



# IN DEPTH

Official Newsletter of the Submariners Association

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



Issue No: 64

[www.submarinersassociation.co.uk](http://www.submarinersassociation.co.uk)

April 2019

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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 again to everyone from sunny (well nearly) Barrow-in-Furness. Welcome to In Depth No. 64 – a little later than intended but the last couple of weeks have been a bit busy! Did you go to this year's National Council Conference & Reunion in Leicester? If you didn't then you missed a very good Weekend and that chance to catch up with old (and new) friends and with what is going on in the Association. The Holiday Inn did us proud and the catering team even came up with that old Submarine favourite for breakfast - 'S\*\*\* in a Raft!' All right – 'devilish kidneys' if you want to be posh! The Chairman will tell you about the business side of the weekend in his Report.

There appears to be a lot going on in the Submarine world at the moment as quite a few articles in this issue will show, but – CASD50 is at the top of the UK pops at this time – 50 years of 'Continuous At Sea Deterrence' is a remarkable feat in anyone's opinion and – as RASM reminded us all at the Conference – it's not just down to the 'Bomber' Boys and Girls but all the SSN & SSK Submariners and all those Service and Civilian personnel in the Bases, Depots and

Headquarters ashore over the last 50 years who have made it possible. So, give yourselves a pat on the back, everybody!

A big thank you to all those who have sent in items for this Issue – it makes my job a bit easier in not having to hunt down all the stories and articles! This Issue includes an item from the National Membership Secretary in which he highlights some of the difficulties in maintaining the Membership Database and in attracting new members to and retaining current members of the Association. One of the more concerning statistics is that the total membership is declining by, on average, 3.5% per year a very worrying trend.

There is news from the Submarine Museum and of the changes resulting from the continuing establishment of the National Museums of the Royal Navy (NMRN).

From overseas there is submarine news from the USA, Israel, Australia, Sweden, Germany & Algeria.

The K26 Serial is continued (with some background information into the introduction of headwear for sailors. Also, there is also a review – so there should be plenty to keep everyone entertained.

Please read and enjoy this Issue of In Depth and remember – your story can appear in the next or future issues - all you need to do is to write it down and send it by either E Mail or Snail Mail – my contact details are on this page

Barrie Downer

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## IN DEPTH No. 65

Issue No. 65 will be published on 1st July 2019. Contributions are required to be with the Editor by 15th June 2019 – please make sure I get them in time..

**Cover Photo:** 15th March 2019. The final piece of what will form HMS AGINCOURT, one of seven 7,400 tonne, 97 metre-long attack submarines being designed and built for the Royal Navy by BAe, is carefully guided past the Michaelson Road roundabout on Barrow Island on its way from Barrow Docks to the Devonshire Dock Hall.

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### CHAIRMAN'S REPORT

Friends and Fellow Submariners,

I hope and trust that everyone who attended this year's Annual Reunion and National Council Conference (NCC) had a pleasant and uneventful trip home. The Annual Reunion and the NCC were held in the Holiday Inn Leicester this year. This is the third time that we have used this hotel and this time round was every bit as successful as the previous visits. The fact that the hotel and hotel staff were very welcoming and ever present ready to satisfy our requests only served to enhance the weekend. Perhaps the bit that won it over was when those who made it down to Saturday breakfast discovered that eternal favourite breakfast of the submarine fraternity S\*\*t on a raft!! Excreta Kon Tiki for our Wardroom colleagues!! This is THE breakfast of champions!! The lead organiser for Reunions is Iain Mackenzie; I think a big BZ goes to him from all of us.

Our principle guest was Rear Admiral John Weale CB OBE RASM and his wife Julie. Also attending were, Rear Admiral Niall Kilgour CB and his wife Janie. Our thanks go to them for taking time out from very busy schedules to spend some time with us. We hope they enjoyed the weekend as much as we all seemed to! Most of all however, our thanks go to everyone who attended the event and supported us in this annual venture.

The weekend is made up of two very different events; the Reunion and the National Council Conference.

The Friday of the Reunion weekend is always hectic with everyone arriving at different times and meeting up with their oppos, sharing a couple of pints and eventually getting settled into their rooms. The Friday evening meal takes the form of a carvery and as expected this was a very good and varied selection of fine fare! Friday evening entertainment was provided by MJ Soul and was very generously sponsored by Stuart Brown.

Saturday evening dinner was the usual high standard with the traditional toasts and speeches. Port for the dinner was munificently sponsored by Andy Bain and Youngs Beers, Wines & Spirits Ltd.

We are extremely grateful to Stuart and Andy for their support and generosity.

It is traditional that during the Saturday morning church service we read out the Roll Call of submariners who have Crossed the Bar since our last gathering. I think everyone was shocked at the length of the list this year. The names of 165 colleagues were read out. These are only the ones we have been alerted to! Not all of them were members the Association but they were all members of our 'Family'. We really are a dying breed. It is important that you inform the National Secretary (or any member of the NMC) if you know of a submariner who has Crossed the Bar, whether a member of the Association or not.

The NCC is held during the Saturday forenoon and is the only part of the entire weekend which is of a serious nature. It is during this time that we deal with the business of the Association. The event is covered in detail in the Minutes of the meeting and they will be with you very soon so I will only summarise events in this document. There have been some changes over the last few months as follows;

Stuart Brown has taken over the role of National Treasurer and this was formally ratified at this meeting.

Stuart is a past member of the NMC so we know that he will do an excellent job in this challenging and important post.

We thank Nigel Mellor for all his work in this role over the last couple of years and wish him well in the future.

This year, as every year, there were two vacancies on the NMC.

Brian Tate (West of Scotland) was re-elected. Mark Smith (West of Scotland) was installed as a new member to the NMC. Our thanks go to both for volunteering and for their enthusiasm and desire to do what they can to ensure the good running of the Association. We welcome Mark to the Committee and we welcome Brian back to the committee.

Chris Freeth has stepped down from the NMC after several years of hard work on our behalf, so we thank Chris for all that he has done for us and wish him well for the future.

CPO Paul Swaby has now stepped down from the role of Serving Members Representative. Paul has carried out this job for a couple of years now but his new draft (remember those??) means that he cannot give the role the commitment he feels it deserves. We thank Paul for all that he has done for us and the serving community and wish him well in his new post.

In a change from the standard procedure, there will be two Serving Reps on the NMC. The reason for this is simple, both volunteers are serving on 'running boats' and there is a good chance that due to service commitments one could be at sea when meetings take place. However, the post of Serving Rep will have only one vote on any matters debated at the NMC meetings. The two new Serving Reps are;

PO Mark Butchart (HMS AUDACIOUS) (Barrow Branch)

CPO Martin Drake (HMS TRENCHANT) (Plymouth Branch)

We welcome them both and look forward to working with them.

The various Proposals and Recommendations submitted for consideration were debated in the usual open, honest and robust manner. These debates are always passionate and always conducted with dignity and respect which is exactly how such matters should be. My thanks go to all the branch Delegates (29 in total) who took part and to the Observers too for their attendance. The full break-down and details of each item will be documented in the Minutes of the meeting.

Those of you who take a serious attitude to how our Association is run and what the future hold for us regarding our sustainability will have noticed on the NCC Agenda an item (number 14) which needs explanation. This is where your branch Delegate and Observers can help by giving you a full report! Once again, I say that the full report of what was discussed is contained within the Minutes, but the gist of the matter is that RASM, Tom Herman and I proposed (informally!!) that we passionately believe that the best way forward for the Association which will unite the serving community, the veterans and other associated groups is for the Submariners Association to make the transition to become a Registered Charity. Our Rules & Constitution do not permit us to ask for the matter to be voted upon at this NCC as there has been no advanced documentation for branches to consider. These details and all relevant information will be put before the full membership in due course but there is a massive amount of work to be done if we are to take the course to become a charity. We would like to make a start on the process and then be in a position to make a formal Proposal to the NCC in 2020 thus ensuring the transition is made in an orderly and correct manner. We asked all the Delegates present and the Observers for comments and eventually for their approval in principle for us to start the process. The support from the 29 Delegates and the Observers was overwhelming and extremely positive. It was very gratifying to see the enthusiasm for our suggestion. Thank you all for your positive response. We will now produce a document and forward to all branches seeking their approval in principle to start the work. During the coming 12 months we will ensure that all branch secretaries are kept fully in the picture regarding the work progress and the way ahead so that there is no confusion at the crucial vote next March. It is therefore vital that branch secretaries communicate with ALL their members on all matters and not just to the few who may turn up at a branch meeting. After all this what secretaries are supposed to be doing. A very busy year lies ahead but it will be worth it in the end. Thank you for your support.

Continuous At Sea Deterrent CASD-50.

The Royal Navy will host a National Service of Thanksgiving in recognition of the Submarine Service to mark 50 years of the Continuous at Sea Deterrent (CASD), the longest unbroken operation ever delivered by the United Kingdom. The Service will take place at Westminster Abbey on Friday 3rd May 2019, at noon, and will recognise all those individuals and organisations who have made a significant contribution to defending the nation as part of this vital mission. Following the Service there will a Reception in the Queen Elizabeth II Conference Centre, which is located in Westminster, opposite the Abbey. The closest National Rail station is Charing Cross and the closest Underground stations are Westminster and St James's Park. The Abbey is easily accessible by all forms of public transport. The event is open to Retired Royal Navy personnel who have worked in support of the Continuous at Sea Deterrent (more recently designated Op Relentless) since 1969.

CASD50 CEREMONIAL DIVISIONS HMNB CLYDE 5 JULY 19

The Submarine Service will host Ceremonial Divisions in recognition of 50 years of the Continuous at Sea Deterrent (CASD), the longest unbroken operation ever delivered by the United Kingdom. The event will take place at HMNB Clyde on Friday 5th July 2019 and will recognise all those individuals and organisations who have made a significant contribution to defending the nation as part of this vital mission. Following divisions there will be a reception and capability demonstration. The event is open to Retired Royal Navy personnel who have worked in support of the Continuous at Sea Deterrent (more recently designated Op Relentless) since 1969.

Tickets will be limited, and allocation cannot be guaranteed, but as many as possible will be allocated to the retired community in recognition of their service. Applications should be made via the Application Form and returned to the CASD50 Organising team (address on application form). Attendees may also apply to bring guests and names will need to be included in the application form.

I hope that all of you are aware of these events and can attend. If you have not been informed, then I suggest that you ask your branch secretary why he did not pass on the information to you. He was sent the Westminster Abbey information and Application Forms on 27 February and the details for the Divisions in Faslane on 7 March.

I have noticed that I seem to have rambled on much more than I normally do but I make no apology. I hope what I am telling you is not new and that you are fully aware of what is happening in the submarine world. I trust you will all enjoy the forthcoming summer months. Remember, we have spent many years dodging the sun so take care in the good weather. I hope to see you all soon.

Lang may your lum reek. JMcM

NEW & RE-JOINING MEMBERS – 1<sup>st</sup> January 2019 to 31<sup>st</sup> March 2019

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

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
Alan S Adams	LWEM (R)	Brierley Hill	Nov 85 to Jun 91	SWIFTSURE (86 to 89)
Ralph W Barber	Naval Chaplain	Portsmouth	Oct 15 to 20**	Chaplain Devflot SMs (14 to 16), TORBAY (Oct 15)
Simon Barr	Radio Operator (SM)	Dolphin	85 to 90	COURAGEOUS (86) & CHURCHILL(86 to 89)
S (Sam) Benzie		Barrow in Furness	Jul 14 to 20**	AMBUSH (14 to 17), AUDACIOUS (17 to 20**)
David L Blount	Chief Petty Officer MEA(EL)	Plymouth	74 to 95	RESOLUTION (74 to 78), TURBULENT (83 to 88) & TRAFALGAR (98 to 94)
Samuel J Booth	LET ME(SM)	Manchester Branch	May 09 to Apr 17	TIRELESS (10 to 14) & TALENT
Christopher Brown	Coxswain (SM)	West of Scotland	Jun 93 to Jan 19	SCEPTRE, SPARTAN, SUPERB, SPLENDID, VANGUARD, ASTUTE & AMBUSH
Lee D Burke	Petty Officer	Barrow in Furness	Apr 03 to 20**	SUPERB (04 to 09), VANGUARD (09 to 11), ASTUTE (11 to 13), ARTFUL (14 to 17) & ANSON (18 to **)
Leslie A Burton	Chief Petty Officer ERA4	Plymouth	Jan 44 to Dec 46	SAFARI (Mar 45 to Jul 45) & ASTUTE (Oct 45 to May 46)
Paul Carr	Warrant Officer Sonar (SM)	North East	74 to 00	ONSLAUGHT (74 to 75), OCELOT (75 to 77), WALRUS (77 to 79), OCELOT (79 to 81) & VANGUARD (90 to 98)
John A Carty	Petty Officer MS(SM)	Norfolk	Aug 80 to Oct 94	REPULSE (P) (81 to 82), REPULSE (S) (83 to 86), REVENGE (P) (87 to 90), RESOLUTION (P) (91 to 93) & SCEPTRE
Andrew J Clarke	Petty Officer WEM(O)	Plymouth	88 to 20**	RENOWN (88 to 91), RESOLUTION (92 to 94), VIGILANT (94 to 00), TORBAY (01 to 06) & (08 to 12), TIRELESS (13 to 14) & TRENCHANT (14 to **)
Peter S Clegg	Warrant Officer MEA (P)	Blackpool & Fylde	Jun 72 to Sep 91	RESOLUTION (Part 3 Jan 73 to Mar 73), RENOWN (S) (73 to 77) & CHURCHILL (78 to 83)
Peter J Clements	Petty Officer RP1	Plymouth	May 61 to Aug 79	RORQUAL, AURIGA, ALDERNEY & SOVEREIGN
Alan Coles	Leading Seaman (Sonar)(SM)	Plymouth	Jul 78 to Feb 02	SPARTAN, SUPERB, SCEPTRE, TURBULENT, TORBAY, TIRELESS & TRAFALGAR
Simon O Colwell	Leading Seaman (Sonar)(SM)	Norfolk	76 to 82	OCELOT, ODIN, OBERON & PORPOISE
David Cook	Petty Officer	Merseyside Branch	89 to 03	REVENGE, VICTORIOUS, SPLENDID & VIGILANT
Barry J Cox	Warrant Officer 2 MEA (EL) (SM)	West of Scotland	Sep 87 to Sep 12	CHURCHILL (88 to 89), COURAGEOUS (90 to 92), SPARTAN (93 to 96), VICTORIOUS (89 to 01), VANGUARD (01 to 02) & SUPERB (05 to 09)
Nicholas D Denby	LWEM(O)	Nottingham	Jan 81 to Mar 93	RENOWN, REVENGE & RESOLUTION
Peter Dow	Chief Petty Officer MEA	Barrow in Furness	88 to 08	CHURCHILL (88 to 89), CONQUEROR (89 to 90), VANGUARD (90 to 95), VENGEANCE (96 to 99) & VIGILANT (01 to 03)
Graham Edwards	LMEM(M)	Dolphin	Nov 73 to Nov 85	REPULSE (P) & VALIANT
Christopher Faulkner	Chief Petty Officer (TS)(SM)	Colchester	Sep 77 to Aug 99	RENOWN (77 to 79), REPULSE (79 to 81), ODIN (81 to 83), OPPORTUNE (83 to 92) & TORBAY (96 to 98)
John D Flower	Petty Officer MEA(ML)	Barrow in Furness	79 to 92	REVENGE (P) (79 to 85), REPULSE (S) (85 to 87) & RENOWN (P) (90 to 92)
R C (Gordon) Foot	Chief Petty Officer	Plymouth	82 to 07	SCEPTRE, REVENGE (S), TORBAY & TURBULENT
Sean G Frow	Chief Petty	Bridlington &	Jan 1990 to	TIRELESS (91 to 93 & 93 to 95), TALENT (97 to

	Officer	District	Apr 2004	00) & TIRELESS (00 to 04)
Martin N Grafton	Commander	West of Scotland	80 to 06	REPULSE (S) (82 to 84), ONYX (85 to 87), RESOLUTION (S) (90) & RENOWN (P) (90 to 93)
Scott J Grant	Chief Petty Officer	Leicestershire & Rutland	95 to 20**	TRAFALGAR, VANGUARD & ASTUTE Class Boats (Submarine Special Fit)
Leslie H Green	Chief Petty Officer	West of Scotland	91 to 10	SPLENDID, SOVEREIGN & SCEPTRE
Timothy A Greensides	Warrant Officer Radio Supervisor	Gosport	Jan 77 to Jan 95	RENOWN(S) (Mar 77 to Jul 77), RESOLUTION(S) (80 to Oct 82)
Stephen J Griffin	Petty Officer Cook	Portsmouth	Jan 73 to Sep 79	COURAGEOUS (73 to 76), DREADNOUGHT (76 to 77), SWIFTSURE (78 to 79)
Garry W Hardwick	Able Seaman (Sonar)	Plymouth	Dec 79 to Dec 94	RESOLUTION, RENOWN, REVENGE, VALIANT, OTUS, OSIRIS, URSULA, UPHOLDER
John F Horton	Chief Petty Officer Mech	Derbyshire	52 to 73	SLEUTH (52 to 53), ACHERON (54 to 55), SERAPH (55 to 57), AMPHION (60 to 65), REVENGE (67 to 70), SWIFTSURE (70 to 73)
John S Imrie	Warrant Officer WEM(R)	West of Scotland	Jul 67 to Oct 99	RESOLUTION, REVENGE, REPULSE (84-87)
Andrew D Jackson	Radio Operator 1 (SM)	East Kent	Mar 79 to Dec 84	ORPHEUS, ONSLAUGHT, ORPHEUS, ONYX, PORPOISE, WALRUS
Stephen M Jackson	Chief Petty Officer SA	Hull	Nov 72 to May 90	CHURCHILL (72 to 77), SUPERB (78 to 80), SPLENDID (82 to 85), SPARTAN (87 to 90)
James Johnston	Leading Radio Operator	Portsmouth	Sep 70 to May 78	DREADNOUGHT (71 to 74) & (75 to 78)
Harold Jones	Chief Petty Officer Mech (L)	Medway Towns	56 to 59 & 63 to 66	SELENE (56 to 57), AMBUSH (57 to 59), AUROCHS (63 to 65), ALCIDE (65 to 66)
Dale Knight	Chief Petty Officer MEA	West of Scotland Branch	Jul 75 to Jul 98	RENOWN (1976 to 1980), REVENGE (1984 to 1991) & VICTORIOUS (1991 to 1996)
Malcolm H Kirby	Radio Supervisor (SM)	Norfolk	65 to Sep 78	ONSLAUGHT (65 to 68), ORACLE, REVENGE, CONQUEROR, CHURCHILL
Laurence P Lanzon	Petty Officer REL	Gatwick	Aug 65 to Aug 68	AENEAS (66 to 68)
Robert M Long	Able Seaman TS SM	Sussex	Jul 80 to Nov 86	OCELOT (81 to 83), ONYX (83 to 83), SEALION (83 to 84), OPOSSUM (84 to 86)
George P Lumsden	Chief Petty Officer MEA	Sunderland	Jan 76 to Aug 86	SUPERB (76 to 79), SOVEREIGN (79 to 86)
Mark R Mander	Naval Chaplain	West of Scotland Branch	17 to 20**	VICTORIOUS (2017)
Daryn J Mathieson	Chief Petty Officer	West of Scotland	Jan 91 to 20**	RESOLUTION, VIGILANT, VANGUARD, VENGEANCE, TORBAY, ASTUTE, AMBUSH, AUDACIOUS, VENGEANCE
John J McDonough	Chief Petty Officer (WS)SSM	Plymouth	78 to 14	RESOLUTION (76 to 79), ODIN (80 to 85), VALIANT (86 to 88), TRENCHANT (88 to 90), TRAFALGAR (91 to 92), TIRELESS (92 to 93), TRENCHANT (93 to 95) & (98 to 00), TRAFALGAR (02 to 03)
M G J McLaughlan	LMEM (L)	Manchester Branch	80 to 87	RESOLUTION
Stephen R McLeod	Warrant Officer 1(CT)	West of Scotland	Jan 74 to May 85	DREADNOUGHT (75 to 78) & (79 to 81)
Steve E Norval	LMEM (M)	West of Scotland	July 75 to Nov 94	REVENGE (P) (78 to 86), COURAGEOUS 94
Graham J Parr	Able Seaman	Plymouth	64 to 76	ANDREW & ACHERON (65 to 68), OPPORTUNE (70), VALIANT (74 to 75)
Dean P Parrott	Chief Petty Officer	Barrow in Furness	Nov 01 to 20**	TRIUMPH (02 to 05), TIRELESS (05 to 06), TALENT (08 to 09), TORBAY (12 to 16), AUDACIOUS (18 to **)
Matthew R Payne	ET	Barrow in Furness S	May 14 to 20**	AMBUSH (Jan 15 to Mar 15), ASTUTE (15 to 18), AUDACIOUS (18 to **)
Richard Phillips	Warrant Officer	Barrow in Furness	93 to 20**	RENOWN (93 to 94), VIGILANT (94 to 98), TURBULENT (99 to 05), TRENCHANT (07 to 10),

				TORBAY (10 to 13), AUDACIOUS (16 to **)
Mark Pratt	Petty Officer (Sonar) SM	Dolphin	81 to 03	WARSPITE, CHURCHILL, RENOWN & VANGUARD
Alexander M Reynolds	LMA(SM)	Scottish	90 to Jun 12	ODIN, RESOLUTION, SPARTAN (x3), SOVEREIGN, SCEPTRE, TRAFALGAR, TURBULENT, TORBAY, VENGEANCE & VICTORIOUS
Darren A Richardson	Leading Hand	West of Scotland	May 12 to 20**	VICTORIOUS (12 to 17), VIGILANT (18 to **)
Michael P Roberts	Seaman (Sonar) (SM)	Derbyshire	May 77 to Nov 78	SUPERB
John A Rogers	Lieutenant	Dolphin	Jul 67 to Apr 71	OTUS
Michael R Rogers	Chief Petty Officer MEA	West of Scotland	Sep 82 to Oct 00	WARSPITE (84), VALIANT (85 to 87), CHURCHILL (86), COURAGEOUS (87 to 91), VANGUARD 94 to 98)
Oliver M S Rose	ET (MESM)	Barrow in Furness	15 to 20**	ARTFUL (16 to 17), AUDACIOUS (17 to **)
James L Royston	Lieutenant Commander	Gosport	Dec 04 to 20**	TORBAY (04 to 06), TRAFALGAR (04 to 05), TALENT (07 to 10), AMBUSH (10 to 15)
James A N Rushen	Radio Operator 2	Dolphin	May 72 to Nov 74	ORPHEUS
Terence Russell	Able Seaman 1	Plymouth	03 to 20**	SPARTAN (03 to 06), TURBULENT (06 to 09), TRAFALGAR (09 to 12), TRIUMPH (13 to **)
Michael A Scott	ET(WESM)	Gosport	Apr 06 to Jun 17	TRAFALGAR (07to 11), TURBULENT (11 to 13), TRENCHANT (14 to **)
Derek M Smith	Charge Chief EA	West of Scotland	60 to Apr 74	AUROCHS, AURIGA, REVENGE & REPULSE
James Smith	Chief Petty Officer MA	Gosport	Nov 91 to Apr 16	SOVEREIGN (91 to 93), TORBAY (93 to 96), TALENT (00 to 03), FOST (SM) (10)
Mark Stevens	Lieutenant	Plymouth	Jul 96 to 20**	TRAFALGAR (96 to 98), TIRELESS (01 to 03), TALENT (04 to 07), TRIUMPH (08 to 13), VENGEANCE (14 to 17)
Steven Thompson	Able Seaman (Sonar)	Bridlington & District	Jun 80 to Sep 86	WARSPITE (81 to 83), CHURCHILL (85 to 86)
Lawrence J Trow	Chief Petty Officer OPS (SM)	Wales	64 to 96	PORPOISE (64 to 65), RORQUAL (66), OBERON (66), AURIGA (66 to 67), ACHERON (68 to 72), WALRUS (72 to 74), SWIFTSURE (75 to 83), CHURCHILL (86 to 88), UPHOLDER
Stephen G Tucker	Charge Chief WEA	West of Scotland	Jul 75 to Apr 01	WALRUS (75 to 76), REVENGE (P) (79 to 80), RENOWN (P) (83 to 87) REPULSE (S) (88 to 91), RENOWN (S) (93 to 93), RENOWN (S) (94 to 96), VICTORIOUS (P) (97 to 99)
Richard Usher	ET	Barrow in Furness	Mar 15 to 20**	VICTORIOUS (16 to 16) VANGUARD (16 to 18), AUDACIOUS (18 to **)
Gordon J Vincent	Leading Cook	Dolphin	74 to 94	REPULSE (74 to 79 & 82 to 85), TURBULENT (85 to 90), ODIN (90), WARSPITE (90 to 91)
Alan J Wait	LME(M)	Sussex	69 to 76	WARSPITE, CONQUEROR
Ronald Weston	Leading Seaman	Portsmouth	66 to 84	ARTFUL, TIPTOE, OSIRIS, ONYX, ORPHEUS
Alex S Wignall	MEM(M) 1	Blackpool & Fylde	Sep 86 to Aug 88	CHURCHILL (87 to 88)
Alyn T Williams	Warrant Officer 2	Merseyside	May 05 to 20**	VENGEANCE, VICTORIOUS, VANGUARD
Joel K Wordsworth	Lieutenant	Hull	Sep 10 to 20**	VENGEANCE & TIRELESS (12 to 12), VANGUARD & VICTORIOUS (13 to 16)
Ian Wragg	LM(E)	Dolphin	Aug 66 to Sep 71	WARSPITE, CONQUEROR
Arthur D Wray	Lieutenant Commander	Gosport	Jan 81 to Aug 13	REPULSE (86 to 89), SCEPTRE (90 to 91), SOVEREIGN (94 to 98), TRENCHANT (09 to 10)

HMNBC 17/19 Wednesday, 27 March 2019

### SUBMARINERS CELEBRATE THE SUBMARINE SERVICE BIRTHDAY

Sent by Kim Hardie, Royal Navy Press Office, HM Naval Base Clyde, T: 01436 677205.

Submariners of all ages gathered at HM Naval Base Clyde recently to help celebrate the 118th birthday of the Royal Navy Submarine Service.

On Wednesday, March 20, hundreds of members of the silent service held their annual “Gambit Dinner”, commemorating the anniversary. 2019 also marks the 50th anniversary of the Continuous At Sea Deterrent (CASD) and this was the theme of this year’s celebrations.

The dinner was attended by all ranks and rates as well as civilian staff and industry partners and it was an ideal opportunity to recognise and thank those who have contributed to this important defence capability.

The Submarine Service was already celebrating its 19th birthday when Harry Melling was born in 1920. Harry, who at the ripe old age of 99 is the oldest Submariner attending this year’s dinner, travelled to Faslane from his home in Wigan with his Niece Elaine and his Great Nephew Matthew.

This was Harry’s second time attending the dinner as he was invited last year after Command Warrant Officer Submarines, Andy Knox, heard that Harry had been robbed of his wallet in his own home.

WO1 Knox took the time to go and visit him in Wigan and since then Harry has been invited to numerous events, celebrating the select group who protect the country underwater.

Last year Harry also attended the Submariner’s Remembrance Service at Middle Temple Gardens where he met Prince William who is the Commodore-in-Chief of the Royal Navy Submarine Service. Harry said: “I am delighted to be here again to celebrate the Submarine Service Birthday and I am as proud today to call myself a Submariner as I was when I first became one.”

At the other end of the spectrum, and in keeping with tradition, the youngest submariner at the dinner, Able Seaman Sonar Submarines (AB SSM) Kaleb Chown (21) joined Rear Admiral Submarines, Rear Admiral John Weale, to cut the magnificent birthday cake. The cake was made in the shape of a submarine and was enjoyed by young and old alike. To round-off the evening, those attending were addressed by guest speaker, retired Commodore James Taylor OBE who, during his 30 years in the Royal Navy, served on board four different classes of Royal Navy Submarine. “It is an honour once again to be among fellow submariners. In the year of CASD 50 it is important that no matter what class of Submarine you are from or have served in, one thing unites us all and that is we are all Submariners,” said Commodore Taylor. “The support from the wider defence, industry partners and family are part of the thread that makes us who we are and allows us to carry out our operations so successfully.”



**Harry Melling shakes hands with Commodore James Taylor, Rear Admiral John Weale (right) & WO1 Andy Knox (left)**



**AB SSM Kaleb Chown helps Rear Admiral John Weale cut the Submarine Birthday cake**

### FIFTY-YEARS OF DETERRENCE MARKED AT BASE FORMAL DINNER

HMNBC 07/19 Thursday, 7 February 2019

Generations of Royal Navy submariners involved in operating the UK’s Continuous At Sea Deterrent (CASD) met at HM Naval Base Clyde on February 6 for a CASD 50 dinner.

This year marks the 50th anniversary of the Royal Navy providing CASD – the longest sustained military operation ever undertaken by the UK – and as part of the commemorations the past and present submariners gathered at HMS NEPTUNE’s Wardroom for the formal occasion.

One-hundred people attended the event, including veterans who had served on the legendary R-Boats – HMS RESOLUTION, RENOWN, REPULSE and REVENGE – which provided the deterrent from 1968 to 1995.

One such veteran was Ray Hunter (79), the Navigating Officer on board HMS RESOLUTION during the first ever CASD patrol. Mr Hunter joined the Royal Navy in 1957 and underwent submarine training at HMS DOLPHIN in 1961. Before joining HMS RESOLUTION in-built at Vickers in Barrow, he was sent to Virginia in the United States for specialist navigational training. “Many of us who sailed on that first deterrent patrol had come from smaller, conventional, submarines so the conditions on board HMS RESOLUTION were positively luxurious in comparison,” said Mr Hunter. “There was a high degree of motivation among the crew. We knew we were doing a job that was hugely important and we worked hard to meet the patrol objectives.”

He continued: “There was also a number of ‘pressed men’ on board that first patrol – Senior Rates who had never previously served on submarines but who had skills that were needed. A lot of them became volunteers afterwards because they could see the value of the task and the obvious need for it.”

Mr Hunter went on to complete four deterrent patrols – two as a navigating officer and another two, later in his career after passing the “Perisher” Submarine Command Course, as Executive Officer of HMS RESOLUTION.

“I have had the opportunity to visit one of the VANGUARD-class submarines which maintain CASD today,” he said. “One of the things that surprised me is that the navigation centre on board seems empty in comparison to the RESOLUTION -class boats. When I served with HMS RESOLUTION the space was crammed with stacked, three-drawer, filing cabinets. We had 43 kilobytes of storage space available to us. Today, the average phone in your pocket has over 700 times more storage!”

In total, the RESOLUTION-class submarines completed 229 deterrent patrols, before handing the mantle, uninterrupted, to today’s Vanguard-class submarines.

Like their predecessors, all four VANGUARD -class boats are based at HM Naval Base Clyde and are operated by the Faslane Flotilla.

The UK government is investing millions of pounds at HM Naval Base Clyde with the development increasing the numbers employed at the site to an eventual total population of around 8,500.

From 2020 the base will host all of the Royal Navy’s attack submarines and will be the future home of the DREADNOUGHT-class of nuclear deterrent submarines – the eventual replacement for the VANGUARD -class ballistic submarines – which will continue CASD far into the future.

Rear Admiral John Weale, Rear Admiral Submarines said: “I am delighted to host serving and veteran submariners here tonight. Their dedication and commitment to the ongoing task of the continuous at sea deterrent has kept this country safe for fifty years now.

“As the world changes and technology moves on, it is important to remember that this significant achievement would not be possible without the unwavering dedication and commitment of our submariners and their families.”



Ray Hunter with Rear Admiral John Weale



The launch of HMS RESOLUTION at Barrow in Furness on 15 September, 1966

### 50th Anniversary of the Continuous At Sea Deterrent (CASD)

2019 marks 50 years of the Continuous At Sea Deterrent (CASD) – the longest sustained military operation ever undertaken by the UK. For half-a-century the Royal Navy has been entrusted with the operation and maintenance of the UK’s most formidable weapon and final line of defence.

Beginning with the RESOLUTION -class ballistic submarines in 1969 and transferring to the Vanguard-class in the 1990s, the mission has seen a deterrent submarine at sea consecutively and continuously during this entire time.

The maintenance of CASD has entailed a huge national endeavour. Whether it is the highly-trained Royal Navy Submariners who operate the vessels, the dedicated civilian workforce who maintain and support them, or the industry partners who supply them, generations of people the length and breadth of the UK have helped make CASD possible.

For the last 50 years our independent nuclear deterrent has kept us secure by deterring the most extreme threats to our national security and way of life – a vital mission which will be continued far into the future by the Dreadnought-class of ballistic submarines.

To mark the occasion, high-profile public events are being lined-up, including services of thanksgiving in London and Edinburgh, and a parade through the home of the deterrent force on the Clyde.

Political, industry and naval leaders are determined 2019 also recognises the expertise, innovation and skills of the thousands of people who have designed, built and supported the deterrence force on more than 350 patrols since the late 1960s.

### **SUBMARINE DOLPHINS – THE AUSTRALIAN CONNECTION**

(by Peter Smith)

On 5 April 1958 the Royal Navy issued its first submarine branch badge which was to be worn on the left sleeve. The cloth badge was the first time that submariners had been visibly linked to their trade, other than junior ratings by their cap tallies. Due to its ugly design it was soon known as a sausage on a stick and, as wearing the badge was optional, many submariners chose not to do so.

In June 1964 a submarine project team was formed at the Australian Navy Office in Canberra, consisting of Commander (later Captain) Alan H. McIntosh RAN, a non-submariner and Lieutenant Commander (later Commander) Henry Cook RAN an ex-Royal Navy submariner.

Commander Cook believed that Australian submariners would be proud to wear a properly designed badge worn on the left shoulder. At some time between 1964 and 1965, he put forward a proposal that a submarine badge be devised along those lines. Commander Cook recalls that the proposal was not well received until it reached Rear Admiral V.A.T. Smith RAN (later Admiral Sir Victor Smith KBE) who convinced the Naval Board of the day that the proposal should proceed subject to a suitable design being developed.

The design was the work of Commander McIntosh, the submarine project officer in 1965. The Dolphins on his submarine supporter's tie inspired it; the Crown was drawn from the florin (the two shilling piece before decimal currency was introduced). Stokes, of Melbourne, who manufactured many service badges, produced the Badge. Mr. Stokes reported that it was by far the most handsome badge his firm had made. The Naval Board accepted the design and production of the Dolphins went ahead. On 25 July 1966 the RAN issued Navy Order number 411, which covered who was eligible to wear the submarine badge and how.

As one of the protagonists for the submarine badge, Commander Cook, who had been promoted to his current rank and appointed Director of Submarine Policy in February 1966, has the distinction of being the first submariner to wear the Dolphins. The first qualified submariner to be awarded his Dolphins was G. J. Currie, who was also the first Australian submariner to return to Australia in 1966 prior to the formation of the current Submarine Squadron and joined the RN Fourth Division as spare crew.

In 1968 the officers and crew of HMS TRUMP, the last British submarine in the Royal Navy's Fourth Division based at Sydney, were given Australian submarine Dolphins to wear for a year. At the end of that year the sailors were asked to fill out a survey. Ninety-nine per cent of the crew were in favour of wearing the badge and the design. It was not until 1972, having assessed the value of the Australian submarine badge, that the Royal Navy issued a variation on Captain McIntosh's design.

### **A Message from the National Membership Secretary**

Since the very sad and unexpected 'Crossing the Bar' of our previous Membership Secretary - Keith Bishop - some 20 months ago now, the role of Membership Secretary has been mine to fulfil. This has not been an easy draft as there were some very big shoes to fill.

At the start of this time not only did I have the 2018 Subscriptions to manage, but I also had to try and fully understand the finer detail and workings of the National Membership Database Keith had developed.

Although I had a very good understanding of the systems involved, trying to understand some of the logic and workings of many lines of undocumented hand-written code has presented some very interesting challenges - and still does today!

So, I would like to say a big thank you all the Branches and individuals for their patience and who have given me help and support along the way - you know who you are - so thank you.

The role of Membership Secretary is very loosely defined in the Rules to the Constitution and is possibly one of the most difficult roles on the National Management Committee.

Now to the point of my inclusion to our In Depth. Barrie does an excellent job of reporting on statistics of 'New/Re-Joining Members' and those who very sadly 'Cross the Bar', so it is not my intention to steal his thunder for all the good work he does in these areas.

What I would like to try and get across in this article is the one on the importance of communication. In particular the notification of the change in Members contact details. The main role of the National Membership Secretary is to maintain the National Membership Database. The Rules to the

Constitution state this is to be done by the individual branches notifying me of any changes.

Both the branches and I rely on you - the Member - to make sure any information we hold on yourself is accurate and correct. Please do remember to update either the branch or myself of any change in address/contact phone numbers and/or email address. This is particularly important for those members who are not able to or wish not to attend branch meetings. In addition, for the serving members of the Association, this would include any change in Rank/Rate, Decorations awarded, update on boats served on, with dates when being drafted/appointed and/or the date you left the Submarine Service - if it is not the same as when you leave the Royal Navy.

The Association's Website also has a partial copy of the Database. The information for what is displayed there is controlled by the two options stored on your Record on the National Database. These options are captured when you made your application to join the Association. These settings can only be changed on the National Database by myself. As your circumstance change you might also want to check these are correct for yourself. I will be happy make changes to Include or Remove you from the Website Database at any time. All I need is an email or letter confirming your status to the following two question:

1. Do you agree to have some of these details (Name, Rank/Rate, Branch to which you belong, boats served in) displayed on the Association Website? Yes/No

If the answer to the first question is Yes, the you can have the option to:

2. Do you agree to have your email address displayed on the Association Website? Yes/No

The Website Database has a list of all current/life members who have answered Yes to Question 1. Although not physical displayed if you have also answered Yes to Question 2 your name, if selected, will provide a Mailto: Link for others to see so they may contact you.

So, if you are a current Member and you see you name is not there and would like it to appear, or to have your email address available, just contact me and I can make the change and vice versa if you would like either these two options removed.

I know as we all get older letting the Association know of any of these changes will not be high on one's list of actions to do. If you are unsure if you have notified us or not there is no harm in telling us again. I would rather know more than once than not at all.

Four Royal Navy Submariners will row unsupported across the Atlantic Ocean in December 2019 racing in the Talisker Whiskey Challenge - a 3,000-mile, unsupported race across the Atlantic Ocean, from La Gomera to Antigua. What sets this team apart from all their fellow boat crews is the nature of their job. Who else can say they spend their working days underwater, sleep underwater and above all spend weeks, if not months at sea, in a role that world few of us can understand or relate to? Of course, the first question this conjures up is the obvious - how do you train?

The Talker Whisky Atlantic Challenge, although an organised race, is anything but predictable. With the team set to row over 1.5 million oar strokes, waves up to, and in excess of 20ft high, standing in their way, 12kg of weight lost on average per team member and the psychological isolation of the 3,000 miles of open ocean, it is an immense strain on body, and more importantly mind.

The team's goal is to reach Antigua in first place and in doing so, raise over £100,000 for the Royal Navy and Royal Marine Charity. Next year will mark 50 years of unbroken service in maintaining Continuous At Sea Deterrence (CASD) and this will be one of many events to recognise the human endeavour and commitment necessary to sustain this vital operation.



**The Crew**

Lieutenant (MESM) Hugo Mitchell-Heggs

Lieutenant (WESM) Callum Fraser

Petty Officer MESM Dylan Wood

Able Seaman Matty Harvey

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### HMS 'OARDACIOUS'

#### Four Submariners Set to Row the Atlantic

**HMS SULTAN Artificers Reunion  
Saturday 29th June 2019**



This event is being run following on from last year's very successful Artificer 150 event at London Guildhall.

This is an event that may be of interest to many of our SA members and the organisers wish to ensure they have as wide a reach as possible to ensure that all of our Artificer Veterans have visibility of this great event.

Artificer Reunion T151(all branches)

Saturday June 29<sup>th</sup>, 2019

HMS Sultan WO & SRs Mess

Please use the following links for ticket and event details: [www.tiffs-reunion.org.uk](http://www.tiffs-reunion.org.uk)

Email: [sultan2019@tiffs-reunion.org.uk](mailto:sultan2019@tiffs-reunion.org.uk)

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**TRUCULENT MEMORIAL SERVICE  
2019**

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

The service, which was organised by Medway Towns Submariners Association was held on Saturday 12h. January 2019 at the St. George's Centre, Chatham, Kent.

We were blessed with fine weather on the Saturday. This Memorial Service is held every year on the closest Saturday to the 12th of January to remember the 64 submariners and dockyard personnel, who were on the submarine for sea trials and lost their lives when HM Submarine TRUCULENT and SS DIVINA collided in the Thames estuary. We also

remember the 5 RAF crew of an Avro Lancaster from RAF Coastal Command, Kinloss who were lost while taking part in the rescue operation. We were very pleased that a survivor of the incident, Mr. Fred Henley, at the age of 95, was able to attend again this year and lay a wreath at the HMS/M TRUCULENT memorial plaque. The congregation numbered more than 200 and all sang with gusto when the organist Mr. Douglas Moutrie, MBE played the Hymns we all know and love.

The service was conducted by Reverend Gordon Warren and Reverend Alan Boxall. Our guests of honour were The Worshipful Mayor of Medway, Steve Iles and Lt. Col. W. Robinson RE.

In non-official capacity, we were honoured to have with us at the service ex-Mayors of Medway with their wives and ex-Deputy Lord Lieutenant of Kent with his wife.

There were eighteen Standards representing Submariners Associations, Royal Naval Associations, Royal Naval Reserve, Royal Engineers Association, Merchant Navy, Royal Air Force Association, British Legion & Sea Cadets. Leading the Standards was the Submarine National Standard bearer Trevor Thomas and our own branch Standard carried by David Eames. We were also very pleased to see a contingent from Pembroke House. Medway Towns Sea Cadets did their normal great job of manning the door and car parking.

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

All wreath layers and Standards then proceeded to The HMS/M TRUCULENT Memorial Plaque. Medway Towns Submariners Association Chairman Derek Williams read The Act Of Remembrance. Wreaths were laid at the Memorial and flowers were laid by Mr. Fred Henley who we believe is the last survivor of the collision. The Last Post was played by Brian Hillier of The Salvation Army followed by 2 minutes silence and then Reveille was sounded. The Blessing was given by the Reverent Alan Boxall and the organist Mr. Douglas Moutrie then played two verses of the National Anthem.

All were then invited to help themselves to a sumptuous buffet which had been provided by our tame chef Dave Scott assisted by Shaun Henry-Roscoe and the ladies of our branch members and to partake of a tot or two of rum, wine or soft drinks. All served by Bryan Thompson, Charlie

Pilbeam and Jan Dunlop. Coffee or tea was also available served by some of the branch ladies. There was a table which had submarine mementos on sale maned by our Chairman's family.

This year the author Mr. John Allen-Johnson had a signing of books for sale on the life of Fred Henley our last known survivor of the sinking.

Medway Towns Branch of the Submariners Association wish to express thanks to all who attended the service and the very generous contributions to the HMS/M TRUCULENT Memorial Fund box which helps the branch to continue to arrange the memorial each year.

We would also like to express our thanks to Paul Mason who takes great care of the St. George's Centre for setting all the seating and tables up for us and clearing it all away afterwards.

Yours aye, Derek Grant (President, Medway Towns Submariners Association).Messages Received

By Editor

On 13th February 2019, just after I received Derek Grant's report above I received the following message from Sue Wray (s.wray@xtra.co.nz) in New Zealand

'I thought you may be interested in the fact we are in the process of re-installing a memorial for Leonard A Daw, Stoker Mechanic, D/SKX 790457, who lost his life the 12th January 1950, victim of the TRUCULENT Submarine. Leonard is buried with his mother Catherine, at the Old Paddington Cemetery, Willesden Lane, Kilburn, London. We have been in discussions with Brent Council, London, to transfer the plot into my name, which has just been granted. We are now in the process of organising a plaque for the plot. Once this has been organised, we can then supply the Association, if interested, with details and hopefully a photo. Please bear with us in this endeavour, as I do this on behalf of his (Leonard's) sister and my mother, June, who is 92 this year. We reside in New Zealand so will take some time for us to finalise. Regards, Sue Wray'

I replied to Sue and forwarded her E Mail to Derek Grant (Medway Towns Branch) who organises the Annual TRUCULENT Memorial Service who will keep in touch with Sue and send her the report on the 2019 Service

### **SUBMARINERS ASSOCIATION SLOPS**

Slops - A Cash Clothing Store, where items of slops can be purchased from what used to be the traditional seaman's slop chest. The Association Slops link shows items that can be purchased from Frank Pas Esq, a percentage of the proceeds of which goes back into the Submariners Association. Please note that 'customisable' items ordered will need to go to our suppliers to be prepared to your

tailored requirements before being shipped and may take longer to deliver. Orders with multiple Items may be shipped separately.

No orders will be place with our external suppliers or shipped until payment has been confirmed.

All UK Postage is Free, but there is a fixed £5 fee for overseas orders.

For all communication with regards anything to do with the Slops please email: [slops@submarinersassociation.co.uk](mailto:slops@submarinersassociation.co.uk)

### **AUSTRALIAN SUBMARINES Decisive action needed to avoid a submarine capability gap**

13<sup>th</sup> Dec 2018 by Peter Briggs

The recent advice from the chief of Australia's Navy that the first Shortfin Barracuda may not come into service until the mid-2030s is sobering news given Australia's deteriorating strategic circumstances and the critical role the submarine capability plays in our defence force structure. Under some scenarios, we may not have all 12 future submarines until as late as the 2050s.

With a highly developmental program and tough bilateral negotiations in concluding the overarching strategic partnering agreement, it's highly likely that further slippage in the schedule awaits.

The reality is that the COLLINS-class submarines will have to provide our frontline submarine capability for much longer than planned. The COLLINS will require a life-of-type extension (LOTE) or a rolling update program to avoid obsolescence and sustain its capability edge over growing regional threat levels.

It's time to inject some competition and provide an option that could avoid the issues with the future submarine program that appear to be unfolding - an option that could provide additional submarines quicker, cheaper and with less risk. The solution is an evolved COLLINS, building from what we know, based on our existing sovereign submarine capability, hard won by toil and treasure. This solution is feasible, provided decisive action to initiate the program is taken now.

A significant amount of concept design work was undertaken on this option in 2014 - 15; however, it wasn't taken into the competitive evaluation process because of concerns over Kockums' capability, capacity and credibility. Since that decision was made, Saab has established a rejuvenated Swedish submarine design and build capability.

This has been demonstrated by the recent successful update to Sweden's GOTLAND-class submarines and the design and commencement of construction of the new A26 submarines for Sweden. Saab and Damen are bidding an evolved COLLINS design for the Dutch future submarine requirement.

All of this work would provide a useful start to a preliminary design study to refine the design and costing of an evolved COLLINS to meet Australia's requirements. The arrangements for ownership of intellectual property agreed for the earlier work could provide a basis for an early agreement on these matters.

The facilities required for an evolved COLLINS build should be determined during the study, to optimise use of the existing ASC facilities in South Australia and Western Australia for the build and for ongoing Collins support, facilitating an early start and minimising the expense of new facilities.

Although constructed in a new shipyard with an inexperienced workforce, the original COLLINS class was built at a cost that was consistent with international benchmarks and with the first submarine being commissioned within nine years of commencement. Were that performance to be matched in the evolved COLLINS and, based on the benchmark costs for constructing submarines established in a 2012 Kokoda study, 12 evolved COLLINS could be delivered at an estimated sail-away cost of around \$20 billion, with the first boat being commissioned in 2030.

Potentially this compares very favourably with both public-source estimates of the cost of the Shortfin Barracuda and its extended delivery schedule. Importantly, the risks involved in an evolved submarine design are considerably lower than those associated with an ab initio program.

Much has also changed in the capability of the COLLINS class, which is now delivering better than international benchmarks for availability thanks to efficient sustainment by the submarine enterprise, led by ASC and supported by an extensive, reliable Australian supply chain (over 90% of COLLINS sustainment funding is spent in Australia).

There are significant efficiencies in integrating the COLLINS LOTE and the evolved COLLINS design and build. This will optimise COLLINS capability, while reducing costs, lowering risks and maximising Australian content in both programs.

A preliminary design study led by ASC, supported by Saab, should be used to confirm the details. The process should be managed by a dedicated submarine capability team, similar to that established by the Howard government following the 1999 McIntosh–Prescott report into the COLLINS class. This will avoid bureaucratic delays and any impact on the Shortfin Barracuda design program.

A contract for the study issued by mid-2019 would enable the study results to be delivered at the end of 2020. This approach would cost around \$50 million, or 0.1% of the SEA 1000 program cost, and offer good value for money to generate an alternative option.

An evolved COLLINS and integrated COLLINS LOTE program has the potential to leverage off our hard-won sovereign submarine capability and provide an increased submarine capability sooner, with less risk, with higher Australian content and at a lower cost than the Shortfin Barracuda program.

While not causing any delays in the Shortfin Barracuda program, it would also inject some much-needed competition into the process and provide the government with two valid options to choose from in late 2020.

Decisive action is required now to avoid a submarine capability gap in the critical 2030s. Each day spent on debate reduces the time available for designing and building Australia's future submarine capability.

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The Author, Peter Briggs, is a retired submarine specialist and a past president of the Submarine Institute of Australia.

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### Is Pressurised Submarine Escape Training Really Too Dangerous?

The STRATEGIST 25<sup>th</sup> Jan 2019 Frank Owen

The Royal Australian Navy has stopped its longstanding program of using pressurised submarine escape training to teach crews how to exit a stricken vessel. The decision to stop submariners practicing escapes using a tower containing a 22-metre-high column of water would not have been taken lightly, so let's consider the issues that would (or should) have been considered.



The navy says that practicing this technique is too risky and that it's introducing alternative escape training.

The loss of a submarine grips the world's attention like few other accidents. Here are some examples of peacetime incidents in which submariners survived the initial accident:

USS SQUALUS sank in 243 feet of water in May 1939 after a valve indicator suffered a mechanical failure. All 33 of the survivors were rescued using what's known as a submarine rescue chamber, versions of which are still in service. It's the only time that survivors of a sunken submarine have been rescued.

In June 1939, HMS THETIS sank just outside the city of Liverpool. Despite the submarine being so close to the surface that its stern was lifted clear, 97 of the 101 on board perished because one of the submariners became trapped in the escape tower.

In January 1953, HMS TRUCULENT sank in the River Thames estuary following a collision and, although 64 of those who survived the accident made a successful escape, all were swept away by strong currents and 57 died from exposure.

The Peruvian submarine BAP PACOCHA sank in August 1988 after a collision with a fishing trawler. Thirty-three of those aboard were able to abandon the submarine before it sank, but several of the 22 trapped inside suffered injuries, some fatal, because of their unfamiliarity with the escape systems. The Peruvian government had stopped escape training to save money.

Once a submarine sinks and can no longer surface, it's termed a 'distressed submarine', or DISSUB. Conditions are likely to be fraught for those who have survived the initial accident. They face decisions that will drastically affect their chances of survival. The choice of whether to attempt escape or await rescue is heavily influenced by the conditions on board. If the situation is deteriorating rapidly, escape may be the only option.

In simple terms, the escape system involves equalising the pressure between the inside and outside of a specially equipped airlock (the escape tower) so that submariners don't get compression sickness when they ascend. Each crew member wears a suit that has a venting lifejacket and a hood to contain the vented (and exhaled) air. The hood keeps their head in air so that they can continue to breathe 'normally'. The escape system has been tested down to 180 metres, which generally equates to the depth of the edge of the continental shelf.

The escape is performed via the tower, which can be flooded in a short enough time to prevent nitrogen from being absorbed into the bloodstream. At the same time, an inflation system pumps air into the lifejacket at a pressure that is kept above the pressure inside the tower as it floods. Once the water pressure inside the tower is the same as the sea pressure outside, a spring in the upper hatch overcomes the sea pressure that has been holding it shut and the escaper floats to the surface.

The ascent itself is very rapid - up to 2 to 3 metres per second - but it's cold and dark until you approach the surface. Those who have escaped at depth describe a simple and relatively comfortable experience when ascending from about 90 metres. But beyond that, it gets physically harder and, from about 150 metres, it's increasingly risky and frightening, especially in the tower itself.

In 1946, Captain Philip Ruck-Keene conducted a review of submarine escape for the Admiralty using

the evidence of those who'd got out of boats that sank immediately prior to, and during World War II. While the report is 72 years old, it makes a number of points that are still relevant, including the observation that personnel in a sunken submarine contemplating escape 'must be regarded as quite incapable of doing anything but the simplest tasks. They are frightened, numb and stupid.'

The Ruck-Keene committee recommended pressurised submarine escape training with the highest possible levels of fidelity. 'Throughout the war, disasters and mistakes were almost entirely due to ignorance of simple physiological facts and lack of knowledge of how to use the equipment. No matter how simple the equipment is, successful escapes will never take place without proper training and knowledge.'

For the escape to be successful, all those involved need to be trained and, most importantly, confident that the system works. Up until now, that has consisted of a combination of theoretical and practical training using a purpose-built submarine escape training facility - a tower containing a 22-metre-deep water column with an escape tower at its base. The facility was built at HMAS STIRLING in Western Australia in the mid-1980s and has long been regarded as one of the best in the world.

Apart from some training accreditation shortfalls - partly due to instructors being exposed to an accumulation of high-pressure levels through a combination of professional and recreational diving - the rate of accidents has been remarkably low. Turkish research, for example, reported 41,183 training ascents from 30 and 60 feet (9.1 and 18.3 metres) without serious injury. A low escape-training accident rate has also been reported in Australia, the United States, Canada, Japan and Germany.

In 1999, Lieutenant Commander Robyn Walker (later surgeon-general of the Australian Defence Force), noted in the context of the Australian submarine escape and rescue organisation that 'the RAN has an obligation to make every practicable effort to provide the safest work environment for its personnel'. In that same year, the navy's Submarine Safety Board endorsed a safety assessment that recommended continuing with pressurised submarine escape training.

The training involves comprehensive practice with the mechanical systems and procedures in line with the established principles of competency-based training and assessment. It is, of course, unable to replicate the physical and psychological environment of a submarine accident, so one hopes that the messages conveyed during the training are strong enough to remain in place when stress levels are extreme.

The most important message that I took away from my own experience of escape training was never to hold my breath. This is a very real application of Boyle's law, where the volume of air in your lungs increases as you rise into shallower water. The most difficult part is the final 10-metres when the air volume doubles and, if you haven't sorted out your breathing - or continuous exhaling if the suit hood has been torn—you're very likely to burst your lungs.

While everyone hopes that the need for a real escape from a sunken submarine will never arise, it would be a great concern if the first time a submariner has the physical and psychological experience of escape is in the dark, in cold water, with no instructor support, and when their life - and those of their colleagues - depends on their capacity to remember the drill.

The escape process clearly contains risks - some during training and many in the actual escape. It may be possible to avoid the training risks, but that merely transfers them to the poor person who's next in line to climb into the escape tower for real. As a doctor, specialising in underwater medicine, said to me in 1999, the risks of doing escape training are far less than the risks of not doing escape training.

*A navy spokesperson provided the following statement to The Strategist in response:*

'The Royal Australian Navy provides its submariners with extensive individual and collective training throughout their careers. This training is regularly reviewed and updated. The Navy recently conducted an extensive review of its Pressurised Submarine Escape Training (PSET) program, including assessing the escape training requirement (pressurised or unpressurised) against the contemporary work health and safety standards.

'As an outcome of this review, Navy will now deliver submariners a new Submarine Abandonment, Escape and Rescue training package. The Submarine Enterprise, through an integrated project team of representatives from Defence and industry, is managing the transition to the new training.

'These important changes see the Submarine Enterprise shifting from an historical escape-focused construct to a more comprehensive and contemporary SAER concept aligned to the context of Australian submarines and their operations.

'The safety of the submarine and its personnel is inherent across all activities of the Submarine Enterprise. Safety is best achieved by ensuring design, upkeep, update, upgrade and operations are always conducted at a high standard.

'Training continues to be aligned with graduated near-realistic scenarios that best prepare its submariners for operations at sea.'

### ON THE SCROUNGE AGAIN!

Do you remember the old SOCA NEWS – the predecessor Newsletter to IN DEPTH? It became SUBMARINERS NEWS in September 1999. There were seventy-four Quarterly Editions of SOCA/SUBMARINERS NEWS edited by Ray Gritt between March 1983 and December 2001.

I have copies of most of these Newsletter but am looking for Editions Nos. 62, 63, 66, 67 & 71 to complete the set!

Have a look through your files and records and see if you have one of these Issues that you don't need. I am happy to swap for any of the following Editions which I have as duplicates:

15, 16, 18, 19, 22, 23, 24, 25, 26, 27, 31, 32, 33,34, 35, 36, 37, 38, 39, 40 (x2), 41 (x2), 43 (x2), 44 (x2), 45 (x2), 46 (x2), 52, 54, 55 & 61.

Also – do you remember the typed 'Gus' Britton News Sheets which also came with the SOCA/SUBMARINERS NEWS and which were sent out to Branch Secretaries. I have recently been digitising all the 'Gus' Britton 'Fore-Ends Newsletters' and other dits in my records.

As well as reminding me what a wealth of information was contained in Gus's dits about Submarines and Submariners – many of whom are no longer with us - the exercise of reading the Gus's very quirky and often very outspoken stories also reminded me about how important it is to capture memories, information, records and artefacts before they are lost forever.

The following request appeared in Gus's 'Fore-Ends Newsletter' dated 25th December 1995:

*'The Director (of the Submarine Museum – then Jeff Tall) is very keen to have written and taped accounts of your life in submarines during any period but especially the last war sailors who are getting a bit thin on the ground. Take your time and write down the date of writing, your date of birth, where born, family life, joining the Andrew, joining submarines and then as much detail as possible about your life in boats. Take your time over it and you'll find that the memories start coming back once you start. If you record your story start off with the date. Names, places, people etc. with as much detail as possible. What chefs thought of cooking, what they cooked, what they cooked on, gunlayers - what they had in the magazine, colour coding of ammunition, coxswains - victualling and medical problems, engine room staff - all that technical stuff. What you thought of submarine life, officers and crew, every little facet of life undersea. Any Submariner - officers or rating - reading this are welcome to contribute. I know that there was life aft of the forward torpedo compartment water tight door so let's hear about it. Names are very important. Also add what ships you were on before and after submarine service.'*

These days the request should probably be slightly reworded – there might possibly be a few gunlayers left, but there are now a lot less Diesel submariners around than there used to be, some of our early

Nuclear submariners are slipping away, The Coxswain no longer looks after medical issues and, perhaps, we should substitute 'Aft of the Missile Compartment' or the 'Reactor Compartment' bulkhead for the 'Forward Torpedo Compartment Water Tight Door' but the general intention is still the same – get the information recorded - although I wouldn't want anyone to compromise their signature on the Official Secrets Act declaration!

If you can spare the time to record your details, thoughts, memories and any anecdotes of your time in Submarines – do it now – before the memories fade! You can send your stories to me, Barrie Downer - and I will pass them on to the Submarine Museum – now part of the National Museums of the Royal Navy.

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**Subject: National Museums of the Royal Navy (NMRN) Trustee**

From former FOSM Rear Admiral R P Stevens CB  
Dear All,

Just a brief note to say that I have relieved Dan Conley as a Trustee for the NMRN. Dan has done an excellent job particularly during the transition to a single RN Museum and I am sure you will all join me in thanking him for huge effort he has put into the Museum on our behalf.

Just as a reminder - my role is to ensure the well-being (i.e. meets its terms of reference) of the NMRN Museum as a whole and to provide particular advice on the Submarine Museum to ensure it reflects the proud history, the sacrifices, the technological excellence and ethos of our service in the best way possible, within the budgetary constraints. And how the heritage points to the future for recruiting.

I am fortunate enough to be part of a good team looking after our Museum in the form of Claire Baverstock, the manager (claire.baverstock@nmrn.org.uk), the Friends of the Submarine Museum (chair Jon Westbrook westbrook631@btinternet.com) and the Submarine Museum Advisory Group (chair John Clayden jwaclayden@btinternet.com ) and the organiser of the annual fund-raiser the Submarine Industry Association Dinner on 14th May at Trinity House (Paul Elgood email paul.elgood@nmrn.org.uk). The Courageous team (contact Ian Whitehouse ian@fradds.co.uk) also hope to join us as well. We also have a popular independent submarine museum in Helensburgh.

Rear Admiral John Weale CB, RASM is also keen to unify these groups and to enhance the links between the serving and retired submariners, to link them all up to strengthen the Submarine community and Museum footprint in the UK.

On that basis please feed in any ideas you have to any of us we will do our best to make it work. I am

also keen that you feed in potential attendees and sponsors for the SIA dinner in Trinity House on the 14th May to Paul Elgood, as this is the main fund-raising dinner for the preservation of HMS ALLIANCE.

On that basis, I could I ask that you forward this email on to your own groups to ensure as wide a circulation and coordination as possible.

Best wishes  
Rob

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**The Submarine Advisory Group Annual Report – January 2019**

In the last year the Submarine Advisory Group has continued to enjoy a positive and supportive response from the NMRN executive at three formal meetings held in 2018, as well as in several informal discussions. The Chairman presented the Group's 2018 report to the CRAL in September. Though well received it would be useful in the future for the CRAL to take and respond to the report much earlier in the year to underpin our input to the NMRN Board.

**Submarine Heritage**

The Group was very pleased to be able to support the NMRN in mounting an excellent and well attended conference to mark the fiftieth anniversary of the Royal Navy's first nuclear deterrent patrol in 1968. The patrol was soon followed by others over the next year to begin a fifty-year period of continuous at sea deterrent patrols which endure unbroken today.

This dominant though mostly silent fifty-year achievement and the intensity of activities during the Cold War form a significant portion of our submarine heritage which, after all, is only just over 100 years old. There is a tremendous story to be told and we are very keen that the early initiative taken with the deterrent exhibition, and the display of the Polaris and Tomahawk missiles, is expanded as a priority to cover the many submarine operations post the Second World War to the current day.

**Submarine Museums**

The gradual adoption of HMS COURAGEOUS under the NMRN submarine umbrella does give the opportunity to present a nuclear submarine and its history, and we will support all initiatives to widen access to this first-rate attraction.

The Submarine Museum remains a focus for the preservation of the submarine heritage. The Group does recognise that, as with many other museums, trading conditions are tough, and Heritage Lottery Funds are tight; and we understand this is likely to be the case for some time yet. Even so it is disappointing and unusual to note that hardly any

acquisitions have been made for the Museum over the past year.

As the financial pips are squeezed the need for clear and robust site-development plans and asset maintenance plans becomes even more important. Whilst the executive has been completely open with their difficulties in producing these plans, the Group was disappointed that the Alliance Conservation Management Plan had been delayed to such an extent by the contractor that its production had been taken in house, and that the Museum full site development plan would not be in place until 2021.

This absence of a full Museum site development plan was discussed by the Group in November. All stressed the importance of having an interim plan to direct effort; to manage expectations; and to steer donations and any other monies available. A draft interim plan containing proposed activities, suggested priorities and broad cost estimates was passed to the executive to help as a 'pump primer' to fill the current planning void. We strongly recommend the CRAL should ask the NMRN Board for progress on this activity and in particular on the longer-term aspirations for the fabric of the Museum.

### **Submarine Collections**

The Group fully supported the post SeaMore plan to move the submarine collection out of Torbay building and the old Weapons Gallery into improved storage in Storehouse 12 in the Dockyard and into Building 309 at Explosion. This collation and cataloguing is labour intensive work and we felt sure that there would be many volunteers amongst the submarine community willing to help given the right direction and training. The Group strongly advises and will help the Heritage team to seek out volunteers as and when they are needed.

Submarine Memorial and ex-HMS Dolphin Artefacts

An initiative to create a fitting and permanent Submarine Service Memorial, possibly in the National Arboretum, has been spawned by RASM, and the Chairs of the Submariners Association and the Friends of the Submarine Museum. This is in addition to and not to replace the existing Memorials in the Museum, on the Embankment, and elsewhere in the country. The Group has emphasised that any decision should be supported by the whole submarine community.

There has always been a close link between HMS DOLPHIN (now Fort Blockhouse) and the Museum. Now Blockhouse is on the MoD disposal list we are encouraged by the support given to RASM's staff by the NMRN to ensure the submarine heritage artefacts within the Fort buildings and site are preserved and moved to new suitable locations.

### **And Finally**

These two extracts from visitor feedback on the Friend's website strongly underpin all the efforts in preserving and displaying our rich submarine story.

"Absolutely excellent Museum. With a fabulous collection that is well worth visiting. Where else can you see such gems as a Victorian Submarine (The Holland) and a genuine X-Craft mini sub. The galleries do a first-class job of explaining life for submariners past and present and the tasks facing the submarine service"

"Fascinating day out and insight into our Naval History. It was my first time inside a submarine, which I found fascinating, informative and I felt privileged to see how submariners live at sea to guard our nation. An extremely well laid out and fascinating insight, into our submarine history"

Thus, in times of financial and footfall pressures we believe it is important to concentrate on the quality of the core businesses perhaps at the expense of further expansion.

John Clayden - Chair of the Submarine Advisory Group

Submarine Advisory Group Members: Commodore J Clayden (Chair), Captain D Conley (ex officio), Mr. T Hogben (deceased Sep 18), Captain J Hughes, Captain D Pollock (relieved by Captain J Aitken Nov 18), Rear Admiral R Stevens, Rear Admiral J Weale.

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And, while we are still talking about the Royal Navy Submarine Museum, please read the following item!

## **Royal Navy Submarine Museum**

### **Move of Museum Archive**

The Submarine Museum Archive is moving to a purpose built store in Portsmouth Dockyard which means that our Curators will be unable to fulfil research requests until Spring 2020. The NMRN archivists, including those covering submarine heritage matters, are currently unable to respond to enquiries or requests for access to the collections as they undertake the move of the collection into new accommodation in Portsmouth. This includes being unable to facilitate research appointments or reproduction requests, as the collections will be physically inaccessible while they are packed and moved.

The majority of the Submarine Collection in the Museum TORBAY Building will move into a new purpose build facility in Storehouse 12 in Portsmouth Dockyard. Some large items may go into a suitable building in the Explosion Museum.

Please note, this means 'Historical Enquiries' will receive no response.

The NMRN looks forward to opening an improved 'Collections Access' service in Spring 2020. Please

resubmit any queries after that time . Look for updates on the project, NMRN collections and the future service on the NMRN website and social media pages.

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### STILL LOOKING FOR SUBMARINE COMMISSIONING CREW LISTS

I must thank all of those who have sent me Crew Lists – they are still arriving in dribs & drabs but are all very useful. Most recently I have been sent the HMS TIRELESS list (21<sup>st</sup> March 1955 at Portsmouth) and seen an ASTUTE Commissioning Brochure, the VALIANT re-dedication list for February 1980 and the VALIANT Decommissioning List for 1994!

I am still looking for First Commission Crew Lists as follows:

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

Also looking for copies of Crew Lists for subsequent Commissions of any 'O' Class, 'P' Class or Nuclear Boat. Crew Lists for any Commissioning or Decommissioning for 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'

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### Bob Pointer Jokes

No. 1. I picked up a hitchhiker last night. He said "Thanks, how do you know I'm not a serial killer?" I replied, "The chances of two serial killers being in the same car are astronomical."

No. 2. I met a magical fairy yesterday who said she would grant me one wish. "I wish to live forever," I said. "Sorry," said the fairy, "I'm not allowed to grant that particular wish." "Fine," I said, "then I want to die the day after Westminster is filled with honest, hard-working, bipartisan men and women who act only in the people's best interests!" "You crafty so-and-so," replied the fairy.

No. 3. Five surgeons from big cities are discussing who makes the best patients to operate on.

The first surgeon, from New York, says, 'I like to see accountants on my operating table because when you open them up, everything inside is numbered.'

The second, from Chicago, responds, 'Yeah, but you should try electricians! Everything inside them is colour coded.'

The third surgeon, from Dallas, says, 'No, I really think librarians are the best, everything inside them is in alphabetical order.'

The fourth surgeon, from Los Angeles chimes in: 'You know, I like construction workers. Those guys always understand when you have a few parts left over.'

But the fifth surgeon, from Washington, DC silenced them all when he observed: 'You're all wrong. Politicians are the easiest to operate on. There's no guts, no heart, no balls, no brains, and no spine. Plus, the head and the backside are interchangeable.'

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### CHINESE 'LOCALLY ENTERED PERSONNEL' IN SUBMARINES

In the February 2019 Issue of 'SEA BREEZES' magazine there was an article - 'Twenty First Century Press Gang' - which reported on Chinese personnel employed in RN Warships as Laundry Men and tailors - referring particularly to some who served in the Falklands War. Some of our readers might be interested to know that Chinese 'Locally Employed Personnel' (LEPs) didn't only serve in General Service Ships as Laundrymen, but some also served in as Cooks and Stewards both in Royal Navy Ships and Submarines - particularly on the Far East and China Stations

It is known that, in the 1920's and 1930's, Chinese personnel were regularly employed as Stewards/Cooks in the Submarines of the 4th Submarine Flotilla based in Hong Kong.

When the Submarine HMS POSEIDON was sunk in the Yellow Sea off Wei-Hai-Wei on 9th June 1931, following a collision with the Chinese Merchant Vessel SS YUTA, the Submarine bottomed in 120-feet of water. Of the crew of HMS POSEIDON twenty were drowned in the sinking and twenty-nine abandoned ship leaving six men trapped in the submarine. In the escape which followed five of the six men trapped in the forward compartment of the sunken wreck reached the surface successfully although one died later.

There were two Chinese Stewards on board at the time of the accident. One, Officers Steward Ho Shung, died in the accident, but the other, Steward Ah Hai was trapped in the Submarine. He was shown how to use the escape equipment by Leading Seaman Vincent Nagle and, subsequently, made a successful escape.

After the outbreak of WWII many of the Chinese personnel elected to remain with their Submarines. However, as a result, two more Chinese Stewards lost their lives. The first of these was Steward Ah Che, of Submarine HMS ODIN. After service with the 4th Submarine Flotilla at Hong Kong HMS ODIN was transferred to the 8th Submarine Flotilla based on Colombo in Ceylon (now Sri Lanka) in 1939 and 1940, and then on to the 1st Submarine Flotilla, based on the Submarine Depot Ship HMS MEDWAY, at Alexandria in Egypt later in 1940.

On 14th June 1940 HMS ODIN was depth charged by, and later rammed whilst on surface in the Gulf of Taranto, by the Italian Destroyers STRALE and BALENO, and sank with the loss of all hands.

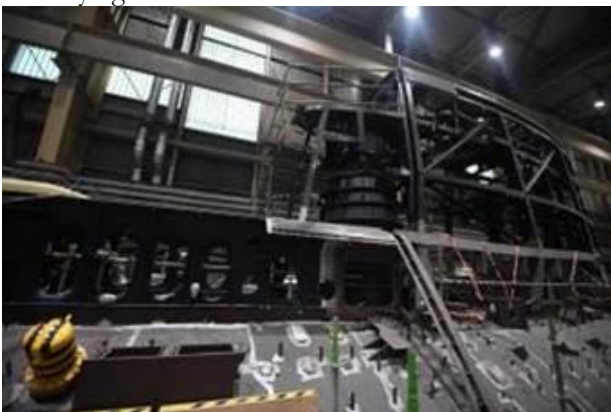
The second Steward lost was Tsung Youn Chee, who died when Submarine HMS GRAMPUS was sunk - two days after HMS ODIN, on 16th June 1940. HMS GRAMPUS had also been previously based in Hong Kong, was transferred to the Mediterranean and based on HMS MEDWAY. GRAMPUS had been tasked to lay minefields off Syracuse and Augusta in Sicily. The Submarine's periscope was sighted by the Italian Spica-class torpedo boat CIRCE which carried out an Anti-Submarine attack with three other members of the Flotilla - CLIO, CALLIOPE, and POLLUCE. During the attack HMS GRAMPUS was sunk with all hands. Wreckage was sighted, as were air bubbles and oil. The POLLUCE was credited with the sinking.

### FOREIGN SUBMARINE NEWS

#### Changes the name of sixth Dolphin submarine

The Israeli Navy's sixth Dolphin-class submarine will be named 'DRAGON', Israeli Navy head, Vice Admiral Eli Sharvit, announced on Wednesday. DRAGON (DRAON in Hebrew) was initially set to be named DAKAR, in honor of the Israeli Navy T-class which was lost in 1968 with all her 69 crew, but the name will be used for a new class of successor submarines, it was said.

DRAGON is third of the second batch of Dolphin-class submarines to be built for Israel by German shipbuilder Howaldtswerke-Deutsche Werft. It is set to be delivered to Israel by 2020. The Dolphin-class is divided into two batches of boats. The first three submarines that were commissioned between 1999 and 2000 were enlarged German 209-class submarines while the second batch submarines, delivered from 2014 onward, feature AIP (air-independent propulsion) and are said to be capable of carrying nuclear missiles.



The future INS DRAGON under construction  
Photo: Israel defence ministry

### US Navy announces SOUTH DAKOTA (SSN 790) commissioning date



US Navy file photo

The newest Virginia-class fast-attack submarine, USS SOUTH DAKOTA (SSN 790), will be commissioned at Naval Submarine Base Groton, Connecticut, Feb. 2, 2019, the US Navy has announced. SOUTH DAKOTA is the seventeenth Virginia-class submarine to join the fleet. SSN 790 is entering service after being delivered to the navy in a ceremony on Sept. 24, 2018.

SOUTH DAKOTA began construction in 2013 as the seventh Block III submarine. Block III submarines feature a redesigned bow with enhanced payload capabilities, replacing 12 individual vertical launch tubes with two large-diameter Virginia Payload Tubes, each capable of launching six Tomahawk cruise missiles. Some 20 percent of the Block III vessels was redesigned to reduce acquisition costs. Deanie Dempsey, the wife of retired Army Gen. Martin E. Dempsey, who served as the 18th chairman of the Joint Chiefs of Staff, is the ship's sponsor.

SOUTH DAKOTA has special features to support SOF, including a reconfigurable torpedo room which can accommodate a large number of SOF and all their equipment for prolonged deployments and future off-board payloads. Also, in Virginia-class SSNs, traditional periscopes have been replaced by two photonics masts that host visible and infrared digital cameras atop telescoping arms.

SOUTH DAKOTA will be the third US Navy ship, and first submarine, to be commissioned bearing the name "SOUTH DAKOTA." The first USS SOUTH DAKOTA (ACR9/CA9) was a Pennsylvania-class Armoured Cruiser and launched in 1904. Assigned to the Armoured Cruiser Squadron, Pacific Fleet, SOUTH DAKOTA cruised off the west coast of the United States through August 1908. She was then sent on a cruise to Samoa and later operated in Central and South American Waters. She returned home in 1912 and was placed in reserve at Puget Sound Navy Yard.

The second USS SOUTH DAKOTA (BB 57) was commissioned March 1942 and assigned to Task Force 16 centred on the aircraft carrier USS ENTERPRISE (CV 6). SOUTH DAKOTA conducted blockade operations against Japanese forces approaching Guadalcanal, where they engaged Japanese carrier forces in the Battle of Santa Cruz. She saw action in the Battle of Savo Island, Battle of Philippine Sea, Okinawa, Iwo Jima, and other Japanese strongholds earning 13 battle stars.

### Algerian Navy commissions additional two Kilo-class submarines



Photo: Algerian Navy

The Algerian Navy commissioned two new Project 636 Kilo-class submarines in a ceremony at the Mers el Kebir naval base in Oran on January 9. Named OUARSENIS (031) and HOGGAR (032), the newly commissioned submarines are the third and fourth units in their class.

They were ordered in February 2014 and arrived in Algeria late last year after starting their journey from the St Petersburg where they were built by the Admiralty Shipyard. The first two submarines entered service in 2010. With OUARSENIS and HOGGAR now in service, the Algerian Navy operates a total of six submarines. The country commissioned two Project 877 (original Kilo version) submarines in 1987 and 1988 which were upgraded in 2010 and 2011. All units are capable of firing the export version of the Russian Kalibr ship- and submarine-launched missile.

The commissioning of OUARSENIS and HOGGAR is the latest in a series of Algerian Navy acquisitions. The country commissioned two German-built MEKO frigates in 2016 and 2017 in addition to commissioning three Chinese-built C28A corvettes between 2015 and 2016. In 2011, Russian media reported that Algeria had ordered two Russian Steregushchiy-class corvettes which were to be delivered by 2018. It is unclear whether the corvettes were delivered.

Algeria has also bought a sail training ship – EL-MELLAH – from Polish shipbuilder Remontowa

Shipbuilding. The 110-meter long ship was handed over to the navy in October 2017.

### Sweden's future A26 Submarines named HSwMS Blekinge and HSwMS Skåne



Artist's impression of the Saab Kockums A26-type submarine (Credit: Saab Kockums)

21 Jan 2019

The Swedish Navy's two first A26 submarines will be named HSwMS Blekinge and HSwMS Skåne, the country's Defence Materiel Administration (FMV) said on January 15, 2019. The two submarines will be delivered to the Swedish Navy in 2024 and 2025. Naming submarines with coastal landscape is a tradition through which names are proposed by the Navy and approved by the Swedish King, in the form of a so-called appreciation. The final decision is then made by the Chief of Navy.

During a visit to Saab Kockums facilities on June 30, 2015 the former Swedish defence minister, Peter Hultqvist, announced that two submarines will be ordered for a cost of US\$ 959 million.

Production of the new submarines is in full swing at Saab's shipyard in Karlskrona. The A26 submarines will be powered by conventional diesel-electric propulsion machinery and equipped with the Kockums Stirling AIP (air-independent propulsion) system, which means that the A26 should be able to operate for long periods of time without having to charge batteries with snorkel systems. The Stirling system will make the Type A26 very stealthy and difficult to detect.

During its Submarine Seminar 2017, Saab Kockums announced that the A26 next generation submarine is now a family with three model range: Pelagic, Oceanic and Oceanic (Extended Range).

Among them, the Oceanic variant is pretty much the "baseline" A26 designed for the Swedish Navy. A26 Oceanic measures 65 meters in length with a surfaced displacement of 2,000 tons. Its range is over 6,500 nautical miles at 10 knots and its endurance at patrol speed is over a month (30 days) thanks to the AIP module. Its standard crew complement is 17 to 35 sailors

### The Hunt for HMS TRIUMPH

By Brendan Mcfadden (for Mailonline) 22 January 2019

The nephew of WWII Royal Navy submariner searches for craft's watery grave 77 years after it was sunk by German mine in the Aegean Sea with the loss of 62 crew

The nephew of a WW11 Royal Navy submariner is trying to find the wreck of his craft which sunk 77 years ago off the coast of Greece when it hit a German mine. When it foundered in January 1942, the Barrow in Furness built HMS TRIUMPH, which had a crew of 62, was on a top secret mission to recover 18 British commandos from a remote Greek island. The 275ft long craft dropped off Lieutenant George Atkinson whose job it was to go ashore and covertly round the men up. TRIUMPH was due to pick the group up 11 days later but never made it.



**Gav Don, whose uncle Lieutenant Robert Douglas-Don was one of those who died, is leading the near-impossible search for the sub in the Aegean Sea**  
 Gav Don, whose uncle Lieutenant Robert Douglas-Don was one of those who died, is leading the near-impossible search for the sub in the Aegean Sea - and he has recruited relatives of the crew to help him. Mr Don's aim is to take a boat to Greece and use side-scan sonar technology to find the lost submarine.

Mr Don, 57, uncovered the disaster that had been completely buried by the British authorities after scouring Greek records and the National Archives in Kew, west London, several years ago.

He set up a website about his quest to find the sunken submarine and appealed for relatives of the 62-strong crew to get in touch. Through the site he tracked down family members for 32 of the crew and 44 relatives met up at the submarine museum in Gosport, Hampshire, recently to remember their loved ones.



**Robert Douglas-Don died in January 1942**



**Some of the tragic crew of HMS TRIUMPH**



**Gav Don (middle holding a picture), with the relatives he brought together for the reunion**

### MYSTERY ITEM

The item pictured below has been sent in by Australian Submarine researcher Gus Mellon who is hoping to identify exactly what it is and what it was for.

The item is in a Museum in Australia and is believed to have been from Submarine J5 - one of the six 'J' Class Submarines gifted to the RAN after the end of WWI. The item is about 30-cms. in diameter and it has the appearance of being some sort of attack aid - possibly something to do with the Beam Torpedo Tubes with which the 'J' Class were fitted.

More information about the item has been requested - such as is there any indication of an electrical connection. Suggestions please!



### The Australian 'E' Class Submarine Foundation (AESMF)

Following the successful expedition in December 1917 to find the final resting place of the WWI Australian Submarine HMAS AE1 the Submarine Institutes of Australia (SIA) has funded a new organisation - the Australian 'E' Class Submarine Foundation (AESMF). The objective of the AESMF is to protect, preserve and tell the stories of both of the WWI Australian Submarines – HMAS

AE1 (lost in September 1914) and AE2 (lost in April 1915).

Current projects in hand include:

- AE1 Instrumentation Package.
- AE2 Anode replacement and 3D external survey project.
- AE1 Commemorative Plaque updates.
- Establishment of a website hosting previous content from AE2CF and Find AE1 site and new material.
- Declaration of a protection zone around the AE1 site

The Commemorative Plaques update will include both the Memorial to HMAS AE1 and AE2 in Barrow in Furness and the Memorial to HMAS AE1 in the Submarine Museum in Gosport.

The update to the Barrow in Furness Memorial is being co-ordinated by the Barrow Branch of the Submariners Association and progress will be reported in due course.

The AESMF is chaired by Admiral Peter Briggs, RAN - who was instrumental in the location of AE1's resting place - and who is the author of the article 'AUSTRALIAN SUBMARINES - Decisive action needed to avoid a submarine capability gap' in this Issue on Pages 13 & 14.

### BOOKS

One Book this month

#### DOCTOR IN THE NAVY

National Service - for nearly twenty years after the end of WWII all male school leavers, from whatever background, rich or poor, titled or middle class or ordinary working class knew that two years of their lives would soon be spent doing compulsory 'National Service' in either the Army, the Navy or the RAF from age 17 unless, of course, he joined the Armed Services as a Volunteer. It could be deferred until the end of University or a Training course but only those who left school after it was abolished in 1963 escaped Conscription and could choose to do whatever they liked in life.

No doubt some of our older members of the Submariners Association were, originally, 'National Servicemen'. However, most stories about National Service are about the reluctant non-volunteers wearing their ill-fitting, rough serge army uniform, pounding barrack squares and parade ground in all weathers, in heavy leather boots, carrying their 303 rifles and under the constant gaze of the beady eye of a very large, unsympathetic and very loud drill sergeant.

The Author - Bill Yule - shines a completely different light on National Service as seen through his eyes. He had deferred his service by training as a doctor but decided that the Navy was the place for him to complete his two years and volunteered for

small ships abroad. His introduction to the Navy was at VICTORY Barracks – complete with the 'square bashing' and all of those courses that were considered necessary for a Naval Officer before moving on to Chatham Barracks to find out what Naval Doctors were expected to know and do - including NBCD training.

His 'small ships abroad' required a trooping flight to Singapore as Senior Naval Officer with seven stops on the way including an extended stop in Turkey resulting from a heavy landing and necessary repairs to the landing gear.

At Singapore he joined his first ship – HMS CRANE – where he soon found out that that his Sick Berth Attendant was referred to as the 'Doctor' by the ships company whereas he was only the 'Medical Officer'. However, as the Squadron Medical Officer he often found himself 'pierhead jumped' from one ship to another, often as a 'Spare Officer' undertaking tasks for which he had no previous experience and visiting a whole range of ports, colonial outposts and countries all over the Far East and Pacific - many no longer familiar to the Royal Navy.

Bill Yule writes well and describes a Navy familiar to many of our older Association Members – his book is well worth a read to remind you of the way things used to be in the Navy and how, if you decide to take things as they come, the unexpected can be

interesting - and possibly fun - and the experiences can set you up for the rest of your life outside of a Naval Service environment. At the end of his two years of Compulsory Service he didn't pursue a permanent commission in the Royal Navy but returned to civilian life - but obviously well satisfied with the Naval experience.

ISBN 978-1-84995-001-5

Whittles Publishing, Dunbeath, Caithness KW6 6EG

[www.whittlespublishing.com](http://www.whittlespublishing.com)

£14.99

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### A DIT FROM LAURIE DYMOCK

(Welsh Branch)

Only those who have served will understand when the hatch shuts over your head, the OOW says, 'Last Man Down', and the Ship Control Officer-of-the-Watch says, 'Green Board'. You understand the meaning of adventure.

When the only thing between you and millions of gallons of sea water is a steel hull and some shut valves, you understand the meaning of courage.

When the Sonar Controller reports 'High Speed Screws' when in hostile waters you know the meaning of fear.

When the messenger passes out the only family-grams the satellite could catch and yours isn't one you know the meaning of loneliness.

When the hissing water in the overhead changes from a slight annoyance to a rushing cascade, bouncing off the hull and equipment you understand the meaning of survival.

When you hear the quick swishing sound that the curtain makes on your rack that indicates your watch is about to begin you understand the meaning of irritation.

When you see a shipmate stand to attention when the captain passes him his Tot with his Dolphins he worked do hard to earn, you understand the meaning of pride.

When you retire and they 'Pipe you over the Side' you know the meaning of great sadness.

When your eyes grow dim, and your strength ebbs with age, you understand the meaning of envy, when you see a boat get underway.

When a shipmate of a time long ago 'Crosses the Bar' and people say so many things they had said before they departed, you understand regret.

'Once a Submariner – always a Submariner!'

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### SUBMARINE K.26 - THE STEAM SUBMARINE

By Jack Philip (Nick) Nichols O/N J98553 (Continued from In Depth No.63)

#### HELMETS, SUN - OR SUN HELMET SAGA

It has been said that no civil servant after Pepys understood the Navy. I go along with that up as far as ten to four today as I write that is. The Navy is; always has been since King Alfred a complex thing, and only understood by those right inside it. You could not expect a Civil Lord of Admiralty to understand a 'west country whipp' not even if his grandson had made one with a piece of sailmakers, and the mystery of the 'straight-rush' has to be learned over the years. The sun shines, the wind blows, the sea is rough or smooth by turns, and can be rough in one place and smooth in another and even rougher in a third. This, even yet, is not fully understood by the Board of Admiralty. Some say also that the number of beans that make five is totally unknown to them. Be that as it may, it was early realized by the Admiralty that a sailor has a head, and a standing committee was no doubt formed to examine and report back on this object. They had been aware of most of the other parts of the sailor's body, that is the lower paid, (if at all) ranks, for they had found him in the middle-ages wearing a frock of blue watchet cloth. They had noted it on expensive parchment, and before a few centuries had passed, they had caused him to wear trousers of a peculiar shape and to continue to wear a frock. It was still a frock that I put on to go to divisions in K.26, it said so in the Manual of Seamanship, which was published, never more than seventy years out of date, by the Admiralty. Up to about the time of John Jervis the common sailor had cared little about his head, if it got wet, he shook it, after all he was a sea dog. If it got hot, he doused it; if he got mutinous, he lost it. My point is, he seldom covered it. Several months of eager debate, without any sailors' present, produced an order that sailors would in future wear hats. Officers wore hats, Beaver hats, three cornered hats, cocked hats, billycock hats, and it is said Bosun's and Gunners, and to a lesser degree Carpenters, even wore top hats, but only when walking on shore, or at inspections made by the Royal Family. Unfortunately, there existed no provisions in the Navy estimates for money for hats for sailors. The order existed however; the hapless hatless had it pointed out that they were offending against Admiralty Fleet Order, eighty-three thousand and one, which said "Sailors are to be covered i.e. Wear Hats."

You can see by the number of the Order that the Admiralty had not by that time got into their stride as regards orders. It only needed the laughter produced by a few floggings at the gangway to convince the sailors that the Admiralty was in earnest. It is said in newspapers of the time that every Jew in the country took to selling hats to sailors, the Admiralty in their usual wisdom had omitted to specify what sort of hat would be considered right and proper stuck on top of Jack's skull. A very bold few sported bonnets for a few days, and long weals across the shoulders for several months, but at last the Captains and Officers decided that a straw hat very much

like a 1810 boater, and woven by natives of the Azores from a light straw, would be suitable and large numbers were woven, bought and transported to Deptford, from which central depot they were sent out, my Historian says in meat barrels, to the ships on the high seas, including those patrolling the waters adjacent to the Azores.

However, the payment for hats was still a bit awkward, so putting the onus on Jack it was charged for as 'slops' which means to the personal account of the tar wearing it. As this entailed no expense to the Board of Admiralty a further order empowered Jack to have at one and the same time, two hats, one so the order stated for clement weather, and one for inclement weather. The one designated for clement weather was to be preserved "white in appearance", and the hat for inclement weather "might be rendered weather-proof by the application of tar or black paint only," mentioning also with great solicitude that "Hats for clement weather, might with profit be, when a little worn, coated with tar and a new white hat acquired". I wonder the Admiralty did not go further and specify that hats half-tarred might be worn when some doubt existed as to the present and future state of the weather. However, the regulations regarding hats remained steady for a hundred or two years. There are I believe several considerable haciendas in the Azores once owned by now deceased hat weavers.

When I came in, in 1920, the Admiralty under the prevailing wind of change, a breeze that sweeps the Admiralty every third century, had just decided on a wider hat to copy a hat popular with fond mammas for male children, this was an orientated hat, only to be worn in summer east of the Pillars of Hercules, Gibraltar to you. This hat was presented gratis; if it took off up the Tigris, or it was gusted from your head near the Ganges, you had a free replacement at the taxpayer's expense and, as no sailor got enough money then to enable him to pay tax, it mean many missing hats, more tax for Bishops, Stockbrokers, Flour Millers, etc.

At the same time as this "ot wevver 'at" as I am told it was listed in the books at Deptford, the sailor was given, yes straight up, given two blue hats like, well you know, like the top of a piano stool. Two identical blue hats with a little paper tab which sometimes said the actual diameter give or take an inch and a half or so. Now, completely free in addition to this magnificent gift or two hats, blue serge were two 'duck hat, cover, white'. An Admiralty Board had decided that as winter followed summer some note should be taken of it, some slight ceremony, and as summer usually not always, followed winter, another little ceremony might come about. My Historian tells me that there was a small clique on the Admiralty Board that wanted a proper half hour thing, you know pipe and tabor striking up, the lads running round the capstan and all that yo, ho, ho mullarky, until with a blast on the Bosn's call or a "G" on the bugle; if not bunged up with fluff; everybody stripped their white covers, if it was October, or fiddled the festering things on to their blue caps if it was May. This was turned down. One or two of the older members on the Board were truly disappointed, especially a Sir Robert Garboad, who was not only a wealthy man but a very accomplish Morris dancer, to boot. So, in my early time we just woke up and change cap covers and fell in, properly dressed, and looked like proper Charlies as these hats were awful, being about one inch thick at the edges.

About the sun helmets, oh yes, I'm coming to them, evolution is the Navy way, not revolution. Well believe it or not, us sailor chaps did not like these music stool cover type hats one little bit, we disliked them in summer, we disliked them in winter, we disliked them in or out of the special hat box supplied with them. We disliked the label or cap ribbon that we wore round them, our sympathies were with the long-dead medieval seamen who had been forced into trousers and frocks. The Admiralty was, in our opinion, out of touch, we feared that, if a stand was not made soon, we would find ourselves in red-white-and-blue trilbies with the name of the ship on an electrically illuminated panel. We made representations to their Lordships on long pieces of paper, all words quite respectable and inspected thrice for spelling. "We were", we said, "conscious of the untidy and slovenly appearance the head-gear worn by men of His Majesty's Navy, dressed as Seamen". We had to keep references to "Fred Karno's Army" and "The Peruvian nautical militia" out, but at our meeting it was a near thing. We felt that something better could be dreamed up.

First class Petty Officers, and indeed Cook's Mates, had a snazzy peaked cap each, and could on foggy nights be mistaken for members of much wealthier organizations. I remember an Officer's Steward telling me once how an old lady had mistaken him for the Station Master at Guildford. How pleased he was, genuine mistake, only slightly foggy, two carpet bags and a cassock or was it a hassock. What I do know, it was a florin in his pocket and a nice "thank you so much", which is a lot better than you get in the normal way as an Officer's Steward. The Admiralty turned our request for a hat "more in keeping with our dignity" down, down, down. The music stool cover was to cover our heads with shame for many years yet.

We held another meeting and brother Savins, a well-spoken seaman from Devonport, put it to the meeting that we - the free seamen of Great Britain should act. There was some confusion about this, it had to be explained to some of the delegates that had not had the benefit of Harrow or Eton, or in fact any other school where they had the hat at heart as you might say, that it didn't mean footlights, grease paint et but that we would design, make, and what was more wear, a cap of our own. Savins took a piece of chalk from his jumper pocket and drew what was to be the plan for the revolutionary "Sailor's Cap", translated immediately to the other members as 'the Matelot's Gibby Mark One'. It was a good picture, it looked like a pork pie with a thin

overlapping crust. Coppers and even a few sixpences fell into the collecting box and Sam Wigzell, a man from Chatham, who was by way of being a sewing firm i.e. he made sailor's suits for money, promised the prototype for us in three short weeks. Wigzell was as good as his word, in three weeks we had each a Wigzell's wonder, and a faint feeling that we were not going to get away with it. The Sailor's cap was a light cap with a duck top, scrubbable, took blanco well, sat on the head like a duck sat on a pond. It had two ventilation holes, it held the standard cap ribbon and a chinstay of blue cotton braid. A little name tab was daringly sewn inside. I know, I know, the sun helmet is coming! The magnificent thing about this duck cap was, its edge was sewn down by machine, Wigzell's machine, beside the music stool cover it looked like the Taj Mahal alongside a Manchester Municipal privy. It looked, yes, I'll say it, it looked chic, and remember seven of our twenty-five delegates wore beards and four were over thirty-one; which is elder statesman age for a sailor. We donned our Wigzell's wonders on the first of May, the day of change of white cap covers on blue hats. No political significance. None whatever. That evening fifteen of our members were in trouble for, "Attempting to go ashore out of the rig of the day, to wit, wearing non-service caps." Next day four more members were sent back to, "Put a proper sarvice cep on." The third day we put our Wigzell wonders back into our cap boxes.

But Wigzell was a hero, he went along to the shore tailors who competed with him at making sailor's suits. He took his Savin's type hat with him, he pulled down his blue hat with its duck cover down to his ear-tops. He said "Look tailor friend; I give you the design of the future. This is the hat sailors will be wearing soon, say next year, and it don't cost much to make. I could make these hats to sell at two shillings a time with a good profit." The tailors all said, "What's in it for you Wigzell?" "Fellow Jews, I have my messmates at heart look what is on my head, this a hat, like a matza, more, you know fashion: what happens when it sweeps in?" They knew. Gradually, on a stand in the tailors in Queen Street, in Devonport too, the Wigzell special was to be seen. "New, what the 1922 Sailor will be wearing, light, smart, and not expensive." "Price four shillings with free cap ribbon." The rest is history. No-one built a monument to Wigzell, but when you see a Sailor with a hat edge like a razor give a thought to the 1921 committee. If you saw my picture in my hat of 1921 you would laugh too. I seem to have a custard pie on my head.

Now to the sun helmet or, as it was listed in the Rate Book while it lasted, a pest and an expense. Helmets Sun Patt. 201 Officers, 201A, Chief & Petty Officers, 201B Men dressed as Seamen. It was reputed that a statesman about the year 1926 had a cousin or some such relative in Portugal, maybe Spain, anyway where the cork trees grow, and the cousin thought cork being fairly cheap there, he'd try and make an honest penny from buying cork cheap and selling cork dear, if that could be managed. So, he looked up what sort of uses there were for cork. "Corks for beer, corks for wine, corks for stringing on telephone lines, same corks I suppose used twice, cork inserts for clutches, I expect the motor people have that buttoned up, cork: lifebelts, cork granulated for ship insulation, cork legs, not much there, table mats, huh, solar topees." "Hm." Not a bright chap he asked his Chief man what a solar topee was. "Senyor," said the man, "A very foony hat the British wear in India". "Oh" said the chap, you mean Sun Helmet like the old "Pukka Sahib"? "But certainly, Sare". This chap though not what you'd call well-read did have a noddle and fit suddenly occurred to him that though the Army in India, Burmah, Egypt, etc., etc., seemed all to wear these perfectly silly helmets, pictures of the Navy showed no sign, they just wore their ordinary head gear, the Sailors especially looking rather charming-in those sharp sided round heats. When he realized that his cousin was on the Navy Board, he cheered up no end. Cornering practically the whole of the cork crop and getting an option on every bit of cork likely to come forward in the next six years, he wrote home to his cousin rather stressing the terrible fact that though Tommy and his Officers had magnificent sun helmets or solar topees in hot climes, Jack and his betters were somehow not supplied. A question or two in Parliament, an article in The Times and another article in another newspaper tending to prove that of five hundred and eighty thousand Naval Ratings serving in ships, submarines, and other vessels and including Naval Ratings in barracks in Hong Kong but not in Malta or Egypt, and canteen staff attached thereto, were suffering from heat stroke, loss of body fluid and athlete's foot. A full-scale debate resulted in the appointment of two standing committees, one for Athlete foot enquiries alone, because no one knew what this disease was, nor yet what symptoms accompanied it. As it was found later to be an entirely imaginary complaint invented by an American who had invented a cure for it, before finding the complaint, this committee was short-lived, it ceased to function after a mere two years, but the other committee took evidence from a number of Sailors who had never been east of Eastbourne, a number of soldiers lately returned from India, one of whom was said to have described his sun helmet, as "a flaming pestiferous abortion" which "made my back ache" and a group of four Marines who had come to the wrong door in Westminster and could not relate the questions to anything they had expected, their reason for coming was to be photographed with Lady Astor on the terrace for some charitable purpose. A cryptic telegram "Go OO", went out to the cousin in Portugal, cargoes of raw cork left for Calcutta and Karachi, the main places of manufacture for these pieces of head gear. The specification prepared in person by the home-loving cousin said all the topees were to be white, but of three different shapes. Topee's for Officers should be of such and such a moulded shape, with a puggaree. The Chief and Petty Officer topee should be of an easily seen to be different type from

the Officer's sun helmet and should have a narrower puggaree. So, there should be no possible chance of say a playful Petty Officer thinking the chap passing below to be another of similar eminence and dropping an orange or something on him by mistake, the other Ratings' helmet was still quite good (it cost the tax payer enough in the end) but it had no puggaree. It did however have the little button on top and was covered outside with thin white cloth to take blanco by design, and of course oil fuel etc., by accident. Each one for lordly Officer, proud CPO or PO and Junior Seaman had a little Dorothy bag for carrying it. In this as in death, they were equal. A canny man could with a glance or two, see whether the white Dorothy bag carried a helmet of low degree or high the shape showed through, and of course a helmet bag starched and containing a nicely printed (in marking ink) "Midshipman the Hon. Arthur Waley-Coleshaw, R.N., H.M.S. Viceroy" was almost self-descriptive.

The men of Calcutta and Karachi worked away for the British Raj, who had some bee in his bonnet, millions of solar topees for something or other. When the wooden boxes left the docks, they were even more puzzled - the solar topees were all consigned to Deptford, England, where every well-educated Indian knew the sun shone twice a year only. They were even more puzzled when to Calcutta and Karachi came back several of the boxes. They need not have worried, the wisdom of Admiralty Stores which even exceeds the wisdom of Admiralty Board had only had the solar topees sent to England for distribution, and the boxes at Karachi contained helmets for ships in Australia, Indian waters, South America and Malta. This of course was sorted out by shipments up and down the Med, and K.26 received her allotment of helmets, sixty-three and fifteen spares at anchor in Ville Franche. From then on, as the man in Portugal built his house, travelled the world, and thought what a fine thing it all was, British Sailors began in summer to look like queer shaped mushrooms. A submarine is a tight fit any time, to find a place for 78 sun helmets within easy reach, to remember to put it on when working on the upper casing, to try to preserve its white appearance was a festering nuisance. A complete new list of Orders, a bit more tricky than the rules of chess, grew up. "Any Rating going ashore before sunset, will wear his sun helmet. "He will take his white cap ashore in his sun helmet cover, and at sunset will remove his sun helmet and continue to wear his white cap." It droned on. Tims used to read it in the mimicked voice of a Naval Chaplain, inserting a few "Dear Brethren" in it from time to time. "The sun helmet, dear Brethren, will again be worn at sun-up, when the white cap will be carried in the sun helmet cover." Sailors scotched most of this ashore by putting the sun helmet in charge of the first publican up the slope in Malta. This did not work. The first result was the patrol, ever active, picking up every man without a sun helmet and sending him off to his ship. Where an irate O.O.W. sent him back in a dghaisa ashore to get his sun helmet from the pub and come back aboard to answer a charge of being improperly dressed ashore between the hours of what and which etc. For a while the dghaisa men profited by this but it was only temporary. The contempt seen on the faces of Sardinians, Sicilians, Spaniards and Italians for the fellows who were so effete as to need a big inverted bowl over their heads, troubled some men so much, that they just stopped going ashore in summer, or took advantage of a quick run after the sun had set and coming off before midnight. Meanwhile, it is said the sales of Portuguese, or was it Spanish, cork went on.

Now these sun helmets were returnable, if yours got say oil soaked, as a result of you lowering it down on a string into one of the fuel tanks that happened to be open, you could take it to the Coxswain if he was not busy and he would issue you a new one - taking your oily one in lieu. It occurred to lots of sailors that a spot or a blemish on their helmet could be avoided by just getting a new helmet, it became the fashion to get a new helmet, and you must remember what Wigzell the sewing firm said about fashion. "New solar topees for old", it clicked in Jack's mind like the winning line of a limerick. By the way, Standen used to call his "his Whited Pagoda".

For a time, the man in Portugal must have considered an east wing, a swimming pool if he had not already got one. But then someone good at figures borrowed an Abacus, the computer had not been invented then, and costed it up. And someone must have told the Board of Admiralty that the Wigzell wonder, the light cap which Jack preferred was now available to Jack at two shillings, cap ribbon ten-pence. On a day I remember better than V.E. day we took our sun helmets, solar topees, whited pagodas, or what you will, kicked them up and down round the vents, into the galley, into the heads, down the fore-ends, over the side pulling them out again, and handed them in to the Coxswain. The order was, if I remember - A.F.O. 6987/30 which plainly stated, "Sun helmets are to be discontinued as an article of service clothing". With general Admiralty obstinacy the racked, ruined, sun helmets went back to Deptford by Naval transport. Just a blunder. Poor taxpayer. Maybe Deptford might yet have a few to offer to Carnaby Street. Poor taxpayer.

Now there's a little sequel to the getting rid of these uncomfortable, expensive, despised by Officer and man, pieces of head gear, and as it is an illustration of Senior Officer to man relations, always good in the Med. Fleet I will tell it to you without extra cost, as the Ads. say.

A day or two after the great and good news that we had no longer to endure these things on our head, and, whilst they were quietly awaiting counting and careful packing as befitting their crumpled condition, their destination once more being Deptford, the Captain of K.26 sat at breakfast. On the sworn evidence of Officer's Steward, Pat Regan, it was two rashers of bacon, one egg and a slice of fried bread, but this is beside the point. As

was his wont the Yeoman of Signals knocked on the Ward Room door with his whistle and came in with the signal log and a signal. The Captain was tomato saucing his fried egg at the time Steward Regan deposed. The Captain read the signal. It read "Capt. 'S' (1) to K.26. I observe non-standard covers on your periscopes. S.N.F.L." The Captain jumped up and closely followed by the Yeoman ran up the fore hatch. Sure enough, the long shiny brass periscopes had each a sun helmet stuffed with newspaper right on the top. The high-power periscope, that is the for'd one had an Officer's sun helmet Patt. 201, the after periscope, the low-power one, had a Plebian 201 which was tilted at the exact angle disliked by Naval Officers and conversely loved by Naval Ratings. The Yeoman held out the signal pad. The Captain, I am told, so cannot swear, wiped a little tomato sauce from his cheek and said with a sort of half smile, "Nutty", I mean Captain 'S' is on the warpath, and early, send for the outside E.R.A. get those things down. The Q.M. went to bring E.R.A. Webb who kept a straight face and, in his excitement, saluted whilst holding a wheel-spanner, which gave him a bruise over the left eye. The Captain pointed, the E.R.A. said, "Aye, aye Sir" and left at the double. As he did so, the Aldis on the DOUGLAS began to blink. The message was short, "Capt. "S" (1) to K.26. Give man responsible S.N.F.L." The signalman now on the bridge hoisted answering pendant, switched on the Aldis acknowledged the signal, looked down and saw Commander Garnons-Williams and the Yeoman standing for'd of the fore hatch. He asked himself why he had not spotted this hours ago, it was about 9.30 a.m. and it must have been done in the dark. He assumed a posture of instant readiness as the periscopes started to move down, he snatched the helmets, actually in wrong order of seniority, off the tops of the periscopes. Down below the Captain was saying "What does he mean Yeoman, it does not make sense," "Give man responsible". Of course, S.N.F.L. he knew that. That was the little mark that said the signal was not to be logged as signals of importance like the arrival of the Armada, and a King's Birthday, Extra tot and so on. The Yeoman roared "Answering pendant at the dip make to DOUGLAS Capt. "S" (1) from K.26 - "Regret your 0935 not understood". The Captain stood silent he thought he could set DOUGLAS's Yeoman, a signalman, and a big head behind him, all in DOUGLAS's Signal Bridge. Back came a message by semaphore read by the Yeoman as soon as pencilled on the pad. "To K.26 from Capt. "S" (1). My 0935 incomplete, add words, 'a bottle of beer.'" Signal should read "Give man responsible a bottle of beer." Message Ends. S.N.F.L. They laughed. "Nutty" Thompson has a sense of humour. The Signalman relaxed, the Captain returned to his breakfast table. I am told by Regan he carried on with his original breakfast, refusing the offer of another egg.

He laughed, he told the other Officers in the Ward Room. They debated it. The Captain said, "I'll swear that'll be Tims". The First Lieut. said, "It could, of course, be Stoker Wells." "No" said Sub. Lieut. Nicolay, that has the mark of Didwell, I reckon." Gregory, Sub-Lieut. quietly suggested a chap named Nichols, he said "He's always smiling as if he can't believe it's real". Lieutenant Currie said, "No, it won't be Nichols, he's too damned shy, his jokes would be on paper, I think it might well be Tims." The Engineer, for the honour of the branch, said it would be Stoker Jock Lough - the pawky outside Tiffy's mate - the very man to run two scopes up in the early morning with no noise.

Eventually they put half a crown each in the kitty. I can vouch for the rest, being in the Beamery Mess at ten o'clock when Steward, sorry Officer's Steward, Regan entered. "Wid der Captain's compliments to the feller that hoisted two sun helmets on de periscopes". That's how he said it. Everybody laughed. Tims said cautiously, "Any sort of invitation to fall in on the vents?" "Not a bit of it Timmo, shall I pour it out?" Tims put his right thumb and forefinger together and held his hand to his eye to simulate a monocle, "Go ahead Steward, pour it out". He offered a sip all round, and Regan took the empty bottle back to the ward room store. As he passed through the Ward Room he said, "Captain Sorr, twas the favourite". The Engineer shuffled the half-crowns saying "The favourite pays out, Captain Sir, seven and six, Lieutenant Currie seven and six, may I remind you that no betting is allowed on board ships of His Majesty's Fleet by an Order in Council of the late King Henry the Eighth." Sub. Lieut. Gregory a stubborn type said: "it could have been that Nichols feller, he's a notorious tee-totaller, and would not begrudge Tims the beer." "No, No," said the First Lieut. I am certain now, that is has the Tim's touch." Of such Officers and men was the Navy in my time constructed. Thank God.

To Be Continued in In Depth Issue No. 65.

### The WRENS of Today – 1940s Style

At least today in 2019 we know that the women in our Navy (and Submarines are every bit as good as – and sometime, perhaps, a little better than some of their male counterparts. Now the Wrens are gone but - back in the 1940s it was all a bit different!! At least today all are equal!! I'm not sure any reporter nowadays would dare to write an article like this.

This is the story of The Women - today – as Claire Boothe never imagined them -yesterday. An all-star, all women cast, it's true: but there the resemblance ceases. These women are playing their parts in a world drama, but they remain limelight dodgers. And the scene is no demi-paradise of beauty parlours but the hills and lochs of Western Scotland. Here, in pitching little boats, cutting through the mists and gales, on the big depot ship. Swarming up and down plunging rope ladders, balanced, cat-like, to walk along the perilous jutting booms, picked Wrens undergo their boats-crew training. Or work as visual signallers or service the torpedoes and depth charges aboard the motor torpedo boats and corvettes in the clanging uproar and grime of the Naval bases. One and all disprove the old wives' - or rather old fashioned husbands' - tale that women's place is the home that women can't get on together.

It is only recently that Wrens have taken over such specialised sea-going work. Since the last war their Motto has been Never at Sea: it should be revised. Today they are actively engaged in many different aspects of seamanship. Perhaps the most spectacular of all is the boats crew training which is done on board the depot ship. This huge hulk lies at anchor in the loch: several seemingly sardine sized submarines have sidled alongside for repairs or refuelling. The depot ship has impressive machine shops, foundries, and blast furnaces all stowed away within. There is a constant sound of riveters at work; a far away, fretful clanging, which never ceases. The submarine must be off within twenty-four hours, and the engineers are working at top speed. Meantime, away aft, on the quarterdeck, beneath the great camouflaged guns, a group of Wren ratings are being coached by a benign white haired petty officer lovingly referred to as 'Pops'. He has been responsible for training the many Wren boats-crews who have been sent to the naval ports and bases lying all around the coast. Before they can man the motor launches and cutters they must be proficient in such subjects as the elementary theory of navigation, signalling in Morse and semaphore and chart reading, boxing the compass, helm orders, and the rule of the road at sea. They must learn to handle various types of craft, and to act as coxswain. They must keep their boats 'shipshape and Bristol fashion', in the traditional style; polishing, scrubbing and swabbing to satisfy the most eagle-eyed Captain. They must also learn a certain amount of engineering, or mechanics.

Hanging over the rails of the ship, I watched the gymnastic tour de force known as manning the boat over the boom. At the word of command, they must go over the side, down the iron boom ladder, and out, along the quarter boom, to where the rope ladder dangles over their boat, thirty feet below. The descent must be made in the correct Navy fashion, one foot each side of the rope. There must be no shuffling and groping; no hesitation. The sailors do it in thirty seconds, pelting down like monkeys. The Wren must learn to do likewise - thirty seconds to the tick. The first agonised try-out is a sort of 'over the top' moment, dreaded by the novices, but sympathetically handled by 'Pops', who babies them along with humour and praise. When they begin, it takes them a minute and a half; soon reduced to a minute, the final thirty seconds being pared off during the last weeks. They must also be able to climb a single rope against some day when no ladders are handy; they do that, too, with the same concentration and determination they put into their chart reading classes, or at all the complications of rope knot work, which they learn by tying, untying, reefing and twisting with traditional cunning. Then there is their practice on the signal bridge, where they learn naval code by means of miniature flag signals, before essaying the thrilling actualities of visual signalling at the signal mast itself, bright with all its significant bunting. These boats-crew Wrens sleep ashore, in Wren Quarters, some round the harbours, others in one of the first of the old iron clads, now converted into an accommodation ship and quarters. They come out to the depot ship in the motorboats each day and have their own mess aboard. At first, officers and ratings alike watched their training with scepticism. But time has proved their worth. Now, as each successive batch of trainee's leaves, a jealous, almost parental pride is visible in the attitude of the ship's company towards "our girls" as they are always called. An equal pride is felt in the girls who are manning the signal station halfway up a loch I shall not name. Their work, which is vitally important, I must not describe.

These girls are in sole charge on the station. Their little shipshape Nissen hut quarters, are as snug and trim as any cabins, were built for them as a rush order by men of a combined-ops battalion in training up in the hills nearby. Their Wren officer comes by boat to inspect them three times a week. Otherwise, they have one petty officer Wren in charge, who is also cook and housekeeper. Stores are delivered once a week, from the nearest village, and from the naval stores. Sea-going rations mean comforting extras, such as brown sugar and oddly, an occasional white loaf, pearly, purely white, exotic and rare as an orchid these days, but the staple loaf for all submarine crews, since any other flour is not practicable for keeping. Their time is divided into watches, by day and night. Always some are standing by, ready for the Morse flashes, which suddenly spark out from the mists, and shadows of those northern waters. Morse, semaphore, Naval and International codes, hoisting cones on the signal mast, and

working with the 10- inch projector; these are all part of their job. And in their off watch hours there is the radio; the three dogs and the kitten; their make and mend evening; sporadic gardening, though flowers and vegetables do not flourish on this harsh shingles beach; and reading - they are avid for any books they can get. But behind all the apparently serene routine existence there are inevitable dramas and tragedies of wartime. I watched a Wren signalling a big ship heading for open waters, the sea. It melted into the mists and was gone, as she flashed a last Admiralty order. That ship was joining a battle squadron and her husband was aboard but, she did not give it one last glance. She went on methodically, receiving and transmitting. Dot, dot, dot, dot dash went the monotonous code. No time for emotion, this is action; every Wren is at her action station. These are the Women – today!

### HMS TERRAPIN

From the WWII Submarine News Paper 'Good Morning No. 667' dated Monday 4 June 1945:

From Mr. C. A. Cheetham of Risedale Central School Barrow.

We adopted the TERRAPIN in the autumn of 1943 when she was completing. The adoption was arranged by Mr. Wheller, an Admiralty Overseer at Barrow, who has been instrumental in three or four schools in Barrow adopting new submarines. The ceremony of adoption took place before the assembled school in the presence of the Commander, then Lt. D. Martin, triple DSO, his officers and ratings. Admiralty and Vickers-Armstrong representatives and the Director of Education. The Commander addressed the scholars, and they all saw his latest decoration which he had received from the King the previous day, and various Officers and Petty Officers also spoke. We had collected a large number of comforts for the new crew, card games of all kinds, new packs of cards, dominoes, draughts, almost any game you care to mention, games of chance and skill. The girls had knitted socks and the scholars gave up their sweet coupons, some of their grand-fathers gave us the whole quarter-years sweet coupons for our submarine. We had books and illustrated magazines. These were all displayed on tables at the ceremony. The Captain presented us with a copy of the submarine's coat of arms (submarine crest?), beautifully carved in oak, and the school presented the ship with a Jolly Roger flag (which, incidentally, is now well decorated from all we hear). The submarine was still here when we held our Christmas parties and we invited all the crew in three sections to our three parties. They thoroughly enjoyed the dancing, games, concert and tea at the parties, and we sent them off on their Christmas leave with each member of the crew who had children having two toys for each child, the toys made at school (dolls in the needlework room and wooden toys in the woodwork room). Before she sailed for trials, the staff visited the submarine. Since the submarine sailed, we have from time to time, sent parcels for the crew, sea-boot stockings, cards, books, magazines, diaries (naval) for each member of the crew, a gross of razor blades, games of all kinds, and just before Christmas we sent 2,500

cigarettes, and combs, housewives etc. On one occasion the five parcels we sent weighed altogether ½ cwt. In each parcel the scholars sent personnel letters to the members of the crew who they got to know at the parties and Adoption Ceremony, and many of the children write periodically and receive personal letters.

We are hoping when the ship gets back to England the crew will visit the school for a reunion, and that they will give us the Jolly Roger with its decorations. If there is any way in which we can help the crew, we are only too glad to do so. We have the money, given by the children, but there is not much we can buy. There you have it, 'TERRAPIN' so if you want, don't be afraid to ask.



### HMS TERRAPIN Ships Badge

**By Editor:** This 'Good Morning' article was sent in by Barrow Branch Member Peter Schofield who found it in the course of his researches into the 'Adoption' of Submarines during the WWII 'Warship Weeks'.

The HMS TERRAPIN 'Ships Badges' (Crest) - above is from an Autograph book kept by Mr. William Hammond, an Admiralty Overseer in the Shipyard in Barrow, during WWII. The Autograph book was originally donated to the Barrow Submarine Heritage Centre by his daughter, Daphne Hammond, but it is now in the possession of the Submarine Museum at Gosport.

**SUBMARINERS ASSOCIATION MEMBERS 'CROSSED THE BAR'** (Reported 1<sup>st</sup> January 2019 to 31<sup>st</sup> March 2019) (\*\*\*) WWII Service)

NAME	DATE/AGE	RANK/RATE	BRANCH	SERVICE	SUBMARINES
Kenneth V G Willis	1 <sup>st</sup> Aug 18 aged 87	Chief Petty Officer Coxswain	Gosport	Nov 53 to Aug 70	SEADEVIL, SENESCHAL, TIPTOE, TIRELESS, TOTEM, TOKEN, TEREDO, TUDOR, OTUS, FINWHALE, AMBUSH, DREADNOUGHT & RENOWN
Alex M Sneddon	30 <sup>th</sup> Aug 2018	Charge Chief Electrician	Plymouth	55 to 68	ARTEMIS, TAPIR, TACITURN, TALENT, AUROCHS (1960), ARTFUL, TRUMP (65) & TABARD
G R H Lloyd-Williams	9 <sup>th</sup> Sep 18 aged 86	Lieutenant Commander	Exeter	Apr 53 to Feb 72	TACITURN (53), AURIGA, SENESCHAL, TRENCHANT, TEREDO (59 to 60), SEASCOUT (CO 61), PORPOISE (CO) & DREADNOUGHT (IL 67)
Alan Johnson	22 <sup>nd</sup> Dec 18 aged 81	Able Seaman (UW*)	Merseyside	Jan 61 to Aug 65	SEALION, WALRUS & NARWHAL
John Fraser Houlding	30 <sup>th</sup> Dec 18 aged 72	Charge Chief MEA	Barrow in Furness	May 69 to Apr 86	CHURCHILL, COURAGEOUS, CONQUEROR & TURBULENT
Robert Woolley	1 <sup>st</sup> Jan 19 aged 91	Petty Officer (UW1)	Medway Towns	49 to 57	THOROUGH, THULE, SENESCHAL & ANCHORITE
James R Pardoe	2 <sup>nd</sup> Jan 19 aged 94	Commander	Dolphin	Sep 43 to Dec 69	URSULA (NO), VULPINE (NO), TURPIN (NO), TURPIN (IL), AUROCHS (IL), XE-9 (CO), TELEMACHUS (IL), SEA DEVIL (CO), THERMOPYLAE (CO) & ARTEMIS (CO)
Clifford W Butler	10 <sup>th</sup> Jan 19 aged 68	Petty Officer (S)	South Kent	68 to 69	CACHALOT
Peter C Runham	12 <sup>th</sup> Jan 19 aged 70	Warrant Officer 2 MEA	Gosport	71 to 07	REVENGE (71 to 76), RENOWN (77 to 78), REPULSE (78 to 83), RESOLUTION (84 to 88), RENOWN (94 to 00), VALIANT (00 to 02), SPLENDID (03 to 06) & SPARTAN (06 to 07)
Richard S Bell	13 <sup>th</sup> Jan 19 aged 91	Stoker Mechanic	West of Scotland	Sep 46 to Jan 48	TABARD, SCOTSMAN & SCYTHIAN
Frank C Pretty	15 <sup>th</sup> Jan 19 aged 61	Chief Petty Officer WEA	Barrow in Furness	75 to 90	COURAGEOUS, CHURCHILL & REPULSE (P)
Keith Milner	19 <sup>th</sup> Jan 2019 aged 84	Chief Petty Officer ME	Scottish	53 to 79	SENESCHAL (53 to 54), SEA SCOUT (54 to 56), AENEAS (56), SEA DEVIL (56 to 57), SENTINEL (57), TOTEM (57 to 58), TRENCHANT (58), TUDOR (58 to 61), AENEAS (61 to 65), OLYMPUS (68 to 72) & OPOSSUM (75 to 77)
Leonard G Reeks	23 <sup>rd</sup> Jan 19 aged 91	Able Seaman	Exeter	May 46 to Mar 48	SATYR, SENESCHAL, SPRINGER & Reserve GP 'L' (SANGUINE, SLEUTH & SELENE)
G.G. (Gordon) Foster	28 <sup>th</sup> Jan 19 aged 95	Able Seaman (ST)	Nottingham	Dec 43 to Jun 46 ***	TRUSTY (43) & TACITURN (44 to 45)
John W B Taylor	4 <sup>th</sup> Feb 2019 aged 80	Chief Petty Officer (OPS)	Barrow in Furness	May 54 to Sep 78	SEASCOUT, TIRELESS, ALCIDE, ARTFUL (66), CHURCHILL (70), VALIANT (72), SUPERB (76) & DREADNOUGHT
Paul Cubitt	6 <sup>th</sup> Feb 19 aged 84	Fleet Chief Electrician	Gosport	53 to 80	SEA DEVIL, SOLENT, EXCALIBUR, TIPTOE, TURPIN, ALCIDE & CACHALOT
Alan Geoffrey Pillifent	8 <sup>th</sup> Feb 2019 aged 73	Chief OE Mechanician	Barrow in Furness	Dec 64 to Jun 77	THERMOPYLAE (64 to 65), RESOLUTION (S) (66 to 69), DREADNOUGHT (71) & CONQUEROR (72 to 75)
Richard Hilton	12 <sup>th</sup> Feb 19 aged 70	Radio Operator (G)	Dolphin	Not given	CONQUEROR
David G Syborn	12 <sup>th</sup> Feb 19 aged 79	Chief Petty Officer	Morecambe Bay	66 to 79	DREADNOUGHT, REPULSE (P) (68) & RESOLUTION (S)

		MEA (P)			
John Morrison Dalton	14 <sup>th</sup> Feb 19 aged 94	Able Seaman	Barrow in Furness	Apr 42 to Aug 46 ***	UNA, UNSEEN, UPSTART & UNRIVALLED
Raymond Clapton	2 <sup>rd</sup> Feb 19 aged 79	Charge Chief WEA	West of Scotland	May 67 to Aug 89	RESOLUTION, REVENGE & RENOWN
John Nott	6 <sup>th</sup> Mar 19 aged 88	Stoker Mechanic	North Staffs	Jan 51 to Jan 52	SANGUINE
Derek J Anthony	20 <sup>th</sup> Mar 19 aged 71	Rear Admiral	West of Scotland	Sep 70 to Dec 90	WALRUS, OPOSSUM, REVENGE (S), ANDREW, OXLEY, OBERON, ONSLAUGHT (CO), SOVEREIGN (IL), WARSPITE (CO 86)
Henry D Stuart Sibbitt	20 <sup>th</sup> Mar 2019 aged 79	LEM	Barrow in Furness	62 to 69	WALRUS & ORPHEUS
Ian Watson-Smith	28 <sup>th</sup> Mar 2019 aged 80	ME1	Wales	1962 to 1970	ASTUTE (twice) & TALENT

**OBITUARIES – OTHER SUBMARINERS ‘CROSSED THE BAR’** (Reported 1<sup>st</sup> January 2019 to 31<sup>st</sup> March 2019 (\*\*\*) WWII Service)

NAME	DATE/AGE	RANK/RATE	SERVICE	SUBMARINE SERVICE
Stephen Grant Campbell	18 <sup>th</sup> Jan 18 aged 84	Lieutenant Commander	50s to 60s	SANGUINE, EXPLORER & AENEAS (IL 23 <sup>rd</sup> July 1963)
Roger James Garratt	8 <sup>th</sup> Jan 19	Lieutenant Commander (SD) (MESM)	Not given	DOLPHIN (1981), OSIRIS (1982 to 1983), NELSON (1984 to 1985), OTTER (1986 to 1987) & SM2 (1988 to 1989)
William M James	21 <sup>st</sup> Jan 19	Chief Marine Engineering Mechanic	196* to 78	ALLIANCE, RESOLUTION (S) (1 <sup>st</sup> Commission Crew 67), RESOLUTION (P) (2 <sup>nd</sup> Commission Crew 71) & RESOLUTION (P) (3 <sup>rd</sup> Commission 76)
‘Mick’ Cottage	Jan 2019	Engine Room Artificer	Not given	ALLIANCE (70)
Jeremy Patrick Home McCall	Jan 19 aged 84	Lieutenant Commander	195* to 68	DOLPHIN, AMBUSH (58), TEREDO (IL February 62), WALRUS (IL June 64), MAIDSTONE (68), TOKEN (CO 67)
Peter Roland Appleby	3 <sup>rd</sup> Feb 19	LRO/Radio Supervisor Lieutenant Commander (SM)	Not given May 76 to 88	DREADNOUGHT & SWIFTSURE (72) DOLPHIN (1977), COURAGEOUS (78 to 80), SPLENDID (SO 80 to 83)
Gerard James (Gerry) Thwaites	15 <sup>th</sup> Feb 19	Commodore (E)	81 to 07	RENOWN (81 to 83), VULCAN (84), COCHRANE (85), MoD Bath (86), VALIANT (DME0 87 to 89), NTD Faslane (98 to 99), FOSM Staff (00 to 01)
Roderick Alan ‘Stan’ Matthews	20 <sup>th</sup> Feb 19	Chief Petty Officer Marine Engineering Artificer	Nov 78 to Jan 97	VALIANT, WARSPITE & SPARTAN
Arthur J Escreet	21 <sup>st</sup> Feb 19	CE Mechanician	Not given	RESOLUTION (P) (1 <sup>st</sup> Commission) & RESOLUTION (P) (November 76)
Iain Jackson	26 <sup>th</sup> Feb 19	Warrant Officer (R)	Not given	Not given
David Nelson	28 <sup>th</sup> Feb 19 aged 81	Not given	Not given	Not given
David Michael Rich	4 <sup>th</sup> Mar 2019	ME1	62 to 72	AMPHION, ANDREW, TACTICIAN, AENEAS & ANCHORITE
David John Stevens	14 <sup>th</sup> Mar 19 aged 89	Chief Yeoman	44 to 57	TABARD
Mike Chapman	15 <sup>th</sup> Mar 19 aged 79	Naval Chaplain	60s & 70s	DOLPHIN & NEPTUNE
Paul H Cripps	19 <sup>th</sup> Mar 19	Chief Petty Officer Coxswain	62 to 98	ONSLAUGHT (62 to 65), TALENT (66 to 68), GRAMPUS (68), ACHERON (68 to 70), SETT (73 to 75), VALIANT (75 to 77), PLATYPUS & ONSLOW (81 to 82) & RAN) from 93 to 98 in PLATYPUS, OTWAY (84 to 86 & 87 to 90), ONSLOW (92 to 94) & OTAMA (94 to 97)
Orme Oliver	22 <sup>nd</sup> Mar 19	Lieutenant	54 to 59	AUROCHS (54 to 55), ALARIC (55 to 56), ARTFUL (56 to 57), SCOTSMAN (57 to 58) & DOLPHIN (58 to 59)