



IN DEPTH

Official Newsletter of the Submariners Association

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



Issue No: 61

www.submarinersassociation.co.uk

July 2018

In This Issue – A Selection of the Items

Page 2	Editorial
Page 3	Chairman's Report
Page 4 & 5	New & Re-Joining Members
Page 5 & 6	Submarine & Submariner Losses of WWI
Page 7 to 10	Blue Plaque report
Page 10 to 12	Vandal & Untamed Annual Remembrance
Page 12 to 20	Articles
Page 20 to 23	Book Review
Page 23 to 26	The Submarine K26 Story
Page 26 & 27	Obituaries
Page 28 to 30	Submariners Crossed the Bar

PRESIDENT

Rear Admiral Niall Kilgour CB

NATIONAL COMMITTEE

Chairman:

Jim McMaster
1, Blantyre Court
Bargarran, Erskine
Renfrewshire PA8 6BN
Tel: 0141 571 4094
Tel: 01436 674321 Ext. 2987
chairman@submarinersassociation.co.uk

Vice Chairman:

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

Secretary:

I.W. (Ian) Vickers Esq.
160, Bradshaw Meadow,
Bradshaw,
Bolton,
Lancs.
BL2 4ND
Tel: 01204 308539
secretary@submarinersassociation.co.uk

Treasurer:

Nigel Mellor Esq.
17, Wyke Way
Shifnal
Shropshire TF11 8SF
nigeljohnmellor@virginmedia.com

Membership Secretary:

David Woolterton
2, Thornton Close
Alresford
Hampshire SO24 9FE
Tel: 01962 734940
membership@submarinersassociation.co.uk

Newsletter Editor:

Barrie Downer
The Firs
Dundalk Street
Barrow Island
Barrow in Furness
Cumbria LA14 2RZ
Tel: 01229 820963
Frozenorth55@gmail.com

The Submariner

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

Sir Winston Churchill 1943

EDITORIAL

Hello everyone from Sunny Barrow-in-Furness!

I hope you are all well? I must thank all those who have sent in contributions for this Issue. Dave Barlow sent in a report about this year's VANDAL & UNTAMED Memorial services and Sandy Powell has sent in a report about the latest Blue Plaque unveiling for Submariner Victoria Cross winners – this time for Lieutenant Peter Scawen Watkinson Roberts VC, DSC, RN of Submarine HMS THRASHER. Peter Roberts was a well-deserved recipient of the VC along with his fellow crew member Petty Officer Gould VC – they both truly put their lives on the line in removing unexploded bombs from under the Casing of their Submarine whilst in enemy waters.

There is news of the newly established Submarine Delivery Agency and of an order to BAe Systems for the seventh Astute Class Submarine – to be called AGINCOURT - and an order for Rolls Royce for the Reactors for the Dreadnought Class boats. Babcock has won an order for maintenance of the Canadian Victoria Class boats – better known to us as the Upholders. By the way did you

see that BAE have won an order from Australia for nine Type 26 destroyers – to be built in Australia – but the first overseas order for a British design warship for a number of years!

This year – in case you didn't know is the Year of Engineering and there are a couple of reports for you to read and also an item about the Submarine Annual Conference in HM Naval Base Clyde.

Barrow in Furness put on an Armed Forces Parade in June with participants from AUDACIOUS and ANSON, Veterans Associations and Service Cadet Organisations.

You might be interested to read about a Taiwanese Submarine about to undergo a refit which will see her still in service until her 80th Birthday!

I have included all the regular items – New & Re-joining Members, Submariners 'Crossed the Bar', Submarine Casualties of WWI and the next Chapter of 'K26 – The Steam Submarine'. Plus, there are four titles in the Book Review section this time.

That's enough from me for now! I'm sure you will find something of interest to read whilst you are busy sun-bathing! Comments and suggestions on content are always welcome - but why not send in your story? All Submariners have at least one to tell!

Barrie Downer

IN DEPTH No. 62

Issue No. 62 of IN DEPTH is due for publication on 1st October 2018.

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

Cover Photo: Sections of an Astute Class Submarine arrive in Barrow Docks in May 2018

CHAIRMAN'S REPORT

Friends and Fellow Submariners,

I hope as you are reading this you are thoroughly enjoying the marvellous weather and taking the opportunity to bask in the warmth of this unusually constant but welcome summer sun.

Since last writing my Comments for this worthy Newsletter the NMC have been busy doing all that was necessary to ensure that we as an Association were fully compliant with the new General Data Protection Regulations (GDPR). In the weeks and months leading up to the June deadline for the implementation of this up-date to the Data Protection Act the media and the country in general seemed to go into a tail-spin with ill-founded and seriously over-exaggerated tales of woe for anyone not complicit. This was despite the numerous reports that small organisations like ours would not be greatly affected by the new rules. However, we produced our Privacy Policy and Privacy Notice and distributed these documents to all branch secretaries. They in-turn should have informed you of the content of these notices to ensure your peace-of-mind regarding the safeguarding of your personal details held by the Association. These important documents were produced after a great deal of research and work by David Woolterton (SA Membership Secretary), Stuart Brown (Beds & Herts Branch) and Les Catlin (Gosport Branch) - the contribution from these three gentlemen cannot be overstated and we are very grateful for their diligence and commitment.

I would like to take this opportunity to assure all members that under no circumstances will your personal contact details (or any other details held by the Association) be passed on to a third party without your explicit agreement. Neither will it be published on the Web Site without your agreement. The NMC take this matter very seriously which is why we are very disappointed that at the time of writing less than half of all branch secretaries have returned the SA Secretary Permission Form which states whether you give permission for your contact details to be published on the Web Site. Please complete this Form and return it immediately. It is very important that you make your feelings known.

Every year, throughout the year, awards and presentations take place in the submarine world. Accolades and demonstrations of appreciation for service rendered or achievements reached and the clear majority of these are carried out without the general submarine family being made aware of the accomplishments. So, to address this 'failing' a Submarine Awards Night (Submarine Oscars) was introduced in 2017 and turned out to be a great success. So much so that it will now be an established annual event.

In September 2018 the annual Submarine Oscars Night will be held in the Double Tree Hotel in Glasgow. This looks to be a fabulous night and full details will be published and distributed when completed. So, do you have anyone in your branch who deserves an award? Remember we have the Patrons Commendation and the Presidents Certificate of Appreciation awards available through the Association. Details of the guidelines and procedure for these two prestigious awards can be had from your branch secretary or the NMC.

The Submarine VC Blue Plaque initiative is still rolling on and the next Blue Plaque unveiling will take place in Northern Ireland on Saturday 22 September. This plaque is dedicated to Leading Seaman James Joseph Magennis VC, RN and will be mounted on the RNA Club building situated on Great Victoria Street Belfast. There will be a celebratory dinner held on the Saturday evening in the Wellington Park Hotel. Our thanks and appreciation go to Frank 'Sandy' Powell (NMC & Lincoln Branch) for all his hard work and commitment in bringing this to fruition.

I would remind you all that the annual Service of Remembrance (AKA Embankment Parade) will take place on Sunday 4 November in the gardens of the Honourable Society of the Middle Temple. Wreaths will be ceremoniously laid at the constructed Drumhead Altar and on completion of the Service they will be paraded to the National Submarine War Memorial which is situated immediately across the road from the gardens. Full details will be distributed nearer the date. I look forward to seeing you all there to pay tribute to our colleagues who have gone before us.

Details of our annual Reunion will be published and distributed soon. I would encourage you to return your booking forms and menu choices as early as possible to avoid any disappointment.

During the Reunion Weekend we hold our annual National Council Conference (NCC) which is an opportunity for YOU to debate and decide how our Association is managed and run so don't forget that all Nominations and Proposals should be in writing and in the hands of the National Secretary by 31 December. Remember that the NMC has no power of veto over any Proposal so long as they are not time-barred, do not offend, and are clearly written – and in the event of any of these occurring we would advise the author accordingly.

I hope this glorious weather continues and all of us have a summer to remember. Don't forget that as submariners, the sun is not our natural environment so get the Factor 50 splashed all over and stay protected! Stay safe, stay cool, stay hydrated.

Keep on keeping on.

JMcM

NEW & RE-JOINING MEMBERS – 1st April 2018 to 30th June 2018

(20** = Serving Member)

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
C W (Colin) Hamilton	Warrant Officer MEA (P)	GOSPORT	1963 to 1975	ORPHEUS (May 1963 to May 1965), WARSPITE (November 1965 to June 1966), RENOWN (November 1969 to February 1971) & WARSPITE (July 1972 to August 1975)
D (Darrell) Savory	Leading Steward	PLYMOUTH	Not given	Not Given
E A Y (Emily) Rose	Leading Hand	DOLPHIN	January 2018 to 20**	VICTORIOUS
P D (Philip) Carman	Chief Petty Officer MEM (L) (SM)	WEST OF SCOTLAND	1972 to 1994	RENOWN, RESOLUTION, CHIRCHILL, WARSPITE, COURAGEOUS & VALIANT
I (Iain) McMillan	Chief Petty Officer	WEST OF SCOTLAND	January 2000 to June 2018	SPLENDID (2000 to 2002), VENGEANCE (P) (2004 to 2006), VANGUARD (S) (2006 to 2007) & TIRELESS (2009 to 2011)
D F (Don) McCrudden	Chief Radio Supervisor (SM)	SUSSEX	1968 to 1988	REVENGE (1968 to 1972), RESOLUTION (1972 to 1974), WARSPITE (1974 to 1978), SEALION (1979 to 1981) & OBERON (1984 to 1987)
J A (John) Godwin	Chief Petty Officer (Ops) (SM)	NOTTINGHAM	1970 to 1987	REVENGE (1971 to 1973), SWIFTSURE (1973 to 1974), COURAGEOUS (1974 to 1980) & REPULSE (1983 to 1984)
M P (Michael) Ilett	WEM (R)	WEST OF SCOTLAND	1978 to 1980	ODIN
D J (David) Bellis	Leading Steward	WEST OF SCOTLAND	June 1986 to December 1999	SCEPTRE (October 1986 to June 1988), SUPERB (January 1987 to April 1987), SPARTAN (1992 to 1995) & SOVEREIGN (1997 to 1999)
S (Scott) Matthews	Petty Officer MEA(LSM)	EXETER	2003 to 2005	SOVEREIGN
N S (Nicholas) Stone	Lieutenant Commander	EXETER	January 2009 to 20**	TRAFALGAR (TO April 2009 to December 2009), TRIUMPH (CASO December 2009 to December 2010), TIRELESS (NO April 2013 to June 2014), TALENT (TSO January 2015 to April 2015), TRIUMPH (OpsO April 2015 to December 2016) & ARTFUL (XO August 2017 to 201*)
R D M (Russell) Orgill	A/LWEM (O)	DOLPHIN	1983 to 1988	REVENGE
C P S (Charles) Berendt	LET (CIS) (SM)	BARROW IN FURNESS	April 2007 to November 2017	VANGUARD (2008), ARTFUL (2012), VIGILANT (2013)
S (Steven) Farmer	Leading Cook	NORTH STAFFS	1979 to 1987	RESOLUTION (P) (1980 to 1987)
L J (Leslie) Smith	Lieutenant Commander	MANCHESTER	1972 to May 1995	SEALION (1972), WALRUS (1974 to 1976), ONYX (1977), SEALION (1978) & ORPHEUS (1979 to 1982)
M R (Mark) Davidson	Chaplain	SCOTTISH	14 Dec 2017 to 20**	VENGEANCE (2017 to 2018)
M (Michael) Scott	Commander	WEST OF SCOTLAND	1992 to 2014	RESOLUTION (1992), REPULSE (1994 to 1996), VICTORIOUS (2002 to 2004)
H S G (Hamish) Tetlow	Commander	WEST OF SCOTLAND	September 1989 to 20**	SPARTAN, VALIANT, REPULSE, SCEPTRE & SPARTAN
W R (Wladislaw) Cirin	Commander	DOLPHIN	January 1973 to April 2002	RORQUAL (June to-August 1973 Part 3), VALIANT (DME0 March 1975 to December 1976), OTUS (MEO January 1977 to February 1980) SUPERB (U/T June to September 1982) & COURAGEOUS (September 1983 to June 1985)
A D (David) Reader	Able Seaman	BASINGSTOKE	January 1963 to August 1966	PORPOISE & ALDERNEY

R J (Robert) Anstey	Commodore	WEST OF SCOTLAND	October 1989 to 20**	TORBAY (January 1990 to June 1991), TIRELESS (April 1992 to September 1994), TRAFALGAR (April 1995 to September 1997), VICTORIOUS (S) (October 1999 to February 2001), VENGEANC (S) February 2001 to February 2002), VIGILANT (P) (October 2004 to December 2006)
---------------------	-----------	------------------	----------------------	---

SUBMARINE LOSSES OF WWI

This is the fifteenth article in a series listing Submarine losses during WWI and covers Submarines lost and Submariners died in the 2nd Quarter of 1918.

APRIL 1918

Eight Submarines were destroyed in April 1918. However, all were destroyed deliberately and without loss of life. Two Submariners died – one in an accident and the other in hospital.

---oOo---

BALTIC FLOTILLA

Seven submarines of the Baltic Flotilla were all deliberately scuttled in the Baltic off Helsingfors on 3rd and 4th April 1918 to prevent their capture by the German Army. There were no casualties in the sinkings. A Care and Maintenance Party (under Lieutenant Downie) which carried out the scuttling also destroyed all of the stores and torpedoes of the Flotilla before returning home safely via Petrograd & Archangel.

The submarines destroyed were Submarine E1, Submarine E9, Submarine E19, Submarine E8, Submarine C26, Submarine C27 & Submarine C35

---oOo---

Able Seaman Isaac Veal 164953

A member of the crew of the Submarine Depot Ship HMS MAIDSTONE, Isaac Veal died on 11th April 1918. It is reported that he died from the effects of anaemia.

---oOo---

Stoker 1st Class Robert Clint K24229

A member of the crew of the Submarine Depot Ship HMS TITANIA at Blyth, Robert Clint is reported to have died on 17th April 1918. It is understood that he committed suicide by jumping overboard whilst he had temporarily lost his mind.

---oOo---

THE ZEEBRUGGE RAID

The 8th Submarine destroyed was Submarine C3 which was deliberately run into the support structure of the viaduct linking the 'detached' Mole at Zeebrugge to the mainland during the St George's Day Raid on Zeebrugge on 23rd April 1918. The Submarine, which had been packed with explosives and manned by a volunteer skeleton crew was then blown successfully destroying the viaduct. The skeleton crew succeeded in evacuating the boat before the explosion. There were no fatal casualties although several of the crew were wounded whilst escaping. All were rescued and returned home safely and were decorated for their bravery. They were:

Lieutenant Richard Douglas Sandford, RN who was awarded the Victoria Cross.

Lieutenant John Howell-Price, RNR who was awarded the Distinguished Service Order
PO Coxswain Walter Harner 228795

L/Sea William Gladstone Cleaver 221196

ERA3 Allan Gordon Roxburgh 272242

Sto1 Henry Cullis Bendall K5343

who were all awarded the Conspicuous Gallantry Medal

---oOo---

Submarine C1 – also with a volunteer crew – had been intended to conduct a joint attack with Submarine C3 but was delayed en-route by defects and returned home.

++++++

MAY 1918

No Submarines were lost in May 1918. However, two Submariners are reported to have died – both in accidents.

---oOo---

Sto1 John Francis Alsford K19324

A member of the crew of Submarine G12 John Alsford was accidentally killed whilst on duty on 6th May 1918. It is reported that he was electrocuted when thrown against the open switchboard. G12 was in the act of surfacing off Hartlepool and the Conning Tower Hatch had been opened when the submarine was 'pooped'. G12 took a downward lurch and John Alsford lost his footing. John Alsford had joined Submarines on 5th May 1916 and had served in HMS DOLPHIN and the Depot Ships HMS MAIDSTONE & LUCIA before joining Submarine G12. He is buried in the East London Cemetery, Plaistow, Essex in Grave No. 9782A.

Sig Harold Owen Alfred Bear J21560

A member of the crew of Submarine G2 Harold Bear died on 6th May 1918. It is reported that he was accidentally drowned. Harold Bear joined Submarines on 8th February 1917 and had served in HMS DOLPHIN and the Depot Ship HMS LUCIA before joining Submarine G2. He is commemorated on the Chatham Naval War Memorial on Panel No. 28.

++++++

JUNE 1918

One Submarine was lost (with only two survivors) in June 1918 and three other submariners were lost in accidents, incidents or from illness.

---oOo---

Sto1 Alfred Charles Moy SS 117522

Alfred Charles Moy, who was a member of the crew of the Submarine Depot Ship HMS ADAMANT, died in an accident on 5th June 1918. It is understood that he was killed by a train as he was on his way to join his Submarine although the detailed circumstances are not known. Alfred Moy is buried in the Fiorenzuala D'Orde Communal Cemetery in Italy.

---oOo---

PO Coxswain Thomas Henry Evans 239495

Thomas Evans, who was killed in what today would be called a Blue on Blue incident, was a twenty-six years old member of the crew of Submarine H12. On 6th June 1918 Submarine H12 (Lieutenant Fraser) was on a surface passage between the Codling Light Vessel and Kingstown (Ireland) when he encountered a ship (initially identified as a Merchant Vessel) on his port beam at a range of about 2 miles. Also, there were three trawlers on his Starboard bow at a range of about three miles. The vessel on his port beam (later identified as HMS HYDERABAD) opened fire and continued firing despite the firing of recognition signals by H12.

Fraser dived out of the way to safety but was then depth charged for his pains. He then surfaced intending to identify himself to the trawlers, but these also opened fire. Further recognition signals were fired without effect and a large White Ensign was displayed. The Coxswain was bringing more recognition grenades to the Bridge when a shell hit the conning tower. Shrapnel from this shell hit the Coxswain in the head causing injuries from which he later died. One Able Seaman also received minor injuries and the Commanding Officer was slightly wounded in the neck. Eventually all firing stopped, and identities were established. The shell, which killed the Coxswain, was fired by the Trawler BRACONDENE which stopped firing when at a range of about 700 yards.

Coxswain Thomas Henry Evans was buried in the Deans Grange Cemetery, County Dublin, Ireland in Grave SW. S. 76.

AB Reginald T W Neate SS 4093, who was injured in the incident, had previously served in Submarine E23.

---oOo---

Chief Stoker Joseph Alfred Gardner 286192

A member of the crew of the Submarine C18 Joseph Gardner died on 20th June 1918. It is reported that he died of heart failure. Joseph Gardner is buried in the Portsmouth (Milton) Cemetery, Portsmouth, Hampshire in Grave No L.21.41.

---oOo---

The Submarine lost was Submarine D6 (Lt Samuel Arthur Brooks) which was sunk in the North Sea on 28th June 1918 following a torpedo attack by the German U-Boat UB-73. There were two survivors – the Commanding Officer and his First Lieutenant Sub Lt Frederick Secker Bell who were rescued by the UB-73 and taken Prisoner of War.

Those lost were:

Officers:

Lt Robert Thomas Norman Filkin 3rd Hand

Ratings:

PO Robert Roland Weight 203147

L/Sea Lewis Page J12113

L/Sea Philip Henry Vye J12782

L/Sea Frederick Harry Leonard Woolford J1358

AB John Phillips J14553

AB Thomas Baxter 222926

AB Richard John Casson J24061

AB Frederick Eversfield J12826

AB Frederick George Fudge J23633

L/Sig Ernest Robert Walker J5497

Ord Tel James Francis Smith J41353

CERA Percy Hayward Jenkins M1186

ERA3 Frank Bryan M491

ERA3 Harold William Cary M9937

ERA3 Samuel Gill M12963

SPO William Kiddle K6439

L/Sto George Booth K10650

Sto1 William Davies SS 115616

Sto1 Henry Jones K7250

Sto1 Albert Moysey Smith K16206

Sto1 Harry Smith K13121

Sto1 Thomas Henry Pollington Stone 312269

Sto1 Frank Percival Wickson SS 108970

---oOo---

ERA2 Edward Frank Roser, DSM O/N M2331

A member of the crew of Submarine E24, Edward Roser died on 29th June 1918 in the Royal Naval Hospital at Malta of reported heart failure. Edward Roser is buried in the Malta (Capuccine) Naval Cemetery in Malta in Grave No (Prot) 380.

This Series will be continued in In Depth No 62.

New Naval Base Commander for Clyde

HMNBC 45/18 Wednesday, 20 June 2018

“I am very much looking forward to beginning my work here with them as the Naval Base Commander, a role which is a great honour to be trusted with.”

Born and raised in Edinburgh, Commodore Doull joined the Royal Navy in 1990 as a Naval Cadet, graduating from the Royal Naval Engineering College in 1994.

As a volunteer for Submarine Service, the new NBC Clyde has previously served in the nuclear-powered submarines HMS SPARTAN, HMS VIGILANT and HMS VICTORIOUS. For the past two-and-a-half years he has been in Barrow-in-Furness as the

Principal Naval Overseer for the construction of the Astute Class Submarines.

On Tuesday, 19 June 18, with the official hand-over, Commodore Mark Gayfer left the Naval Base in true naval style. Boarding HMS RAIDER, a P2000 class patrol vessel, he was waved off by sailors from the Submarine Service, HMS NEPTUNE, Royal Marines from 43 Commando Fleet Protection Group and members of the civilian workforce.

Two SERCO tug boats were also in attendance, spraying plumes of water from the Gareloch to mark the Commodore's waterborne departure from Clyde. Commodore Gayfer said of his time at HMNB Clyde: "It has been an honour and a privilege to command the Royal Navy's most complex Naval Base.

"The Establishment continues to enjoy its position at the forefront of delivering the Ministry of Defence's key outputs; a reality that has made this command particularly rewarding.

"The successes that the Base delivers on a daily basis are testament to the hard work and tenacity of those that serve here, whether military or civilian.

"For their unstinting support I am enormously grateful; it is this that I will miss the most when I move on.

"I wish Cdre Doull every success as Naval Base Commander Clyde, he takes on the role at an exciting time of growth and development."

Lieutenant Peter Scawen Watkinson Roberts VC, DSC, RN

Honoured with Blue Plaque at The Kings School,
Canterbury, Kent.



Lieutenant Peter Scawen Watkinson Roberts VC, DSC, RN Blue Commemorative Plaque mounted at The Kings School, Canterbury.

As part of the Submariners Association initiative the ninth Blue Plaque commemorating a WWII Submariner and VC holder was placed at The Kings

School, Canterbury, Kent on Saturday 12th May 2018.

Approximately 110 guests, which included the Deputy Lord Lieutenant of Kent, Sir Hugh Robertson KCMG PC DL, the Lord Mayor of Canterbury, Councillor Rosemary Doyle and Lady Mayoress, Jenny Yonge; Leader of Canterbury City Council, Councillor Simon Cook; Commodore Martin Atherton, Principal General of Canterbury Cathedral; Mr. Peter Roberts, Headmaster The Kings School; members of staff and the Roberts family, joined veteran and serving submariners including, Patron of the Submariners Association, Admiral of the Fleet the Lord Boyce KG GCB OBE DL; President of the Submariners Association, Rear Admiral Niall Kilgour CB; the National, East & South Kent Branch members with Standards for the ceremony. The plaque unveiling was also enhanced by a contingent of the Combined Cadet Force from The Kings School who formed the honour guard.



Rear Admiral Niall Kilgour CB inspects The Kings School CCF Guard of Honour

Prior to the Blue Plaque dedication ceremony and unveiling The Kings School provided an excellent hot fork lunch for all guests. On the completion of lunch, the headmaster welcomed all guests and a recording of a BBC archive program of an interview with Lt Roberts, which very realistically re-enacted the event when Roberts and Gould removed the bombs from beneath the casing of HMS THRASHER and for which they were both awarded the VC, was played to the guests. Following lunch all guest assembled at The Kings School memorial for the ceremony.

The commemoration service was led by Reverend Lindsey Collins, Chaplaincy, The Kings School. The Headmaster provided a brief on Peter Roberts as a Student and Rear Admiral Niall Kilgour CB detailed information on his 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 Guye Roberts (son). During the unveiling the plaque was blessed by Reverend Martin Robins, Chaplaincy, The Kings School.



Blessing of the plaque during the unveiling.

Lieutenant Peter Scawen Watkinson Roberts was born in Chesham Bois, Buckinghamshire on 27th July 1917. He joined the Royal Navy as a Cadet in 1935 and was advanced to Midshipman on 1st September 1936. He was promoted to Sub Lieutenant on 1st July 1938 and joined Submarines on 11th September 1939 when he was appointed to HMS DOLPHIN 'for the 'Submarine Course'. On completion he remained in HMS DOLPHIN appointed 'for Submarines' on 28th October 1939 and he was further promoted to Lieutenant on 16th November that same year. On the 8th February 1940 he was appointed to the Submarine Depot Ship HMS CYCLOPS (3rd Submarine Flotilla) at Harwich 'for Submarines' and a week later to the Submarine Depot Ship HMS ALECTO (5th Submarine flotilla) at Portland 'for Submarine H32 as 3rd Hand/Navigating Officer'.

Just over three months later he joined the Submarine Depot Ship HMS AMBROSE (9th Submarine Flotilla) at Dundee 'for Submarines'. This was only a brief appointment as on the 15th June 1940 he was appointed to the Submarine Depot Ship HMS FORTH (2nd Submarine Flotilla) at Rosyth 'for Submarine HMS TRIBUNE as the Navigating Officer'.

He returned to HMS DOLPHIN (5th Submarine Flotilla) on 1st January 1941 'for Submarine HMS THRASHER as the First Lieutenant – standing by whilst completing' at Cammell Laird Shipyard at Birkenhead and 'as First Lieutenant on Commissioning'. HMS THRASHER was completed on 14th May 1941 and, following 'Work-Up' and a Patrol in Home Waters, the submarine was sent to the Mediterranean to join the 1st Submarine Flotilla based on the Submarine Depot Ship HMS MEDWAY at Alexandria.

On the 16th February 1942 THRASHER was patrolling off Suva Bay, on the north coast of Crete, when she torpedoed and sank an escorted 3000-ton Axis supply ship. The escorts and covering aircraft attacked with about thirty depth charges and some were reported to be close. THRASHER survived these attacks and carried on with the patrol. That evening THRASHER surfaced to recharge her

batteries. On altering course, the Submarine rolled in the swell and loud banging noises were heard from outside the pressure hull. After surfacing and an investigation a bomb was found to be lying on the casing forward of the gun mounting.



HM S/M THRASHER

Lieutenant Roberts, as the First Lieutenant, with Petty Officer Gould (the 2nd Coxswain) volunteered to remove the bomb. As it was thought that the bomb might roll off the casing on the saddle tanks and detonate, Gould held the bomb and Roberts put a sack round the bomb and tied it with a length of rope. They then manhandled the bomb forward to the bows and dropped it overboard as the Submarine went full astern to get clear.



Sketch of bombs beneath casing

However, further checks identified a jagged hole in the casing and another bomb lying under the casing on the pressure hull. The only way out was through a hinged metal grating about twenty feet away from the bomb. The two men lowered themselves through the opening and crawled on their stomachs to where the bomb lay. There was a danger that if the bomb detonated the submarine would be sunk. As THRASHER was off an enemy coast and the enemy were aware there was a Submarine in the area there was also a danger that the Commanding Officer of THRASHER, Lieutenant Hugh Mackenzie, would dive the submarine if enemy forces were sighted. If that happened the two men would be drowned.

Petty Officer Gould had to lie on his back with the bomb in his arms while Lieutenant Roberts lay in front of him and pulled him along by the shoulders as they made their way back to the hatch. With only the aid of a torch they worked the bomb through the casing and eased it through the grating. As they moved the bomb it reportedly made a twanging

noise and it was 40 minutes before they had it clear and it could be wrapped in the sack, carried forward and dropped over the bows.



Some of HMS THRASHER Crew

On return to base the Commanding Officer did not make much of the incident in his patrol report and merely commended Roberts and Gould for their 'excellent conduct'. This incident was forgotten until several months later, when, as Mackenzie recalled, he was:

"shaken by the news that Roberts and Gould had both been awarded the Victoria Cross. A great personal honour to themselves and, as they and I felt, also to their fellow submariners."

The Victoria Crosses were awarded on the recommendation of the C-in-C Mediterranean, Admiral Sir Andrew Cunningham. The award was opposed by the Honours and Awards Committee in London, which argued that the act of bravery had not been performed in the presence of the enemy as the Victoria Cross regulation stipulated. The Committee thought that the George Cross would be more appropriate. Cunningham replied that two large enemy bombs in a submarine off an enemy coastline constituted quite enough enemy presence. The Citation for the Victoria Cross read as follows:

London Gazette, 9 June 1942:

The KING has been graciously pleased to approve the award of the VICTORIA CROSS for great valour while serving in H.M.S. Thrasher, to:

Lieutenant Peter Scawen Watkinson Roberts, Royal Navy.

Petty Officer Thomas William Gould, C/JX.147945. On 16th February 1942, in daylight, HM Submarine THRASHER attacked and sank a heavily escorted supply ship. She was at once attacked by depth charges and was bombed by aircraft. The presence of two unexploded bombs in the gun casing was discovered when after dark the submarine surfaced and began to roll.

Lieutenant Roberts and Petty Officer Gould volunteered to remove the bombs, - which were of a type unknown to them. The danger in dealing with the second bomb was very great. To reach it they had to go through the casing which was so low that they had to lie at full length to move in it. Through

this narrow space, in complete darkness, they pushed and dragged the bomb for a distance of some 20 feet until it could be lowered over the side. Every time the bomb was moved there was a loud twanging noise as of a broken spring which added nothing to their peace of mind. This deed was the more gallant as HMS THRASHER's presence was known to the enemy; she was close to the enemy coast and in waters where patrols were known to be active day and night. There was a very great chance, and they knew it, that the submarine might have to crash-dive while they were in the casing. Had this happened they must have been drowned.

Peter Roberts was presented with his Victoria Cross by King George VI at Buckingham Palace on the 4th July 1942. For his service in HMS THRASHER Roberts was also awarded the DSC.



Lieutenant Peter Scawen Watkinson Roberts VC, DSC, RN leaving Buckingham Palace.

Lieutenant Roberts was then appointed to HMS DOLPHIN on 3rd May 1942 for the 'Commanding Officers Qualifying Course (Perisher)', however, unfortunately, he did not complete the Course and returned to General Service with an appointment to HMS BEAGLE on 14th August 1942.



Rear Admiral Niall Kilgour CB presents commemorative pictures to the Headmaster & Guye Roberts.

Lieutenant Roberts died at Newton Ferrers, near Plymouth on 8th December 1979 and his Victoria Cross and other medals are on display in the

Ashcroft Gallery in the Imperial War Museum, London.

This dedication ceremony was completed by presentations of commemoration pictures to the Headmaster of The Kings School and Guye Roberts. At the end of the ceremony all guests were invited for Tea and Biscuits courtesy of The Kings School. In summary it was an excellent day, the weather stayed fine and all guests appeared to enjoy themselves.

The Submariners Association would like to thank the Headmaster Mr Peter Roberts for providing permission for the plaque to be mounted and the staff of The Kings School for providing an excellent lunch and reception following the ceremony.

In addition, we would also like to thank all serving and submariner veterans that attended the ceremony and the CCF of The Kings School that formed the guard of honour, the National and Standard Bearer's from the East and South Kent SMA branches and members who attended.

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

VANDAL AND UNTAMED REMEMBERED SEVENTY-FIVE YEARS ON

By Dave Barlow



It was in 1943 that HM Submarines VANDAL and UNTAMED were both lost in the Clyde - 4 months apart – and both as a result of accidents rather than enemy action.

The Scottish Branch held their 25th consecutive Remembrance Services to the two submarines and we were based in Dunoon over a weekend in early May. It was from the Holy Loch near Dunoon that the two submarines themselves were based.

Members of the Scottish Branch and relatives of some of the crew members lost in VANDAL and UNTAMED arrived on the Friday and enjoyed a meet and greet at which friendships were renewed, dits spun with throats being liberally lubricated. It

was raining cats n dogs as it does on the West coast of Scotland, but it didn't dampen the spirits as the forecast for Saturday according to the BBC was for sun all day.



An early start on Saturday morning saw us embark the Serco transfer vessel which was freely loaned by Faslane. For once the BBC weather forecast was spot on for it was glorious even at 07.00. Joining us was Commodore Jim Perks from Faslane, the National Hon. Vice President Cdr. Bob Seaward, the Faslane Base Padre and a number from the West of Scotland branch who joined us for the day. Also embarked was a piper and drummer. Victuals loaded, the passenger next of kin form checked and passed to the skipper and we were off on the first leg of the day to Lochranza on the Isle of Arran.

The time passed quickly and were soon coming alongside Lochranza pier where we were met by quite a large contingent of the local population headed by the local coastguard Fiona, who always ensures that the VANDAL Cairn and bench are in pristine condition for our visit.

We formed up adjacent to the slipway where a Cairn laid in 1997 and dedicated to those lost in VANDAL was situated and held a moving and poignant Memorial Service. Cdr Bob Seaward gave the following speech.

“On behalf of the Submariners Association, may I welcome you all to this memorial service and thank you all so much for attending to pay your marks of respect.

It is now some 75 years since the VANDAL was lost with all 37 of her company. She lies just a few miles from here in the direction marked by the arrow on the monument. We will pass over the submarine as we leave Lochranza and cast a wreath to honour those that are still below.

In February 1943, VANDAL joined the Third Submarine Flotilla based at the Holy Loch. Under the command of Lieutenant James S. Bridger, she was scheduled to carry out a three-day work up and training programme. She was last seen leaving her anchorage here at Lochranza on 24 February 1943, the final day of her training programme, proceeding

north to conduct exercises off Inchmarnock, ending the day with a deep dive to 200 feet.

VNDAL failed to surface after her trials but this was not noticed until much later. A search was initiated but there were initially conflicting reports over the possible position of the missing submarine; one submarine in the area reported seeing a smoke candle some two and a half miles north of Inchmarnock, whilst another reported hearing hull tapping in a similar area. A spotter plane reported a large oil slick about 2 miles (4 km) north of Arran (some 8 miles from Inchmarnock) but this was not pursued. An inquiry at the time of loss ignored the report from the spotter plane and the board concluded that the submarine had sunk during the deep dive she was scheduled to perform on that day, somewhere north of Inchmarnock in the operating area known today as Area Quebec. Based on this assumption, it was concluded that salvage would be impossible due to the depth being beyond limits. That is how it remained for 50 years.

In 1994 the Scottish Branch of the Submariners Association finally persuaded the Navy to search the area north of Arran where a number of trawlers had reported their nets being snagged by an underwater object. A Royal Navy search team onboard HMS HURWORTH located a previously unknown wreck in June 1994, 300 feet below the surface and 1.5 miles (3 km) northwest of Loch Ranza, in close proximity to where the spotter plane had first reported the presence of an oil slick. Divers from the HURWORTH found that the wreck was lying in pitch darkness on a muddy slope some 300 feet down with a 35-degree list to port. Her 12-pounder forward gun was covered with a trawler's net but the brass letters VANDAL were clearly visible.

Subsequent dives on this hull have confirmed the VANDAL's identity. It was clear that the submarine was not in her diving configuration as her mooring ropes were still rigged on her bollards and the foreplanes were housed. With no evidence of serious damage to her hull, it can only be that the accident occurred from the surface.

As part of the commissioning programme, VANDAL would have transitted the Arran measured mile to check and calibrate the log; a mechanical probe that measures speed through the water. Any major problem with the log would have required the quite hazardous task of raising the equipment into the log tank for examination and possible repair. It is most likely that this operation was conducted, and it is this that caused initial flooding.

The divers found the forward escape hatch to be open, so at some stage there may have been an attempt to escape or there were many other things going on taking advantage of the time before diving. In the confusion of the moment, it is most likely

that the open hatch added significantly to the VANDAL's rate of flooding and subsequent descent. VANDAL is now a recognized war grave and she and her crew should be left as such. No further diving will be permitted.

I feel very sorry for Lt Bridger in his first and last command. In those days the onus was fully on the shoulders of the Commanding Officer to prepare his newly formed crew for wartime operations. Today, we have dedicated training teams to teach and evaluate a crew's progress and the full support of the Flotilla to manage this critical time in the commissioning programme. For VANDAL, it was wartime and the rush to get a brand-new submarine to sea on operations was paramount. Sadly, it resulted in disaster.

This was a terrible loss, but the Submarine Service did learn the lessons. We owe them our gratitude and we will certainly remember them."

After the service we were presented with special commemorative bottles of Malt Isle of Arran whisky by the local distillery.

Saying our farewells to our Lochranza friends we set off again and in just a very short time stopped over the spot where VANDAL lies, the ensign was lowered, and we held a very short service and laid a wreath during which a haunting ballad by the piper was played. Off we sailed again, this time toward Rothesay during which soup, sandwiches tea and coffee were dispensed on completion of which we poured out the rum for a traditional tot time followed by the whisky when we then proposed the toast to "Absent Friends".

The boat was soon literally weaving its way through the Kyles of Bute towards Rothesay and it wasn't because of the rum or whisky either. The skipper thought it would be good fun for the ladies to steer the vessel which is OK I suppose except that it is a very narrow stretch of water. At one point I thought we were going to do an 'ASTUTE'. Fortunately, the skipper took over to bring us smoothly alongside Rothesay. The West of Scotland Branch had organised a bus to take us up the cemetery for us to visit the only graves of an 'X' Craft, sunk during active service this being the XE-11. Another moving service took place and then it was back on the bus to return to the boat.

It wasn't long before we were back at Dunoon where we bade farewell to the West of Scotland lads who only come for the day and then made our way to our respective hotels to prepare for the evening festivities. During the evening we had a social and held a raffle the proceeds going towards the Erskine Hospital which is a charity close to the hearts of the Scottish Branch.

Sunday morning broke sunny and clear again. After a good breakfast we made our way to the Castle Gardens in Dunoon which faces the pier. A short

service of remembrance was held at the Memorial Stone for VANDAL and UNTAMED during which I gave a talk the loss of UNTAMED. Due to space, I will give a detailed report on her loss in a later issue. The crew of UNTAMED are buried in Dunoon Cemetery, with the exception of the CERA, who is buried at Campbeltown. The submarine was lost in the Campbeltown area and was subsequently recovered, refitted and renamed VITALITY and spent the rest of the war as a training vessel and was then scrapped at the end of the war.



After laying our wreaths, we attended the local church and joined them for their morning service after which we went to the cemetery where we once again had a short service and laid crosses on each of the graves.

Finally, it was time to say our goodbyes with the promise to meet up again next year. It is a busy weekend but with the right mix of remembrance and fun and which submariners excel at both.

HMS TALENT to Begin Operational Sea Training

8th June 2018

After weeks of tough realistic scenarios preparing her for any eventualities, including combat, HMS TALENT and her crew will be declared fit for duties worldwide.

Commander Jamie Mitchell, HMS TALENT's Commanding Officer, said, "This maintenance project has presented many challenges, most notably to our technical departments who have been working incredibly hard to get the submarine ready for operations."

The maintenance period, undertaken by Babcock, includes capability upgrades enabling the submarine to operate into the next decade and remain one of the world's most potent military assets.

Gavin Leckie, Babcock Submarine Support Director, said, "The maintenance period has been a complex project that has relied on a strong partnering ethos between Babcock, the Submarine Delivery Agency and ship's staff and we're delighted to see the vessel getting ready for service following its successful engineering maintenance programme. The joint project team should be incredibly proud of what they have achieved."

The submarine's command team initially achieved a 'Safe for Sea' assessment after training on shore in the 'Talisman' Submarine Command Team simulator at Devonport. This realistic environment ensures the crew are safe to operate in busy shipping areas amongst merchant vessels and other and military vessels. The crew's ability to launch Tomahawk Land Attack Missiles and discharge Spearfish torpedoes against surface and sub-surface targets was also assessed.

The Submarine Delivery Agency (SDA)

In a move that signals the UK's commitment to a continuous-at-sea deterrent, the Submarine Delivery Agency was officially launched on 24th April 2018.

The announcement came after an extra £800 million was secured by the Ministry of Defence - £600 million of which will ensure the UK is protected by the new Dreadnought submarine fleet into the 2030s and beyond.

Defence Secretary Gavin Williamson said: "Our nuclear deterrent is our ultimate defence from the most extreme threats while our attack submarines are busier than ever providing unprecedented levels of protection across the world. A Royal Navy submarine is on patrol 24 hours a day, every day of the year, protecting our way of life. These advanced and complex vessels are more important than ever as the world becomes an increasingly dangerous place and establishing this new Agency sends a clear signal of our commitment to continue deterring conflict and protecting the nation."

The 'stand-up' of the SDA marks the delivery of a milestone set out in the 2015 Strategic Defence and Security Review that strengthens arrangements to support the UK's submarine capability. The Executive Agency will lead on the procurement, in-service support and decommissioning of all UK nuclear submarines. The SDA will procure, and project manage the construction of future Royal Navy submarines, and support those in-service, working with Navy Command and the newly established Defence Nuclear Organisation.

The vision of the SDA is to lead a high-performing industrial enterprise to deliver and support the UK's submarine capability safely, securely and more effectively and cost efficiently. Headed by Chief Executive Officer Ian Booth - who has a wealth of experience in delivering complex private and public-sector procurement programmes - the SDA employs around 1,300 people and already has a talented and extremely knowledgeable workforce, including some of the nation's most experienced nuclear experts.

The Agency will have the authority and freedom to recruit and retain the best people to manage the Submarine Enterprise. The majority of SDA staff will be based in Bristol, with other colleagues located

at sites such as Barrow, Derby, Devonport, Rosyth and Faslane.

Chief Executive Officer of the Submarine Delivery Agency, Ian Booth said: "The SDA is to lead a high-performing industrial enterprise that is committed to strengthening the safety, availability, reliability and security of UK submarines, including our 'Continuous At Sea Deterrent' (CASD). The Agency will draw on best practice from both the public and private sectors with a focus on cost effective and timely delivery to achieve the best possible outcomes for Defence. The SDA has learnt from other successful programmes of a similar scale and complexity such as the 2012 Olympics and Crossrail. It will maintain vital links with industry and public-sector partners to preserve the UK's technology advantage and skills-base and to ensure submarine manufacturing and maintenance capability is sufficient to support the UK's submarine requirements."

A key facet of the SDA is to manage the Dreadnought and Astute nuclear submarine programmes to time and budget, alongside providing day-to-day support to the in-service fleet of Trafalgar, Astute and Vanguard Class submarines. As a responsible nuclear operator, the organisation will also manage the decommissioning and disposal of submarines in a safe and environmentally sound way.

Dreadnought Programme Secures 700 Jobs at Rolls Royce

The future of hundreds of jobs at Rolls-Royce Defence in Derby has been secured, thanks to a new contract worth £60 million from the Ministry of Defence (MoD) to build nuclear reactors for four Dreadnought submarines.

The announcement earlier this month will enable the company to progress work on the design and manufacture of the reactors, which will secure 700 jobs at its Raynesway site.

Rolls-Royce (www.Rolls-Royce.com) has played a key part in the production and maintenance of the UK's nuclear deterrent for more than 50 years, and it currently employs around 3,000 people.

The latest order forms part of an overall £2.5 billion investment by the Government to boost Britain's submarine-building projects.

As well as investing a total of £960 million in the Dreadnought programme, the MoD has signed a £1.5 billion contract to build HMS AGINCOURT — a seventh Astute hunter-killer submarine for the Royal Navy.

Last year, Rolls-Royce received permission to expand its Raynesway factory, creating 80 new jobs while safeguarding hundreds more. Work has now started on extending its Primary Component Operations building.

The firm has also been given the go-ahead to build a four-storey ancillary office building with 400 workstations.

Defence Secretary gives go-ahead for £2.5bn spend on Submarines

Ewen MacAskill Mon 14 May 2018

Defence Secretary Gavin Williamson has given the go-ahead for £2.5bn in spending on the UK's submarine programme, including its nuclear fleet.

The work had already been agreed in principle, but Williamson confirmed the Ministry of Defence has signed a £1.6bn contract with BAE Systems to build the seventh and last of the Astute hunter-killer submarines, to be named AGINCOURT. It is scheduled for handover to the Royal Navy in the mid-2020s.

He also confirmed that a further £960m worth of contracts has been signed for the next phase of construction of four Dreadnought submarines to replace the four Vanguard submarines that make up the UK's nuclear fleet, carrying the Trident weapons system. The contracts will cover work over the next 12 months.

The Dreadnoughts, work on the first of which began in October 2016, are not due to enter service until the 2030s, and are predicted to remain operational at least through to the 2060s.

The UK's parliamentary spending watchdog, the public accounts committee, on Friday warned of a £21Bbn shortfall: in other words, the Ministry of Defence does not have enough money to buy all the equipment it says it needs. It singled out for criticism spending on the four Dreadnoughts.

In spite of the huge squeeze on the ministry's budget, the nuclear deterrent and the rest of the submarine programme has been ringfenced.

Williamson made the announcement at BAE Systems in Barrow-in-Furness, Cumbria, where the Astute submarine is to be built.

Williamson said: "AGINCOURT will complete the Royal Navy's seven-strong fleet of hunter-killer attack subs, the most powerful to ever enter British service, whilst our nuclear deterrent is the ultimate defence against the most extreme dangers we could possibly face."

Cliff Robson, BAE Systems submarines managing director, said: "Securing this latest funding for our Submarines programmes is excellent news for BAE Systems and the 8,700 employees in our submarines business, as well as our local community in Barrow and the thousands of people across our UK supply chain who help deliver these nationally important programmes for the Royal Navy."

Babcock gets £225m contract for Canadian Victoria-class submarine maintenance

UK-based engineering company Babcock has received a £225 million (approx. US\$300m) contract for work on the maintenance of Royal Canadian Navy Victoria-class submarines.

The three-year contract extension, which will now go into 2021, is the largest naval in-service support contract in Canada, according to the company.



Photo: Royal Canadian Navy

It will see more than 400 Babcock engineers, project managers and specialist support staff continue to support all four submarines in refit and in service, including deep maintenance periods as required.

“Babcock is a trusted industrial partner to the Royal Canadian Navy and the extension of this strategic submarine support contract underlines the belief in our expert delivery and the world class technical support our team provides,” Babcock Group CEO Archie Bethel said.

“We continue to invest in Canada’s strategic submarine capability through our skilled people, involvement in the Canadian supply chain and our processes. We are delighted to be continuing this relationship with a much-valued customer.”

The four Victoria-class submarines were bought by Canada from UK in 1998. After battling through a number of technical problems, including a deadly incident on board the HMCS Chicoutimi in 2004, the Canadian Navy submarine fleet is demonstrating signs of Stabilisation with an increasing Operational Scope.

A REQUEST FOR INFORMATION

Requesting information about ANZUK Submarines and ANZUK service generally.

I am documenting the history of the ANZUK Force and its precursor organisations by examining original documents held by the National Archives of all three countries as well as those held by the War Memorials. It is obvious there is much more material than what has been officially released in recent years.

I am trying to trace people who could have something to add to the story. I am concentrating on the personal accounts - using government policy,

the military history aspects and the functioning of the various components of ANZUK as a backdrop. Would it be possible for you to include in your newsletter a notice requesting people, especially those who served in HMS Odin in the period 1973 - 75, to contact me.

I was an Australian Army Captain serving in a co-ordination role on the Headquarters at the time. By way of a reference, I have published an extensively documented history, ‘More Bang for No Bucks’, the history of a self-propelled Artillery Troop in an Australian Cavalry unit in Vietnam.

Thank you, Colin Campbell.

colinrcampbell@bidpond.com - or

anzukbook@bigpond.com

PO Box 701, MAWSON, ACT, 2607

Tumilty Request

20th April 2018

I am trying to track down copies of any 'crew photos' that are in existence, of HMS Walrus, from 1970.

My understanding is that these photos also had a list of names of crew; I am looking for these specifically for family history purposes.

Would you be able to publish a request via your magazine?

I initially contacted the Royal Navy Association who suggested the Submariners Association. Having no military background myself, I have no clue where/who else it would be suitable to inquire?

Kind regards, Nicole

Nicole Tumilty - nicole.tumilty@gmail.com

HMS RALEIGH marks the Year of Engineering 2018

By way of introduction I am Pete Simpson and am currently serving as the OIC of Triumph Squadron at HMS Raleigh which you may well remember as the “Fire School”. I joined the RN as an Artificer Apprentice in 1986 and whilst I didn’t serve in HMS FISGARD or HMS CALEDONIA I am very proud of my Artificer training.

As you may know, the Government has marked 2018 as the Year of Engineering and the RN is playing its part in this in many ways. As the majority of Naval Engineering ratings since WW2 commenced their careers in Torpoint either in Fisgard or Raleigh then it is only right that we here play our part. To that end on 28th September we will be holding an open day for RN Engineers past and present who joined up in Torpoint. The day will involve a tour of the present Phase 1 training site, a buffet lunch in the WO & SR mess followed by witnessing the Passing Out of a large number of Engineering Technicians. It is also hoped that we will be able to mark the day with the refurbishment

and return to Torpoint of the Fiscard Clock which is currently in storage in the dockyard.

Would you be able to help me publicise this event amongst your members by announcing it on your website and within your magazine? If possible, can I humbly ask if any Members of your association would be able to make a donation towards the refurbishment of the clock? We have already secured some funding for this but still have some way to go in order to be able to achieve our aim.

Regards, Pete Simpson

WO1 MEA Pete Simpson, OIC Triumph Squadron,
School of Maritime Survivability, HMS RALEIGH,
Torpoint, Cornwall PL11 2PD
Tel Mil 9375 41307 Civ 01752 811307

SUBMARINERS ASSOCIATION DIARY ORDERS 2019 -UPDATE

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 now be the 30th August 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)

Defence in the Media: 28 May 2018 Military ID

Defence news today includes the announcement that service leavers will be allowed to keep their military ID card.

The Times reports that the MOD has introduced a new policy of allowing service leavers to keep their MOD 90 ID card. The change has been brought in to allow people to maintain their emotional connection with the military once they leave. This will also help veterans to continue to benefit from corporate discounts and government support. Personnel who have already left can apply for a MOD ID card.

'Pat' Thomas, Legion d'Honneur

Sussex Branch Member 'Pat' Thomas from Eastbourne has been awarded the French 'Legion of Honour' Medal for duties at the Normandy Landings when he was on Landing Craft 185 which was sunk off the D-Day beaches on the 25th June 1944. After the sinking he was drafted to HMS DOLPHIN 'for Submarine training'. He served in Submarines HMS THULE and TOTEM, leaving in 1946



He had the honour to unveil a Plaque (see above) to commemorate the event at Lion sur Mer on the 6th June 2018

(Information provided by the Sussex Branch and the National Secretary)

Submariners Association Branch Closures

The National Secretary has recently issued an updated Branch Secretaries list. Unfortunately, the list is now a bit shorter than it used to be!

With this updated list comes the news that three of our Branches: Teesside, Shropshire and New Zealand have been taken off as these Branches no longer exist. It can only be hoped that the remaining members at Branch closure have transferred to other Branches or, in the case of the New Zealand Branch, have joined the Dolphin Branch. It is thought useful to record some details of these Branches as follows:

The Shropshire Branch of the Submarine Old Comrades Association – never one of the larger Branches - was originally formed at an inaugural Meeting held on 27th October 1992 but where the Meeting took place is not recorded although a contemporary report stated that it was hoped to form a Branch in Telford. There were six founder Members present at the inaugural Meeting.

The Shropshire branch had eighteen Members in November 1995 when their meeting place was the 'Park Hotel' in Wellington. By 2006 there were only thirteen Branch Members of whom three were WWII Veterans. There were only eight members of the Branch recorded when closure was decided.

The Teesside Branch of the Submarine Old Comrades Association was formed at an Inaugural

Meeting at the Commercial Hotel, Thornaby on Tees on 14th January 1966 which was attended by the then National Secretary – Mr. Bill Sadlier. The formation of the Branch followed a letter published in local papers in Wilton and Billingham in October 1965 which led to a preliminary Meeting on 8th November 1965 and a follow up Meeting on 6th December 1965. There were twenty Founder Members of the Branch. By 1995 the Branch had twenty-eight members but, numbers dwindled and at Branch Closure in 2018 there were only five names listed in the Association records. Their last meeting Place was at the Vals Priory Social Club which was opposite the Redcar Main Bus Station

The Teesside Branch looked after the Grave of Lieutenant Richard Sandford, VC who had one his VC in the action in Submarine C3 at Zeebrugge on 23rd April 1918. Unfortunately, he died of typhoid in Easton Hospital later in 1918 and was buried in the Easton Cemetery and the Teesside Branch laid a Wreath on his grave every Remembrance Sunday. It is to be hoped that one of the former members will continue this act of remembrance

The New Zealand Branch of the Submarine Old Comrades Association was formed in 1978 and Founder Members used to meet monthly in the 'Returned Services Association' Club at Grey Lynn, Auckland, New Zealand. No information is available on the number of founder members.

Branch numbers rose to one hundred and fourteen at its peak in the 1980's but, by 2005, the membership of the New Zealand Branch had reduced to fifty-six Members of whom six came from Nuclear 'boats'. The Branch in 2005 was proud of their seventeen Members who had served in WWII in 'boats'. At that time the Branch also had six Associate Members. In 2018 their Meeting Place was at The Returned and Services Association, 61, Victoria Rd, Devonport, New Zealand

As with the other two Branches numbers gradually dwindled and there were seventeen members listed at Branch closure.

BARROW IN FURNESS ARMED FORCES WEEK 2018 FLAG RAISING PARADE

By Barrie Downer

This Parade and Flag Raising Ceremony was organised by a Tri Service Committee. Planning started in back in March, following on from a suggestion, made by last year's Deputy Mayor, after the 2017 Flag Raising Ceremony that the event should be bigger in scope and should be held in the Forum Square rather than in the Town Hall Courtyard. This was to allow more people to see the Parade and to show their support the Armed Forces. The dignitaries for the Parade were Mrs. Claire Hensman - Her Majesty's Lord Lieutenant of

Cumbria, Councillor Bill McEwan - the Mayor of Barrow, Mr. John Woodcock – MP for Barrow and Furness, Mr. Russ Watson – Director of Engineering for BAe Systems and Mr. Ian Lofthouse - Head of Nuclear Consultancy for BAe Systems – the latter both being Submariners.

In the Forum Square the Parade formed up under a second Parade Marshall - Ben Casey – who reported the Parade to Mrs. Claire Hensman - Her Majesty's Lord Lieutenant of Cumbria and Councillor Bill McEwan - the Mayor of Barrow. The Parade was then inspected by the Lord Lieutenant and the Mayor, accompanied by John Woodcock MP. After a speech by the Mayor the Armed Forces Day Flag was presented to the Mayor by a Royal Air Force Cadet, escorted by a Marine Cadet and a Sea Cadet. The RAF Cadet was chosen to present the Flag in respect of the 100th Anniversary of the RAF. The Mayor handed the Flag to the Mayor's Chaplain, the Reverend Canon Gary Cregeen, who 'Blessed' the Flag, passed it to Town Hall staff and then conducted a short religious Service.



AUDACIOUS GETS READY

So, this year, for the first time, the Ceremony was held on a Saturday morning and involved all three Service Associations (the Barrow Submariners Association, the Royal Air Force Association and the Duke of Lancaster's Regimental Association), the Royal British Legion, a contingent from HMS AUDACIOUS and HMS ANSON, Army, RAF and Sea Cadets – the latter with their Band, UKSubvets and the Royal British Legion Riders Branch.

Rather than being hidden away from the public on the Courtyard side of the Town Hall the Parade this year was on the Forum Side so that the Ceremony could be seen by the people of Barrow.

Having initially 'Fallen In' on the Courtyard side of the Town Hall (where the Submarine Service 'Freedom of Barrow' Parade was held in 2016) the 'Call to Parade' was played by Trumpeter Mr. Dave Dryden and the Parade marched on to the Forum Square by Tony Elgin – the Parade Marshall.

After the Service the Trumpeter played the 'Last Post' before a 'One Minute Silence' concluded by the Piper - Mr. Mike Ramsey - playing a Lament.



THE BARROW SEA CADETS



MARCH ON THE PARADE



THE STANDARD BEARERS

HM LORD LIEUTENANT INSPECTS THE
SUBMARINERS

Either side of the 'Silence' Barrow SA Branch President Alan Hoskins gave the Exhortation and the Kohima Epitaph. The Armed Forces Day Flag was raised from the Town Hall Flag Pole on the where it remained flying for the whole of Armed Forces Week. The Parade then gave 'Three Cheers for her Majesty the Queen'.

After the Flag Raising Ceremony the Parade Marshall (Tony Eglin) 'Marched' the Parade down Duke Street, saluting the 'AE1 and AE2 Memorial' in Ramsden Square before joining up with, and 'Heading Up' the Barrow Carnival Parade along Abbey Road as far as the Duke of Edinburgh hotel. A second Salute was given at the Coronation Gardens 'Barrow Blitz' Memorial on the way. The Armed Forces Parade then 'Left Wheeled' into Holker Street to the Royal British Legion for a Social Afternoon.

At the Legion there were refreshments for the Cadets and other Parade participants and, at 1130, we were joined by Mrs. Hensman, the Lord Lieutenant and our BAe guests. After the Standards were 'Marched In' I was honoured to welcome and introduce the Lord Lieutenant who then made a speech during which she highlighted the importance of the Armed Services and the various Service Associations particularly mentioning the Cadet Forces. After her speech the Lord Lieutenant and our other guests met members of the Groups and Veterans Associations. All in all, it was a most successful Parade.

SUBMARINE CONFERENCE LOOKS TO THE FUTURE AT HM NAVAL BASE CLYDE

Hundreds of submariners of all ranks gathered for their annual conference, held in the HMS Neptune Supermess at HM Naval Base Clyde on Wednesday, 6 June 2018.

The conference was hosted by Commander Faslane Flotilla, Commodore Jim Perks and Assistant Chief of Staff Submarines, Commodore Bob Anstey with the event opening with a video address from Fleet Commander, Vice Admiral Ben Key.

The theme of this year's conference was "Innovation for the Future" and this was touched on throughout the day, with many of the presentations highlighting how innovation and change will impact on the future of HM Naval Base Clyde.

The Base will be the future home of the entire UK Submarine Service with the last two Trafalgar class boats moving from Devonport to the Clyde by 2020, the final four Astute class will join their three sister boats there by the mid-2020s and the Dreadnought Class of deterrent submarines expected in service from the early 2030s.

Indeed, DREADNOUGHT was the focus of this year's key note speech, presented by Mr. Paul Blythe of BAE systems. The presentation included a computer-generated 3D fly through of the future Royal Navy submarine.

Comparable in size to the Vanguard class submarines, the next generation of nuclear deterrent submarine is widely considered to be one of the world's most complex engineering challenges. Technological advances, threat changes and new methods of production mean the submarines will be a completely new design.

One of the new design features is innovative new lighting onboard, which will allow the crew to simulate night and day – a first for a Royal Navy submarine.

Work has already started on the new Submarine Escape, Rescue, Abandonment and Survival (SMERAS) Training Facility, which will see the Naval Base become the Submarine Centre of Specialisation. The facility is due to complete in May 2019 and will provide highly specialised training for submariners well into the future.

After lunch, Rear Admiral Submarines, John Weale OBE, addressed the audience to thank the Submarine Community and the wider Submarine Enterprise for their continued hard work and support over the last year. He spoke of the change of operational focus from engineering to capability and warfighting, highlighting the importance of innovation in Scotland and in the wider Royal Navy. For the Royal Navy to retain its world class capabilities then it will have to continue to innovate, adapt and evolve to meet the changing operational circumstances.

Conference organiser, Commander Jim McGuire said: "This is one of the key events in the Submarine Service regimental calendar and I was pleased to see that it was well attended by all areas of the submarine enterprise. "It is important that we continue to develop the format of the conference with the aim of reaching as many of our fellow submariners as possible."

BASE CELEBRATES THE YEAR OF ENGINEERING

Staff at HMNB Clyde recently marked The Year of Engineering by holding a celebratory dinner in HMS Neptune's Warrant Officers and Senior Rates Mess. Some 120 engineers and guests from all branches of the Naval service, along with industry partners attended the dinner which was hosted by Captain Carl Lias, Superintendent Fleet Maintenance at Clyde.

Commander Stephen Metcalf, who helped organise the event, said: "It was fantastic to see such a breadth of engineering talent from across the Royal Navy and our Industrial Partners together in the

same room. It was an excellent opportunity to network, socialise and to discuss how engineering has changed in technology but the spirit of the engineer remains the same."

Following the excellent meal Captain Lias introduced the Guest of Honour, Warrant Officer 2 Allan Mason who is the longest serving person in the Royal Navy and celebrates his 50th year in regular service in August this year.

This was followed by guest speaker, Iain Stevenson, Managing Director Naval Ships, BAE Systems who took the guests from the present day into the future of naval engineering by covering the latest developments and the national shipbuilding strategy. Also attending the dinner was Commodore Eric Thompson, former Naval Base Commander and author of "On Her Majesty's Nuclear Service".

Cdre Thompson said: "I thought it was superb evening and so different from anything I have attended before in all my years at Faslane. It was also such a privilege to be sharing a table with Allan "Perry" Mason - living history"

The Year of Engineering is a government Campaign, which celebrates the world of engineering. It also forms an important part of our Industrial Strategy which is committed to boosting engineering across the UK, ensuring everyone has the skills needed to thrive in a modern economy. This special dinner was held to promote and help celebrate the year-long event.

Over one third of the Royal Navy's personnel are engineers and the Navy have always been a deeply technological service, and never more so than today. The future strength of the Royal Navy relies on its ability to innovate and use technology to retain advantage over potential adversaries and to work effectively with allies.



Royal Navy personnel and Industry Partners from around the Base enjoy a meal together to celebrate The Year of Engineering

LOOKING FOR SUBMARINE COMMISSIONING CREW LISTS

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

Diesel Boats:

PORPOISE, RORQUAL, GRAMPUS,
NARWHAL, CACHALOT, WALRUS, OBERON,
ONYX, ORPHEUS, ODIN, OTUS & UNICORN

Nuclear Boats:

TRIUMPH, VIGILANT, 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'

Dundee International Submarine Memorial

This year's Dundee International Submarine Memorial - Annual Service of Remembrance - will take place at 1100 on Saturday 8th September 2018.

For those planning to attend this event, thanks to the new V & A which opens on 15th September, there are a number of new hotels in the city.

These include a Premier Inn (<https://www.premierinn.com/gb/en/hotels/scotland/tayside/dundee/dundee-centre.html>) and Hotel Indigo (<https://www.facebook.com/HotelIndigoDundee/>).

The latter Hotel is the remarkable transformation of a former jute mill overlooking the Memorial Site.

E MAIL ADDRESSES

Our 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

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."

Taiwan's Ancient Submarine Will Reach an Astounding 80 Years in Service

Life expectancy varies between ships, but U.S. submarines generally stay in service for around 20 or 30 years or so. Taiwan, however, is planning for one of its submarines to reach age 80. On Jan. 21, 2017, Taiwan announced that the 72-year-old SS-791 HAI SHIH, or SEALION, will receive a retrofit allowing it to continue sailing until 2026. The \$19 million retrofit will be to improve the hull and the diesel vessel's "navigational elements," Taiwan News reported.

Eight-zero. That's a remarkable lifespan for a submarine, and the HAI SHIH is already the oldest submarine still in service with a navy anywhere in the world - she looks like she traveled decades into the future through a wormhole. Before she was HAI SHIH, she was the U.S. Navy submarine USS CUTLASS, a 1,570-ton Tench-class vessel that launched on Nov. 5, 1944 during World War II. Her wartime service was brief, and CUTLASS didn't reach her first patrol zone near the Kuril Islands until the day after Japan capitulated.

When the United States sold her to Taiwan in 1974, it sealed up CUTLASS's 10 torpedo tubes—six forward and four aft—and she became the Hai Shih. Very little has changed internally, apparently, but she still works. A few years ago, researchers with the San Francisco Maritime National Park Association took a tour of the ex-Cutlass. "It was absolutely stunning how little has changed," they wrote. "Equally stunning, is the high grade of

operational condition.” At the time, the 311-foot-long submarine still had a World War II era Arma Mk 7 gyrocompass—one of a handful still working anywhere.

“Virtually all examples of these compasses were removed from the boats in the late 1950s and replaced with a smaller, easier to maintain (although less accurate) Sperry Mk 18s or later, modern Mk 19s,” the researchers wrote. “When we entered the control room there was the Arma gyrocompass, right where it should be, spinning, pointing north, and in use.” “Over and over again this would happen during our time on these boats. We would find equipment running in perfect order that we had not imagined was retained or maintained.”

It’s unclear if HAI SHIH and the almost-as-ancient HAI PAO, Taiwan’s former Balao-class submarine that launched on Nov. 7, 1944 as the USS TUSK, are capable of combat. If the HAI SHIH retrofit is successful, then HAI PAO’s service life could also be extended, according to Taiwan News. Taiwan uses the submarines for training purposes, although sporadic reports citing Taiwanese officials over the years have indicated that their torpedo tubes had been unsealed. They are also capable of laying mines. “Torpedo rooms forward and aft were operational and both carried test torpedoes,” Jane’s Defense Weekly reported in 2002.

“The Navy command recently took the unprecedented step of telling the media that [Hai

Shih] was on an offshore mission, thus dispelling doubts about the World War II-era submarine still being useful and safe the next century,” Taiwan News noted. But even if Hai Shih and Hai Pao are not combat-capable, the submarines could still be useful as reconnaissance vessels. They certainly would not match the Chinese navy, which could send dozens of submarines into Taiwan’s waters along with sub-hunting destroyers and aircraft. Then again, if the antiques can still bite, they might pose a threat to some surface ships such as transport vessels.

Two other Taiwanese submarines, both Dutch-built Chien Lung class boats—based on the Zwaardvis class—carry torpedoes. And while those submarines are getting on in years, too, as they date to the mid-1980s, at least they’re not from World War II. For Taiwan to build its own submarines would be an expensive—although not impossible—proposition requiring hard-to-find foreign assistance, and countries abroad have been wary of damaging relations with China by selling Taiwan modern subs or the technology to build them. Taiwan has been researching how to do it, but it’s slow going. So, Taiwan, at least right now, doesn’t have many options but to keep its creaky, ancient submarines in service for a little while longer.

BOOKS

Four books for you all to think about this time – all Submarine related. My thoughts on each of the books first followed by those of the authors and publishers

The first book – ‘The Grey Wolves of Eriboll’ by David M Hird will be of interest to those who study the naval history of WWII and particularly the fate of the German U-Boats post WWII. This book describes the surrender and final disposal of those U-Boats which were directed to Loch Eriboll following their surrender to Allied forces. This is a new version of the book. Some of you may have read the previous version but this edition includes new information - shining a light not only on the individual U-Boats but also on the men who manned them and those who accepted their surrender and final disposal.

All those who have been following the discussions on surrendered U-Boats on the ‘Friends of the Submarine Museum website may find the release of this book most timely.

The second book is ‘The Astute Class Submarine – 2010 to date – Owners Workshop Manual’ by Jonathan Gates. Most of you will be familiar with the Owners Workshop Manual format – especially those of you who are car enthusiasts. In more recent times the Haynes Series has been expanded to

include military subjects – aircraft, tanks and warships and even HMS ALLIANCE. Now attention has moved on the Astute Class Submarine. As some of you may have worked in the Barrow Shipyard on the Astute project, in MoD Abbey Wood or even have served on one of the Astute Class boats you will probably be surprised – as I was - at the level of detail on the submarine, its systems and equipments. The Official Secrets Act springs to mind for the retired Submariners and for currently serving Submariners. However, as described in the book, the MoD has been instrumental in assisting the Author although he tells me that it still took eight months for the relevant MoD departments to trawl through the book before authorising publication!

The third book is a novel ‘The Voyage of the Stingray’ by Richard Steinitz. Richard is an Israel based author. His book is the story of a futuristic design of nuclear powered submarine especially developed by the United States Navy for covert operations in ‘littoral’ waters. The design features of the Stingray as described sound quite fantastic but are probably not too far away from the ideas in the mind of the military and secret services.

The story mixes various themes together in a quite readable way – submarine design and operations, the

Middle East terrorist threat, undercover agents, the career and concerns of the submarine commander and includes the obligatory love interest. This involves the submarine commander and an attractive and intelligent female doctor who finds herself, unexpectedly, onboard for the whole of a covert deployment from the US to the Middle East. One unlikely aspect to the story for the Submariner reader is the sudden deployment of an unproven new design of vessel with a first time Commanding Officer and a new and untried crew. Those familiar with the long and torturous design stages, development and trials of a nuclear vessel will wonder at the apparent limited amount of 'Setting to Work', 'Harbour' and 'Sea Acceptance Trials' – and no mention of a Submarine Sea Training Authority with their 'Safety' and 'Operational' Work Ups. However, it is a good yarn and is one of those stories which keeps your interest and will keep you awake into the early hours to find out what the outcome of the covert operation is and whether the boy gets the girl!

The fourth book is 'Polaris – The History of the UK's Submarine Force' by Keith Hall. This is a very timely book – being released in this - the 50th Anniversary Year of the first UK Polaris 'Deterrent' Patrol – the first of 229 such Polaris Patrols - providing an unbroken 'Continuous at Sea Deterrent' by the 'RESOLUTION Class' Submarines, now being continued by the 'VANGUARD Class' with their Trident Missiles and soon to be followed by the 'DREADNOUGHT Class' Boats.

Keith Hall has done his homework well, not only describing the Polaris Submarines, their designers, the systems, the builders, the operators but also describing in great detail the long and slow build up to the Cold War (it started long before most people realise) and culminated in the Deterrent Programmes. If you, as many of us were, serving in RN Submarines at the start of the Polaris Programme there are names many of you will recognise and faces in the photographs to remind you of some names you may have forgotten.

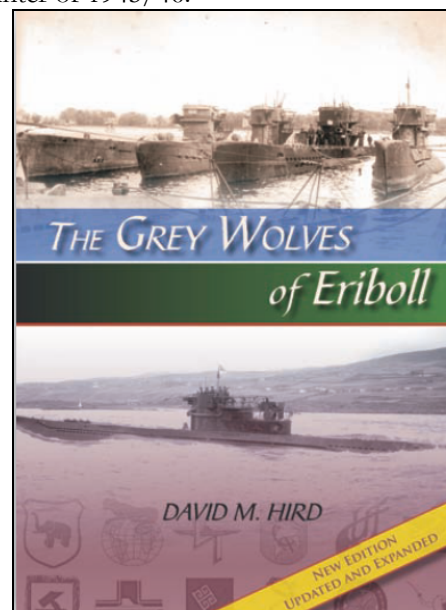
A good read and recommended to you all.

And now follows the Publishers recommendations of these books!

THE GREY WOLVES OF ERIBOLL

The surrender of the German U-boat fleet at the end of World War II was perhaps the principal event in the war's end game which signified to the British people that peace really had arrived. It is little known that the majority of the surrenders of U-boats on active west-European sea patrols in May 1945 were supervised in Loch Eriboll, an isolated sea loch on Scotland's far northwesternmost coast.

This revised, updated and expanded new edition gives career details of not only the 33 commanders who accompanied their boats to Loch Eriboll but also of a further 23 previous commanders of those U-boats, including four who might be considered 'Aces' because of the damage they inflicted, sinking and disabling Allied shipping. The book also features an analysis of the Allied naval operation under which the surrendering U-boats were assembled in Scotland and Northern Ireland; asks who first contacted those U-boats after the capitulation armed British trawlers, frigates of the Allied navies or aircraft of the Royal Air Force; and discloses how U-boats spared destruction were distributed to the navies of the USA, France, USSR and the Royal Navy. Also revealed are more unpublished recollections of British and German naval personnel present at the Loch Eriboll surrenders and how 116 surviving U-boats came to be sunk in the waters of the Western Approaches in the winter of 1945/46.



The Grey Wolves of Eriboll includes a wealth of historical insights including the German Surrender Document; detailed descriptions of the construction, service careers and circumstances of each surrendered U-boat; details of the frigates that supervised the surrenders, contemporary newspaper reports and descriptions of the naval Operations Pledge, Commonwealth, Cabal, Thankful and Deadlight, each of which involved Eriboll U-boats. The mysteries surrounding Hitler's yacht and the alleged 'Norwegian Royal Yacht' (which did not exist at the time) are also explored.

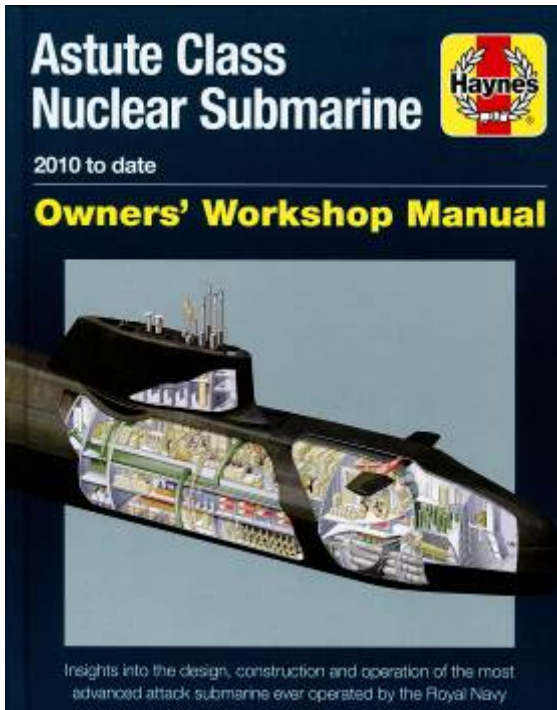
The pivotal role played by Loch Eriboll in ending the U-boat menace is little-known and lesser celebrated this book rights that wrong.

ISBN 978-184995-165-4 240 × 170mm 288pp
liberally illustrated with b/w photos and maps
£18.99 April 2018.

THE ASTUTE CLASS NUCLEAR SUBMARINE OWNERS WORKSHOP MANUAL

By Jonathan Gates

When HMS ASTUTE was commissioned into the Royal Navy on 27 August 2010 she was the first in a new class of advanced 7,400-ton nuclear-powered fleet submarines. ASTUTE was followed over the next few years by HMS AMBUSH and HMS ARTFUL, the initial batch of a planned class of seven boats.



Astute class submarines are among the most complex and challenging engineering projects ever undertaken. In this manual Jonathan Gates tells the fascinating story of the genesis, design and construction of such a complex submarine, built to survive the crushing pressure of the deep ocean, diving and surfacing many times during a 25-year life span. The anatomy of the boat is examined in detail, as well as the intricacies of the submarine's systems that allow it to operate and the combat system that enables it to safely go in harm's way.

HMS ASTUTE is one of the most powerful submarines of its kind, able to carry up to 38 weapons - more than any of her predecessors. She can embark a mixture of the newest versions of Spearfish heavy-weight torpedoes and latest Tomahawk land-attack cruise missiles. They give her the ability to attack enemy submarines and surface ships with force and to deliver a precision strike against land targets up to 1,600km away.

To detect her underwater adversaries ASTUTE has a sonar with several arrays integrated into a single system, giving her probably the most sensitive sonar of any deployed by a submarine today. This, and her stealth features, gives ASTUTE unique advantages

and makes her ideal for detecting and tracking enemy vessels while remaining unseen.

The nuclear reactor and its associated equipment are also explained, revealing how the system supplies not only power for propulsion and electricity generation, but also the means of producing fresh water and oxygen. This enables the crew to survive while the submarine remains submerged for up to 90 days, during which time she could circumnavigate the globe. Unlike ASTUTE's predecessors, her reactors do not require regular refuelling but are fuelled for life.

Through his meticulous research, which has included interpreting unclassified sources from throughout the defence industry, author Jonathan Gates has brought the ASTUTE story to a wider audience. The Haynes ASTUTE Class Submarine Manual is fully illustrated with over 300 colour photographs and diagrams, many of which have been specifically commissioned for the book. The result is an authoritative and unique insight into one of the world's most capable and technologically advanced submarines.

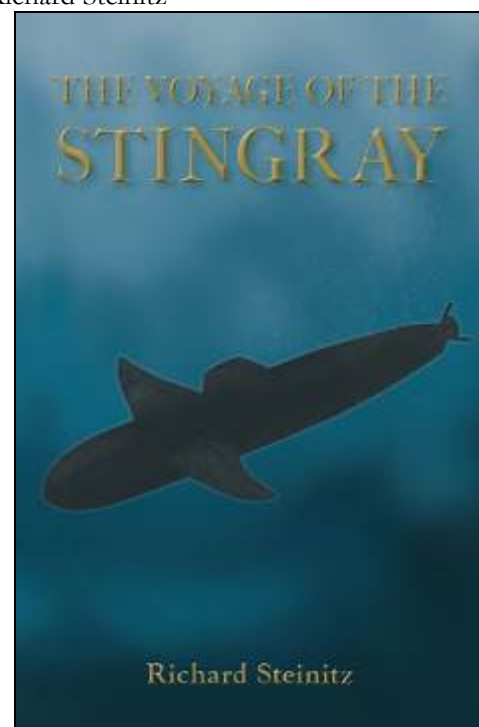
Professor Jonathan Gates is a consultant whose career in defence began in 1974. His projects have been wide-ranging, but he has continually returned to naval engineering. He has written many papers and several books on naval topics, including the Haynes Type 45 Destroyer Manual, and has lectured worldwide on naval engineering.

Hardback, 188 pages

ISBN 978 1 178521 071 6 Haynes Publishing £25.00

THE VOYAGE OF THE STINGRAY

By Richard Steinitz



I have had a love affair with ships and the sea ever since I was ten years old! They have constituted a large part of my dreams, and my readings.

Therefore, I am thrilled to announce that my new novel – "The Voyage of the Stingray" is now available on Amazon as a Kindle e-book, and in paperback!

'The Voyage of the Stingray' is a Nautical Adventure, full of surprises, suspense and intrigue

A new, top-secret type of submarine – USS Stingray (SSL 1001) – is being developed by the US Navy.

Commander Jeff Woodbridge is given command of the SSL project after it broke its first captain and killed the next one! Assistance comes in the unlikely form of an MIT dropout sent to help them with their new electronic toys. Slowly the captain and crew learn how to use it and to take advantage of its special talents – small size, stealth and littoral (close to shore) operations.

NCIS is sent to investigate the death of the previous captain and discovers it is not an accident!

Stingray is dispatched on Sudden Deployment, and sails on two hours' notice – leaving part of the crew behind. The boat's medical officer, Dr. Ellyn Gross, sails with her, contrary to Navy regs. In addition, an unintentional stowaway is found.

Stingray heads for the Middle East, takes on a SEAL team and heads for the Iranian coast! To find out more, you will have to read the book!

ISBN 978 1 98391 2009

<https://www.facebook.com/RichardSteinitzBooks>

POLARIS

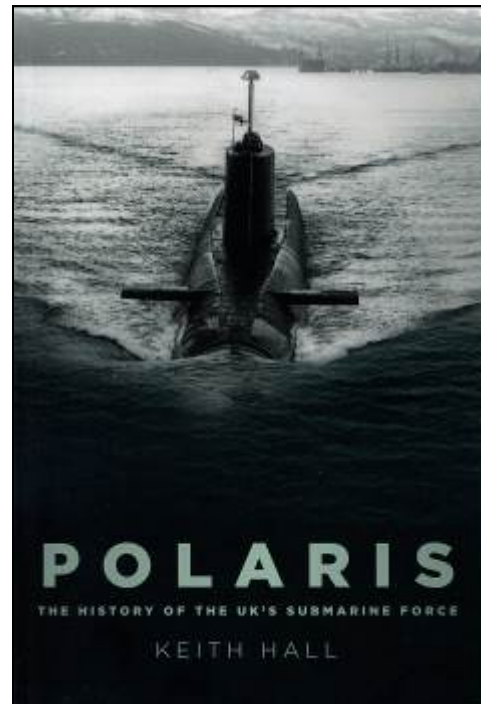
The History of the UK's Submarine Force

By Keith Hall

Between 15th June 1968 and 13th May 1996, the Polaris submarines of the 10th Submarine Squadron carried out a total of 229 patrols, travelling over 2 million miles. Wherever you sit on the nuclear debate, it makes an impressive tale; delivered on time and on budget essentially by a small group of Naval Officers and Civil Servants, the Polaris

programme ensured that Britain had a 'Continuous at Sea Deterrence' (CASD) for twenty-eight years.

Polaris is not just the history of the weapons, submarines and politicians: it is the history of those who were there. Combining through history with personal memories and photographs, Keith Hall has created a long-lasting legacy to a fascinating project and provided an insight into a world that no longer exists.



Keith Hall was a Health Physics specialist at HM Naval Base, Clyde and served in the Royal Navy for over thirty years in On and Offshore positions in support of the Naval Nuclear Propulsion Program. He has previously written 'Rosneath and Gareloch', 'HMS Defiance: Plymouth's Submarine Base', 'HMS Dolphin: Gosport's Submarine Base', 'Submariners' Tales from the Deep' and 'Clyde Submarine Base' for the History Press.

ISBN 9-780752-451770

160 pages £14.99

www.thehistorypress.co.uk

SUBMARINE K.26 - THE STEAM SUBMARINE

By Jack Philip (Nick) Nichols O/N J98553 (Continued from In Depth No.60)

ALL THE WORLD'S A STAGE

When asked as a schoolboy to declare what I had in mind after my fourteenth year, for this was when, in those times we parted with our schoolmaster's, and put upon us the long trousers, the symbol of the eager wage slave, I was non-plussed, and not for the last time either, the most recent example being yesterday morning, a circumstance I do not mean to relate now because I am talking about things over forty years ago. I was torn between a desire to be a Baker, this only for the mere reason that I liked the smell of new bread. I wanted also to be an Acrobat, a drummer in a municipal band, a well-known Actor, a train driver, and after reading some Dickens, a Beadle. It was pointed out to me by someone much older that the profession of Beadle had now ceased. This shortened my list by one, I knew without telling that bread was still being baked, as I could still smell it at Esslins on the way home from school. A few minutes on the wall-bars with an ex-Army P.T. instructor convinced me that some-how I had neither the muscles nor the endurance necessary to be an Acrobat. I found

www.submarinersassociation.co.uk

ten out of twelve other boys wanting to be train drivers too, so rather reluctantly I deleted my name from the Masters of Steam and Smoke. On enquiry I found that, in order to be a well-known actor, I would need a long apprenticeship, a large sum of money to start with, and a good voice. As without items two and three I could not have item one the British Stage has had to do without me. My voice was then squeaky, often imitated by bigger boys who got, rounds of applause, but I don't think applause would have been forthcoming for my original words. Then of course there was my Cockney accent. So, I was left, so I thought, with only the prospect of being a drummer. This prospect disappeared quickly, for in an interview with a stout "chentleman", yes that's what he called me, and I supposed him to be one too. I was asked some questions as to my knowledge of music. I am afraid I was rather vague as to the duties of a little drummer boy. I was green enough to think that he just ad libbed. I really thought that al. the oboes, violins, cellos, trumpets, bassoons etc., played perfect music and that the drummer merely decorated it with an occasional tum! tum!, or perhaps a bom! bom! I thought a knowledge of crotchets and quavers un-necessary, I though a drummer was at liberty to bong away like mad as long as it sounded good. This left my list with 'Baker'.

I might have been 'Nick the Bread' but for two things, one was Southey's Life of Nelson, and the other a visit to a bakehouse in Isleworth. Up until then I had led a sheltered life, I had never, as far as I knew, seen a cockroach. There were so many cockroaches in that bakehouse that it occurred to me that ship's biscuits might have their points.

I decided. I would join the Navy. As a means of parting with cockroaches damned silly, a chap told me once there was a formula for buoyancy of a ship and it took into consideration the possible weight of them aboard and it was, if I remember, a right nasty proportion.

I regretted my decision to join the Navy about half an hour after leaving a boat that had brought me from Harwich across to Shotley to join HMS GANGES, a shore training establishment. But in the dog watches I regretted much more the fact that I had not really worked on some of the things I had had a yen for. I could never really go to a theatre or indeed a cinema without imagining that; but for a measly sum of money scraped up, a Cockney accent eliminated, and one or two other things like a couple of cubits added to my stature, I might be the star up front. Well, it was worse for a chap in L25 whose name was East, he had been stage-struck in a way, roughly one hundred times stronger.

From the age of three, I was given to understand, this chap East had wanted to be an actor. I could not have known what an actor was at the age of three. Nevertheless, his unfeeling father had put him into the Navy more or less by signing papers in advance and changing the locks on front and back doors, intimating to his son that should he return at Christmas or better still, the next Midsummer in a sailor's suit and carrying a bundle, and some ship's tobacco, he would not only be glad to see him, but would throw him down a key, back or front whichever he preferred. East told me he had tried first to get, taken on locally as a tram driver but, being rather short he found difficulty in seeing over the bows of the tram. Provided with a box to stand on he thought he was alright, but to ring the bell, which was foot operated he had to jump down from the box, and when the bell had rung, it sometimes misfired. When operating the bell this way he could not see the road or track ahead, and when his bell misfired twice he remained down long enough to run into the tram in front.

He said the 'Dong' thus achieved was remarkable, much louder than the bell would have been if it had rung, if you follow me. I was given to understand that the date he joined the Ramsgate Tram Company was also the date he left, being credited with only four hours paid work and £50 worth of damage to trams. The Pierrots had gone home, the beach shows closed, he found a friend at last in the Recruiting Officer, he joined, he ran, he saluted, he rowed, sailed, sewed, shot, climbed, did everything he was told to do, it was to him acting experience. "Once out of this lot laddie, I'll be expert at Naval parts, I'll show 'em". There was one drawback however. I hesitate to mention it, but it is true and has to be recorded. He was shy of the full number of his marbles. Only a few, one or two or, at the most three. Well, say four, and I'll not go any further. One thing against many, he could not see when people were having him on, pulling his leg, taking the mickey. Which was sad.

It occurred to East that here he was amongst lots of chaps who had perhaps a talent, for strutting the boards. By some mischance he did a Submarine Course and landed in L23. He was given, with another man to the Torpedo Gunners Mate to do the Torpedoman's equivalent of plough, and mow and reap and mow. About three days later the T.G.M. sent the other man away, shut the watertight door of the fore-ends and spoke kindly to East. In order to impress East with his earnestness he took out the photograph of his wife and the photos of his small son and even smaller daughter. In slow solemn tones he told East that "he wished to remain alive, he wished no widowhood for his wife, no orphaning of his children. In order that such a thing should be possible, he proposed a way of working never expected in such an important piece of the arms of a country as a Submarine.

"East, my boy" he said, forget all they told you in the training ship about initiative, for in three days you have four times risked sinking the boat by opening the wrong valves. You have twice filled a fuel bottle in one of my torpedoes with plain water, you took the propeller clamp off one torpedo and it ran cold, by the grace of God the igniters were not in when, of course, all three of us would have been asphyxiated. "In future, East, listen, do

just what I tell you, do nothing in advance, or in order to please me, do not take any task out of the hands of Finch the other Seaman Torpedoman. Thus, we may remain alive all three of us. Even to the end of the commission." East replied "Righto T.G.M. I'll just give the torpedoes a rub with emery." The T.G.M. held up his hand. "You miss the point. I shall tell you what to do, if for some reason I am not present, do nothing but wait for me to appear, you will be my Trilby, and I will be your Svengali." East brightened up. "Oh yes I remember that play." The T.G.M. said. "We are not playing, this is real life, you fetch, you carry, on no account touch anything electrical, and open no valves, shut no valves, we were without lights twice yesterday because you shoved two wires under the same terminal." East nodded "O.K. T.G.M. I'll soon get used to it, what'll I do now?" The T.G.M. looked around. "Put a shine on the fore ends steel deck." "Right". East got the emery the sperm oil and happily zizzed away. The T.G.M. replaced his photos, opened the watertight door and let in Harry Finch. To him he said, "If you see East here doing any work, ask him who told him to do it, if the answer is nobody, stop him, you may hit him with a body spanner if you like, to stop him that is." "All right T.G.M.". The T.G.M. went aft to get his tot.

"He's a bit of a worrier the T.G.M. isn't he?" Harry Finch said, "Not really". East looked up dreamily from the emerying, "I'd cast him for Dubedad in The Doctor's Dilemma." "Is that good?" "A very good part, lots of meaty lines". East had come out from England with a play already written, all the parts were there in big round hand writing. The cast was on a separate, pasted in pieces, some notes of the action details of the scenery when made, descriptions of the parts. For some time when L.23 was alongside CYCLOPS he had been casting. He did it in a simple way. He'd walk up to some unsuspecting Stoker or Seaman and say "You walk very well. Have you ever acted, trod the boards you know? Well an admission of walking on as second halberdier out of three in a school play would get you a part in East's thriller. "See what you think, read the part out aloud when you're alone." Funny thing was, the play was rank arrant nonsense, and several of the proposed cast found it so hilarious that they stood in turn at the door of the submarine crew's bathroom in the CYCLOPS and read their parts aloud to a delighted audience of naked well-soaped Seamen, Stokers and Signal staff. Detective-Sergeant McAllister was a favourite one, he had to have a Scots accent, and so bad the casting, he being from Padstow in Cornwall, it was a delightful farce. When East appeared, the play reading stopped but like the good Thespian he imagined himself to be he slapped all his "actors" on the back and asked, "How's your part coming on, Laddie?"

As K.26 happened to be secured up next to L.23 I could not escape, I did not try hard, my memory of my missed opportunity to stump the boards, was with me. My accent with the years had got no better, but my voice had deepened with the years and I could say "Put that gun down, Chandler" with a chilling emphasis. I was just an ordinary constable in the play, which was another example of miscasting, I never knew any policemen of 5ft. 3½ inches. The play was something of a mystery to me, I didn't come on until the third act I think it was and all I know was that the hero Jim was at that time in the hands of the gang who were anxious to know the whereabouts of a lot of money and jools, with Jim rather reluctant to say. The gang leader very well cast - a little sinister looking Stoker, suggests torturing Jim. Well all the gang are in favour of this; round about 1930 torturing of people and animals had almost dropped out, and you never knew when it might come in useful. They make rather a debate of this, hot irons, versus various other uncomfortable things, all to give the audience a vicarious thrill. There were bludgeons which consisted of tightly rolled copies of the Times of Malta dipped in creosote for colour but unfortunately not quite dry and liable to give Jim large brown bruises. Everybody having said that their lines were perfect, a full rehearsal was to be held at which the public were not to be welcome. In fact, the Invitation was to stay away. East feared skylarking so it could not be in the CYCLOPS.

Eventually the word was passed to the cast "Rehearsal tonight 7 p.m. in L.23". East's own boat in East's own fore-ends, big enough if you ducked down under a suspended torpedo here and stepped round a big torpedo toolbox there. Plenty of lights rigged by Harry Finch, who had agreed to do lighting and props for his mate. The cast assembled down the boat - parts in hand. As there was only a single plank across from boat to boat an obliging big ugly Stoker called Baines stood by up top ready to whip the plank away if it looked as if there were to be any gate-crashers.

Down below the play droned on, there was one female part, a Signalman stood in for Nell or it may have been Sally, reading the part for cues, East hoping to talk an R.N. Captain's English maid into having a go at the part when it got into production. They got to the line. "I'll make him talk, tie him up". The gang with lots of business brought out nose and tail lines, pieces of oily rope and trussed Jim up like a parcel whilst he defied them with lines like "You will never find out from me where the money and jools are hidden." The Stage Manager or some other person got him to repeat this line several times whilst the tying up went on, and the lines of rope were passed round Jim and the rungs of the for'd torpedo hatch. When he was secured to the ladder doing alterations to his defiant expression as Signalman Kent shone the light of an Aldis on him in good imitation of limelight, the leader of the gang says, "So you think we can't make you talk

"Lefty, let's give him the water torture, ha! ha! That'll see if he's going to keep silent." There were a few "No, boss's" to impress the audience, if there had been one, the seriousness of the water torture. The dialogue

gives no clue whether it's cold water, hot water, running water, salt water, fresh water, clean water. In the stage instruction it said it was to be a slow drip... drip... drip down on to Jim's forehead, when he would show his contempt for the gang by gazing steadily ahead in the brilliant white light of the Aldis. But the jocular boys of the cast had so arranged at the cue line from Jim, which was "do your worst", to pour from the top of the hatch not only a couple of buckets of dirty water, but some potato peelings, a generous helping of once used tea leaves and some flour. It as a smash-hit, the cast felt, all but the star that is.

The time had wound on as time has a habit of doing it was five to nine, at nine the Duty Officer was due to visit each boat in turn. Normally he arrived on a boat across the plank, the Duty Stoker or Seaman reported battery fans run, ventilation shut off etc. The rounds arrived on L.23, no-one on the upper casing, it should have been East. Duty Cox'n holding torch before him goes down ladder of hatch standing on bound figure of Jim the hero. The explanation went on far into the night, the cast drifting back one by one to explain that it was only a rehearsal. Jim was untied. He remembered what the T.G.M. had said, he went in board the CYCLOPS to bath and shift. At nine next morning he stood in the fore ends - the pool of wet rubbish around him. The T.G.M. came down, he'd heard about it, the grapevine has tendrils in Stoker's Messes that intertwine with P.O.'s Messes etc., even to the Wardroom, so it is said. The T.G.M. looked at East. East looked back. "Clear all this up" said the T.G.M. "Righto T.G.M." said East. East whistled "Come cheer up me lads" - then checked himself. The T.G.M. smiled "Carry on whistling East." East smiled, he continued, "To add something new to this glorious year.

Harry Finch came down the ladder, he knew all about it. "I'll give you a hand mate," he said. He did. You see you can have associates, assistants, juniors, directors, but what you really want in any situation is a Mate. Especially if you haven't got a full count of marbles. I am glad to be able to report that L.23's T.G.M. returned to the bosom of his family at the end of the commission, but I missed my big moment, I never had the chance to say "Put that gun down, Chandler" which I think would have been well received although it happened that in the play Chandler then actually shot me dead. That was my first and only line unless you count my dying groan, which I was told was pretty good. It was Bertram who gave me this piece of encouragement. You see I had this play so much on my mind that I used to dream about it and say my line and groan as I woke up. I asked Bert as man to man if he thought I had all my marbles. He said, "Yes Nick, I think you've got 'em all." Well Bertram was my mate, and you'd expect that from a mate, even if you were a few shy of the right number.
To Be Continued in Issue 62.

OBITUARIES

Lieutenant Commander Norman Douglas "Pip" Piper

The Submarine Community would wish to note the passing of a 97-year-old WW2 submariner who had latterly made his home in France. Lieutenant Commander Norman Douglas "Pip" Piper was commissioned as Temporary Sub-Lieutenant RNVR on 6th November 1942 and opted for the Submarine Service. His first Patrol was in HMS TUNA in the North Sea. He completed several Arctic Patrols in HMS URSULA and HMS TUNA. He stood by the commissioning of HMS UNSWERVING (appointed 29th July 1943) and in which he remained until the end of the war – first on Arctic Patrol, then from 1943, at Malta where he completed several patrols in the Mediterranean, surviving a number of depth-charge attacks and completing seven month-long patrols in the Aegean. He remained with HMS UNSWERVING until 1945. In May that year he was put in command, because the Captain was on leave, and Piper then brought the submarine back to UK (leaking like a sieve and leaving a trail of oil behind them all the way) from the eastern end of the Mediterranean (he had been at the liberation of Khios) to Gibraltar and continued up to Newcastle and into the Tyne. He was instructed through a loud hailer how to find the gate to get the boat into the correct dock. 'Pip' Piper continued to serve in submarines until 1946, mainly at Lisahally, where he was appointed First Lieutenant of U-3017 with Jimmy Launders as CO. In 1946, he was released from the RNVR and reappointed as Lieutenant, Royal Navy. Between 1946 and 1951, he served in surface ships including HM Ships CYNTHIA, ZODIAC, SEABEAR, BRAMBLE, TRIUMPH and JAMAICA.

He qualified as a Deep Diver in 1951 and automatically became one of the first Clearance Divers when the branch was formed in 1952. He was appointed as Officer-in-Charge of the Fleet Clearance Diving Team Mediterranean in 1953, serving under Mountbatten of Burma.

'Pip' went on to live as varied and adventurous a life after leaving the Royal Navy as he did while serving, finally settling in the South of France in the Bordeaux area. Before leaving the UK, he used to attend SOCA (as it then was) events from time to time and was involved in the French chapter of the RNA. Pre-deceased by his wife, Kay, he died in France on 20th May 2018. The Funeral was on Friday 8 June at 1400 at St Bartholomew's Anglican Church in Dinard near St Malo. The world has lost an adventurous and gentlemanly spirit.

[Thanks to Pip's daughter, Michelle, in New Zealand, and to Bill McLaren and Barrie Downer for contributions to this notice.]

COMMANDER KENNETH FREWER, OBE

Commander Ken Frewer, who has died aged 87, was one of the first of a new elite in the Royal Navy who commanded nuclear-powered, ballistic missile-armed submarines. Fifty years ago, to maximise the operational time of its new Polaris-carrying submarines, the Admiralty decided that each boat would have alternating captains and crews, and in 1967 Frewer was appointed the first commanding officer of HMS RESOLUTION (Starboard). In command of the Port crew was Commander Mike Henry.

Despite her destructive power, her size of 8,400 tons, and her battleship name, the submariners referred to her as a "boat". Both crews attended the commissioning ceremony, but Henry contrived to lead on everything related to setting Resolution to work. Henry's ambitions upset many, while the calm and collected Frewer did much to minimise the wariness of each crew towards the other.

Frewer overcame serious embarrassment in February 1968 during RESOLUTION's Demonstration and Shakedown Operation (DASO). Henry's DASO was a complete success, but on Frewer's turn weather conditions were worse and, while he was at a safe depth, the accompanying destroyer, carrying 35 journalists, ran down RESOLUTION's 100 ft tall telemetry mast. A replacement mast was fitted and "Reso", as she was known, successfully completed her second test-firing of Polaris on March 4. In command Frewer, who as captain of diesel-powered conventionally armed submarines had shown himself a fast-thinking, aggressive, but utterly poacher to gamekeeper - and proved adept at disappearing into the vastness of the oceans on months-long deterrent patrols.

When John Winton, author and Daily Telegraph obituarist, visited Frewer's boat he found the crew 'typically cheerful, cynical and competent - the very best people in the world to serve with', and he admired Frewer's approach to his "awesome responsibilities which hardly bear thinking about". One of Frewer's petty officers wrote: "I was honoured to serve with him - he was a tremendous captain, nothing fazed him, and he was a true gentleman no matter what the circumstances. His crew would have followed him even into the jaws of death."

Frewer earned the nickname "Fangio" because during quiet periods on patrol he would set up a Scalextric track, and with a car modified so that it would not run off when taking corners too fast, challenge all comers. Such qualities have enabled the British deterrent to remain at sea continuously since April 1969.

A doctor's son, Kenneth David Frewer was born on 8th April 1930 in Burton-on-Trent and educated at Shrewsbury School. He entered the Royal Naval College, Dartmouth, in 1947. As a midshipman in the cruiser Belfast he visited the war-torn ports of Japan, Hong Kong and China. In Shanghai, a few weeks before it was occupied by the Chinese Liberation Army, he met his future wife whose family had been interned by the Japanese in 1942.

He specialised in submarines, serving as a Lieutenant in 1952-53 with Henry in ALCIDE and passing the "perisher" in 1958. From 1958 to 1960 he commanded the submarines ARTFUL and FINWHALE and in 1962-63, as commanding officer of the Singapore - based ANDREW, he conducted special operations off the coast of Borneo during Kronfrontasi. All were delighted when he was promoted early to the rank of Commander. From 1964 to 1966, a time of sensitive collaboration with the US Navy whose technical expertise was so crucial to the success of Polaris, he was the responsible British desk officer on the offices of the Director General Ships at Bath, while Mike Henry served in the US. To the surprise of many, after appointments in the MoD, NATO and Defence Intelligence, Frewer was not promoted, and he retired in 1979. He worked briefly for Marconi on a new heavy torpedo, before finding a stronger focus for his talent with people as coordinator for a Help the Aged hospice in Taunton. He drew together a disparate group and moulded them into a well-integrated team under the chairmanship of Charles, Count De Salis, to raise millions of pounds.

Frewer lived for more than 40 years in Upton Scudamore, near Warminster, where he and his wife were deeply involved in the community and he was church warden at St Mary the Virgin. He was appointed OBE in 1972. In 1952 he married Gillian "Gilli" Sherwin, who survives him with two sons; another son predeceased him.

Commander Ken Frewer, bom 8th April 1930, died 23rd March 2018

SUBMARINERS ASSOCIATION MEMBERS 'CROSSED THE BAR' (reported 1st April 2018 to 30th June 2018) (***) WWII Service)

NAME	DATE/AGE	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
A (Alwyn) Parker	21st December 2017 aged 88	Petty Officer Telegraphist	Medway Towns Branch	July 1952 to July 1960	SCOTSMAN, ALARIC, AURIGA, SENTINEL, TOTEM & TIRELESS
T. (Trevor) Townend	9 th January 2018 aged 84	Chief Petty Officer (MEM)	Norfolk Branch	1952 to 1978	TUDOR (1952 to 1953), ANCHORITE (1954), SENTINEL (1954 to 1955), TRENCHANT (1956 to 1957), TUDOR (1957 to 1958), TAPIR (1958 to 1959), SEA DEVIL (1959 to 1960), WALRUS (1961 to 1962), RESOLUTION (S) (1966 to 1967 1st Commission Crew), REVENGE (1971 to 1973) & COURAGEOUS (1976 to 1977)
George E Nobes	15th March 2018 aged 92	Chief Petty Officer Marine Engineering Artificer	Gosport Branch	1958 to 1985	ARTFUL, ALDERNEY, FINWHALE on 'Commissioning' at Chatham on 27th February 1964, TRUMP & NARWHAL
Christopher J Peacey	24th March 2018 aged 93	Chief Petty Officer (TASI)	Gosport Branch	1947 to 1956	TRESPASSER, ARTEMIS (on 1st June 1950), TACTICIAN, TELEMACHUS, TIPTOE & TIRELESS
Roger G Law	25th March 2018	Chief Petty Officer (Ops) (Sonar)	Dolphin Branch	September 1966 to March 1984	OPOSSUM, NARWHAL, ASTUTE, COURAGEOUS (1st Commission), REVENGE (S 1982) & REVENGE (P)
James Jacques	28 th March 2018 aged 95	Petty Officer Telegraphist	Blyth & Wansbeck Branch	1943 to 1945 ***	H44, L27 & TRUANT, DA PROCIDA (It), JALEA (It) & GALATEA (It)
Gordon Hawick	2 nd April 2018 aged 81	Electrical Mechanic	Sunderland Branch	March 1955 to 1963	AUROCHS, TACITURN, TABARD, SEA SCOUT on re-commissioning on 28th July 1960, SEADEVIL, TOTEM & OTUS
W.E. (Bill) Anderton	11 th April 2018 aged 95	Able Seaman (HSD)	Dolphin Branch (ex Teeside)	July 1942 to March 1946 ***	SATYR on 1st September 1944, SEADOG & ULTIMATUM
J A (Joseph) Murphy	28 th April 2018 aged 93	Stoker 1st Class	Cheltenham & West Midlands Branch	11th January 1943 to 26th October 1946 ***	OBERON (N21), UNBENDING (P57) & TEMPLAR (P316)
J.K.M. (Eddie) Calvert	May 2018 aged 86	Chief Petty Officer OEL	New Zealand Branch	October 1952 to December 1971	SCORCHER, XE9, X53, THERMOPYLAE, ANDREW, TELEMACHUS, AUROCHS, TACTICIAN, ODIN & AMRHION
William H (Bill) Peel, DSM	3 rd May 2018 aged 97	Chief Engine Room Artificer	Welsh Branch	February 1943 to March 1957 ***	UPRIGHT, SEALION, SEANYMPH, STATESMAN, AMBUSH, EXPLORER, TAPIR & ANDREW
G.J. (Gerard) Conway	12 th May 2018 aged 53	Chief Petty Officer MEM(L)	Plymouth Branch	1986 to 2012	WARSPITE (1986 to 1989, UPHOLDER (1989 to 1995 1st Commission Crew), TALENT, TRENCHANT (1995 to 2007) & TURBULENT (2008 to 2012)

A.A. (Anthony) Brown	16th May 2018	Chief Radio Supervisor (SM)	Basingstoke Branch	August 1959 to October 1984	TUDOR, ALDERNEY, ASTUTE, NARWHAL (on recommissioning at Rosyth) on 5th April 1967, REVENGE (P) (1st Commission Crew) on 4th December 1969 & REPULSE
R. (Reginald) Hillier	20th May 2018 aged 81	LEM	Dolphin Branch	August 1956 to June 1963	SUBTLE, ACHERON, TRESPASSER, SERAPH & OBERON
H.G. (Henry) Bush	27th May 2018 aged 86	Control Electrical Mechanician	Portsmouth Branch	1972 to 1982	NARWHAL & OTUS
R.A. (Ronald) Erridge	29th May 2018 aged 81	Electrical Artificer	Northern Ireland Branch	June 1960 to October 1965	ARTEMIS (1960), ASTUTE (1961), GRAMPUS (1962 to 64) & ALLIANCE (1964 to 1965)
A. (Alan) Harvey	3rd June 2018 aged 71	Weapons Engineering Artificer	Dorset Branch	Not Given	WARSPITE, CHURCHILL, SPARTAN (2nd Commission Crew) & SPLENDID
G P (Peter) Arnold	3rd June 2018 aged 86	Able Seaman (GL3)	Burton on Trent Branch (founder member)	1952 to 1957	ASTUTE, ANDREW & SPRINGER
A. (Arthur) Giles	10th June 2018	Leading Seaman (RP2)	Medway Towns Branch	January 1952 to February 1957	ARTFUL & SPRINGER
L A J (Joe) Sutton	17th June 2018 aged 89	Stoker Mechanic	Beds & Herts Branch	December 1948 to December 1953	SIDON, SCYTHIAN, SIRDAR, SEADEVIL & TOTEM
Norman Thomas (Norm) Williams OAM	25th June 2018 aged 71	Warrant Officer (MTP) (SM)	Submarines Association of Australia	From April 1967	PORPOISE, ONYX (1968) & OVENS (on Commissioning at Greenock) on 15th April 1969

OBITUARIES – OTHER SUBMARINERS ‘CROSSED THE BAR’

(Reported 1st April 2018 to 30th June 2018 (***) WWII Service)

NAME	DATE/AGE	RANK/RATE	SM SERVICE DATES	Organisation	SUBMARINE SERVICE
Michael John Large	29th March 2018	Lieutenant Commander MESM	Not given	Submarine Officers Association	PORPOISE (1965), ALLIANCE (1970), WALRUS, OPPORTUNE, ONSLAUGHT & OBERON (RGD)
Paul William John Lewis	April 2018	Lieutenant	Not given	Submarine Officers Association	TACITURN (1958), AURIGA (1960) & OCELOT (IL 10th June 1963 & on commissioning on 20th January 1964)
Sidney V M Booker	April 2018	Fleet Chief Radio Supervisor	February 1959 to September 1978		TIRELESS, THERMOPYLAE, OBERON, EXCALIBUR, TACITURN, TRUMP on ‘Commissioning’ at Sydney in 1965, TABARD on ‘Commissioning’ in 1967, ANDREW & GRAMPUS

Bryan Garnet Smalley, RD, DL	18th April 2018 aged 86	Lieutenant Commander	1955 to 1969	Submarine Officers Association	SCOTSMAN, TOTEM, ACHERON, TABARD, PORPOISE (IL 7th March 1960), SERAPH (IL 8th November 59), AUROCHS (CO 16th April 1963) & VALIANT (XO 7th March 1967)
Gary Houston	April 2018 aged 53	Leading Hand	Not given		Submarine Service not given
Kenneth Coman	April 2018 aged 81		1960 to 1966		SCORCHER & WALRUS
W (Bill) Robertson	April 2018	Charge Chief	Not given		Submarine Service in RESOLUTION Class
Norman Evans	30th April 2018 aged 72	Leading Radio Operator	Not given		Submarine Service including ORACLE
Graham Edward Mason	14th May 2018 aged 88	Electrical Mechanician	Not given		SEASCOUT, THULE, TACITURN on commissioning in Sydney on 10th March 1964 & VULCAN
W (Bill) Welstead	May 2018 aged 94	Not given	Not given		Submarine Service in WWII
Frederick William Arthur Chapman	May 2018 aged 77	Not given	1959 to 1968		TOTEM (1959), EXCALIBUR (1959), AENEAS (1962 to 1964), ASTUTE (1965 to 1966) & ANCHORITE (1966 to 1968)
Ronald Rogers	May 2018	Not given	1942 to 1946		TALLY HO
Norman Douglas Piper	20th May 2018 aged 97	Lieutenant Commander	1943 to 1946	MW & CD Association	TUNA, URSULA, UNSWERVING (July 1943 to 1945, U-3017 & U-3515)
William F Wyatt	25th May 2018 aged 95	Chief Petty Officer Coxswain	From 2nd April 1942 ***	Submarine Coxswains Association	H33, ULTOR, TALLY HO, THOROUGH, CLYDE, SATYR, TRADEWIND, THOROUGH, SCORCHER, ARTFUL, AFFRAY, TOKEN, SCORCHER, ALARIC, DOLPHIN SETT, ANDREW, ARTEMIS & DREADNOUGHT (1st Commission Crew)
John Barrie Sadler	June 2018	Commodore (WESM)	Not given	Submarine Officers Association	Submarine Service including DOLPHIN, SCEPTRE (WEO) and SM2