Radar, W/T, T.A.S. and Coding equipments.

Finally, examinations, both written and a practical oral in a submarine, are given, and the course rounded off with a suitable celebration coincident with the commencement of Submarine Pay. There are at present some twenty-four Submarine Trained Electrical Officers, all of whom have at some time passed through the training area of H.M.S. DOLPHIN.

AT SEA:

On joining a Submarine he will find, as in any ship, that his prime responsibility is the supervision of the maintenance of the electrical and electronic equipment and of course the divisional problems. However, in a Submarine his responsibilities extend to those of the Officer of the Watch, at Watch

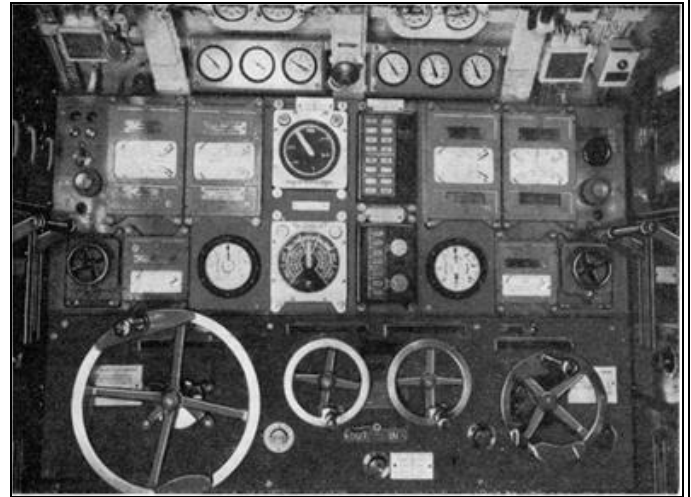
Diving or Snorting, possible operation of the Torpedo Computer in the Attack Team and in some instances a surface watch on the bridge. The latter duty can provide a pleasant break when long uneventful surface passages are undertaken. Briefly, Officer of the Watch at watch diving or snorting includes the intricacies of catching and holding the somewhat elusive stable trim, position fixing and safe navigation by periscope, chart, echo sounder, radar, log etc., control of the Asdic equipment for detection purposes, and the responsibility of the general safety of the submarine throughout his watch, to most Electrical Officers a fascinating experience, far removed from the drudgery so often associated with maintenance.

Submarine Electrical and Electronic equipment is, in the main, of the types met in general Service, but the maintenance presents rather large problems, due partly to the damp conditions under which it must function, particularly when snorting, but mainly due to accessibility, or rather the lack of it. The complexity of surrounding services, pipes etc., quite often means several hours of work and possibly unshipping a motor to even change the brushes. It is, to this end that a great deal of the Electrical Officers time and ingenuity can be adapted.

ELECTRICAL COMPLEMENT ONBOARD:

The Electrical Department to cope with this task is small but in the main highly trained, many having spent a considerable time in submarines acquiring the "know-how" which is often more valuable than the necessary technical knowledge.

The complement for say a "T" Class Conversion Submarine would include an Electrical Artificer, who is primarily the High and Low Power technical adviser, and maintainer of the Low Power, Gyro Compass, Plotter, Log, Torpedo Computer and firing gear, Intercommunication and Asdic equipment, in which he would be assisted by an L.E.M. The Electrical Artificer also keeps watches as the Petty Officer of the Watch on the surface or hydroplanes when dived or snorting. The Electrician is the High-Power Maintainer including Main Battery, Motor Propulsion, Auxiliary Machinery, Battery Ventilation, Ring Main Lighting and Emergency systems etc., in which he would be assisted by 2 L.E.Ms and 3 E.Ms.



Part of T class conversion switchboard

The L.E.Ms, and E.Ms, also operate the main switchboards in the motor-room, responsibilities here include those of obeying telegraph orders whilst under motor propulsion and also main battery charging, keeping watches accordingly.

The Radio Electrician of course covers the wireless, radar and certain electronic aspects of the Intercommunication and Asdic systems, he keeps watches similar to those kept by the Electrical Artificer.

Fleet requirements for Submarines are rising due to the continual increase in the number of international exercises, and this, coupled with the normal work of Submarine Depot Ships and bases in Canada, Malta and Australia, apart from those in 'Home Waters', provides a variety of interesting exercises, cruises and visits to Home and Foreign ports.

CANADIAN SUBMARINES

HMCS CHICOUTIMI returns from historical six-month deployment to the Asia Pacific



Photo: Royal Canadian Navy

Royal Canadian Navy's Victoria-class submarine HMCS CHICOUTIMI returned to her homeport in Esquimalt March 21st after a 197-day deployment in the Asia-Pacific region. Her deployment was a historic one in that it marked the first time in nearly 50 years that a Canadian submarine operated in the region.

HMCS CHICOUTIMI worked with partner navies such as the United States Navy, the Japan Maritime Self Defence Force, the Royal Australian Navy and the French Navy during her time in the Asia Pacific. As part of her deployment, HMCS CHICOUTIMI visited Yokosuka, Japan, further strengthening the relationship between our two countries.

“I am incredibly proud of the work done by the submariners on board HMCS CHICOUTIMI. Their consistent dedication and professionalism is an inspiration,” said Vice-Admiral Ron Lloyd, Commander Royal Canadian Navy. “The advantage that submarines can bring to a battlespace cannot be underestimated. They are stealthy, lethal, and persistent. They are an important strategic asset that the Canadian Armed Forces brings to the table when working with our partners and allies around the world.”

HMCS CHICOUTIMI’s deployment is the longest Victoria-class deployment to date. Before this, the longest Victoria-class single deployment was a 101-day North Atlantic patrol by HMCS WINDSOR in 2015. HMCS WINDSOR is once again deployed, currently supporting NATO operations in the Mediterranean Sea.

One of the highlights of CHICOUTIMI’s deployment is participation in the annual USN-JMSDF Annualex— a three week bi-lateral exercise which was made tri-lateral for the first time with the inclusion of Canada in 2017.

CHICOUTIMI visited Hawaii, Guam, and Japan during the deployment. The visit to Yokosuka, Japan was the first by a Canadian submarine since the visit by HMCS GRILSE in May 1968.

The submarine and crew conducted two rest and maintenance periods, in Japan and the US territory of Guam, supported by deployed maintenance teams from the RCN Fleet Maintenance Facility based in Esquimalt. These periods further refined processes for deployed maintenance and support activities.

HMCS CHICOUTIMI is one of four Victoria-class submarines in the RCN. CHICOUTIMI along with HMCS VICTORIA and HMCS CORNER BROOK is based out of CFB Esquimalt, while HMCS WINDSOR is based at CFB Halifax in Nova Scotia

HMCS WINDSOR TAKES PART IN EXERCISE DYNAMIC MANTA

The Royal Canadian Navy announced on February 24th that submarine HMCS WINDSOR had sailed for the Mediterranean to take part in NATO Exercise Dynamic Manta-L 18.

NATO describes it: “To exercise submarine warfare and ASW (antisubmarine warfare) warfighting capabilities for submarines, ASW surface units and maritime aircraft in order to conduct sea control and sea denial related naval tasks in preparation for

future collective defense and crisis response operations.”

Twenty years after acquisition, it is good to see two Canadian submarines deployed in ASW target duties, with HMCS CHICOUTIMI currently on operating in Asian waters. Canada can now truly assist allied combatants in training for this vital component of naval warfare. The multinational training ran from 5th to 16th March 2018.



HMCS WINDSOR

US NAVY KICKS OFF ICEX 2018 IN THE ARCTIC OCEAN

The US Navy has officially started Ice Exercise (ICEX) 2018 in the Arctic Ocean. The exercise was kicked off with the construction of temporary Ice Camp Skate and the arrival of two US Navy fast-attack submarines and one UK Royal Navy submarine on March 7.

ICEX 2018 is a five-week biennial exercise that allows the US Navy to assess its operational readiness in the Arctic, increasing experience in the region, advance understanding of the Arctic environment and continue to develop relationships with other services, allies and partner organizations.

The Seawolf-class fast attack submarine USS CONNECTICUT (SSN 22) from Bangor, Washington, the Los Angeles-class fast attack submarine USS HARTFORD (SSN 768) from Groton, Connecticut, and the Royal Navy Trafalgar-class submarine HMS TRENCHANT (S91) will conduct multiple arctic transits, a North Pole surfacing, scientific data collection and other training evolutions during their time in the region.

“With every ICEX we can build upon our existing experience and continue to learn the best way to operate in this unique and harsh environment,” Rear Adm. James Pitts, commander, Undersea Warfare Development Center (UWDC), commented.

“We are constantly testing new tactics, techniques, and procedures (TTP) under the ice, and this exercise allows us to do so on a larger scale and alongside our UK, joint and academic partners,” Pitts added.

The Navy's Arctic Submarine Laboratory (ASL), based in San Diego, serves as the lead organization for coordinating, planning and executing the exercise involving three nations services, three submarines and over 100 participants over the five weeks of operations.

Ice Camp Skate is a temporary ice camp that was established on a sheet of ice in the Arctic Ocean, known as an ice floe. Skate will serve as a temporary command center for conducting submarine operations, including under-ice navigation and torpedo exercises.

“Our Arctic Submarine Laboratory team has been working for over a year to ensure our Submarine Force can conduct dynamic torpedo and under-ice operations in this unique environment. This year’s camp is prepared to support the force with communication and weapons recovery,” Larry Estrada, director of ASL, said.

The camp gets its namesake from USS SKATE (SSN 578), the first submarine to surface through open-water surrounded by ice in 1958 and the first submarine to surface through the arctic ice at the North Pole in March 1959. Since the success of SKATE’s surfacing, arctic operations have been a crucial part of the missions conducted by nuclear submarines, according to the US Navy.

RN SUBMARINES IN THE ARCTIC

The cover photo this month shows HMS TRENCHANT surfaced through the ice and the wreath laid in memory of the two sailors (Paul McCann & Anthony Huntrod) who died in an accident in HMS TIRELESS when under the ice cap in 2007.



DREADNOUGHT at the Pole in March 1971
RN Submarines have been venturing under the ice since HMS DREADNOUGHT surfaced at the North Pole on 3rd March 1971. HMS

SOVEREIGN followed in October 1976 and then there was an eleven-year gap before SUPERB and TURBULENT followed in 1987. Two years later SUPERB returned in company with HMS TIRELESS for weapons trials. TIRELESS went under the ice again in 1991 this time for joint exercises with USS PARGO. In 1996 it was the turn of HMS TRAFALGAR, but it was another eight years to 2004 before HMS TIRELESS returned to the Arctic – this time with USS HAMPTON.

It was TIRELESS again in 2007 for her fourth venture under the ice – this time in company with USS ALEXANDRIA but the exercise was marred by the accident mentioned above.

This time in 2018, it’s a ‘T’ Boat returning to the Polar regions, after a break of eleven years again for joint exercises with US Navy Submarines CONNECTICUT and HARTFORD for ICEX 18. Perhaps it won’t be too long before we see an Astute Class submarine venturing north?

AUSTRALIAN SUBMARINE HOLDS BURIAL AT SEA CEREMONY FOR RN SUBMARINERS

Sailors aboard the Royal Australian Navy’s Collins-class submarine HMAS RANKIN held a burial at sea ceremony recently, scattering the ashes of three former Royal Navy submariners off the coast of Western Australia.

The ceremony is known as a Committal of Ashes to the Sea (COATS) in the Royal Australian Navy and was carried out under a reciprocal arrangement that the Royal Australian Navy has with the UK’s Royal Navy.



HMAS RANKIN's crew on the submarine's casing for the committal at sea ceremony.

Photo: Royal Australian Navy

“Submariners are a very close-knit community, and it is regarded as an honor for current serving members to oversee such a solemn occasion as a COATS ceremony,” the Royal Australian Navy said. Presided over by Chaplain Franco Siani, the ceremonies were conducted during RANKIN’s transit of Cockburn Sound, Western Australia.

HMAS RANKIN is currently training in the Western Australian exercise area in preparation for an upcoming extended deployment which will include exercise RIMPAC in Hawaii.

The three former Royal Navy submariners remembered were Chief Petty Officer Patrick Toogood, Leading Seaman Alfred Meek and Able Seaman Patrick Heffernan.

Chief Petty Officer Toogood served as an Engine Room Artificer in some RN submarines, including HMS SCORCHER and GRAMPUS, while Leading Seaman Meek, an Auxiliary Technician, served in HMS CYCLOPS. Able Seaman Heffernan, who was best friends with CPO Toogood, served in HMS TALENT, ADAMANT, and AMBUSH.

All three men immigrated to Australia on completion of their naval careers.

USN VIRGINIA SUBMARINES WILL FIRE NUCLEAR WARHEADS

March 23rd, 2018

Firing nuclear weapons from a Virginia-class marks a shift from its current role as a conventional platform
By Kris Osborn - Warrior Maven

The Navy's Director of Undersea Warfare told Congress that a new nuclear-armed submarine launched cruise missile would be fired from Virginia-class attack submarines, marking a shift for the conventionally-armed attack submarine into a nuclear deterrence role.

"While Virginia-class submarines can use conventional deterrence to keep adversaries in check, a sub-launched cruise missile with a nuclear warhead would be incorporated into Virginia's and give national command authority additional escalation control," Rear Adm. John Tammen, Director, Undersea Warfare Division, told lawmakers at a March 20 hearing before the Seapower and Projection Forces Subcommittee of the House Armed Services Committee.

The emerging weapon, called for in the current administration's recent Nuclear Posture Review, is intended to bring new elements to the Pentagon's current nuclear weapons deterrence posture. "With the current status quo, only larger ballistic missile submarines, such as the Ohio class and emerging Columbia-class, are equipped to fire nuclear weapons, such as the Trident II D5.

Virginia-class attack submarines are currently armed with Tomahawk missiles and torpedoes; adding a nuclear weapons capability would expand its mission set and give combatant commanders new options, Tammen added.

"Because of its stealth, the submarine provides unique intelligence and warning as well as ISR type data. "Without this, the crew is less informed moving forward which provides additional strategic risk," he said.

Small, agile high-tech attack submarines are able to approach high threat areas due to on-board sonar and other quieting technologies. "These undersea platforms are, in many cases, able to access high-risk areas and coastal regions not typically reachable by surface ships. "This enables Navy forces to assess enemy defenses, conduct reconnaissance and even launch attacks while less detectable to enemy forces. Given this scenario, bringing a nuclear deterrence option to these submarines could enable commanders to hold more areas at risk of nuclear strike from closer-in proximity, thereby strengthening the threat posture.

LOOKING FOR SUBMARINE COMMISSIONING CREW LISTS

Thanks to all who have sent me Crew Lists – that's four more since my previous request! I am still looking for First Commission Crew Lists as follows:

Diesel Boats:

OBERON, ONYX, ORPHEUS, ODIN, OTTER, OTUS, UNSEEN & UNICORN

Nuclear Boats:

TRIUMP, VENGEANCE, ASTUTE & AMBUSH

Also looking for copies of Crew Lists for subsequent Commissions of any 'O' Class, 'P' Class or 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'

TRUCULENT MEMORIAL SERVICE 2018

A Memorial Service for those who lost their lives when HMS/M TRUCULENT was lost following a collision at sea on 12th January 1950.

The service, which was organised by Medway Towns Submariners Association, was held on Saturday 13th. January 2018 at the St. George's Centre, Chatham, Kent.

We were blessed with fine weather on the Saturday. This Memorial Service is held every year on the closest Saturday to the 12th of January to remember the sixty-four submariners and dockyard personnel, who were on the submarine for sea trials and lost their lives when HM Submarine TRUCULENT and SS DIVINA collided in the Thames estuary. We also remember the five RAF crew of an Avro Lancaster from RAF Coastal Command, Kinloss who were lost while taking part in the rescue operation. We were very pleased that a survivor of the incident, Mr. Fred Henley, at the age of 94, was able to attend again this year and lay a wreath at the HMS/M TRUCULENT memorial plaque. The congregation numbered more than two hundred and all sang with gusto when the organist Mr. Douglas

Moutrie, MBE played the Hymns we all know and love.

The service was conducted by Reverend Alan Boxall and Reverend Gordon Warren. Our guest of honour was The Worshipful Mayor of Medway, Councillor David Wildey and the Lady Mayoress, Mrs. Denise Wildey. Also, in a non-official capacity, we were honoured to have with us at the service ex-Mayors of Medway with their wives and ex-Deputy Lord Lieutenant of Kent.

There were nineteen Standards representing Submariners Associations, Royal Naval Associations, Royal Naval Reserve, Royal Engineers Association, Merchant Navy, Royal Airforce Association, British Legion, Sea Cadets. Leading the Standards was the Submarine National Standard Bearer, Trevor Thomas, and our own Branch Standard carried by David Eames. We were also very pleased to see a contingent from Pembroke House.

The Medway Towns Sea Cadets did their normal great job of manning the doors and car parking.

The Worshipful Mayor of Medway, Councillor David Wildey read the 1st Lesson. Lt. Colin Jones, RN (Branch Member) read the poem 'Spare a thought' which is dedicated to all submariners, but on this occasion specifically for those who lost their lives and their family and friends. The 2nd Lesson was read by the Branch Secretary Derek Grant. This was followed by a moving sermon given by Rev. Gordon Warren. 'We are submariners' was read by our Branch President, Ted Hogben. The Chaplain then read 'The Submariners Prayer'.

All Wreath Layers and Standards then proceeded to the HMS/M TRUCULENT Memorial Plaque. Medway Towns Submariners Association Chairman Derek Williams read 'The Act of Remembrance'. Wreaths were laid by His Worship the Mayor, Branch President Mr. Ted Hogben and Mr. David Brierley for the RNA. Flowers were laid by Mr. Fred Henley who we believe is the last survivor of the collision.

The Last Post was sounded by our bugler Brian Hillyer. Followed by 2 minutes silence. The bugler then played Reveille.

The blessing was given by our Chaplain Alan Boxall followed by the organist Doug Moutrie playing two verses of The National Anthem.

All were then invited to help themselves to a sumptuous buffet which had been provided by our tame chef Dave Scott assisted by Shaun Henry-Roscoe and the ladies of our Branch Members and to partake of a tot or two, wine or soft drinks all

served with a smile by Bryan Thompson and Charlie Pilbeam. Coffee or tea was also available served by some of the ladies at Ted Hogbens' shop which also had submarine mementos on sale. This year there were paintings on sale which had been painted and donated to the Branch by Bill Vowden who sadly died in 2017.

Medway Towns Branch of the Submariners Association wish to express their thanks to all who attended the service, some from great distances, and the very generous contributions to the HMS/M TRUCULENT Memorial Fund box. We would also like to express our thanks to Paul Mason who takes great care of the St. Georges Centre and makes our life so much easier by setting all the seating and tables up for us and clearing it all away afterwards. Derek Grant (Secretary, Medway Towns Branch).

E MAIL ADDRESSES

Our new Membership Secretary (Dave Woolterton) 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.

Also, if you are a serving Member and you get promoted or get drafted to a different Boat or Crew, let your Branch Secretary know so we can keep the records straight.

Keeping the Membership Records up to date has become much more important this year because of new Data Protection Regulations about to come into force.

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

USS MARYLAND VISIT TO HM NAVAL BASE CLYDE

The US Navy Submarine USS MARYLAND, a Ballistic Missile submarine, arrives at HM Naval Base Clyde, Scotland (Faslane) on March 16, 2018. The Port Visit strengthens cooperation between the US & UK Navies, and demonstrates US capability, flexibility, and continuing commitment to NATO allies.

A SURPRISE FOR TED HANCOX

On Tuesday 27th February at 1430 94-year old Burton on Trent Branch Member Edward G R (Ted) Hancox was presented with a letter recognising his service with the French Submarine Service during World War II.



Admiral Soar chats with Ted



Ted, Admiral Soar, Robert & Tony Hancox

Ted served as a Telegraphist from 1943 to 1948 and was a member of the 'Liaison Crew' in the Free French Submarine NARVAL. Ted later served in Submarines HMS VULPINE and HMS TIPTOE

The Presentation, which had been arranged as a surprise for Ted, was held at the St. Matthews Sports and Social Club, St Matthews Road, Burntwood. The presentation was made by Admiral Sir Trevor Soar - the Deputy Lord Lieutenant of Staffordshire — himself a submariner.

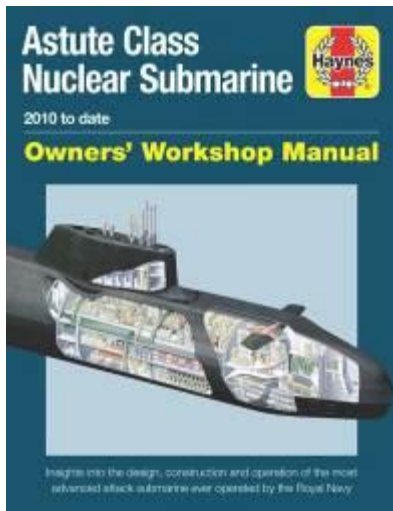
Ted's sons Robert and Tony Hancox were there with their partners. Also supporting Ted were Bernard Trevor Dean, Jessie James from the Burton Branch, Submariners Association, Stuart Turner, 'Shep' Woolley, John Ironton, Dave Evans, from Ganges association, Lt Cdr Graham Turner from the local Sea Cadets unit, and Lieutenant George Steel who is the Staffordshire SSAFA rep. John Withers and his wife Anne, who helped Ted with his book 'Matelot to Miner' were also able to attend.



NOTE. Ted's Book 'Matelot to Miner' was Reviewed in In Depth No.50 and the review is repeated in the Books Section below.

BOOKS

THE 'ASTUTE' CLASS HAYNES MANUAL



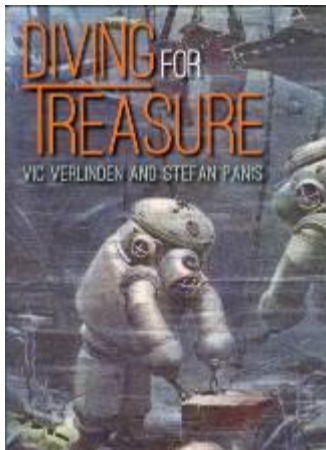
By Jon Gates

The 'Astute' Class is the largest, most advanced and most powerful attack submarine ever operated by the Royal Navy, combining world-leading sensors, design and weaponry in a versatile vessel. The submarines are nuclear-propelled and fuelled by a nuclear reactor powerful enough to supply a city the size of Southampton. Its advanced technology means the submarines will never need to be refuelled. They employ the latest technology such as the Sonar 2076 that detects the sound of enemy submarines using the largest number of hydrophones ever fitted to a submarine. Linked with powerful onboard electronics these provide the submarines with outstanding sensitivity. The 'Astute' submarines are armed with the latest versions of Spearfish heavy-weight torpedoes and Tomahawk land-attack cruise missiles.

Book release due 6th May 2018

Amazon Price £17.00

DIVING FOR TREASURE



By Vic Verlinden & Stephan Panis

This is another book for those interested in wreck diving but also for those interested in searches for lost treasure. A couple of the dives described have connection to naval vessels but were not warships.

The mere suggestion of making a vast fortune from the recovery of lost gold bars and silver bullion

seems to make some people lose all sense of proportion and to 'throw good money after bad' on the basis that 'one more try' is all that is needed.'

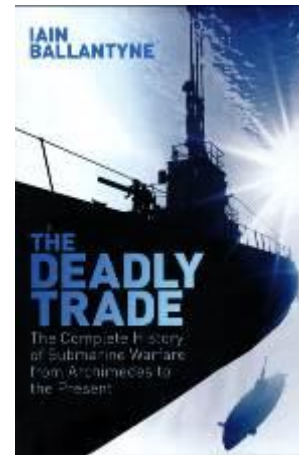
The wrecks and dives covered in the book are not those which would immediately spring to mind when thinking about lost treasures – Spanish & Portuguese galleons from the Caribbean etc.- but are a reminder of how many ships have been lost, sometimes in unlikely circumstances and how many valuable cargoes are still to be found. It is a very interesting read.

143 Pages with many pictures and photos

ISBN 978-1-84995-352-2

Whittles Publishing £18.99

THE DEADLY TRADE



By Iain Ballantyne

The Deadly Trade is a fascinating and comprehensive account of how an initially ineffectual craft evolved into the most powerful and terrifying vessel ever invented.

At the heart of this thrilling narrative lurks danger and power as acclaimed naval writer Iain Ballantyne reveals some of warfare's murkiest secrets. The cast of colourful characters includes an American who devised plunging boats to attack the British, then switched sides and tried to help the Royal Navy defeat Napoleon; a former monk who created submersible boats to assist the cause of Irish liberation; and a spy who, during the American Civil War, hid Confederate submarine secrets in her bonnet.

The reader is plunged into the epic convoy battles of the twentieth century's world wars, when hopes of victory were placed on the shoulders of daring young submarine captains, many of whom perished along with the men they commanded. We learn of efforts by the British to seize Enigma material from U-boats, how Germany's so-called Grey Wolves were not always brave or invincible, and the role of American submarines in bringing Japan to its knees. Also covered are attacks by Royal Navy X-craft on Tirpitz, Nazi plans to bombard New York with primitive cruise missiles, and episodes when the

Cold War era turned hot, not least the sinking of the Belgrano. The story concludes with a look at the resurgence of submarines as political and military tools and the threat of nuclear annihilation they pose.

Hard Back 729 pages (with Maps & Photos)

ISBN 978-1-4091-5851-6

www.orionbook.co.uk £25.00

NAVYBOOKS

A message from Peter Van Schie (MCI Media)

Towards the end of 2017 Maritime Books went into liquidation and shortly afterwards the company assets were acquired by MCI Media Limited. Having taken over all activities, our team are working around the clock to resume normal service and provide you with the high level of customer service to which you were accustomed.

MCI Media publishes titles within the maritime sector as well as organising international technical port related events. We are a small dedicated team who strive for excellence in our product and customer service.

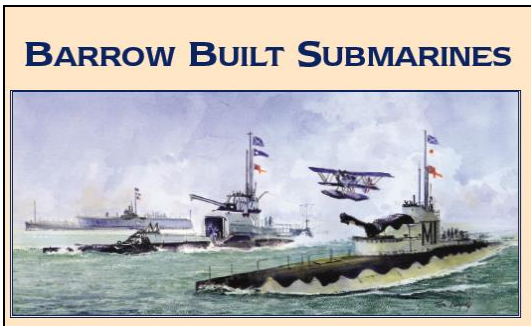
From all the phone calls, letters and emails we have received it has become clear that Warship World is a highly valued and much loved magazine – a great testament to the team previously led by Steve Bush – who fortunately remains as the Editor. As such, readers can expect the focus and editorial style of the magazine to continue going forward.

Over the years, many of you have spoken to Patricia Garnett who played a pivotal role at Maritime Books for well over 30 years. Patricia has taken this opportunity to retire and we wish her well.

We at MCI Media are very excited to add Warship World and Warship World Pictorial Review to our range of existing publications as well as continuing to offer the online book shop.

We look forward to continue serving a loyal and dedicated readership.

“BARROW BUILT SUBMARINES”



This book forms a part of the NavyBooks series on warships built at the many shipyards around UK. However, it is also slightly different, while the expected technical details and specifications are included, as well as much interesting history of the employment and operations of the submarines pictured, and the men that served in them, every image is a painting and not a photograph. The book starts in 1900 when 'Vickers Sons and Maxim Ltd' of Barrow-in-Furness took the order to build the first submarine, a Holland Class, for the Royal Navy. It concludes with a painting of HMS ASTUTE leaving Barrow for sea trials in 2010. The book includes an index of every 'Barrow Built Boat' from 1901 to

2016. The book is not only a fine work of art, fit to grace any bookshelf or coffee table but it is also a very useful reference for anyone interested in the history of submarines and, indeed, the history of the Barrow in Furness shipyard.

Hard Back 176 Pages

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FROM MATELOT TO MINER

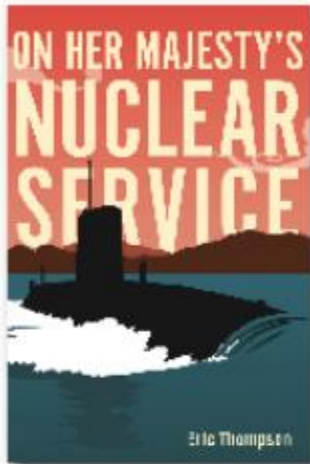
Author: Ted Hancox

Association Member Ted Hancox has written his memoirs and had them put in print as 'A Personal Heritage Publication'. He describes growing up in the Midlands the 1920s and 1930s, working briefly for the London, Midland & Scottish Railway before joining the Royal Navy in 1939. He reminisces about training at HMS GANGES (which will be familiar to many Members) and qualifying as a Telegraphist before joining the Cruiser HMS BERWICK taking part in Arctic Convoys. After 'Commando Training' Ted was sent to North Africa in 1942 accompanying the Army Landing Parties. After many adventures he found himself Submarine 'Spare Crew' in Malta patrolling in 'T' Boats and then as 'liaison crew' in the former Italian Submarine BRONZO which was renamed NARVAL after transfer to the Free French Navy. Ted then served as 'liaison crew' in the Free French Submarine ARCHIMEDE before returning home to HMS DOLPHIN and FERRET V in Northern Ireland. After serving on HMS VULPINE for its transfer to the Danish Navy his last submarine was TIPTOE. After 'demob' Ted trained as a miner in Staffordshire and ended up as a Mines Deputy and Advanced Mining Instructor before retirement – however a very busy retirement involved the Scouting movement, being a District Councillor, a member of a Probus Club and many other interests. Overall a very busy life!

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PRESS RELEASE
FEBRUARY 2018



ON HER MAJESTY'S NUCLEAR SERVICE

THE TOP SECRET WORLD OF NUCLEAR SUBMARINES IS
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- Thompson reveals some of the quirks of nuclear war, such as the letter from the Prime Minister kept inside a safe, which can only be opened in the event of a nuclear attack, and which will tell the crew to either retaliate or stand down

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- Sailors would often play practical jokes on each other to pass the time, for example when Eric inserted exploding tips into the onboard cigars

DOES ERIC THOMPSON THINK THE NUCLEAR WEAPONS ARE WORTH IT?

- Thompson argues that nuclear weapons were directly responsible for the avoidance of a Third World War
- He thinks the dangers of keeping nuclear weapons have been wildly exaggerated by the anti-nuclear lobby

Eric Thompson was born in Scotland during the Second World War. He won a scholarship to Britannia Royal Naval College Dartmouth at sixteen, was streamed as an Engineer Officer, volunteered for submarines and thirty-seven years later retired as Commodore of Britain's principal nuclear submarine base at Faslane. He served in five submarines, two squadrons, the staff of Submarine HQ and the Ministry of Defence. His MBE was awarded for leadership during a submarine emergency on patrol.

Nuclear weapons remain an extremely contentious issue of our time. This is a great insight into what it was like to have your finger on the nuclear button.

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SUBMARINE K.26 - THE STEAM SUBMARINE

By Jack Philip (Nick) Nichols O/N J98553 (Continued from In Depth No.59)

SPARKERS

Somewhere else I have remarked lightly on the Sparkers, very important chaps in peace or war. But, when dived, said to be ‘on the dole’. Well, they catch up on their cleaning a bit then, but when diving for exercise they put out a signal of the boat’s position, likely duration of dive and they press the key as the boat submerges so that the Admiralty or the C. in C. of the Station knows where the boat dived and the exact time. As a submarine like K.26 was limited in speed and distance by her batteries, she would surface not far away on peace time dives. As soon as surfaced a signal would go out “Submarine - K.26 surfaced.” If dived in company with other submarines K.26 might send a Fessenden signal. This is an underwater telegraphy outfit. Either side of the bow a transmitter and on the centre line a microphone receiver. The transmitter in principle very much like a moving coil loud speaker. The magnet energized by D.C. from the battery and the moving element by A.C. Press the key and the centre unit vibrated against a plate in the ship’s side. By morse you could communicate, an American invention of long ago, now superseded.

Our Petty Officer Tel. was musical, the Leading Tel. a cricketer and the Telegraphist a cricketer, good swimmer, and a very well-muscled young man, a lad for physical culture exercises and so on, a pastime of two other seamen, Herridge and Pearson. Weight lifting, swinging on bars, wires, rails or what have you increased the muscular strength of Lemaire the Telegraphist who, after all had a sedentary job pushing a Morse Key or listening to signals and writing them down all day. Funny thing that Pearson and Herridge were all day coming to grips with torpedoes that weighed a ton or more. The Captain, a large man, impressed us at a shore gymkhana by putting a shot to a distance undreamed of in our somewhat cramped life. Our football team was good and Liddiatt the Leading Tel. played in it, with one Seaman Gunner Jock Miller, who was once a schoolboy international, and had not forgotten his skill.

The Wireless Office had a nice smell about it - some kind of oriental brothel - one description. The smell went out eventually up a trunk to a grating in the conning tower and away, together with the gas from the battery. Wireless conditions vary a lot in the Mediterranean, static in the summer is enormous, but using morse the operators did well. There were, at first anyway, no broadcast sets on board, two gramophones, one in the Ward

Room and one owned by Pearson. Pearson treated his records with much respect and would play his instrument when asked. His best records were operatic, very good examples of the then new electric recording techniques. The Ward Room selection was pure pop of the time.

ASDIC

A TRIBUTE, IF NEEDED, TO THE UNDERWATER ASTRONOMERS OF THE NAVY

The First Lieut. cleared lower deck. "Hands to muster in the Control Room." The Cox'n hurried through the boat coming back to report, "All hands mustered." A thick knot of men fifty or so, packed round and listening. "Boats crew shun." "Boats crew stand at ease." First Lieut. steps up on to the second rung on the brass conning tower ladder. "I shall not keep you long, we are vacating the boat after docking and are going to live in St. Angelo whilst the boat is in dock."

"We are having an ASDIC set fitted, but we are not anxious that it should be known, it is a new secret type and Intelligence Reports say that no country is aware of ASDIC, and that is the way we wish to keep it. In order that people should not be curious as to what we are doing, the Admiralty say a rumour that we are fitting out with mine-laying gear, is acceptable, and no reference should be made to ASDIC."

We docked in Dock No. 1 in French Creek and the four torpedoes and tubes having been taken out the oxy acetylene burners got busy cutting deeply into the plating of the tanks. The Beamery looked a big clear space, and when the ASDIC office was built under it, it would become a big new Mess deck, our days in between the main motors, were numbered. But first, up to the Fort.

Fort St. Angelo. It is said of St. Angelo that it was an ancient fort in 1565, when the Knights of St. John set about improving it resist the Turkish siege. Well, it had not had much care and maintenance since, because we were housed in one of the Cavaliers of St. John right at the top of the Fort. The only things higher than the two Cavaliers of St. John were the fairly modern wireless masts and a single bell in a stone belfry said to be early eighteenth century.

Imagine a 150-foot long length of stone tunnel semi-circular in shape a widow at each end and a door. A couple of rows of mess tables, lines of seat lockers, whitewashed stone overhead, and right down to the well-worn stone floor. Your first impulse on entering was to try the acoustics. Any voice sounded better in the Cavalier. Four hundred years were as nothing to these Fortress rooms. From crowded proximity we had opened out to give every man jack five hammock billets if he wanted them. The bars were there, the dockyard generated current worked 60-watt lamps high above all, where no one could touch them without some cleverly hidden ladder. We failed to find the ladder, or a resident electrician, so the two dud lamps were still there when we left along with the other dim bulbs. We could have staged a small dance, showed magic lantern or a cinema. We didn't, we confined ourselves to singing, sleeping, eating, and banging the noisy wooded locker lids down to the cry of, "If I wadn't a Gunnah I wouldn't be heah. Fire one." and so on up as far as other people's tempers allowed.

Pearson a Fore-endman had a portable gramophone, it rested in a canvas strait-jacket, it was valuable, and it was inviolable. One man touched it, one man played it, on request. This man was 'Spero' Pearson. The electrically recorded records - 78's - were coming in, 'Spero' bought good records, dusted them, used the best needles, and on a carefully selected locker played them one by one, taking a record out of its sleeve lovingly, playing it, putting it back in its sleeve, opening up another, winding the spring, closing the lid, changing the needle. He paid for all, gave freely of his time. He was a disc jockey without failings. A little quick to bristle on occasion, but his music in the Cavalier must be remembered. In other boats there must have been other gramophones, some privately owned, but used by everybody, abused by everybody, dumped in the bilges out of the way. But such was not the gramophone of 'Spero' Pearson, the Christopher Stone of number one Cavalier. If any of the lingering spirits of the Knights of St. John frequented our Cavalier they had sweet music to their travels.

The other musical tones were the bells overhead rung lustily by the young children during fiestas and festivals of the Church and the hum of the mosquito. Someone once said laughingly that a Maltese mosquito could sting and fly away with a goat. It is an exaggeration of course but a sparrow I think might be lifted or upset by the Maltese mosquito fully grown. Once the lights were out at night the hum of the mosquito began. Notes were compared in the morning, some of the anointed had been bitten, some of the un-anointed had not been bitten. Nothing was really proven. "Just think" said long chinned Timms. "Berlud has been available here for high flying mosquitos for four hundred years." "And we are still scratching." "It makes you think what a wonderful thing science is, don't it?" We continued to scratch and marched down to the boat every weekday to work.

The boat was continually being cleared up, but bits of machinery were being refitted, adjusted, rebuilt. At night a sentry or Q.M. stayed on board, visiting every compartment, listening to odd sounds, water dripping, rats scurrying. From time to time big fleas bit your ankles. You turned your sock down, only an itching red mark. It lasted a long time, and you could acquire three at a time. If you were sweeping up you could see a quick flick in the dust, a big flea had jumped, he was probably in your sock right now. He took no notice of citronella oil. Arthur Love, Seaman Gunner outlined the procedure against low flying Maltese fleas. He said he got it from

Demicoli Senior who once worked in the dockyard. He made fun of the old man's English. "You swipp a da dirt you see sommting jump, yussly, ha - a flea, you dun do nothing; presently mister flea he bite you, Oo is hurting, you do nothing not move yourself at all." "He iss biting you again, you stikk it, you let he go on once more, two times, then roll down you sock, de flea he is chokka wiz blood, he is not abbel to jump, with two fingernail you popp him." "Spitcha mister flea." If you were a stern hero it worked, they could not jump when really full.

Down the front of Fort St. Angelo we had a set of polo nets, a changing room. Sometimes we would swim or play polo from 5 p.m. to 8.30 p.m. Once a week the Vice Admiral Malta's private band would play on top of the Fort, classical music to an audience that much appreciated it. I once looked at 'Spero' Pearson at such a performance, he seemed to be crying, and I turned away. At Catania in Sicily he bought a mandolin and after much time with the watertight doors of the Fore torpedo compartment shut, learned to play it. If anybody; but I think we were not altogether unworthy of them, the Seamen, Sigs., Stokers, Telegraphists, etc., of K.26.

Soon the boat was ready, scrubbing, painting, cleaning, the magnificent new Beamery was to open as a Mess Deck, the type 180 Asdic was safely below, for all we knew we were now credited in Jane's Fighting Ships or some other equally inaccurate books of ships as being fitted with six 21" Torpedo Tubes, 3 four inch guns, two Lewis Guns, and an undisclosed number of mines.

Two men joined the ship. One Smith wore the badge of a Signalman, but he doubled, in that he was an Asdic Rating and could discern ships from afar on the gear beneath the Beamery. One Watts, he was a short, pipe smoking Wireless Telegraphist who could flap around the Wireless Office making and receiving signals, and without pause could go down the hatch from the Beamery and tell you when at sea of the presence of submarines, ships, and some said, floating seagulls. The crew took these newcomers to their hearts. Scott had Smith for water polo and for football. Watts was a help in the Wireless department and a humourist too. The duo were labelled, "The Underwater Astronomers" and only the very privileged got a glimpse of the electronic wonders down the hatch. A loud speaker hung in the Control Room and musical and un-musical squeaks came out of it and strange sentences like "H.E. and slight Doppler on 120", which sounded all nice and mysterious and one up on the Navies that didn't even have a slight Doppler, or perhaps even no Asdic.

For a while there was a mystery why so many hours were spent down the hatch whilst away from Malta. This was cleared up when these two chaps were found not to have a secret still, they simply had a chess set, and Watts pipe filled with ship's tobacco was adequately served by the Asdic Office exhaust fan. For a while a pipe club flourished, Tims, Scott, Didwell, Watts, Smith and Gee all smoked pipes and proudly had a photograph taken to prove it. For the snap they tried to produce a smoke cloud, but nothing happened, there they were just as if the tobacco was not lit. The Asdic meant us the bottom of the boat and could be used when we were dived or surfaced, night or day.

At Christmas 1929 we were back in our pleasant billet between the buoys and at Christmas Eve a German Merchant Ship came in and anchored a quarter of a mile away. There were some wavings of flags and a little slow signal in English "We wish Submarine K.26 Happy Christmas." We reciprocated. "We wish Axenfels Officers and crew Happy Christmas." At about noon on Christmas Day we could see German sailors diving over the side in swimming costume and swimming towards us. We threw a ball in, it was fairly cold but we went in too, we slung the ball to and fro. Inboard the First Lieut. was raking a party together and locking the Asdic Office hatch and piling hammocks on top of the hatch. When the Germans eventually were asked inboard they came up the saddle tanks a bit blue with cold, given towels and shewn below to the decorated Beamery Mess Deck where the Mess handed out gallons of hot tea to cries of "Heiss Schone." Some spoke excellent English, we did not know whether they were Officers, Cadets or Seamen. We had no beer, we offered biscuits, "Very Good." A younger man of enquiring mind nibbled a biscuit and pointed down to the obvious hatch beneath the hammocks. "So?" he said. Smith a good actor pointed dramatically "Minen" "Minen" "K....Boom." The others laughed "Ja, Ja, Minen, mines we onnerstan." We did too, we were taking no chances. They swam away, friendly young men shaking hands and diving into the cold water and back to their ship. Much later that Captain came over in a boat to express his thanks for our hospitality, he was taken right through the boat but missed the Beamery. He saluted and bowed when he left. The Officers had invited the Captain's wife and the Engineer's wife to Christmas lunch. With great audacity I produced my camera and took a picture of the party just for'd of the vents. Luckily it came out. I was not credited with being a clever chap, nor was I one in fact.

To Be Continued in Issue 61.

SUBMARINERS ASSOCIATION MEMBERS 'CROSSED THE BAR' (reported 1st January 2018 to 31st March 2018)
(*** WWII Service)

NAME	DATE/AGE	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
Alan (Ben) Beeney	19th December 2017 aged 85	Stoker Mechanic	DOLPHIN	Jul 1953 to Aug 1957	UNTIRING (1954) & X-Craft (1954 to 1957 in SHRIMP, MINNOW & SPRAT)
A J (Anthony) Brown	7th March 2018 aged 86	Petty Officer REL	DOLPHIN	1954 to 1962	ALLIANCE (1955 to 1956), THOROUGH (1956) TELEMACHUS (1957), AUROCHS (1958) & TIRELESS (1960 to 1967)
D W J (Dennis) Cripps	February 2018 aged 84	Able Seaman	DOLPHIN	May 1954 to Sep 1963	AMPHION, TOTEM, TRENCHANT, TALENT & TRUMP
John Dix	24th December 2017 aged 90	Petty Officer Stoker Mechanic	WELSH	Jun 1949 to Jan 1954	TRADEWIND, ALARIC & SEADEVIL
Kenneth David Frewer, OBE	March 2018 aged 87	Commander	SUBMARINE OFFICERS	Not given	ALARIC (Jul 1954), SENTINEL (IL Jun 1955), ADAMANT (1958), SEA EAGLE (SOS/M Aug 1959), ANDREW (CO April 1961), ARTEMIS (CO), FINWHALE (CO 27th January 1964) & RESOLUTION (S) (CO 3rd Sep 1966)
Allan Roger Godfrey	January 2018	Commander	SUBMARINE OFFICERS	Not given	ARTEMIS, VALIANT (TASO), RORQUAL (IL) & ARTEMIS (CO)
John Robert Harrison	17th March 2018 aged 77	Surgeon Captain	SUBMARINE OFFICERS	1968 to 19**	DOLPHIN, HMS REPULSE (S) (1st Commission), NEPTUNE & INM
K A (Keith) Hookey	13th December 2017 aged 70	Petty Officer Electrician	VECTIS	1965 to 1979	THERMOPYLAE, ALDERNEY, AMBUSH, RORQUAL, OSIRIS & OTUS (2nd Commission)
A (Allan) Jones	21st December 2017 Aged 83	Leading Telegraphist	WELSH	1958 to 1962	ACHERON (1959 to 1961) & AMPHION (1961 to 1962)
F.M. (Francis) (Doc) Kinsey	11th February 2018 aged 84	Chief Petty Officer REL	WEST OF SCOTLAND	Feb 1961 to 19**	SEALION ALCIDE, ARTEMIS, RESOLUTION (S) (1st Commission Crew) & REVENGE
J H (Jim) Laing	6th March 2018 aged 73	MEM1	NORTH EAST	1965 to 1969	PORPOISE & TRUMP
Michael John Large	29th March 2018	Lieutenant Commander MESM	SUBMARINE OFFICERS	196* to 198*	PORPOISE (1965), ALLIANCE (1970), WALRUS, OPPORTUNE, ONSLAUGHT & OBERON (RGD)
Roger G Law	25th March 2018	Chief Petty Officer (Ops) (Sonar)	Ex DOLPHIN	Sep 1966 to Mar 1984	OPOSSUM, NARWHAL, ASTUTE, COURAGEOUS (1st Commission), REVENGE (S 1982) & REVENGE (P)
D C (David) Maltby	31 st December 2017 aged 79	M(E)1	LINCOLN	Sep 1956 to Aug 1960	TRESPASSER (1956 to 1957) & TIRELESS (1957 to 1959)
B G J (Bas) Middleton	20 th December 2017	Chief Petty Officer Mechanician	GOSPORT	1956 to 1946	ARTFUL, ACHERON, RORQUAL, GRAMPUS & OPOSSUM
B T (Brian) Oakley	19th January 2018 aged 81	M(E)1	MEDWAY TOWNS	1960 to 1963	TRUMP (1960 to 1963 & TAPIR (1963 to 1963)
A (Alwyn) Parker	21st December 2017	Petty Officer	MEDWAY	Jul 1952 to Jul 1960	SCOTSMAN, ALARIC, AURIGA, SENTINEL, TOTEM & TIRELESS

	aged 88	Telegraphist	TOWNS		
J (John) Patrick	9th January 2018 aged 83	Leading Seaman (UC1)	INDALO IN SPAIN	1953 to 1959	SUBTLE (1953 to 1955), ARTEMIS (1956 to 1957) & TOKEN (1957)
S R (Stan) Powley	29th December 2017 aged 74	LMEM	MEDWAY TOWNS	May 1962 to Jul 1968	WALRUS & WARSPITE
F R (Fredrick) Raymond	19th January 2018 aged 81	Acting LTO	WEST OF SCOTLAND	1957 to 1962	SLEUTH (1957), SERAPH (1958), ASTUTE (1958 to 1960), RORQUAL (1960), SCOTSMAN (1961) & ASTUTE (1961 to 1962)
B (Brian) Savage	29th January 2018 aged 79	Able Seaman (UW3)	BIRMINGHAM	1957 to 1961	SEASCOUT & TUDOR
J T (John) Scarrott	13th February 2018 aged 79	Leading Seaman (UC)	CHELTENHAM & WEST MIDS	Apr 1959 to Mar 1963	THULE (1959 to 1961) & AMBUSH (1961 to 1963)
P J (Peter) Shield	19th January 2018 aged 85	Lt Commander (E)	AUSTRALIA	Jun 1958 to Aug 1971	TURPIN, TALENT, EXCALIBUR & WALRUS
R H (Ron) Slade ***	21 st February 2018 aged 95	Petty Officer RE	CHELTENHAM & WEST MIDS	1941 to 1953	TRUSTY, CLYDE, TRUCULENT & TRUANT
F (Francis) Smith	4th March 2018 aged 89	Cook (S)	BASINGSTOKE	Mar 1947 to Apr 1951	TACTICIAN, SPRINGER & SCORCHER
P (Pat) Steer	January 2018 aged 76	Radio Operator 2. (G)	NORFOLK	1963 to 1969	TRUNCHEON, ASTUTE & ONSLAUGHT
T (Trevor) Townend	9th January 2018 aged 84	Chief MEM	NORFOLK	1952 to 1978	TUDOR (52-53), ANCHORITE (54), SENTINEL (54-55), TRENCHANT (56- 57), TUDOR (57-58), TAPIR (58-59), SEA DEVIL (59-60), WALRUS (61-62), RESOLUTION (S) (66-67 1st Commission Crew) on 3rd October 1967, REVENGE (71-73) & COURAGEOUS (76-77)
Christopher James Ward	10th March 2018 aged 82	Captain	SUBMARINE OFFICERS	Not given	TUDOR, TIPTOE, NARWHAL (1959), ANCHORITE (1962), ACHERON (IL 1964), ANCHORITE (CO 1967), CHURCHILL (IL 1968), CONQUEROR (CO)
K.F. (Keith) Willifer	16 th January 2018 aged 87	Chief Ordnance Electrical Mech(L).	DOLPHIN	Jun 1956 to Jan 1964	TRUMP (1956), ASTUTE (1958 to 1959) & TOKEN (1962 to 1963)

OBITUARIES – OTHER SUBMARINERS ‘CROSSED THE BAR’

(Reported 1st January 2018 to 31st March 2018 *** WWII Service)

NAME	DATE/AGE	RANK/RATE	SM SERVICE DATES	SUBMARINE SERVICE
David Milsom	8 th August 2017	Control Electrical Artificer	Not given	VALIANT (in 1st Commission, Refit & 2 nd Commission) & DREADNOUGHT
Geoffrey Greenwood	8th September 2017	Charge Chief Marine Engineering Artificer	Not given	RESOLUTION (S) on recommissioning on 27th November 1976 & REPULSE (S) on re- commissioning in 1987
Neil John Emerson	28th December 2017 aged 53	TBA	Not given	Submarine Service including TURBULENT

Joe Ritchie	December 2017	LMEM(L)	Not given	VALIANT (on re-commissioning on 19th November 1988) & COURAGEOUS
John G Jackson	2nd January 2018	LMEM	Not given	Submarine Service including OTTER (2nd Commission)
Jeffrey David Picken	3rd January 2018	Lt Commander MESM	Not given	SPARTAN (1976) & REPULSE (1989) & SM2
Anthony Edward Kirk	14th January 2018 aged 82	Fleet Chief EA	1951 to 1978	TIPTOE, WARSPITE (1st Commission Crew) on 18th April 1967, CHURCHILL (1 st Commission 15th July 1970 & SOVEREIGN
Eric Blacker	22nd January 2018	Not given	1959 to 1966	Submarine Service including TIPTOE
Bruce C Robertson	22nd January 1918	Lt Commander	Not given	AMBUSH, SEASCOUT & AMPHION
Michael James Cribley	24th January 2018 aged 78	Chief Petty Officer (OEM)(L)	1972 to 1981	WALRUS & ONSLAUGHT
Ralph Norman Whitney	January 2018 aged 59	TBA	Not given	SWIFTSURE & SOVEREIGN
Bruce Graham Clark ***	January 2018	Sub Lieutenant, RNVR	Not given	Submarine Service in WWII in XE-5
Stephen Smith	2nd February 2018	LWEM(O)	Not given	Submarine Service in 1970s & 1980s in 'O' Class
William (Bill) Dunlop	18 th February 2018 aged 75	OE Mechanician	Not given	TOTEM, VALIANT (1st Commission Crew, REPULSE (S) (1st Commission Crew), COURAGEOUS, WARSPITE & DREADNOUGHT from 9th October 1976
David Hobbs	21st February 2018	Chief MEM	Not given	Submarine Service including RESOLUTION (S) (2nd Commission Crew) on 10th July 1971)
Peter (Kid) Currie	25th February 2018	TBA	Not given	Submarine Service to be advised
Neville Matthews	26th January 2018	Leading Seaman (S) (SM)	1979 to 1993	REPULSE (P) (1979 to 1981), RENOWN (P) (1982 to 1986) & REVENGE (1990 to 1992)
Kevin Gould	1st March 2018	LWEM (O)	Not given	Submarine Service not given
Keith Holliday	4th March 2018 aged 74	Radio Operator	Not given	Submarine Service not given
Neil Barnes	20th March 2018	Petty Officer MEM	Not given	Submarine Service not given
Christopher J Peacey	24th March 2018 aged 93	Chief Petty Officer (TAS)	1947 to 1956	TRESPASSER, ARTEMIS on 1st June 1950, TACTICIAN, TELEMACHUS, TIPTOE & TIRELESS
John Barley BEM	27 th March 2018 aged 94	Chief MEA	Not Given	Submarine Service including DOLPHIN (Periscope Workshop)