



IN DEPTH

Official Newsletter of the Submariners Association

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



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The Submariner

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

Sir Winston Churchill 1943

EDITORIAL

Hello everyone from Barrow-in-Furness! Firstly, an apology for failing to include Malcolm 'Mac' Flowers name in the 'Crossed the Bar' List in In Depth No. 62 – he is in this time..

Well, here we are in 2019. I trust everyone had a very Happy Christmas and that the New Year brings everything that you wish for.

You will find all of the regular items in this News Letter although, now that we are past the 100th Anniversary of the Armistice in 1918, the Series 'Submarine Losses of WWI' has now reached its final report. Sandy Powell has sent in his report of the James Magennis VC Blue Plaque unveiling in Belfast and the PR team at Faslane has sent reports covering the Submariners Remembrance in November and RASM attending the Remembrance Parade in Edinburgh.

I have included an item about the recent location of the wreck of the Argentinian Submarine ARA SAN JUAN and the information provided by UK sources which helped in the finding of the submarine.

There is a short biography of Surgeon Captain Evelyn Richard Townsend – originally

sent in by Michel Bowers for an earlier Issue of 'In Depth'. Evelyn Townsend served with the Submarine Flotillas during WWI and into the 1920s. He developed the 'Townsend Test' used in checking for arsene gas in submarine atmospheres – it being a poisonous gas produced in small quantities when charging submarine batteries.

On the subject of biographies, I have been sent the memoirs of Lieutenant Commander (TAS) Desmond Gerrish who was involved with the early development of the Tigerfish torpedo and was also Squadron TASSO in HMS FORTH in Singapore. The extract in this issue concerns Submariners and Special Forces Ops in the Far East in the 1960s. The particular relevance is that the Special Forces was an SBS team led by Lieutenant 'Paddy' Ashdown, RM whose death was recently announced.

Included in this News Letter are details of the 2019 National Reunion and Conference – have you booked your place yet? Did your Branch submit its Proposals by the cut off date of 31st December 2018?

That's me for now! I'm hope you will find something of interest to read in this issue. Thanks to everyone who has contributed this time.

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. 64

Issue No. 64 will be published on 1st April 2019. Contributions are required to be with the Editor by 15th March 2019 – contact details on this page.

Cover Photo: Prince William lays wreath for Submariners who sacrificed their lives for Britain
(Picture supplied by Kensington Palace)

CHAIRMAN'S REPORT

Friends and Fellow Submariners,

By the time you are reading this you will, I hope, be fully recovered from the excesses of the Christmas period and telling anyone who will listen that you won't be doing all that again next year! In future you won't waste money on all that food which seems to get thrown out every year; all those mini-whatsits and exotic tasty-bites. Who needs them? Who actually enjoys 'burgers the size of a 50 pence piece or steak and ale pies no bigger than a mince pie? The shops up here in the west of Scotland shut for one day only but you still see people buying 4 loaves of bread, several gallons of milk and more potatoes than they can carry!!

We won't be buying all that again next year! Yeah, right!! Good luck with that plan!!

Now Hogmanay, that's a different matter entirely. I wonder how many bottles of whisky I will need to get through the celebrations.....

Have great time – you deserve it!

When Barrie Downer, our In Depth editor and compiler, sent me the wee reminder note that my Comments were due, he kindly included a list of all the articles and items he had already received for the publication. I have in mind for something to say to you, to tell you that it was a very comprehensive list of events and highlights and in fact left me with very little to write about, so I have had to search my mind for some matters which may interest you.

One item which did not appear on Barrie's list is the major milestone of CASD-50 which will take place in 2019. Now I know from conversations I have witnessed that there is some dispute regarding when the 'Continuous At Sea Deterrent' began. It seems to be a subject of great angst as to whether it was in 1968 or 1969 – so let me give you a timetable of events which will hopefully make matters clear.

In October 1967 Her Majesty's Government informed SACEUR that the UK Polaris force will be assigned and targeted once HMS RESOLUTION reaches emergency capability in March 1968.

March 1968 – HMS RESOLUTION obtains emergency capability. After this time, RESOLUTION, the only submarine available conducts a number of patrols (her missiles are live and could be fired) but the patrols are not continuous.

During this period both the RAF and Royal Navy are responsible for the strategic deterrent

30th April 1969 - Continuous patrolling begins when HMS RESOLUTION is "on station" & HMS REPULSE is preparing to relieve her.

June 1969 - HMS REPULSE "on station" after relieving HMS RESOLUTION. The cycle then continues and 'RESOLUTION relieves 'REPULSE in due course.

30th June 1969 - with two submarines in the cycle, REPULSE at sea and 'RENOWN and 'REVENGE on track to enter service the COS feel confident enough to end the transition period and transfer responsibility for the UK strategic nuclear deterrent from the RAF to the Royal Navy.

3rd July 1969 - Dennis Healey stands in Parliament and announces that the Royal Navy is now the sole carrier of the strategic nuclear deterrent and that the handover occurred on 30th June 1969.

Therefore, 50 years of continuous patrolling started on 30th April 1969 as the missiles of both 'RESOLUTION and 'REPULSE were assigned to SACEUR and command and control arrangements existed which enabled them to be launched should the Prime Minister authorise release.

I hope this will settle any arguments about when CASD began!

I know that a high-level and multi-disciplined committee has been setup to arrange and organise the many events which will take place throughout the country during 2019 to celebrate this remarkable achievement. The programme of events and venues will be promulgated and widely distributed early in the new year. This is truly something worth celebrating, something every one of us should feel proud of.

I'm sure that somewhere else in this worthy document you will be reminded that the annual Reunion and NCC will take place in Leicester during the weekend of 22nd – 24th March 2019. I hope that as many of you as possible will be able to join us for the Reunion and spin a few dits whilst sharing a pint or three with old 'oppos'. It is important that you get your accommodation and menu choices back to Mad Dog as soon as possible. Rooms are always in great demand so don't miss this opportunity. Of course, the NCC will take place on the Saturday forenoon of that weekend and plenty of warnings and reminders have been distributed regarding submission of Proposals and names for places on the NMC. Remember the cut-off date for these is 31st December.

When I sat down to start this I could think of nothing to say and now find I have probably chattered on too long. I would remind you as I do at this time each year that the worst of the winter has yet to arrive and that although we used to be immortal, we are now getting to that age when we really do need to look after ourselves and our

neighbours and oppos. If you have a branch member who is now getting to that vulnerable age please take a few moments to check-up on him and ensure that he has all that he need to get through the worst of the weather. I will sign off now and wish you all a very happy, healthy and safe New Year.
Lang may your lum reek
JMCM

NEW & RE-JOINING MEMBERS – 1st October 2018 to 31st December 2018

(20** = Serving Member)

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
Ivor Mckenzie	Able Seaman	Welsh Branch	1967 to 1971	PORPOISE, VALIANT, SEALION, (Spare Crew CACHALOT, FINWHALE & OBERON)
Hector F MacCallum	Chief Petty Officer WEA	Gosport Branch	1968 to 1988	REVENGE, SOVEREIGN, SPLENDID & TORBAY
John A Stott	Lieutenant Commander	Bath Branch	Sep 1977 to Nov 2009	CHURCHILL, WARSPITE, SUPERB, SWIFTSURE, SOVEREIGN & SPLENDID
Graham A Smith	MEM (M) 1	Australia Branch	1987 to 1992	REVENGE
Simon Powell	Lieutenant	Southampton Branch	Sep 1988 to Jan 1993	ONYX, TRAFALGAR & SPLENDID
Brian J Heyd-Smith	Lieutenant (MESM)	Scottish Branch	1972 to 2005	COURAGEOUS & COURAGEOUS
Stephen Webster	Warrant Officer	West of Scotland Branch	Not Given	Not Given
Chris S Franks	Commander	Gosport Branch	Sep 1992 to 20**	VALIANT/SUPERB, SCEPTRE, TURBULENT
Richard Stokes	Rear Admiral	Gosport Branch	1987 to 2018	REPULSE (S), RESOLUTION (P), OCELOT, TORBAY, SM Sea Training, 1 st Submarine Squadron
Thomas G Littler	LET (WESM)	Burton on Trent Branch	2011 to Mar 2018	VICTORIOUS, VIGILANT & VICTORIOUS
Jamie Reid	Able Seaman	Barrow in Furness Branch	Jul 2016 to 20**	VENGEANCE, ANSON
S S (Sam) Benzie	ET (MESM)	Barrow in Furness Branch	Jul 2014 to 20**	AMBUSH, AUDACIOUS
L D (Lee) Burke	Petty Officer	Barrow in Furness Branch	Apr 2003 to 20**	SUPERB, VANGUARD, ASTUTE, ARTFUL, ANSON
Michael J Corran	Acting Chief Petty Officer (SA)	Barrow in Furness Branch	Mar 78 to Jul 05	ORACLE, OCELOT & UNICORN
Gareth M Roberts	Petty Officer (MEM) (M)	Barrow in Furness Branch	Feb 87 to Oct 14	SUPERB, TALENT, TURBULENT & TRENCHANT
Colin M Altree	Chief (WEM) O	Barrow in Furness Branch	Jan 83 to Mar 08	ORACLE, RESOLUTION, REVENGE, REPULSE, VICTORIOUS, VENGEANCE, VIGILANT & VANGUARD
Graham Edwards	LMEM(M)	Dolphin	May 74 to Nov 85	REPULSE & VALIANT
Paul B Hanks	Cook 1	North Staffordshire	73 to 77	REVENGE, RENOWN, OTTER & SWIFTSURE
David Kent	Charge Chief WEA	Dolphin	Nov73 to Dec 90	RENOWN, COURAGEOUS & CHURCHILL
Dale Knight	Chief Petty Officer MEA	West of Scotland	Jul 75 to Jul 98	RENOWN, REVENGE & VICTORIOUS
Stephen R McLeod	WO1(CT)	West of Scotland	Jan74 to May 85	DREADNOUGHT (twice)
Steve E Norval	LMEM (M)	West of Scotland	Jul 75 to Nov 94	REVENGE & COURAGEOUS
John P B O'Riordan	Rear Admiral	Dorset	Apr 55 to Nov 78	ARTEMIS, SEADEVIL, ALLIANCE, FINWHALE, PPRPOISE, COURAGEOUS & DREADNOUGHT
Michael A Scott	ET (WESM)	Gosport	Apr 06 to 20**	TRAFALGAR, TURBULENT & TRENCHANT
Paul A Stock	Chief Petty Officer MA		Mar 76 to May 96	VALIANT, REVENGE, TIRELESS, CHURCHIL & TRENCHANT

Gordon J Vincent	Leading Cook		74 to 94	REPULSE (twice), TURBULENT, ODIN & WARSPITE
Phillip G White	LWEM (R)		81 to 04	REVENGE, RENOWN, TRAFALGAR, TALENT, VIGILANT & VICTORIOUS
Ian Wragg	LM (E)		Aug 66 to Sep 71	WARSPITE & CONQUEROR

SUBMARINE LOSSES OF WWI

In Summer 2014 I decided that I would include a regular article in 'In Depth' remembering all Royal Navy Submarines lost during World War One and all Submariners known to have died in that conflict. This is the final article in that Series and covers Submarines lost and Submariners known to have died in the 4th Quarter of 1918.

OCTOBER 1918

Three Submarines were lost in October 1918. One with all hands, one with significant casualties and one with no losses at all. Seven other Submariners are reported to have died – including one Submariner Victoria Cross holder.

SUBMARINE L10

Submarine L10 was sunk (with all hands) on the morning of 3rd October 1918 by gunfire from the German Destroyer S33. Lieutenant Commander Whitehouse made a torpedo attack on the German Destroyer S33 as it was engaged in trying to rescue survivors of its sister ship, the Destroyer S34, which had run into a minefield. In making his attack on S33 Lieutenant Commander Whitehouse inadvertently allowed the submarine's conning tower to broach the surface. This was sighted by S33, which then made its successful gun attack resulting in the loss of Submarine L10. L10's attack on S33 was eventually successful as the destroyer was so badly damaged that she had to be sunk by other German forces. Those lost in L10 were as follows:

Officers:

Lt Commander Alfred Edward Whitehouse, RN
 Lt Lawrence Sidney Bontor, RN
 Lt James Atkinson Wheatley, RN
 Lt Stanley Lionel Brinjes, RNR
 Artificer Engineer Harold Lindsay Smith DSC

Ratings:

CPO Alfred Albert Gurney O/N 163894
 PO Samuel James Hutchings O/N J6140
 L/Sea Martin Joseph Gleeson O/N 202170
 L/Sea Harry Link O/N 229291
 L/Sea Ernest George Whybrow O/N J19991
 AB James Augustine Banks O/N J14547
 AB Daniel Edwin Cox O/N J29385
 AB Thomas Herbert Epps O/N J23611
 AB Hedley Alexander Grant O/N J13016
 AB Joseph Greener O/N 237582
 AB Cyril James Hughes O/N J14422
 AB Ernest Frank McCarthy O/N J29831
 AB William Maynard O/N 211470
 Sig Edward James Pulman O/N J10926
 L/Tel William Frampton Baker O/N J21375
 Tel William Miller Weir O/N J/61125

CERA William James Miles O/N 269833
 ERA2 John Graham O/N RNVR/Tyneside/I/148
 ERA3 Percy Henry Bird O/N M10934
 ERA4 Norman Frederick Owen O/N M26288
 Ch Sto Frank Eyres, DSM, O/N 286254
 L/Sto Philip Henry Charlton O/N K10429
 L/Sto Harry Hayward O/N K8026
 L/Sto Harold Gordon Walkden O/N RAN 2294
 Sto Edward Richard Blackman O/N K5537
 Sto Alfred Thomas Denton O/N K16552
 Sto Stanley Ernest Elkington O/N K25018
 Sto George Henry Hawkins O/N K13085
 Sto Frank Ernest Hutchings O/N SS116833
 Sto Frank Langston O/N SS 114866
 Sto Arthur Walter Nunn O/N K26311
 Sto Cornelius Rawson O/N K13807
 Sto John Alexander Stewart O/N K25780
 Sto Festy Walsh O/N K30492

SUBMARINE E2

One member of the crew of the Submarine E2 died on 8th October 1918. It is reported that he died from pneumonia. He was:

Stoker John Griffin O/N K22537

SUBMARINE C12

Submarine C12 was sunk at Immingham in October 1918. The submarine was manoeuvring in the harbour when there was a failure of the Main Motors. Before control could be regained the submarine was driven against a Destroyer alongside the Eastern Jetty and the submarine was holed. As the submarine began to sink the First Lieutenant sent 'all hands-on deck' whilst he remained below. Just before the submarine sank completely the Commanding Officer joined the First Lieutenant in the Control Room having shut the Conning Tower hatch on the way down. Having established the condition of the submarine both officers made an escape through the Conning Tower. The submarine was later raised, refitted and returned to Service. There were no casualties.

SUBMARINE J6

Submarine J6 was sunk on 15th October 1918. At the time J6 was on the surface near Blyth. In the afternoon the Q Ship HMS CYMRIC sighted what was thought to be a German Submarine and made an attack with her guns. The submarine was unable

to establish her identity as the Signaller attempting to hoist the Recognition Signal was killed by shell fire.

Officers:

Survivors:

Lt Commander Geoffrey Warburton, RN
Lt Edward Masterman Loly, RN
Lieutenant Harry Robbins, RNR

Casualties:

Sub Lieutenant James Roger Ingham Brierley, RN
Artificer Engineer Charles Thomas Bright O/N 269922

Ratings:

Survivors

CPO Alfred Albert Ernest Phillips O/N 228052
PO Philip Groves O/N 218673
PO Herbert Bertrand Clear Green O/N 211866
PO James Felix Luff O/N J10625
L/Sea Frederick William Noakes O/N J18834
AB Dennis Deasey O/N J17183
AB Harold Hall O/N J21184
Sig George Field O/N J10938
Sig Alfred Burtenshaw O/N 226545
Tel Leonard Bertie Warner O/N J60705
CERA John Robertson O/N RNR/EA.1405
Ch Sto Albert Edward Joyner O/N 286459
Sto William James Crancher O/N K19879
Sto Sidney Ernest Knibbs O/N K13381
Sto William Hockridge O/N K10070
Sto John Stephen Preston O/N K17085
Sto Albert Edward Rawlings O/N 303850

Casualties:

L/Sea Edward George Rayner O/N J5764
AB Arthur Herbert Hill O/N J5428
AB William Thomas Russell O/N J28769
AB Frank Andrew Tyler O/N J21161
AB Henry Thomas White O/N J13130
L/Tel George Herbert Wickstead O/N J31563
Boy Tele Henry Percy Sexton O/N J58647
ERA3 Ernest William Armstrong O/N M12905
ERA3 Athol Davaar O/N M14927
ERA4 Herbert Edward Philip Burwell O/N M3779
L/Sto Percival James Stevenson O/N K1628
Sto Albert Edward Savidge O/N K19992
Sto Philip Tachon O/N K20794
Sto William Piper Thompson O/N K23871
Sto George Seymour O/N K24204

Other Submariners died in October 1918 were:

One member of the crew of **Submarine E15** who died on 16th Oct 1915. It is understood that he died from influenza whilst a Prisoner of War in Turkey. He was:

Lieutenant Edward John Price, Royal Navy

One member of the crew of **Submarine C5** (Depot Ship HMS ADAMANT) who died on 17th October

1918. The circumstances of his death are not yet known. He was:

AB Edward Gillard O/N J4801
Twenty-five years old Edward Gillard from Peckham in London is buried in the Gallipoli Communal Cemetery, Provincia di Lecce, Gulf of Taranto.

One member of the crew of **Submarine V3** who died on 19th October 1918. It is reported that he died from pneumonia. He was:

SPO William Smith O/N K2031

One member of the crew of **Submarine K10** who died on 23rd October 1918. It is reported that he was washed off the casing of Submarine K10 as it was entering Rosyth Dockyard and was drowned. He was:

AB Ernest Robson Smith O/N J6697

One member of the Spare Crew from the Submarine Flotilla Leader **HMS CRESCENT** who died on 23rd October 1918. It is understood that he died of influenza and pneumonia in HM Hospital Ship GARTH CASTLE. He was:

Sto Benjamin Gilbert Wallace O/N K14328

The Commanding Officer of **Submarine G11** who died in hospital on 23rd October 1918. He had been taken ill with typhoid fever and died in hospital in Yorkshire. He was:

Lieutenant Richard Douglas Sandford VC, RN

In April 1918 he was the Commanding Officer of Submarine C3 during the attack on Zeebrugge during which the viaduct was destroyed when Submarine C3 was blown up underneath it.

NOVEMBER 1918

Two Submarines were lost in November 1918 - one was the last Submarine loss of WWI - with all hands - shortly before the Armistice on 11th November. The second was wrecked after the Armistice had been signed after running aground on the North East Coast. There were two casualties.

Additionally, six Submariners are also reported to have died - three before the Armistice and three after. The First Submarine lost was:

SUBMARINE G7

The Armstrong built Submarine G7 (Lieutenant Commander Charles Arthur Campbell Russell, RN) sailed for a patrol in the North Sea in late October 1918. A message was received on 23rd October, but no further contact was made. The submarine was declared as lost on 1st November 1918. There were no survivors. Those lost in Submarine G7 were as follows:

Officers:

Lieutenant Commander Charles A C Russell, RN
Lieutenant Caradoc S M Prinsep, RN

Lieutenant Frank H Allerton, RNR

Ratings:

PO Albert W Broadway, DSM O/N J2129
 PO Albert Crocker O/N J1048
 PO William Johnson O/N 191880
 PO Frank Ernest Thorpe O/N J5204
 AB William Biggs, DSM O/N 238350
 AB Edwin Horton O/N 232707
 AB William Edward Masterson O/N 237416
 AB Herbert Spencer Rich O/N J6623
 AB David James Thomas O/N 197451
 AB Joseph Owen Watts O/N J14540
 O/S John K Hawthorn RNVR/Clyde/Z/8932
 L/Sig Bertram John Jenkins, DSM O/N J9147
 PO Tel David Stewart O/N J1901
 Boy Tel Douglas Thorne Lewis O/N J68036
 ERA 2 Samuel Dolby O/N M1329
 ERA 3 Charles Sproule Clements O/N 272451
 ERA 4 Walter Henry Boys O/N M17965
 ERA George Cromarty DSM RNR/Po.1559/EA
 SPO Henry William Aldridge, DSM O/N 222882
 L/Sto James Wilfred Frost O/N 311407
 Sto 1 Arthur John Middleton O/N K10484
 Sto 1 Harry Cane O/N K14073
 Sto 1 John Duffy O/N K17745
 Sto 1 Frederick W Fraser, DSM O/N K11724
 Sto 1 Harold Glassett O/N K23086
 Sto 1 Albert Henry Martin O/N K20672
 Sto 1 Thomas John Potter O/N K22204
 Sto 1 Patrick Walsh O/N K13723

Other Submariners who died in November 1918 were:

The Commanding Officer of **Submarine L5** who died on 1st November 1918. It is reported that he succumbed to influenza during the epidemic of 1918/1919. He was

Lieutenant Commander John R A Codrington, RN
 John Codrington is buried in the Ford Park Cemetery (formerly Plymouth Old Cemetery) at Pennycomequick, Plymouth, Devon – Grave General T.B. 22.

One member of the crew of **Submarine E35** who died on 1st November 1918. It is reported that he was accidentally drowned. He was:

Leading Signalman Herbert Clay Pearce O/N J1343
 No Next of Kin or other family detail is available for Herbert Pearce who is commemorated on the Chatham Naval War Memorial on Panel No. 28.

One member of the crew of **Submarine K11** who died on 5th November 1918. It is understood that he died of influenza. He was:

Petty Officer Edward J Dodd O/N J3662
 Edward Dodd was the twenty-six years old son of William and Mary Dodd of Teignmouth and the husband of Kate Elizabeth Dodd of 12, Willow

Street, Teignmouth, Devon. He is buried in the Teignmouth Cemetery at Teignmouth in Devon in Grave No EE47.

The second Submarine lost in November 1914 was:

SUBMARINE G11

The Vickers built Submarine G11 (Lieutenant Commander George Fagan Bradshaw DSO, RN) was wrecked on a rocky shore off Howick, Northumberland (south of the Craster Coastguard Station) at night, and in poor weather, on 22nd November 1918. The Submarine had sailed on patrol on 19th November but had received a recall on 21st November. George Bradshaw was the temporarily in Command of G11 having taken over from Richard Sandford VC when he had been taken ill - his proper command was Submarine L11, which was refitting. Two ratings were lost as the Crew made its way to safety through the surf to the beach.

Officers:

Lt Commander George Fagan Bradshaw DSO, RN
 Lieutenant Claude Alfred Smith, RN
 Temp Lieutenant Frederick C MacLure, RN

Ratings:

Casualties:

Tel George Philip Back O/N J40179
 George Back was the nineteen-years old son of Charles Back of 45, Guinness Buildings, Chelsea, London. He is buried at the Longhoughton (St Peter) Churchyard, Northumberland in the south west corner.

Stoker 1st Class Pliny Foster O/N SS 110928
 Pliny Foster who is commemorated on the Plymouth Naval War Memorial on Panel No. 28.

The other three Submariners who died were:

The Commanding Officer of **Submarine G5** who died on 24th November 1918. It is reported that he was suddenly taken ill and died of influenza/pneumonia during the 1918/19 epidemic. He was

Lieutenant Douglas Ramsden Attwood, DSC, RNR
 Douglas Attwood is buried in the Darlington West Cemetery, Durham in Grave No. C.3N.122.

One member of the crew of **Submarine C30** who died on 28th November 1918. He is reported to have died of pneumonia in the Haslar Royal Naval Hospital. He was:

Petty Officer Frederick Stickley O/N 233420
 Frederick Stickley who is buried in the Haslar Royal Naval Cemetery in Grave No. E37.26.

One member of the crew of **Submarine J5** who died on 29th November 1918. It is reported that he died of pneumonia. He was:

ERA 3 David Taylor O/N M5369

David Taylor was the son of William Taylor of 13, Pitkerrow Road, Dundee, Scotland. He is buried in the Monifieth (or Barnhill) Cemetery, Angus, Scotland in Grave No. E2.252, 253.

DECEMBER 1918

No Royal Navy Submarines were lost, and no Submariners were reported as 'Crossing the Bar', in December 1918.

This Series is now concluded.

Acting Leading Seaman James Joseph Magennis VC, RN Honoured with Blue Plaque at The Royal Naval Association, Belfast.



Acting Leading Seaman James Joseph Magennis VC, RN Blue Commemorative Plaque mounted at The Royal Naval Association, Belfast

As part of the Submariners Association initiative the tenth Blue Plaque commemorating a WWII Submariner and VC holder was placed at The Royal Naval Association, Belfast on Saturday 22nd September 2018.

Over 100 guests, which included the Deputy Lord Lieutenant of Belfast, Colonel Mark Sheridan QVRM, DL; the High Sheriff of Belfast, Councillor Carole Howard; Chairman of Northern Ireland Branch Submariners Association, Commander Mark Lister; Chairman of Belfast Branch Submariners Association, Mr John Erskine; Chairman Belfast RNA, Mr Alex Ferguson; representing The Naval Association Senior Naval Officer Northern Ireland, WO1 Nigel Kane; President of RNA Area 12, Commander Peter Campbell LVO, OBE, DL, RN; Chairman of RNA Area 12, Mr Robert Buchanan; RNA National & Standing Orders Committee Member, Mr Paul Stevenson.

Members of the Magennis Family joined veteran and serving submariners including, the President of the Submariners Association, Rear Admiral Niall

Kilgour CB; the National, Welsh, Northern Ireland & West of Scotland Submariners Association, Belfast RNA and RM Association members with Standards for the ceremony.



L to R. Northern Ireland and West of Scotland Submarine Assoc, RM Assoc Belfast, National Submariners Assoc, RNA Belfast & Welsh Branch Submariners Assoc Standards.

The commemoration service was led by Reverend Christopher Wilkinson, Chaplain to Sandes Soldiers' & Airman's Centres and Centre Superintendent Palace Barracks. Rear Admiral Niall Kilgour CB provided detailed information on Magennis VC 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 James Magennis (son). During the unveiling the plaque was blessed by Reverend Christopher Wilkinson.



Rear Admiral Niall Kilgour CB and Mr James Magennis unveil the Blue Plaque

James Joseph Magennis was born on 27th October 1919 at Majorca Street, West Belfast, Ireland. He attended St Finian's Primary School on the Falls Road, Belfast until 3rd June 1935 when he enlisted in the Royal Navy as a Boy Seaman. On joining he spelt his name as MAGENNIS instead of his birth name MCGINNIS. He served on several different warships between 1935 and 1942, when he joined the submarine branch. Before joining the submarine branch, Magennis served on the destroyer KANDAHAR which was mined off Tripoli, Libya, in December 1941 whilst Magennis was on board.

The ship was irreparably damaged and was scuttled the following day. In December 1942, Magennis was drafted into the Submarine Service and in March 1943 he volunteered for "Special and Hazardous duties" - which meant Midget submarines, or X-craft. He then trained as a diver, and, in September 1943 took part in the first major use of the X-craft during Operation Source. Two submarines, HM Submarines X6 and X7, penetrated Kåfjord, Norway, and disabled the German battleship Tirpitz. For his part in the attack as a member of 'the passage Crew' Magennis was Mentioned in Dispatches "for bravery and devotion to duty".

The citation the award of his VC was published in a supplement to the London Gazette of 9 November 1945 (dated 13th November 1945) and read:

ADMIRALTY

Whitehall, 13th November 1945.

The KING has been graciously pleased to approve the award of the VICTORIA CROSS for valour to: -
Temporary Acting Leading Seaman James Joseph MAGENNIS, D/JX 144907.

Leading Seaman Magennis served as Diver in His Majesty's Midget Submarine XE-3 for her attack on 31 July 1945, on a Japanese cruiser of the Atago class. The diver's hatch could not be fully opened because XE-3 was tightly jammed under the target, and Magennis had to squeeze himself through the narrow space available.

He experienced great difficulty in placing his limpets on the bottom of the cruiser owing both to the foul state of the bottom and to the pronounced slope upon which the limpets would not hold. Before a limpet could be placed therefore Magennis had thoroughly to scrape the area clear of barnacles, and in order to secure the limpets he had to tie them in pairs by a line passing under the cruiser keel. This was very tiring work for a diver, and he was moreover handicapped by a steady leakage of oxygen which was ascending in bubbles to the surface. A lesser man would have been content to place a few limpets and then to return to the craft. Magennis, however, persisted until he had placed his full outfit before returning to the craft in an exhausted condition. Shortly after withdrawing Lieutenant Fraser endeavoured to jettison his limpet carriers, but one of these would not release itself and fall clear of the craft. Despite his exhaustion, his oxygen leak and the fact that there was every probability of his being sighted, Magennis at once volunteered to leave the craft and free the carrier rather than allow a less experienced diver to undertake the job. After seven minutes of nerve-racking work he succeeded in releasing the carrier. Magennis displayed very great courage and devotion to duty and complete disregard for his own safety.

His commanding officer Lieutenant Fraser was also awarded the VC for his part in the attack

Operation Struggle. In July 1945 Acting Leading Seaman Magennis was serving as the diver of the 'Operational Crew' of the midget submarine XE3 under the command of Lieutenant Ian Fraser. They were tasked with sinking the 10,000-ton Japanese Cruiser TAKAO. She was berthed in the Straits of Johore, Singapore acting as an Anti-aircraft battery. The codename for the operation was Operation Struggle.



XE3 in Sydney Harbour

On 30th July 1945 XE3 was towed to the area by the submarine HMS STYGIAN. She slipped her tow at 23:00 for the forty-mile journey through hazardous wrecks, minefields and listening posts to reach the TAKAO. After arriving at the TAKAO at 13:00 on 31 July 1945. Magennis slipped out of the 'wet-and-dry' chamber and he attached limpet mines to the Japanese cruiser TAKAO under particularly difficult circumstances. Firstly, as the submarine was wedged beneath the keel of the target he could not open the hatch completely and had to remove his breathing apparatus before he could squeeze through the gap and then recover his breathing apparatus. Secondly, he had to chip away at barnacles on the bottom of the cruiser for 30 minutes before being able to attach the limpets. During this time his breathing apparatus was leaking, and he returned to the submarine after completion of his task very exhausted. On withdrawing, Lieutenant Ian Fraser found that one of the limpet mine carriers, which were being jettisoned, would not release itself. Magennis immediately volunteered to free it commenting: "I'll be all right as soon as I've got my wind, Sir". This he did, after seven minutes of nerve-racking work with a heavy spanner. On completion Magennis returned to XE3 for the second time, allowing the four man midget submarine to make its escape out to open sea to meet the waiting STYGIAN.



**Magennis VC with his Commanding Officer
Lieutenant Fraser VC**

Later life - Magennis was the only Victoria Cross winner of the Second World War to hail from Northern Ireland and as a result, he obtained something of a "celebrity status" in his home city. The citizens of Belfast raised more than £3,000 as part of a "Shilling Fund."

In 1946 Magennis married Edna Skidmore, with whom he had four sons. In 1949 he left the Navy and returned to Belfast, where, at some point, he sold his Victoria Cross. In 1955 he moved to Yorkshire, where he worked as an electrician. For the last years of his life, he suffered from chronic ill health, before dying on 11th February 1986 of lung cancer hours before his heroism was honoured by the Royal Navy Philatelic Office with a first-day cover.

Memorials - Belfast has had several memorials erected in his honour. The first memorial to Magennis in Northern Ireland was erected in 1999 after a long campaign by his biographer George Fleming and Major S.H. Pollock CD (Canada). The memorial, a bronze and stone statue, was officially unveiled in Belfast on 8 October 1999. The ceremony was conducted in the grounds of Belfast City Hall in the presence of Magennis's son Paul, by the Lord Mayor of Belfast, Bob Stoker. Magennis's former commanding officer, Ian Fraser, was reported as saying: "Jim gave me bother from time to time. He liked his tot of rum, but he was a lovely man and a fine diver. I have never met a braver man. It was a privilege to know him and it's wonderful to see Belfast honour him at last.

Also, a wall mural commemorating James Magennis on the 60th anniversary of VJ day was unveiled on 16th September 2005 by Peter Robinson, the Democratic Unionist Party Member of Parliament representing East Belfast.

In 1986 at a memorial service in Bradford Cathedral, the Submarine Association (previously known as Submariners Old Comrade Association - West Riding Branch) erected a memorial plaque on an inner wall within the Cathedral. The plaque made of

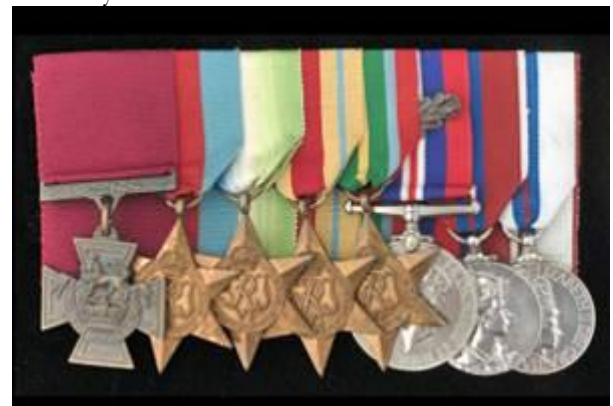
Welsh slate was supplied by ex-submariner Tommy Topham MBE. Rear Admiral Place VC, CB, CVO, DSC unveiled the plaque. In attendance was Petty Officer Tommy "Nat" Gould VC, another submariner Victoria Cross recipient of the Second World War.



Magennis VC Memorial City Hall Belfast

In 1998 a memorial plaque was installed by Castlereagh Borough Council on the wall of Magennis's former home at 32, Carncaver Road, Castlereagh, East Belfast. A memorial blue plaque sponsored by Belfast City Council was installed on the outer wall of the Belfast RNA by the Ulster History Circle.

Ashcroft collection - In 1986, there was some publicity in the newspapers that Magennis VC would be up at auction. This attracted the interest of the Right Honourable Lord Ashcroft who bought the VC for £29,000 amidst strong competition from dealers and private collectors. This was the first Victoria Cross bought by Lord Ashcroft, who currently owns over 200 VC medals.



**Magennis VC Medals on Display at the Imperial
War Museum**

In July 2008 Lord Ashcroft announced a donation of £5 million for a permanent gallery at the Imperial War Museum, where Victoria Crosses already held

by the museum will be put on display alongside his own. The Lord Ashcroft Gallery opened in 2010.

Magennis was profiled in the 2006 television docudrama Victoria Cross Heroes, which included archive footage, a dramatisation of his actions and an interview with Lord Ashcroft about his VC.

At the end of the ceremony all guest were invited for refreshments courtesy of The RNA Belfast.

In summary it was an excellent day, the weather stayed fine, and all guests appeared to enjoy themselves.

In the evening a dinner in honour of Magennis VC was held at The Wellington Park Hotel whereupon 100 guests attended. At the close of the dinner commemoration pictures were presented to the Chairman of the Belfast Branch of the RNA and to the Magennis Family.

The Submariners Association would like to thank the Chairman of the Belfast Branch of the RNA for providing permission for the plaque to be mounted and the refreshments on completion of the ceremony.

Thanks, are also extended to the staff of The Wellington Park Hotel for providing an excellent dinner and in particular Davy George of the Northern Ireland Branch of the Submariners Association for his assistance with the organisation for the Blue Plaque Event and Magennis Dinner which, without his support, could not have been achieved.

In addition, we would also like to thank all serving and submariner veterans that attended the ceremony and the dinner, including the Belfast Sea Cadets for forming the guard of honour for the dinner guests, the National and Standard Bearer's from the Northern Ireland, Welsh, West of Scotland Branches, the RNA Belfast, the RM Association and members who attended.

Acting Leading Seaman James Joseph Magennis VC was a very brave man and an inspiration to all submariners.



The Magennis family with Rear Admiral Niall Kilgour, Lt Cdr Sandy Powell & Reverend Christopher Wilkinson

Author:

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

Veterans To Be Able To Apply For ID Cards From 2019

MoD 23rd November 2018

The ID Cards will be given to Veterans, so they can show they served in the Armed Forces.

The cards will initially be given to all personnel leaving the military, while veterans who have already made the transition to civilian life will be able to apply for a service leavers ID card from next year.

The initiative is designed to give veterans easier access to public and charitable support including healthcare and housing.

Veterans are also being asked to identify themselves with their GP as having served, so that they can receive appropriate support.

When the next stage of the ID card scheme was announced, Defence Secretary Gavin Williamson said "It's absolutely vital that we remain resolute in our support for those who have served our country so well. "We must never forget the sacrifices they have made. So, I am determined that the Ministry of Defence does all that we can to ensure those who struggle after serving their country are properly supported."

The plans were first mentioned by Tobias Ellwood, the minister responsible for defence personnel and veterans, in the Commons in October 2017. He said the ID option was part of Government plans to improve the information it keeps about ex-military personnel.

Mr Ellwood, who was in the Royal Green Jackets for five years, serving in Northern Ireland, Bosnia and Germany, told "The Sun" newspaper last year he was "delighted" about the introduction of the initiative.

He said: "As a former soldier, I am aware of the personal attachment with the service ID. "Carried at all times, it becomes symbolic of the responsibility and there is a strange sense of loss when upon departing the Armed Forces, it is taken from you.

"I'm delighted this initiative, which sits in the Armed Forces Covenant, will help us all better recognise our veterans and their service to our country."

It is being reported that the cards will give veterans better access to specialist services such as priority healthcare, housing and retail discounts as well as giving a sense of pride for having served their country.

HMNBC 74/18 Monday, 5 November 2018

PRINCE WILLIAM JOINS ROYAL NAVY SUBMARINERS FOR ANNUAL REMEMBRANCE SERVICE

His Royal Highness Prince William joined hundreds of serving and veteran submariners on Sunday,

November 4, for the annual Submariners' Remembrance Service in Middle Temple Gardens, London.

The service was the culmination of two days of events, beginning with the dedication of the Submarine Service Poppy Field of Remembrance in the grounds of Westminster Abbey on November 3. Members of the Royal Navy Submarine Service from the length and breadth of the country gathered in the capital to pay their respects including a wreath laying within the Abbey at the Combined Services Memorial.

On the Sunday, Commodore-in-Chief Submarines, HRH Prince William, attended the solemn service in Middle Temple Gardens where the names of fallen submariners were read aloud. Afterwards the group paraded to nearby Victoria Embankment and laid wreaths at the National Submarine War Memorial.

Rear Admiral John Weale OBE, Rear Admiral Submarines, said: "This is an important event in submariners' calendars and one which takes on extra significance during the centenary of the end of the First World War.

"Submarines and submariners played a vital and often unsung part in the war effort. Indeed, submarine operations have been a decisive element of almost every conflict since then – gathering intelligence, deploying special forces and tackling enemy warships and submarines.

"The bravery and sacrifice shown by submariners means that it is right that they are honoured with their own Remembrance event. We were delighted that His Royal Highness as Commodore-in-Chief Submarines could join us to pay his respects."



HRH Prince William joins serving and veteran submariners at Middle Temple Gardens

Situated between Waterloo and Blackfriars bridges, the National Submarine War Memorial features the names of all the British submarines lost during both World Wars.

Submariners from HM Naval Base Clyde – today's home of the UK Submarine Service – joined veterans from the Submariners Association, family

members and friends at the poignant memorial service.



The submariners gather to pay their respects



L-R: WO1 Andy Knox, Submarine Command Warrant Officer, his wife Nicola Knox, Commodore Jim Perks, Commodore Submarine Flotilla, and his wife Louise Perks, HRH Prince William, Rear Admiral John Weale, Rear Admiral Submarines, and his wife Julie Weale.



Submariners and veterans lay a wreath at the Combined Services Memorial in Westminster Abbey



The Poppy Field of Remembrance in the grounds of the Abbey

HMNBC, Monday, 12 November 2018

ROYAL NAVY REMEMBER THE FALLEN

Members of the Royal Navy attended Remembrance Services around Scotland on Sunday, November 11, to honour those who made the ultimate sacrifice in defence of their country.

Rear Admiral John Weale, Flag Officer Scotland and Northern Ireland (FOSNI) attended the Edinburgh Remembrance Service which was led by Edinburgh's Lord Provost and Veterans Champion, Frank Ross. The Band of the Royal Regiment of Scotland and the Royal Navy Guard provided by HMS Scotia led service members, veterans and standard bearers, marching from the Esplanade of Edinburgh Castle to the Stone of Remembrance at the City Chambers. Here Rear Admiral Weale laid a wreath before observing two minutes silence in reflection and gratitude for those who gave their lives in conflict to preserve our freedoms.



Rear Admiral John Weale laying a wreath on behalf of the Royal Navy

In Glasgow, Commodore Jim Perks, Commodore Faslane Flotilla attended the ceremony in George Square, laying a wreath at the cenotaph on behalf of the Royal Navy.

Lord Provost Eva Bolander, in her role as Lord Lieutenant, lead the Glasgow ceremony with the Moderator of Glasgow Presbytery, the Reverend Roy Henderson leading prayers.

www.submarinersassociation.co.uk

As this year marks the 100th Anniversary of Armistice, Rear Admiral Weale also joined the Lord Provost and HRH The Princess Royal at a special service at Glasgow Cathedral later in the day to commemorate the centenary of the end of the Great War.



Rear Admiral John Weale, Royal Navy, General Robert Bruce, Army and Air Vice Marshall Ross Paterson show their respect at the Edinburgh Remembrance Service



HMS Scotia, Royal Navy Reserves march at the Edinburgh Remembrance Parade

The Defence Secretary recently visited BAE Systems at Barrow in Furness and formally opened a brand-new Apprentice Training Facility which will train all of the future engineers who will continue the build of the ASTUTE Class Submarines and also the four new DREADNOUGHT Class SSBNs. Some 250 new apprentices are about to commence their training at the Yard. The Defence Secretary also took the opportunity to announce that the second of the New SSBNs will be HMS VALIANT.

BAE SHIPYARD ACADEMY FOR SKILLS AND KNOWLEDGE

(from the North West Evening Mail)

The Secretary of State for Defence, Gavin Williamson officially opened the Academy for Skills

and Knowledge, at BAE Systems' Submarines site in Barrow on 6th December 2018.

The state-of-the-art £25m training academy covers 89,340 sq-ft and was built to develop the world-class engineering skills required to design, build and deliver complex submarine programmes to the Royal Navy. Featuring classrooms, workshops, a virtual reality suite and scale-model sized submarine units, the academy will provide bespoke training to almost 9,000 employees, including nearly 800 apprentices.



Gavin Williamson, Secretary of State for Defence, said: "The Dreadnought programme is truly a national endeavour, employing some of the brightest engineers and scientists in this country."



"This new Academy for Skills and Knowledge is a vital part of this programme as, alongside our industry partners, we strive to upskill and maintain the talented workforce building these state-of-the-art submarines."

Cliff Robson, managing director of BAE Systems Submarines, said: "This is a fantastic facility that will provide a unique environment in which to train our growing workforce. Our investment in skills will not only ensure we have a pipeline of world-class talent available to deliver our complex programmes but, will also positively contribute to the economic prosperity of the region and the UK's engineering industry."

"The new academy will give our current and future workforce access to the very latest in learning and development, demonstrating our lasting commitment not just to our current employees but

to those who will join our company in years to come.



"To support this, we continue to work closely with local schools and colleges and we see the academy as another positive step towards helping to raise standards of education in the area."



The academy is part of a substantial site investment programme that will provide a range of new and upgraded facilities to the workforce – from experienced naval architects and systems engineers to new apprentices and graduates – working to deliver the Astute and Dreadnought class submarines for the Royal Navy.

The academy will deliver a range of training, from mechanical and electrical skills in its 10 workshops to design and project management in its 30 classrooms. Resources such as the virtual reality training suite will allow employees to hone their skills in a simulated environment, before working on the real product.

It also forms part of the Company's ongoing commitment to developing future talent, with more than 280 employees being recruited to join Submarines. It also forms part of the Company's ongoing commitment to developing future talent, with more than 280 employees being recruited to join Submarines on early careers programmes in 2019. This follows more than 250 employees that joined as apprentices, higher apprentices or graduates earlier this year, as the business continues to support the ramp-up of production on the Dreadnought programme.



BAE Systems' Submarines business is a major contributor to the regional and national UK economy. Last year it spent approximately £700m with more than 700 suppliers and in 2016 supported one in 20 jobs in the regional economy.

During a visit to Barrow in May this year, the Defence Secretary also opened a new state-of-the-art manufacturing facility, the Central Yard Complex, where certain phases of construction for the Dreadnought class will take place – marking the latest development in a major infrastructure investment programme.

The Submarines academy is the second of its type to be opened by BAE Systems in North West England and joins a network of similar facilities in place to train and develop the 34,000 BAE Systems employees across the UK. The first Academy for Skills and Knowledge was opened in Samlesbury, Lancashire, to support BAE Systems' Air business, and last year celebrated delivering more than 250,000 training hours in its first year.

BAE Systems has a long-established tradition of recruiting and training apprentices and graduates and currently spends c. £90m per year on education, skills and early careers activities.



BAE has 2,500 apprentices and graduates in training across UK business units – equalling six per cent of the company's workforce.

In 2017 BAE Systems recruited just under 600 apprentices and trainees across the UK to help meet future engineering, technology and business skills needs. BAE Systems' apprenticeship programme is one of the biggest in the UK and is rated

'outstanding' by Ofsted and the Company was recently named Macro Employer of the Year at the National Apprenticeship Awards, recognising its dedication to delivering high-quality apprenticeships

Another Delivery for the Barrow Shipyard

Photos: Courtesy Edd Downer

The large load shown in the following pictures arrived by sea at Barrow Docks and was transported to the Shipyard on Thursday 1st November. A bit of a hold up for the traffic but not for too long.



At the roundabout at the end of Michaelson Road



A bit of a tight turn! Can you see what it is yet?

A Little Bit of a Russian Accident?

The picture below shows the Russian Aircraft Carrier ADMIRAL KUZNETZOV settled in the Floating Dock somewhere in Russia undergoing routine maintenance. Not too long ago the Carrier travelled down the Channel on route to the Eastern Mediterranean in a Russian show of strength. More recently she made her way back home for her stay in dock.

According to reports in the papers the Docking Period came to a bit of an abrupt halt when,

according to which report you read, either the Floating Dock collapsed and sank damaging the Carrier or there was a power failure, the pumps stopped working, the tanks flooded, and the Floating Dock sank.



Either way the accident happened, the Carrier ended up wearing the Floating Dock cranes and received undisclosed damage to the flight deck and hull. It seems that there were some injuries to dock workmen and, apparently, at least one death.



IF YOU DON'T STOP ASKING ME 'ARE WE NEARLY THERE YET?' I WILL TURN THIS BUS AROUND AND NONE OF US WILL GET TO SEE SALISBURY CATHEDRAL! DO YOU HEAR ME?

SURGEON CAPTAIN EVELYN

RICHARD TOWNSEND, ROYAL NAVY

In St. Mark's Cemetery in Gosport there is a Grave (No. 33) which is the final resting place of Evelyn Richard Townsend (1877 to 1925) and his wife, Ellen Claudia Zoe - nee Clifton (1875 to 1955). You might ask why this would be of interest to readers of 'In Depth'? As always there is a Submarine connection!

Evelyn Townsend was born in Ireland on 7th November 1877 in Cork, County Cork in Ireland and he was the son of Doctor Edward R Townsend and Mrs Elizabeth Townsend (nee Humphrys). Evelyn, following in his father's footsteps also qualified as a Surgeon in Cork - being educated at Queen's College, Cork and taking the L.R.C.S. and

P.I. in 1900. Evelyn then served two tours as a Civilian Surgeon with the Army in South Africa during the Boer War. After returning home he joined the Royal Navy as a Fleet Surgeon in 1903. By October 1904 he was serving as the Surgeon in the 12,000 ton Armoured Cruiser HMS HOGUE on the China Station and, in 1906 he was serving in the 3,000 ton Protected Cruiser HMS SAPPHIRE (a Depot Ship for Torpedo Boat Destroyers) at Portland. On January 1907 he was appointed to the 460-ton Special Service Vessel HMS IMOGENE on 're-commissioning at Lemnos' for service on the Mediterranean Station.

By July 1909 Evelyn had returned home and has been appointed to the HM Dockyard at Sheerness in Kent. In the 1st Quarter of 1909 he was married to Ellen Claudia Zoe Clifton in Medway, Kent (Medway Register Vol. 2a page 870). Ellen was born in Candilli in Turkey (Asia Minor), where her father was a Solicitor. Her birth was registered with the British Consul in Constantinople (now Istanbul). It is not known how Ellen and Evelyn met or when she came to England, but it can be conjectured that they met in Turkey when Evelyn was serving in the Mediterranean in HMS IMOGENE.

At the time of the 1911 Census (taken on 2nd April 1911) Evelyn and Ellen were at home at 2, Naval Terrace, Sheerness with their infant son Charles. By September 1911 he was back at sea in the Armoured Cruiser HMS DONEGAL in the Training Squadron. He was promoted to Staff Surgeon on 23rd November 1911.

After his Naval service so far, all in General Service, on 28th August 1913 he was appointed to the Submarine Depot Ship HMS FORTH (3rd Submarine Flotilla) at Devonport. In 1915 HMS FORTH was transferred to Humberside to be the Depot Ship of the 10th Submarine Flotilla. On 5th June 1916 he was further appointed to the Submarine Depot Ship HMS VULCAN (7th Submarine Flotilla) based at Leith on the Firth of Forth. On 1st March 1917 he was promoted to Surgeon Commander.

Whilst serving with the Submarine Flotillas Evelyn Townsend developed the "Townsend Test" for the detection of the highly toxic gas "arsine", a form of arsenic, in submarines. Arsene gas was produced in small quantities along with hydrogen when submarine batteries were being charged. Exposure to arsine gas resulted in illness in some submariners and, in at least one recorded case, that of Engine Room Artificer Simpson Anderson of Submarine D8 in 1918, death from exposure to 'arsenieuretted hydrogen poisoning'. The 'Townsend Test' test was adopted by the Admiralty.

After just over two years' service in HMS VULCAN he was appointed away from Submarines to the 9,800-ton Monmouth Class Armoured Cruiser HMS

BERWICK on 21st November 1918. In 1919 HMS BERWICK was attached to the 8th Light Cruiser Squadron however, the January 1920 Navy List (corrected to 18th December 1919) shows that Evelyn was at the Royal Naval College at Greenwich 'Studying'. On 2nd September 1920 Evelyn Townsend returned to Submarines when he was appointed to HMS DOLPHIN (Fort Blockhouse) as the 'Senior Medical Officer of Submarines'.

In September 1923 he joined HMS CALCUTTA, the Flag Ship of the Commander in Chief North America & West Indies as 'the Squadron Medical Officer' however, the following year, he developed heart disease and was sent home. He returned to the UK from Bermuda in the SS CHAGUINOLA arriving at Avonmouth on 9th June 1924.

In April 1925 Navy List he was included but without an appointment. Evelyn Townsend died on August 4th, 1925 at the age of forty-seven in a house called "Alwardstock" in Spring Garden Lane, Alverstoke, Hampshire of an abscess on his lungs, shortly after retiring from the Royal Navy and being released from the Royal Naval Hospital, Haslar. On retiring he had been given the usual 'one step' promotion to Surgeon Captain

Evelyn & Ellen Townsend had two children and Ellen obviously remained in Gosport for some time after Evelyn died in 1925, as their daughter was married in Alverstoke in 1939. Their son, Charles, breaking with family tradition, became a Chartered Civil Engineer and lived in Tangmere, Chichester. Charles and his wife had a son and a daughter who, reverting to the previous family tradition, both became Doctors.

Note: The original information about Surgeon Captain Evelyn Townsend was provided by Michael Bowers in March 2018 and intended for an earlier issue of In Depth.

Whilst checking some of the above facts about Evelyn Townsend an interesting snippet came to light. In 1904 the sailors from HMS IMOGENE entered a football team - 'HMS IMOGENE FC' - in the recently formed Turkish Football league. In that 1904/05 season HMS IMOGENE FC were the Champions! The team continued in the League until 1909 when HMS IMOGENE was withdrawn from the Mediterranean, but they were never Champions again.

THE NEXT AUSTRALIAN SUBMARINES

In a Tweet on 14th December the Chief of the Royal Australian Navy announced that he is 'Very proud to announce our future submarines will be known as the Attack Class. The name represents the inherent stealth, long-range endurance and lethality of a submarine. The first submarine, HMAS ATTACK, is expected in the early 2030s.'

Is It Time for Australia to Buy U.S. Nuclear Powered Attack Submarines? What would be the cost?

(by Marcus Hellyer September 26, 2018)

The conversation about acquiring nuclear-powered submarines here in Australia continues to bubble along. Some commentators who previously supported acquiring conventional submarines to replace the current Collins class, such as former prime minister Tony Abbott, now favour the nuclear option. But, as Abbott noted, the government has never fully investigated the nuclear option. Consequently, there is no agreed factual baseline and many public claims about nuclear submarines are speculative and possibly questionable. It's been suggested, for example, that acquiring the United States Navy's current nuclear attack submarine, the Virginia class, would have a similar - or even smaller - cost to designing and building Naval Group's Shortfin Barracuda here in Australia.

Let's assume the government is willing to toss its Naval Shipbuilding Plan out the window and that the US is willing to sell us Virginia class boats off-the-shelf from US shipyards. What would it cost? Attempting to compare two very different things, one of which exists, the other of which doesn't, is a fraught exercise. But while the Shortfin Barracuda is likely to be the most expensive conventional submarine ever built, there are some good reasons to think that the Virginia would not be cheaper.

Let's look at a very high-level parametric comparison. The Virginia weighs in at around 8,000 tonnes. The Shortfin Barracuda looks like it will be between 4,500-5,000 tonnes. So, with everything else being equal, the Shortfin Barracuda would need to cost around 60% more per tonne to be more expensive. RAND Corporation's 2015 study of the Australian shipbuilding industry suggested that building in Australia historically incurred a 30-40% premium compared to the United States, although that study was based solely on surface ships. The intent of the government's continuous shipbuilding policy is to bring those premiums down, but even if that doesn't occur, Shortfin Barracudas still look like they'll be cheaper.

We can also compare the publicly available information about the two classes, noting that there is a vast gulf in the quality of information in the US compared to here. The US Department of Defense's Justification Book for fiscal year 2019 for shipbuilding provides a unit cost for a Virginia class submarine of US\$3.25 billion. If we multiply by 12 and convert at current exchange rate that makes around A\$53.7 billion (of course, if the Aussie dollar sank, that number would go up).

We don't know what Defense has estimated the unit cost of a Shortfin Barracuda to be (and likely never

will). In response to questions at Senate hearings, Defense officials have stated that the estimated total acquisition cost of the future submarine program, which is designing and building 12 Shortfin Barracudas, is around \$50 billion ‘constant dollars’ (a measure which doesn’t take inflation and price escalation into account). The cost of Australian projects includes everything needed to bring a capability into service. In the case of the future submarine program that likely includes wharves, training and testing facilities, simulators, and so on. So, these elements would need to be added to the A\$53.7 billion for Virginia class boats to get an ‘apples to apples’ comparison. How much would they cost? These enabling elements that make up the support system can comprise a large percentage of the cost of the platforms themselves. A lot would depend on how much infrastructure would be needed here to safely support nuclear propulsion - and that’s another area where there is no consensus among commentators. Putting that aside, the change from Collins to the Virginias would be so great that virtually every other part of the support system would need to be replaced. The \$1.5 billion facilities bill for the joint strike fighter would likely pale in comparison.

The future submarine program estimate also includes design costs. But again, that’s not included in the Virginia’s US\$3.25 billion cost per boat. What share of the Virginia program’s design costs would the US pass on to us? Even if it waived historical design costs, what share of the design of enhancements and upgrades to future batches of Virginias would we pay over the build process?

We shouldn’t forget that Defense normally costs in ‘out-turned’ dollars that take inflation and price escalation into account. In an earlier piece we made some assumptions around schedule and escalation and suggested the \$50 billion constant estimate for the future submarine program would out-turn to around \$79 billion. The \$53.7 billion cost of the Virginias is essentially a constant figure, so once we out-turned that and added in all the elements of the support system, it’s hard to see the Virginias coming in at less than \$100 billion.

On top of that, there are operating costs. Considering the Virginia has a crew of 135 compared to probably around half that for the Shortfin Barracuda, just the additional uniformed workforce required could cost \$400 million more per year. And operating costs are also related to size, so the 8,000 tonne Virginia will no doubt cost a lot more to sustain than a 5,000 tonne Shortfin Barracuda. We are currently paying \$592 million per year to sustain the six Collins. I suspect 12 Shortfin Barracudas will be around three times that, and 12 Virginias could double that again. So, the difference in operating cost between 12 Shortfin Barracudas

and 12 Virginias could be around \$1.5 billion per year—or close to \$2 billion once we include workforce. So that’s an additional \$60 billion over the life of the submarines (and that’s constant, not out-turned). Again, a big uncertainty is the cost of the infrastructure necessary to support nuclear-powered boats.

It’s possible to argue over these assumptions—that’s at the core of the art and science of cost estimation—but overall, it’s hard to see how 12 Virginias could cost less than 12 Shortfin Barracudas, let alone half as much, as has been suggested. Now cost is not the same thing as value. One can argue that the future submarine program is primarily about delivering an effect, and not about a particular number of submarines per se, and since nuclear attack submarines can deliver a greater effect (through faster transit speeds, greater endurance, no requirement to leave station to recharge batteries and greater weapons load), we would not need to buy as many Virginias to deliver the same or greater effect as 12 Shortfin Barracudas.

That’s a fair point, but a discussion for another time.

Note: In November ASPI will publish Rear Admiral (ret) Peter Briggs’ report arguing for the acquisition of nuclear-powered submarines and how the challenges involved can be addressed.

Marcus Hellyer is APSI’s senior analyst for defence economics and capability. This first appeared in ASPI’s *The Strategist*.

China Is Building More Nuclear-Armed Submarines

Beijing believes nukes at sea are safer from surprise attack, but why does it want more of them?

By Kyle Mizokami Oct 24, 2018



Getty Images

China is building more nuclear-armed submarines to stay one step ahead of the U.S. and other adversaries. That’s the assessment from an arms control think tank which believes China’s leaders are leaning toward basing their nuclear weapons at sea to prevent their destruction in a surprise attack. Although China will not likely build more nuclear weapons, it will likely build more submarines to conceal a larger and more effective ‘second strike’ capability beneath the waves of the Pacific Ocean.

Unlike the United States and Russia, China has a very simple nuclear doctrine: China will not use nuclear weapons first. If you nuke China, China will nuke you back. That's pretty much it.

China doesn't need a whole lot to keep its nuclear policy credible. It has just 250 to 300 nuclear warheads, as opposed to America's 6,450. As long as a handful of these bombs can reach their targets, and could incinerate cities such as Khabarovsk, Los Angeles, St. Petersburg, or Washington D.C., China's adversaries are deterred.

In order to retaliate, however, China's nuclear arsenal must be able to survive a surprise attack. Most of Beijing's nukes are fitted to intercontinental ballistic missiles in protected silos and on mobile launchers. Just 48 of the warheads are fitted to submarine-launched ballistic missiles of the Type 094A or the Jin Class. China has four Jin submarines, each equipped with twelve launch silos for JL-2 ballistic missiles. This ensures that, between refuellings, drydock time, coming or going from patrol areas, the People's Liberation Army Navy can keep at least one submarine on station, nuclear weapons-ready, at all times.

A new report states that Beijing is seeking an unknown number of new nuclear submarines. The exact number is unknown, but the rule of thumb that a nuclear power needs four submarines to keep one on station suggests China would need to double its missile sub fleet from four to eight to see concrete improvements in the number of missiles it keeps at sea.

Where would the new warheads come from? As the article's author Tong Zhao points out, you can't simply take a missile off a DF-31 land-based missile and place it on a JL-2 submarine-based missile. China could remove the warhead and reuse the nuclear material for a new missile, or it may simply decide to process more nuclear material to create more warheads. China voluntarily stopped producing material when it had enough for an estimated 300 warheads and manufacturing more warhead material would be a huge step back for arms control.

Why would China want to put more nukes at sea? That's a good question. Something is making China's policymakers insecure about their nuclear deterrent. China is concerned that U.S. ballistic missile defenses in Alaska, meant to protect the homeland from a handful of launches from countries such as North Korea and Iran, could be scaled up to stop a Chinese counterattack, giving the U.S. a freer hand in threatening China. More Chinese missiles would fend off such an attempt. The U.S. is also on the verge of building a hundred or more B-21 Raider bombers whose mission would be to hunt mobile missile launchers, where a substantial amount of China's nukes reside. While

the U.S. may have good reasons to build such systems, it should also be mindful of their second order effects.

Argentine Submarine That Vanished With 44 Aboard Is Found

From the New York Times 17th November 2018
 BUENOS AIRES — The Argentine military submarine has been found deep in the Atlantic Ocean almost a year to the day after it disappeared with 44 crew members aboard, the Argentine Navy said early Saturday. The submarine, the San Juan, was located almost 2,600 feet below the ocean's surface by a private company that the government hired after an international search failed to find the vessel, which disappeared on Nov. 15, 2017.

The announcement came in a tweet: "There has been a positive identification of the #AraSanJuan." A spokesman for the navy, Rodolfo Ramallo, said the discovery of the San Juan "closes one chapter and opens another." "Based on the state of the submarine, we will have to determine what happened," he said.

The submarine disappeared during a routine trip from Ushuaia in the Patagonia region to Mar del Plata in Buenos Aires Province. Eight days later — in the midst of recovery operations that covered 186,000 square miles — the navy announced that an explosion had been recorded near the submarine's last known location, just hours after its final communication with the military. The explosion came to light only after analysts from the United States government and an international nuclear weapons monitor detected it and notified the Argentines. Vessels from Brazil, Britain, Chile, Russia and the United States, among others, combed the seas as part of the search.

Daniel Esteban Polo, 56, whose 32-year-old son Daniel Alejandro Polo had been aboard the San Juan, said early Saturday that he was on his way to join other relatives of the missing sailors. "I'm going to Mar del Plata to be with my wife and everyone else," said Mr. Polo, who lives in the suburbs of Argentina's capital.

Over the past year, the naval base in Mar del Plata has become a gathering point for relatives of the crew, waiting for news about their loved ones. Just two days ago, family members and others gathered there to commemorate the first anniversary of the submarine's disappearance. At that ceremony Thursday, President Mauricio Macri promised the families that the search would continue until the San Juan was found. "I want to tell you that we won't abandon you," he said.

It was unclear on Saturday whether the military would be able to bring the San Juan to the surface. If not, Mr. Ramallo said, the navy may be able to use imagers to analyze the vessel for answers about its

disappearance. "We have to see whether it is whole or whether it is split, and from there we can carry out the necessary analysis," Mr. Ramallo said.

The loss of the San Juan led to a shake-up in the navy, including the dismissal of its top commander, Admiral Marcelo Eduardo Srur. Defence Minister Oscar Aguad has remained in his post. The submarine's disappearance is being investigated both by the courts and by Congress.

The San Juan was located about 250 nautical miles from the port of Comodoro Rivadavia in Chubut Province, according to local news reports. It was found by Ocean Infinity, a Houston-based company known for its work trying to locate Malaysia Airlines Flight 370, which disappeared over the Indian Ocean in 2014. Argentina's government signed a contract with the company in August that guaranteed it \$7.5 million if it found the submarine. The contract was signed after many of the crew members' relatives accused the government of abandoning the search. Dozens of them set up a makeshift camp outside the presidential palace in Buenos Aires for 52 days, demanding that a private company be hired to look for the submarine.

Ocean Infinity began its search on Sept. 7, using a Norwegian-flagged vessel, the Seabed Constructor. Three naval officers and four relatives of crew members accompanied Ocean Infinity personnel aboard the ship.

The search involved "technology never before used during the localization of a submarine," the navy said at the time. It said the company would deploy autonomous underwater vehicles that could function to a depth of almost 20,000 feet.

The mystery surrounding the fate of the San Juan, a German-made submarine that has been part of Argentina's fleet since 1985, transfixed the nation. "This has turned into one big family, and we are all helping each other get through this difficult time," María Morales, 51, the mother of a crew member, Luís García, said soon after the disappearance.

British help in hunt for missing sub 'invaluable'

Philip Whiteside, international news reporter

Forty-four sailors were in the ARA San Juan when it disappeared in the South Atlantic on 15 November 2017, prompting an international search.

Several nations, including the UK, spent two months helping Argentina look for the vessel before the search was called off.

But now it has emerged that the Royal Navy provided data and analysis that allowed the marine survey firm Ocean Infinity to pinpoint the area where the submarine would be.

It was found, 800 metres down, several hundred miles from its last reported position.

The British co-operation to find an Argentinian navy ship comes after years of frosty relations following the 1982 war between the two countries over the Falkland Islands.



The moment of the discovery of the Argentine submarine ARA San Juan

Ocean Infinity chief executive Oliver Plunkett told Sky News how difficult it was to find the sub, even with the help from the UK military.

He said: "When we start... we have to understand - where is the right place to look.

"The Royal Navy, through the British Ambassador in Buenos Aires, were incredibly helpful in facilitating us obtaining information, providing their insights from the search work they had done.

"We got help with understanding how submarines work, how they are likely to behave, they really gave an incredible amount of time and insight to help us structure our search.

"It was extremely valuable. If you imagine, we were looking for an object approximately 60 metres long, lying on the ocean floor, that had suffered a catastrophic event.

"So, to be able to find it needed a huge amount of input and support. Their help was truly invaluable."

He said the Navy told them to zero in on an area of about 3,000 sq. km, which they then surveyed using underwater remotely-operated vehicles which map the sea bed using sonar. It gave them 24 'targets' to look at in more detail - features on the ocean floor that could be a submarine or could turn out to be rocks or other geological features.

The survey ship, Seabed Constructor, was just hours from giving up and going home when the 24th feature turned out to be the sub they were looking for.

Mr Plunkett, who is from Tunbridge Wells, Kent, said: "I was quietly at home.

"We have a protocol of communication. The first message goes to the Argentine naval admiral, who told the commander of the navy, who told the minister of defence, who told the president. While that was going on, I got the second phone call.

"It was a complete mix of emotions, from excitement to relief to thinking about what to do next.

"Because the careful management of that information - ultimately so that families of the crew members get to find out directly rather than seeing it on Twitter - is the single most important thing, to make sure they are treated in the most appropriate way."

He said the finding of the sub is up there with the rediscovery of the Titanic, as a technical achievement, because of its size and position.

"Not to devalue the finding of the Titanic, but the Titanic was nearly 300 metres long - five times the size of the submarine and sitting almost proud on the sea bed," he said.

"If I compare that to finding something that is one fifth the size, that looks like rocks surrounded by rocks, I think this is a tremendous achievement. And while people have found things on the sea bed before, the depth of this adds to that challenge."

The firm, which is Anglo-American with mostly British senior management and shareholders, is going on to hunt for a ship, not far from where it found the San Juan, called the Stellar Daisy, which went down in 2017 carrying iron ore while on a voyage from Brazil to China with the loss of 24 lives.

The Female Marine Pilot

(supplied by Bob Pointer)

The teacher gave her fifth grade class an assignment: Get their parents to tell them a story with a moral at the end of it.

The next day, the kids came back and, one by one, began to tell their stories.

There were all the regular types of stuff: spilled milk and pennies saved. But then the teacher realized, much to her dismay, that she had missed out Janie.

Janie, do you have a story to share?

"Yes ma'am. My daddy told me a story about my Mommy.

She was a Marine pilot in Desert Storm, and her plane got hit.

She had to bail out over enemy territory, and all she had was a flask of whiskey, a pistol, and a survival knife.

She drank the whiskey on the way down so the bottle wouldn't break, and then her parachute landed her right in the middle of 20 Iraqi troops.

She shot 15 of them with the pistol, until she ran out of bullets, killed four more with the knife, till the blade broke, and then she killed the last Iraqi with her bare hands.

"Good Heavens," said the horrified teacher. "What did your Daddy tell you was the moral to this horrible story?"

"Stay away from Mommy when she's been drinking."

STILL LOOKING FOR SUBMARINE COMMISSIONING CREW LISTS

www.submarinersassociation.co.uk

I must thank all of those who have sent me Crew Lists – they are still arriving in dribs & drabs but are all very useful. 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

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'

PROBLEM IN DEVONPORT DOCKYARD

A Devonport safety probes stop cranes at nuclear submarine dock.

(by Jonathan Morris BBC News Online)

Cranes that lift nuclear fuel have been halted twice amid a series of safety alerts during a £200M refit of a Royal Navy Trident submarine. It has emerged.

The stoppages came at Devonport Dockyard's No. 9 Dock, where nuclear submarine HMS VANGUARD is berthed.

Work was temporarily stopped in July 2017 and in September, said the Office for Nuclear Regulation (ONR) which is investigating the latest alerts. Site operator Babcock said its priority was "high safety standards".

HMS Vanguard has been at 9 Dock since 2015 for a four-year refit and an unscheduled refuelling with a new nuclear reactor core.

The ONR, which inspects nuclear facilities, said that there had been two 'incidents' involving cranes in September.

It said "all crane-related work" had been halted temporarily and it had launched a formal investigation.

Campaigners the Nuclear Information Service called for "all work at 9 Dock" to be suspended until the ONR investigation had been completed.

Director David Cullen said it was "extremely concerning to see these problems happening again and again".

The September incidents are the latest in a series of safety alerts involving cranes at 9 Dock:

July 2017: Safety stand down on all crane activities across No. 9 Dock after "several incidents" between May and June

August 2016: The ONR investigated an 'incident' on a crane at No. 9 Dock.

June 2016: The ONR reported "several incidents" involving cranes at 9 Dock, including 'inappropriate location of flammable liquids and combustible materials near the cranes

The exact nature of the incidents involving the cranes, which are used to lift and replace nuclear fuel and other components at 9 Dock, has not been revealed.

Babcock said the two incidents in September took place during "routine maintenance activities" and no-one was injured. The cranes had since returned to action after operations were halted temporarily and changes had been made to procedures, it said. The ONR said a formal investigation would establish the facts and ensure "action to prevent a recurrence".

TRUCULENT MEMORIAL SERVICE 2019

On Saturday 12th. January 2019, the Medway Towns Submariners Association are holding their Annual Memorial Service for all who lost their lives when HMS/M TRUCULENT was sunk following a collision on 12th. January 1950. The Service will be held in the St. Georges Centre, Chatham ME4 4UH (used to be HMS Pembroke) at the bottom of Dock Road and will commence at 1045hrs. and will be followed by a buffet/tots/wine/coffee/tea etc. All are welcome - and Standards will be appreciated.

Any questions, please contact the Secretary - Derek Grant - by 'phone 01634 717384 or E-mail d.grant384@btinternet.com or Chairman - Derek

Williams - 'phone 01634 865500 E-mail mrderewilliams@yahoo.co.uk (If using the Dartford Crossing, please remember the toll).

THE LYNEAL TRUST

Hi, this is Ben Case (ex-ORACLE) - A little tale that you may enjoy!

Several years ago, I volunteered for the "Lyneal Trust" - a group that runs two 70-foot holiday narrow boats and a 60-foot purpose-built day boat for disabled or disadvantaged people of all ages.

During my suitability chat with the Chairman he asked about my time in submarines and my job. I told him that I was responsible for the equipment that enabled the boat to submerge. He replied that he hoped that wouldn't happen when I was skipping the day boat. I told him not to worry as I was the "outside wrecker" and could always get the boat back to the surface!

All was well so, if anybody sees the "Shropshire Lady" on the Llangollen Branch of the Shropshire Union Canal please feel free to give us a wave.

P.S. If any readers are going through a difficult time - have a look at the Lyneal Trust website as we also have a canal side cottage and bunkhouse.

Many thanks, Brian Case

www.lyneal-trust.org.uk

Lyneal Wharf, Lyneal, Ellesmere SY12 0LQ
01948 710708

BOOKS

Two books this month –The first is:

'THEY WERE JUST SKULLS'.

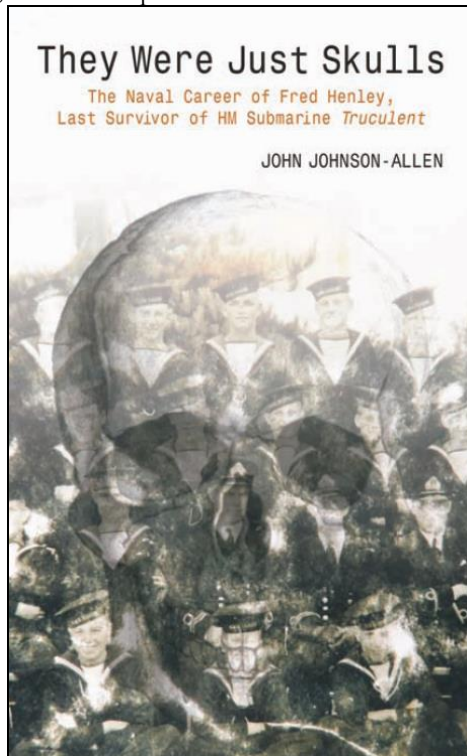
You might wonder at the strange title of this book and what it has to do with submarines? The origin of the title becomes clear towards the end of the story. The book is, essentially, the life story of Fred Henley. On leaving school in 1937 at the age of fourteen he joined his uncle working on a Thames barge moving cargoes around the Thames and east coast ports. In December 1939 he joined the Navy at HMS GANGES before moving on to HMS St GEORGE on the Isle of Man. After training he served in the Cruiser HMS LONDON. Later, he trained in ASDIC and joined the Coastal Forces serving in HDML launches in the Mediterranean for the best part of three years before returning home in March 1945. After further post-war service in HDMLs in northern German ports Fred served in the Survey Ship HMS SCOTT before a draft to Submarines in March 1948 and brief service in HMS SPITEFUL and the Reserve Group 'S' before joining HMS TRUCULENT in refit at Chatham. Fred was onboard on the fateful day when HMS TRUCULENT was returning from trials and collided with the MV DIVINA at night in the

www.submarinersassociation.co.uk

Thames estuary. At the time of the collision he was on the bridge having taken a Seamanship Manual to the bridge for the Officers who were confused by the unusual combination of navigation lights on the DIVINA. In the collision Fred and the others on the bridge were thrown into the water. TRUCULENT was sunk and, although most of those on board made a text book escape the majority were lost in the dark, cold sea. Fred and the others from the Bridge were rescued by the Dutch MV ALMDYK.

After survivor's leave and, as the bodies of those lost were washed up, Fred was involved with attempting to identify the bodies although some bodies were never found. When the submarine was finally raised, and the remaining bodies extracted, Fred was again asked to undertake the unenviable task of identifying his former crew mates. This dreadful task was, as he says, impossible, as 'They Were Just Skulls'. After being a witness at the Court Martial 'in which the Submarine CO was found to be at fault in causing the collision, Fred served in Submarine HMS SCOTSMAN before finishing his time in HMS CHEQUERS in which he returned to the Mediterranean.

The Author - John Johnson-Allen intersperses Fred's recollections and anecdotes with an interesting mix of his own personal views, explanations and descriptions of naval facilities, ships, events and personalities.



ISBN 978-1-84885-404-4

Whittles Publishing £16.99

Email: info@whittlespublishing.com

Tel: 01593731333

NOTE: John Johnson- Allen will be at the TRUCULENT Memorial Service in Chatham on Saturday 12th January 2019 (see details above) with copies of his book and to answer any questions.

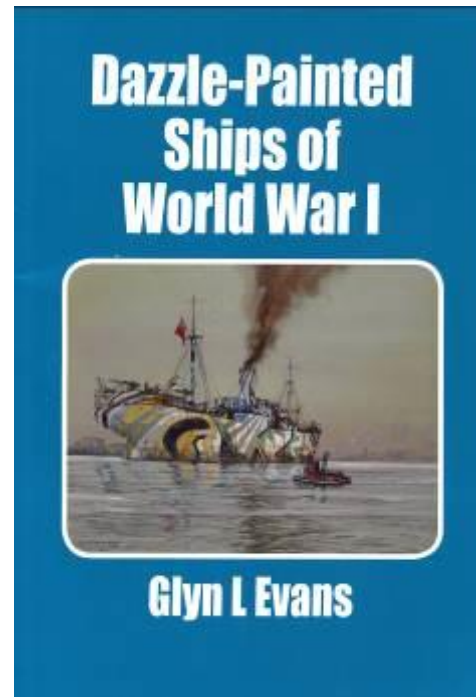
'DAZZLE PAINTED SHIPS OF WORLD WAR ONE'

(by Glyn L Evans)

This second book describes an interesting development during World War One intended to overcome the U-Boat menace and the rate of loss of ships. It is a study of the Dazzle Painting schemes used for ships and vessels during WWI and intended to confuse U-Boat Captains on courses and speeds of ships as seen through periscopes - resulting in incorrect fire control solutions.

As with all such schemes there were a number of claims to have been the originator of Dazzle Painting, but the schemes put forward by other claimants were intended to 'paint ships to make them less visible or to disguise them.' The person generally given credit for the Dazzle Painting scheme (which in no way made ships any less visible) was an RNVR Lieutenant - Norman

Wilkinson – an artist and illustrator in civilian life. In April 1917 he put forward an idea to “paint a ship with large patches of colour in a carefully thought out pattern and colour scheme, which will so distort the form of the vessel that the chances of successful aim by attacking submarines will be greatly decreased.”



His idea gained official support and he was allocated a ship to try out his ideas. In trials at sea his paint scheme received more favourable reports than otherwise, and approval was given for all Merchant vessels and Armed Merchant Cruisers to be so painted. Very rapidly an organisation was set up, covering all ships arriving in nine naval districts, to Dazzle Paint ships on arrival in port and, by October 1917 instructions had been given that the whole of the British Mercantile Marine should be painted. In March 1918 the idea was also adopted for Merchant shipping leaving American ports. It is thought that, by November 1918 some 3,400 Merchant and Naval Vessels had been Dazzle Painted.

How successful the Dazzle Painting scheme was in confusing U-Boat Captains and reducing the rate of loss of ships is difficult to assess as the introduction of the Convoy System in 1918 also significantly reduced the rate of loss – except in the Mediterranean.

ISBN No. 978-1-902953-73-1 £9.95

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SUBMARINES, PADDY ASHDOWN & THE SBS

(An extract from the Memoirs of Desmond Gerrish)

HMS FORTH, now with nine submarines, could fit in all the 'snooping' important to C.-in-C. and carry out all those other fundamental submarine activities as well. We had arrived and were functioning as a very efficient Submarine Squadron, after our first turbulent three months in the Far East.

The Far East was a hotbed of intrigue as it has been throughout history and now it was sharply flavoured by mainly American obsession that Communists were about to take over the East. Naval secrecy inflicted out of all proportion and each level of command, starting at the top with C.-in-C., would withhold information from their next echelons down the tree. It was absurd. Unfortunately, the very nature of submarine warfare is a secretive business. No one should be allowed to sight a submarine once out in the oceans, not know which area of ocean the submarine was in. So, this general aspect of secrecy in the submarine world was added to the fetish for secrecy with the Far East H.Q. It's a wonder any of us in FORTH knew what was going on. But we did, because at the coalface, the Higher Staff had to give us sufficient info of any planned mission for us to get the right weapons, with correct settings into the submarines and we soon knew what the missions were.

One such as these was the sensible ability to parachute specialist Command Teams at night into the ocean, just out of sight of land and for a submarine to fleetingly half-surface, just long enough for the Commando to scramble out of the sea into the submarine. The dived – and therefore invisible – submarine would then proceed very close to the target bit of coast where the Commandos had to land, spit them out as fast as they got in and leave them to canoe themselves ashore. The submarine would quietly move back out to deeper water and wait for the Commandos to complete their mission, when they would signal, asking the submarine to come back in again to pick them up. In these uneasy days in the Far East, this was a powerful tool, not only to C.-in-C. but also the British Government itself, since it overcame those vast areas to be watched; at speed – R.A.F. plane to the Drop Point and a submarine, already in the general area of the target to rush to be underneath that Drop Point. Better, no one in the world would know which country landed that Commando Team to do whatever it was, so important to the British military. Obviously, fast-moving daring stunts like this cannot work without careful preparation and training, followed by regular practice. Easy for the small elite Commando Teams to train themselves, but for us in the Squadron, it meant training nine of our submarines to be able to do this stunt and to keep them all practiced at doing it for real at sea. Navigation by the aircraft and submarine was critical. If a job cropped up – invariably at short notice – Admiralty would select the Drop Point, a mere pin prick on the chart and tell it to the aircraft and submarine. If either of them were in error of navigation of more than 10 miles, the Commandos were likely to drown. Thankfully the many times we practiced this in the South China Sea, the navigation by the aircraft and submarine resulted in the Commandos floating with their canoes within a distance of one to two miles from the submerged submarine. The aircraft never saw the submarine and vice versa – no lights, strict Radio Silence and the submarine remaining submerged for Radar invisibility.

The Royal Marine Commando Officer in charge of these Attack Teams was Paddy Ashdown, later in life to become Leader of the Britain's Liberal Democratic Party. He always 'dropped' with his men and, physically, was very courageous. He was inventive too, as I found to my cost, when shortly after FORTH arrived, he buttonholed me to work with him, converting one of our electrically propelled torpedoes into a '2-man ride-on chariot' for the Teams to get to the target beach faster than in their paddled canvas canoes. He and I worked on this for over a year, off and on, since it had no official backing and we ended up with a working prototype – him diving in his Frogman Suit up and down the Straits alongside FORTH throughout the many test runs we made. C.-in-C.'s Staff encouraged us to persevere, but in the end, Admiralty turned the idea down saying they had a similar project underway with G.E.C. no less. Just as well, since the most challenging area of the design was for our 'Chariots' to be launched from the submarine's torpedo tubes or, alternatively, to be parachuted down from the aircraft – the latter idea meeting severe resistance from the submarine C.O.s, who had no wish to be sunk by ½ ton of converted torpedo! And Paddy wanted the 'Chariots' to run at fifteen foot below the sea surface. I well remember the first time I was onboard a submarine at sea, doing one of these Marine Jumps. It was included in the programme of Captain S/M's Inspection of H.M.S. OBERON – Phillip Cookson was her C.O. We were off the Borneo coast, a pitch black night and the sea state very marginal for the Drop – a S.W. Monsoon was blowing – and we left it to Phillip whether to go on with the Drop or abort it for peacetime safety-of-life reasons. He told us conditions were marginal, the waves were running five to six feet high, but he was quite confident his men could get those six Marines out of the sea as long as the aircraft did an accurate Drop. Phillip got a lot of Brownie Points from us Examiners for his decision not to abort the Drop – it takes a lot of effort and time all round to set up these practice exercises – and they dropped about two miles from us. Phillip moved his submarine very fast at periscope depth to get close to the 6 men in the water and OBERON hauled the three canvas canoes and six Commandos onboard in record time. Nothing is left to chance. Initially Phillip could not see them through the periscope, but his Sonar soon detected the Sonic Beepers strapped to the Marines' feet, (the Beepers must be below the sea surface for our Sonar to hear them).

I'd been in the Bow Torpedo Compartment after leaving the Sonar Room, to examine the proficiency of OBERON's Torpedo Crew, get the three canoes and six men through the Torpedo Loading Hatch in darkness – no light must escape from the submarine – in doubled quick time – the submarine is only going to expose its bow above sea surface for thirty seconds – radar on the enemy shore could get an echo and that Torpedo Entrance Hatch must be firmly closed and clipped before the bow dips again – or we all drown”!

Once dived again and the lights switched on, I guided Paddy to the Wardroom for a drink, where Captain S/M and the rest of the Staff were taking a breather. With one accord, we all greeted him with “Paddy, you must be bloody mad to jump out of some crappy R.A.F. Bomber, in the middle of the night into a rough and empty ocean, trusting that a submarine will miraculously pop up to give you a gin and tonic!” Paddy smiled and quietly said, “Funny, we think you lot are mad to spend your lives in submarines!” Touché.

SUBMARINE K.26 - THE STEAM SUBMARINE

By Jack Philip (Nick) Nichols O/N J98553 (Continued from In Depth No.62)

“COCKROACHES” OR, “ARE YOU STILL USING THAT OLD FORMULA?”

The Cockroach is a member of the Orthoptera, so my encyclopaedia tells me and, being brown in colour, is called the black beetle. In the treatment of the cockroach infestation my encyclopaedia recommends - straight up - slicing up cucumber and strewing the slices about, "They will render the cockroach helpless, say this learned tome. With laughter, I presume! It does not say what happens after. Surely Mr. Cockroach gets over it. It does not say that cucumber is fatal to them. An alternative suggestion is a beer trap into which they are supposed to fall and be drowned. I suspect the cockroach, clever old orthoptera that I know him to be, would get around that beer trap lark, I could imagine him organizing a scheme where several volunteers jammed the mechanism and allowed the remainder to get at the beer, have a merry evening and sleep it off. Encyclopaedia's are written by “Experts” and, of course, you know what they are - mainly idiots.

Now in 1929 K26 British Steam Submarine was infested with cockroaches and, in addition, had a few rats, and though I blush even now to mention it, on occasion a few, well I won't lie, a lot of fleas. The rats lived low down in the bilges behind air bottles, complicated pumps, nests of pipes and so on where no traveller of human size can ever come. With extreme trouble you can gas him, and then you smell him for many months while his corpse dries out. So, warfare on a large scale against rats is not, or was not, often undertaken. They rarely walked over us in the night. Sometimes someone would say that he had seen a big father rat sitting on an overhead pipe and cleaning his whiskers. Without flashlight photographs we were sceptical. But old what's-his-name, the cockroach - he was clearly visible, you could smell him too, and from time to time he lost his balance. If he walked along an electric lead or a pipe of even considerable girth the smell of food directly below would cause him to swoon like a Victorian maiden with an 18-inch waist and fall straight down. If your plate of pork and beans happened to be below him - and there was a piece of pork in the can then for naming purposes only in those days, Newton's theory of gravity meant that he fell into it. With his well-known colour and the well-known colour of tomato sauce and only a 40-watt bulb you could crunch something that wasn't pork and equally certain wasn't a bean. No, it was a girt cockroach whose flavour is not really worth describing. They walked also above bunks, said to be attracted by Sailor's socks. Not the smell of socks, but probably the texture, woolly socks seemed the most cockroach attractive, cotton socks the least! As terylene and nylon had not been invented then there are, of course, no records of socks of that material.

They, that is the cockroaches, not the socks, were not class conscious. As many cockroaches fell down in the Wardroom as fell in any other part of the boat, meal for meal, pipe for pipe, cable for cable. They were gregarious and loved warmth and gathered behind the electric lamp fittings like old grannies in a snug. If, you looked at them with a magnifying glass, which we borrowed from the end of the Signaller's telescope once and destroyed half the visual communications of the boat for some time in the process, you could see them waving feelers and nodding their heads. We presume that they were arguing the merits of say, a sixty-watt lamp and a forty. There may have been some old, old cockroach there who could tell them of the lovely golden glow that used to come from a fifty candlepower carbon lamp, now rarely met with. Well, the combined alertness of Nelson, Avery, and Regan, nationalities in sequence, Turk, Englishman, Irishman failed to keep the cockroaches at bay in the Ward Room, so it was decided to apply for an official ‘de-infestation’ which is not easy to spell out in semaphore and appeared, so I am told, as ‘devastation’ after being relayed through Castile. Nothing was heard whilst the mills of Admiralty ground slowly, incidentally they are eight times slower than those of God, if you are the least bit interested. But one day we rose to be told that tomorrow we should sleep, eat, and have our being in the CYCLOPS whilst the cockroaches were being exterminated. About nine in the forenoon of the day of the cockroach blitz, a small gang of men brought some little steel gas cylinders aboard and distributed them around in the lowest parts of the boat. We asked “Here Joe! What's in these cylinders?” The only answer we could get was “Deddlygas”. We asked again slowly. Every time we asked we got the same answer "Deddlygas Seenyor”. We

had wanted a chemical formula not a group name, nick name or general title. We would have been satisfied with a name like "Di-hydrous carbonate of Asiatic waterfowl" or "Arsenuretted Dichloro-Benzine Nitrate".

But there we were, "Deddlygas" was what we were told. When we were all out of the boat the foreman went through the boat wearing a complicated respirator with what looked like little oven doors in it. He turned on the valves, came up on the casing and we, the sailors, banged the hatches down. Bud approached the big crash, the foreman. He offered him a cigarette. He took it, a light, he lit up. He smiled.

Bud said, "It's a very important job yours, what is the gas you use for cockroaches." Jose smiled, "Nice chap has given me cigarette, wants to be friendly, I will of course give him the information he wants."

I moved forward, Bud cocked his ears, Bert Single smiled in expectation "Iss very good stoof, is kill all a cockroach like magic. We call it Deddlygas Seenyor."

Deddlygas Seenyor." Bud laughed, "What no other name?" The man puffed on his cigarette. "No, Seenyor, always, I been in de yard six years, always Deddlygas." "Deddlygas" said Bud "That about sums it up"

Next morning, we opened up the boat, and switched on the fans. We lowered portable fans after a while as the gas began to clear. When well diluted it had a nice smell some said it smelled like stewed plums. Every compartment had dead cockroaches, strings of them, little ones, big ones, young ones, old ones, dead, dead, dead. One hundred per cent kill. The workmen gathered the cylinders put them in the handcart and wheeled it away. The foreman, as befits a senior man, got on his bike and rode away. Before going he smiled at Bud and asked, "You been below Seenyor?" Bud said, "Yes I've had a look round, heaps of 'em all dead." The foreman smiled, "You can't a beat Deddlygas, cockroach, fleas too, Sahah!" He went. Bud said, "There you are Nick, you can't beat Deddlygas".

Well, for a few days that's what we thought too. We shovelled the dead up and pitched them into the harbour. Stoker Fawkes, the enquiring type, wanted to count them or at least weigh them. We told him go jump in the harbour and we'd sling 'em in and he could start counting then. He didn't accept.

Six days later Scotty dropped a corner off a slice of bread and jam. He was talking at the time, so he did not immediately pick the morsel up. A minute or two elapsed, Scotty said positively the last word about Plymouth Argyll or whatever it was and bent down to pick up the sticky bread. From the bread a small shadow seemed to come and swell and disappear. Oh yes, hundreds of tiny cockroaches had sped from the bread scattering to the furthest corners of the Beamery. We cottoned on, as the Japanese now say. They got it from the Americans and they probably got it from us, and we had it from the Chinese, so it's almost back home. The Deddlygas was splendid for live cockroaches, it turned them into dead cockroaches overnight. But it didn't kill the eggs and here we were with an entire new population of young lively cockroaches. Three weeks, and all the spaces behind the lamps were filled with middle-aged cockroaches chatting away. They had no aged historian telling them about the old-time lamps, hotter, better-coloured, longer lasting etc. He was dead.

A signal asking that the boat be dis-infested again brought back an Admiralty letter which was in those far back happy days described as "tantamount to rebuff". No one suggested cucumber or beer traps, we lived with them at least another fourteen months. When K.26 was broken up in 1931, it was on the hard at Sliema that the unfeeling oxy-acetylene tore my love to pieces, it is rumoured that cockroaches by the million or at least the hundred thousand marched off up the slope. It is a long time ago, but may be a folk tale exists in some very old hotel in Sliema, that some of the cockroaches present there are lineal descendants of First Flotilla submarine cockroaches - the cream of them being able to trace their ancestry back at least to the Deddlygas. They would I suppose be wearing white woollen sweaters no doubt, in memory of the good old submarine days, when there was pork in the tin, with the beans, and jam had real fruit in it, and LTO's had an interest in chemistry, dignity, and loyalty.

To Be Continued in In Depth Issue No. 64.

SUBMARINERS ASSOCIATION MEMBERSHIP STATISTICS

A recent exercise by the National Membership Secretary produced some interesting facts and figures about the Association and its Membership as follows:

Current Membership:	1,569
Former Members rejoining:	14
New Applicants:	179
Applicants who did not join:	79
'Lapsed' Members:	1,622
Members 'Crossed the Bar':	1,163

Several points arise as follows:

1. The number of 'New Applicants' is quite encouraging! Why then, are so many of them not going on to Full Membership? Some of the Applications several months old! Are you, as Branch Secretaries and

- Officers, following up promptly on Applications to join your Branch? Early contact and involvement with the chosen Branch will encourage the new Member to complete the process early.
2. The number of 'Lapsed' Members; is very high – there are more of them than there are 'Active' Members! Some 193 of the 1,622 would be in their 90s (if still alive) and thus entitled to be offered Free 'Life Membership'. Further investigation has indicated that at least 30 of the 193 are known to have 'Crossed the Bar' and others also may have Crossed the Bar since but that still leaves another 160 odd potential Members. As Branch Secretaries do you know why some of your Members have 'Lapsed'? Do you know where they live? Are they still alive and well? Could they be encouraged to re-join the Association? If they have moved did you advise them of another Branch they could join? Are there any 'Lapsed' over 90s from your Branch and would they re-join if offered free Life Membership? If 'Yes' then contact the National Membership Secretary.
 3. Obviously there is not a lot you can do about Members who have 'Crossed the Bar' but, are their wives or partners still alive and well, and are you in touch with them? Do they need any advice or assistance?

ANNUAL CONFERENCE & REUNION 2019

The Annual Reunion including the National Council Conference for 2019 will be held at the Holiday Inn Leicester over the weekend of 22nd to 24th March 2019. The conference itself will be on Saturday 23rd March 2019.

The address of the hotel is Holiday Inn, 129 St Nicholas Circle, Leicester, LE1 5LX.

The hotel is located 5 minutes' walk from the city centre and has various ale houses to suite all.

Car Parking is right next to the hotel and is run by NCP, a deal has been negotiated for the following options: £10.00 - Only 1 entry / exit per 24 hour period or £15.00 - Unlimited entry / exit per 24 hour period.

Make sure you inform the reception when checking in what option you are using.

Spirit Leisure Club

Offering a range of options to burn off some energy or to simply relax and unwind. The club features a Heated Indoor pool, Gym, Spa, Sauna and Steam room all will help to get rid of that fuzzy feeling in the morning. Use of the gym is free to hotel residents.

Accommodation

I have reserved a total of 45 Doubles, 26 Twins, and 44 Singles. I cannot stress the point too much to BOOK EARLY! All bedrooms are accessed by lifts that are well maintained. Disabled rooms are now called 'Easy Accessible Rooms'. The showers are of the over the bath type. On the 8th floor they do have a limited number of 'walk in' shower rooms (a 6" step up into shower). Please quote on your application form if disabled and if you would prefer a shower room. We viewed a selection of rooms and found them all to be clean, spacious and all had TV, with Tea and Coffee making facilities.

Rates: Note all rates are per person

2 Night package 22/23 March Double/Twin DBB	£120.00 Per Person
2 Night package 22/23 March Single DBB	£145 Per Person
1 Night package 22 March Double/Twin DBB	£58 Per Person
1 Night package 22 March Single DBB	£85 Per Person
1 Night package 23 March Double/Twin DBB	£63 Per Person
1 Night package 23 March Single DBB	£90 Per Person
1 Night Package 21 or 24 March Double/Twin BB	£40 Per Person
1 Night Package 21 or 24 March Single BB	£70 Per Person
Friday Night Carvery only	£25 Per Person
Saturday Night Gala Dinner only	£32 Per Person

The Friday & Saturday rate, the Saturday only rate and the Non Resident Saturday Dinner includes your tot, Saturday afternoon sandwiches, ½ bottle of wine and port for the toast.

Attached to this letter are two Applications, one for your Accommodation requirement(s) and the other for the Saturday Reunion Dinner Meal Choices. Whilst Applications via your Branch Secretary are welcome I am happy to accept an application from individual members, indeed that is the preferred method so that I can quickly ascertain the room requirements.

CANCELLATION POLICY FOR MEMBERS

Thursday 14th February is the last date to cancel and receive a full refund.

If you are ill or hospitalised after the 14th February it is at the discretion of the Hotel.

I would prefer full payment up front, but a £50 deposit per person for packages greater than that will be accepted but I do need the FULL BALANCE by Thursday 14th February 2019. I have to declare the room requirements at that time and pass back any rooms not sold.

Meals

The Friday evening meal will be a Carvery with a choice of Roast Leg of Lamb, Roast Pork, Chicken Curry and Vegetable Lasagne. Variance sweets will be on offer.

Saturday afternoon there will be complementary sandwiches and French fries (sorry I'm getting above myself) Buttes and Chips supplied at 13:00. If you require choices of sandwiches that will be at your own expense.

The Saturday evening Reunion Dinner will be a 3 course dinner with a 3 choice starter, a 3 choice main course plus a vegetarian option and a 3 choice desert with 1/2 bottle of wine per person and Port for the toast.

Please refer to the 'Meal Choice' Form and annotate any allergies.

The Most Important Room – The Bar

The Bar Tariff negotiated is 25% a reduction to their normal prices, this includes all drinks bought across any bar or waitress service.

When buying a full bottle of wine the discount is 20%.

IMPORTANT DETAILS

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

Please send your applications and cheques to Iain Mackenzie at 46, Almora Drive, Dumbarton, G82 1AE. Tel 07403 433 178. Email coxswainmackenzie@yahoo.com.

The Booking Forms are available from your Branch Secretaries and are also downloadable from the Events Page of the Submariners Association Website.

Please make your cheques payable to the "Submariners Association Reunion 2019" and NOT me. This causes a delay while I clear the cheques through my own bank before I pay the treasurer. You may pay by BACS/Electronic transfer but if you do please let me know via email. The Reunion Account is Nat West. Sort Code: 60-13-15 A/c Number: 52930645. Please include your membership number & surname as a reference. You will be aware that if there is a very low take up by the time I have to declare the room take up to the hotel I will be forced to cancel room to avoid payment for those rooms. This may mean late bookers will find no rooms available at our discounted rate.

Iain Mackenzie

HMNBC Friday, 19 October 2018

SUBMARINERS SURFACE FOR HOLLYWOOD MOVIE PREMIER

Members of the Royal Navy Submarine Service surfaced recently for an extra-special advanced showing of Hollywood movie 'Hunter Killer'.

Over 200 submariners were invited by Lionsgate Entertainment to watch the film at a specially organised viewing at the Home of the UK Submarine Service at HM Naval Base Clyde.

The Armed Forces premier was on 18 October, the day before the film was released to the general public, which was in the same week as Trafalgar Day, when the Naval Service celebrates Lord Admiral Horatio Nelson's historic victory at the Battle of Trafalgar.

The action-packed movie, which stars Gerard Butler and Gary Oldman, tells the story of a US Navy Hunter-Killer submarine, called into action to rescue the Russian President when he is captured by his own Defence Minister during a visit to a Russian Naval Base.

Butler plays submarine Commander Joe Glass who is sent into Russian waters to help rescue the President and prevent a global conflict. The Paisley-born actor, who is a supporter of the armed forces, was keen that the real submariners had a chance to see the film and even recorded a special message for them which was played before the movie.

"We were thrilled when Lionsgate got in touch with us and said that they and Gerard Butler would like to give us an advanced showing," said Rear Admiral John Weale, Head of the Submarine Service. "As you can imagine there was quite a lot of excitement among the submariners at having a chance to see 'Hunter Killer' before it was released. During a submarine patrol, movie nights in the mess become important. It's a way of relaxing between watches and, as you can imagine, there's much debate about which are the best submarine movies.

"I'm glad to say they gave 'Hunter Killer' the thumbs-up. We were particularly thrilled that Gerald Butler went to the effort of filming a message. It was a special occasion for the Submarine Service."

A copy of the film was whisked, under special guard, to HM Naval Base Clyde for the viewing at the site's Warrant Officers' and Senior Rates' Mess. Popcorn at the ready, the eager submariners then

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settled down to watch the big-budget movie and message from star Gerard Butler. During his address the actor said: “I think the work you all do is incredibly inspirational, and I want to thank you for that.” Petty Officer Ian Brown said, “As a submariner, while accepting that it was a Hollywood movie, I was really impressed by how realistic the film was.”

Warrant Officer 1 (WO1), Andy Knox, Command Warrant Officer, Submarines said “There was something extra special about watching the movie in the company of fellow submariners at the home of the UK Submarine Service here in Scotland – especially given the early scenes depicting Faslane as the base is commonly known.”

HM Naval Base Clyde is the Home of the UK Submarine Service, base port for three Astute-class hunter-killer submarines – HMS Astute, HMS Ambush and HMS Artful – and the UK’s ballistic submarines which maintain the nuclear deterrent – HMS Vanguard, HMS Vigilant, HMS Victorious and HMS Vengeance. From 2020 HM Naval Base Clyde will host all of the Royal Navy’s attack submarines and will be the future home of the Dreadnought-class of the nuclear deterrent submarines. The development of the site will see numbers at Clyde rise from the current figure of 6,800 to an eventual population of around 8,500



Submariners enjoy preview screening of Hunter Killer

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SUBMARINERS ASSOCIATION MEMBERS 'CROSSED THE BAR'

(reported 1st October 2018 to 31st December 2018) (***) WWII Service)

NAME	DATE/AGE	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
Malcolm E (Mac) Flowers	18th June 2018 aged 76	LM(E)	Nottingham Branch	February 1960 to January 1965	ASTUTE
Peter William Lindley, MBE	2nd October 2018 aged 81	Lieutenant Commander	Indalo Spain Branch	September 1958 to June 1978	TOKEN (59 to 61), RORQUAL (61 to 63) & RORQUAL (IL January 64), SEALION (IL 64 to 66), ARTFUL (CO) (Dec 67 to 68), USS GATO (Liaison 68), WATSON (ND & TAS School), ONSLAUGHT (CO 73 to 75) & DOLPHIN
Michael Lambourne	5th October 2018	Lieutenant (SL) (X)	Submarine Officers Association	1970 to 1975	NEPTUNE, WALRUS, NEPTUNE, CHURCHILL & DREADNOUGHT
Peter Leech	11th October 2018 aged 93	Engine Room Artificer 1st Class	Welsh Branch	1954 to 1965	SENTINEL, ASTUTE, SCOTSMAN, TELEMACHUS, THOROUGH, SIDON, AUROCHS, CACHALOT, TRUMP & TACITURN (Survivor from SIDON on 16th June 1955)
George Victor Buxton, CBE	23rd October 2018 aged 85	Captain (E) (MESM)	Ex Barrow in Furness Branch	1956 to 1982	TEREDO (56 to 58), TRUNCHEON (59 to 61) and VALIANT (63 to 68 1 st Commission 18th July 1966)
Malcolm J Blanchard	October 2018 aged 70	Leading Seaman	Hull & East Yorkshire Branch	1969 to 1975	REPULSE (S) (1969 to 1972), REVENGE (P) (1972 to 1974) & SUPERB (1974)
John P Manson	October 2018	Commander (MESM)	Submarine Officers Association	Not given	ACHERON (EO), DREADNOUGHT (1 st commission April 1963), VULCAN (XO) & Commander (SM School)
Samuel Alfred Jennings, CD	2nd November 2018 aged 92	Chief Petty Officer 1st Class	Submarines Association of Canada	From 1954	SIDON, 'S' Class, 'T' Class, OJIBWA & OKANAGAN Survivor from SIDON on 16th June 1955
Alec Wood	12th November 2018 aged 89	Chief Petty Officer Radio Electrician	Dolphin Branch	February 1955 to March 1963	TALLY HO (56), TRENCHANT (56 to 58), SENTINEL (58 to 60) & TOTEM (60 to 63)
Roderick Temple McLeod Innes	14th November 2018 aged 80	Lieutenant Commander	Submarine Officers Association	to 1970	AMPHION, ODIN & PORPOISE (IL March 67)
Maurice Edwin White	24th November 2018	Commander (X) (SM)	Submarine Officers Association	Not given	FINWHALE (64), ASTUTE (CO), RESOLUTION (S) (IL March 75), SPLENDID (CO), SWIFTSURE, SPARTAN (CO 86), SOSM (R) Devonport), SOVEREIGN (CO) (Refit)
Anthony Eric Johnson-Newell	21st November 2018	Lieutenant Commander (X)	Submarine Officers Association	Not Given	TRESPASSER, SIDON & TIRELESS (IL 1956)
Clifford William Fiander	30th November 2018 aged 72	Commander (E) (MESM)	Bath Branch	1969 to 1990	REPULSE (70-76), SCEPTRE (80-82) & REPULSE (84-88)
L F (Dick) Darby	November 2018 aged 82	Radio Supervisor	Dolphin Branch	1954 to 1963	TACITURN, AUROCHS, THOROUGH, SENTINEL & TEREDO

Patrick L Nash ***	November 2018 aged 95	Able Seaman (UW)	Ex Dolphin Branch	1944 to 1948	SIRDAR & AMBUSH
William Seager	November 2018 aged 85	Chief Petty Officer Coxswain	Gosport Branch	January 1955 to January 1973	ARTEMIS, EXCALIBUR, TACTICIAN, AENEAS, OPPORTUNE, WARSPITE & TOTEM
Jeremy Nash, OBE, DSC ***	November 2018 aged 98	Commander	Submarine Officers Association	from 3rd May 1941	PROTEUS (3rd Hand) & (IL), P555 (CO), VARANGIAN (CO), TRADEWIND (CO January 45), TEREDO (CO October 50)
Eric Henshaw ***	November 2018 aged 93	Stoker 1st Class	Ex Manchester Branch	June 1944 to May 1947	TUNA, VOX, SPITEFUL, TORBAY & SANGUINE
Francis George Joseph Bailey	December 2018 aged 83	Chief Stoker	Ex Merseyside Branch	June 1955 to March 1962	SCORCHER, ASTUTE, AMPHION & ALLIANCE
John Gowers ***	1st December 2018 aged 91	Petty Officer Radio Mech	Beds & Herts Branch	1945 to 1948	THERMOPYLAE & ALARIC
Nigel John Page	3rd December 2018	Lieutenant Commander (X)	Submarine Officers Association	Not Given	DOLPHIN (68), ODIN (68 to 70), NEPTUNE (71), OPPORTUNE (72/73), ORACLE (74/75) & DOLPHIN (75/76)
Fred W Hilson	11th December 2018 aged 69	Chief Petty Officer MEM	West of Scotland Branch	February 1971 to November 1989	RESOLUTION (P) (71 to 79) & RENOWN (81 to 83)
David George Henley	11th December 2018	Lieutenant	Submarine Officers Association	1967 to 1969	AENEAS (1967) & OPOSSUM (on commissioning on 3rd August 1968)
Alan Johnson	December 2018 aged 81	Able Seaman (UW)	Ex Merseyside Branch	January 1961 to August 1965	SEALION, WALRUS & NARWHAL
John F Houlding	30th December 2018 aged 72	Charge Chief Marine Engineering Artificer (L)	Ex Barrow in Furness Branch	May 1969 to April 1986	CHURCHILL, COURAGEOUS, CONQUEROR (Falklands 1982) & TURBULENT (1st Commission)

OBITUARIES – OTHER SUBMARINERS ‘CROSSED THE BAR’

(Reported 1st October to 31st December 2018 (***) WWII Service)

NAME	DATE/AGE	RANK/RATE	SM SERVICE DATES	SUBMARINE SERVICE
Alan Ernest Smith	3rd October 2018 aged 60	Leading Marine Engineering Mechanic	1966 to 1973	Not Given
Paul Millward	October 2018	Not given	Not given	ANDREW
Alf Houghton	October 2018 aged 92	Not given	Not given	Not given
M (Micky) Flynn	October 2018	Not given	Not given	RENOWN, REVENGE & other boats
Peter Dodd	18th October 2018 aged 72	Warrant Officer Marine Engineering Artificer (ML)	1969 to May 1989	VALIANT (69 to 74), SUPERB (76 to 79) & SWIFTSURE (80 to 85)

Ray Tucknott	20th October 2018	Chief Petty Officer Control Electrician	Not given	Submarine Service in Diesel Boats
George Graham Morritt	24th October 2018	Petty Officer (ET)	December 1965 to April 1969	RN Service OSIRIS, TRUMP (65) & ASTUTE RAN Service from April 69 in OXLEY & OTWAY
George Reilly	5th November 2018	Not given	Not given	TIRELESS
Richard Lyndon	6th November 2018 aged 60	Marine Engineering Mechanic	Not given	Not given
Terrence (Terry) Gibson	12th November 2018	Marine Engineering Mechanic	Not given	SPLENDID & SUPERB in the 1980s
Terry Anderson	12th November 2018	Not given	Not given	RESOLUTION & SPLENDID
Donald (Don) Street	November 2018	2nd Coxswain	Not given	ALLIANCE (in early 1950s)
Keith Faulkner	November 2018	Not given	Not given	Not given
David A McGregor	27th November 2018	Able Seaman (UC)	Not given	SWIFTSURE (1st Commission Crew) & VALIANT
Brian Hawkins	30th November 2018 aged 81	Chief Electrician	1960s to 1980	RESOLUTION (P) (1st Commission on 3rd October 1967, REPULSE, REVENGE & RENOWN
Christopher Butlin	December 2018 aged 81	Not given	1955 to 1964	Not given
Robert (Bob) McTurk	December 2018	Warrant Officer Marine Engineering Artificer	Not given	REVENGE (P) (1980s) & VULCAN
Tony Crisp	December 2018	Not given	Not given	OPPORTUNE & other Boats