



IN DEPTH

Official Newsletter of the Submariners Association

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



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PRESIDENT
Rear Admiral Niall Kilgour CB

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

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EDITORIAL & CHAIRMAN'S REPORT

Hello again to everyone from a very quiet Barrow in Furness!

In my Chairman's Report for IN DEPTH No 68 I said that we didn't know how long the Covid 19 restrictions would be in place, but I don't think any of us thought that we would still be in some sort of strange limbo over 100 days later and with no real end in sight!

Many of you will be wondering when we can all get back to normal with Association and Branch Meetings and Events! Some restrictions are due to be lifted from 4th July but, lots of other hurdles need to be jumped by pubs, clubs and shops before they can re-open even in a restricted way. The Barrow Branch venue reckons that they won't be able to host Meetings in July or August owing to the precautions that need to be put in place and I am sure many other Branch meeting venues will be in the same situation. I don't know the answer to all the questions however, the following advice has

been adapted from the latest issue of the SEMAPHORE Newsletter of the RNA:

"Although things are beginning to ease, we still need to give this virus some respect. With bars and restaurants set to re-open in England from 4th July, the question being asked is, should our Branches re-convene? The only advice the NMC can offer to Branches is that it is not for NMC to tell Branches or Clubs when they should restart their Meetings. However, Branches are strongly advised that, as an absolute minimum, the letter of the law in your part of the world must scrupulously adhered to, especially as the rules and regulations seem to very challenging and, also to be changing almost daily and in different ways depending on location. It is suggested that Branch Committees contact their Meetings venues to see when they will be open, check what rules and restrictions are in place, taking the utmost care to protect shipmates, noting that many of the Association Members may be in the "at risk" category."

Members will recall that the 2020 Conference and Reunion had to be deferred by the NMC because of the 'lock down' and we had hoped that moving things out to August would be enough. However, that has proved not to be the case and a further decision was needed. The NMC agreed that a further deferment to later this year was likely to get to close to, or possibly clash with the November Ceremonies, and the best plan would be to call it quits for a Conference this year and start planning for next year. The National Secretary has already circulated details of the date and venue for the 2021 Conference and Reunion. Full details of the Hotel Accommodation Booking and Meal Choice forms are at pages 26 to 29.

In case you wonder what has happened about the 'Proposals' for the 2020 Conference they are not lost! Assuming that the Proposing Branches still wish it, they will be carried forward for discussion at the 2021 Conference along with any new 'Proposals' raised from the Branches

On Saturday 31st October and Sunday 1st November 2020 it is planned to hold the Submariners Services of Remembrance etc. in the Temple Gardens close to Embankment Memorial in London. Owing to the Covid-19 pandemic, your National Management Committee will continue to review the plans and, to ensure better clarity on the situation in November, further advice should be available in the Autumn.

Andy Bain from the Dolphin Branch stepped forward to take over the role of National Treasurer from Stuart Brown – in fact, Andy was the only volunteer! The Handover is currently in progress – change of signatories for the Association Accounts is a bit slower than expected.

The Submariners Memorial design competition has resulted in a good response with many creditable suggestions being put forward however the original timescale to select the winning design has been delayed and the Sea Cadet Organisation may be invited to take part as well. Additionally there is to be at least a one-year delay to Memorial installation programme – this is partly the result of lack of corporate sponsorship funding owing to the current crisis.

The Association Blue Plaque installation programme is currently on hold although Sandy Powell is continuing with the planning process for the next Blue Plaque.

Some Members may be wondering how the Submarine Museum is coping under the pressure of the Government restrictions in place to slow the spread of Covid-19. The Royal Navy Submarine Museum, as part of the National Museum of the Royal Navy (NMRN), placed all non-essential

personnel on furlough and its doors have closed temporarily. Our understanding is that all front of house staff had been sent home but are receiving support in accordance with Government policy. For the Submarine Museum, this means that the Facilities Team are checking the site daily during the week and will continue with maintenance. The General Manager will be responsible for weekend checks.

The NMRN policy is to minimise costs during the shutdown period whilst keeping its sites and collections safe. This policy is expected to cover a means of regenerating the business once restrictions are eased. As is the case for the museum sector nationally, these are tough times and there is a considerable loss in income to the Museum. Recent Government advice is that Museums may be able to reopen soon

A new Chairman of Trustees of the NMRN has been appointed recently and he has sent a message to all Museum staff – for interest his message is included on Page 9.

Are you all still following Government advice on the Corona Virus problem and are staying at home, 'Self-Isolating' and/or keeping to your 'Social Distancing' from other people?

Anyway – enough from me! All of the usual items are included in this edition and I trust you will find something of interest to read and, once again, I must thank all those who have sent in items for the Newsletter – trying to fit it all in is challenging – but it makes my job so much easier when Members send me items and articles to publish!

Regards, Barrie Downer

IN DEPTH No. 70

Issue No. 70 will be published on 1st October 2020. Contributions are required to be with the Editor by 15th September 2020 – please make sure I get them in good time!

DISCLAIMER

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Cover Photo: A Submariners Cricket Team - probably including Crew Members from one or more of Submarines A12, C12 to C16 or D1, all of which were fitting out or completing at Barrow around Summertime 1908

NEW & RE-JOINING MEMBERS 31st March 2020 to 30th June 2020

(20** = Serving Member)

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
Kevin J Gillespie	Chief Petty Officer (MEA) (ML)	West Riding	Not Given	RESOLUTION & REPULSE
Gavin H Scrimgeour	Petty Officer M(E)	Australia	November 1962 to January 1970	TRUMP, TACITURN, NARWHAL & ALARIC
Mark D Moulding	Lieutenant Commander	Sunderland	October 2002 to 20**	SCEPTRE, ARTFUL, ANSON
John L Griffin	Warrant Officer (MEM) (SM)	Gosport	November 1960 to August 1991	ASTUTE (1961 to 1963), TAPIR (1963), TIPTOE (1964 to 1966), RORQUAL (1969 to 1974)
Robert N Wilson	Lieutenant	Northern Ireland	March 2008 to 20**	VANGUARD (2008 to 2010) & (2014 to 2016), AUDACIOUS (2016 to 2017)
Harry Melling	Leading Torpedoman	Dolphin	1939 to 1945	TUNA & OSIRIS
Robert Cooper	Leading Seaman (Sonar) (SM)	Gosport	1973 to 1978	OTUS, OPOSSUM & OSIRIS
David Atkinson	Chief Petty Officer	Gosport	1969 to 1988	OCELOT, ORPHEUS, OSIRIS, ODIN & ONYX
Christopher Neill	Able Seaman	Morecambe Bay	July 1985 to November 1996	RESOLUTION, RENOWN, REPULSE & REVENGE
Peter F Wilson	Chief Petty Officer (SA)	Norfolk	June 1966 to August 1982	RESOLUTION (S) (1966 to 1969), RESOLUTION (P) (1971 to 19**), SCEPTRE (1976 to 1977) & REPULSE (S) (1979 to 1982)
Mark J Noakes	Chaplain	West of Scotland	2019 to 20**	VICTORIOUS (October 2019 to March 2020)
David A Hogg	Chief Petty Officer WEA	West of Scotland	Not Given	Not Given

SUBMARINE LOSSES OF WWII

MAY 1940

HMS SEAL

The Minelaying Submarine HMS SEAL was lost on 5th May 1940. SEAL had been detailed to conduct a mine-lay in the Kattegat. Following the mine-lay the submarine was disabled and was un-manoeuvrable after accidentally hitting a mine. The Crew were forced to surrender to German Air and Surface forces. Although attempts were made to scuttle the Submarine SEAL was salvaged by the German Navy who tried unsuccessfully to operate. One of the crew was lost during the events leading up to abandoning ship. The Crew Members were:

Officers:

Lt Cdr Rupert Phillip Lonsdale, RN

Lt Terence Brinsley John Danvers Butler, RN

Lt Trevor Agar Beet, RN

Sub Lt Alexander R N Henderson, RN

Lt Phillip William Hubert Boulnois, RN

Lt (E) Ronald Harrison Senior Clark, RN

Ratings:

CPO Warwick Higgins J99534

CPO John Alfred Walter Gissing J86782

PO Maurice Charles Barnes C/JX 137224

Note. PO Barnes was killed on Monday 9th September 1940 on the border of the USSR. He had escaped from the Prisoner of War Camp on 27th July 1940 but was shot & killed by Russian Border Guards after having reached Soviet territory.

PO Marcus G Cousin P/JX 125328

PO TGM Lewis Murray St. John Caughtrey J108113

L/Sea Albert Vaughan Mayes J74062

L/Sea Leslie Beardsworth D/JX 152584

L/Sea A E Pearce C/JX 133325

AB Charles Clifford Smith J102861

Charles Smith went missing during the events leading to the capture of Submarine HMS SEAL and it is believed that he attempted to swim ashore to evade capture.

AB (ST) James Ritchie C/JX 145174

AB (ST) Michael Reynolds C/SSX 18767

AB (GL) Charles Thomas Biddlecombe J95256

AB R Murray SS15131

AB W Cambridge C/JX 142460

AB Francis E Algar P/JX 132290

AB G Cole C/SSX 18861
 AB A J Frankland C/JX 143556
 AB Maurice Oley C/JX 145122
 AB William Charles Palmer J12679
 AB George Young P/JX 131883
 CPO Tel Charles Futer J88391
 PO Tel Harry Carter J94632
 L/Tel H Rumbolt C/JX 134238
 Tel R G Avis C/JX 136253
 Tel G A Lomas C/JX 136566
 Sig John Thomas Waddington J58949 RFR
 PO Cook Bertram Frank Blackman P/MX 48503
 L Stwd Kenneth Morgan Hurley P/LX 20690
 CERA Henry Thomas Johnson M36487
 CERA Donald (Tubby) Lister, BEM C/MX 50445
 CERA John Edward Stait M35642
 ERA Ernest S Trueman P/MX 46571
 ERA2 John Edward H Murray D/MX 46034
 ERA2 Alan Dade P/MX 50317
 ERA Peter Jackson TBA
 EA3 William E Johnson C/MX 50505
 John Waddington
 Ch Sto William Frederick Middleton K60427
 SPO Raymond I H Doran D/KX 80277
 L/Sto Thomas F (Tom) Vidler D/KX 92105
 L/Sto A Faddy C/KX 84575
 L/Sto Martin Fitzgerald D/KX 84607
 L/Sto M Bisset C/KX 85450
 L/Sto James Gilroy D/KX 80277 (RFR)
 L/Sto Stanley Godfrey D/KX 81495
 L/Sto Owen Thomas D/KX 86973
 Sto1 W A Stanford K59638
 Sto1 Edgar G Biles P/KX 77282
 Sto1 John M Brown P/KX 80695
 Sto1 G L Gannaway C/KX 82755
 Sto1 Frederick Arthur Williams K56812
 Sto1 Albert Eckersall P/KX 86772
 Sto1 Herbert E Harper D/KX 80738
 NOTES: After the War Lieutenant Commander Lonsdale was 'Court Martialled' for the loss of his Submarine but was acquitted with honour. He retired from the Royal Navy in 1947 and took Holy Orders. He died on 25th April 1999 aged ninety - three. Lieutenant Butler was also 'Court Martialled' for the loss of the Submarine as he was technically in charge of the Submarine after the Commanding officer was taken Prisoner. He was also acquitted with honour. Petty Officer Barnes was killed on Monday 9th September 1940 and is reported to have died of wounds on the border of the USSR. He had escaped from the Prisoner of War Camp on 27th July 1940 but was killed by Russian Border Guards after having reached Soviet territory.

JUNE 1940

HMS ODIN

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 was sunk with the loss of all hands. The Crew included:

Officers:

Lt Cdr Kenneth MacIver Woods RN
 Lt Richard Rowell Simpson, RN
 Lt Ian Mackenzie Anderson, RN
 Sub Lt Peter Lauriston Charles Neville Lee, RN
 Wt Eng George Henry Cook

Ratings:

CPO Ralph Dawson J104811
 CPO Edward James Biggerstaff J99732
 PO Robert William Bernard Cross C/JX 132495
 PO John Edward Crouch P/JX 129986
 L/Sea William John Chapman C/JX 130705
 L/Sea William F Banks C/JX 139767
 L/Sea Bertram James Holman D/JX 135425
 L/Sea William Ronald Morris P/JX 140427
 L/Sea Walter George Laws C/JX 129599
 L/Sea William Henry Leahy J113237
 AB Edward Wilson C/JX 138957
 AB Ronald Loxley D/JX 139972
 AB Ernest Stanley Smith D/JX 125275
 AB Arthur Clifford Victor Gadsby P/JX 140940
 AB Donald Percy White P/JX 148268
 AB Sydney James Ansell P/JX 140395
 AB Ralph Robson C/JX 146536
 AB Charles Robert Walker C/SSX 18523
 AB John Rutter Bewick C/JX 144176
 PO Tel Arthur Sinden J109703
 L/Tel William Cornelius Esau Miller P/JX 136744
 L/Tel Joseph William Hale D/JX 133658
 L/Tel Percy Reginald John Voss C/JX 126255
 Tel William Stuart Way P/JX 129733
 Yeo of Sigs Michael Caslin J58120
 L/Cook James Henry Stradling C/MX 49050
 Stwd Ah Che LEP
 EA2 Thomas George Johns D/MX 46712
 CERA Bertram Frank Deacon M34469
 CERA Robert Colquhoun Kerr M39457
 ERA2 John Hartley M39404
 ERA4 Eric Leader P/MX 55080
 ERA Leslie Ernest Talbot D/MX 48694
 SPO John Henry Gosling K61699
 SPO William Sweetman D/KX 80063
 L/Sto Leslie Thomas Hill Bennett P/KX 75836
 L/Sto George Edwards D/KX 80520
 L/Sto Eric Rowland Frost P/KX 81259
 L/Sto Leslie Hunter C/KX 80345
 L/Sto Albert Edward Mace P/KX 81141
 L/Sto Ernest Walter Olrog P/KX 83498
 L/Sto Percy Granville Ross P/KX 84415
 L/Sto John Scarlett C/KX 85200
 L/Sto Joshua Tulip P/KX 84093
 Sto1 Arthur Bickerton C/KX 84588
 Sto1 Ernest George Chaplain P/KX 79595
 Sto1 Samuel William Kavanagh P/KX 83094
 Sto1 Frederick Seymour Mudge D/KX 83642
 Sto1 Harold Sidebotham D/KX 84665

Sto1 Herbert Randall Webber D/KX 80647

ORP ORZEL

This Polish Submarine (Commander J Grudzinski) was lost in late May/early June 1940 probably from German air attack in the Western Skaggerak. The Submarine was lost with all hands and, with the Submarine, were lost the Royal Navy Liaison Crew who were:

Officers:

Sub Lt Keith D'Ombrian Nott, RN

Ratings:

Yeo Sigs Walter Green C/JX 133827

PO Tel Leslie William Jones D/JX 136420

HNLM Submarine O13

This Dutch Submarine was 'lost with all hands' in the North Sea - including the Royal Navy Liaison Crew on 13th June 1940. The Liaison crew members were:

Officers:

Lt Brian Ernest Creswell, RN

Ratings:

Sig James Henry Spettigue D/JX 132446

L/Tel Hugh Phimster McDonald P/JX 134213

HMS GRAMPUS

On 16th June 1940 HMS GRAMPUS was detected by the Italian anti-submarine vessels, was attacked and was sunk with all hands. The Crew Members were:

Officers:

Lt Cdr Charles Alexander Rowe, RN

Lt Edward Bertie Bull, RN

Lt Kenneth John Dorrell, RN

Sub Lt Charles Cornelius Wilson, RNR

Wt Eng Leslie Edward Buckler

Ratings:

CPO Albert Hart J39728

PO Frederick Phillip Messenger J106163

PO William Thomas Robinson J112988

PO William George Glanville D/JX 127423

L/Sea Robert Ernest Albrow J105330

L/Sea Thomas Richard Burton C/JX 137770

L/Sea Arthur Robert Cousins P/JX 139935

L/Sea Colyn James Stinchcombe P/JX 139021

L/Sea Edward George Wilcox D/JX 134546

AB Bertram Burch J103744

AB Herbert Peter Barnard C/JX 143884

AB William Church P/JX 139118

AB Clement James Denyer J100915

AB Ivan Halliday P/JX 139155

AB Robert Ellis Hodge J88095

AB Eric George Nicholson D/JX 133798

AB Ronald Frederick John Redding C/JX 159219

AB George Roberts C/JX 137785

AB Charles Scott C/JX 138217

AB Donald Walter Ewart Tamplin D/JX 141387

CPO Tel Alexandria Adolphus Paxton J49226

PO Tel Kenneth John Frampton C/JX 133987

Tel William Harnden P/JX 128944

Tel Stephen Henry Long D/JX 140251

Tel George Henry Joseph Swift D/JX 132339

L/Sig Ronald Collins D/JX 128722

L/Cook John Haselton C/MX 49370

Stwd Tsung Youn Chee LEP

EA2 John Harold Watkin P/MX 47574

CERA Arthur Edward Wallis M35030

ERA2 Frederick Stanley Bowler C/MX 48431

ERA3 Alfred Main Cryle P/MX 49809

ERA3 Roy Ronald Groves P/MX 51371

ERA 3 William Agnew Marshall D/MX 53015

ERA Paul Wattam Pashley C/MX 49883

SPO Enoch Prince Edwards D/KX 77440

SPO Lewis Henry Jordan Northcott K64036

SPO Walter Hedley P/KX 79193

L/Sto George William Atkin P/KX 84056

L/Sto Frederick Butcher C/KX 83578

L/Sto Thomas Hannah Brownlie P/KX 83880

L/Sto Austin William Clarke C/JX 88394

L/Sto Paul Edward McConville D/KX 82056

L/Sto Edward Noone D/KX 84040

L/Sto Albert Edward Parker C/KX 82248

L/Sto Nicholl Andrew Smith C/KX 89128

L/Sto Joseph Whittle C/KX 80481

Sto1 Walter Epsley Baker C/KX 87152

Sto1 Gordon Cuthbert P/KX 85500

Sto1 Patrick Arthur Marriott P/KX 88873

Sto1 Frederick Richardson D/KX 88824

Sto1 Douglas Storey D/KX 89153

Sto1 Thomas Edward Thompson D/KX 89555

Sto1 Thomas Henry Welbourn P/KX 88373

HMS ORPHEUS

HMS ORPHEUS is believed to have been mined off Tobruk on 19th June 1940 and was lost with all hands.

Officers:

Lt Cdr James Anthony Surtees Wise, RN

Lt Cecil Thomas Davies, RN

Lt Phillip Francis Fawkes, RN

Sub Lt John Davey Symonds, RN

Wt Eng Eric Kenneth Cross

Ratings:

CPO Thomas Norman Scott J84952

PO Frederick Reginald Tott J101298

PO William James George Critchell J108154

PO George Gilbert Martin C/JX 152148

PO William John Manuel J112460

L/Sea Donovan Joseph Allen D/JX 135712

L/Sea Bert Frederick Salt C/JX 139996

L/Sea Frank Herbert Wood D/JX 136989

L/Sea Stanley Charles Allen D/JX 140566

L/Sea William North D/JX 136514

L/Sea Frank Reeson C/JX 129337

AB William Frank Ayers J104425

AB Edwin George Perry P/JX 131807

AB Robert Waddell C/SSX 16268

AB Eric Sidney Stanley Fox C/JX 140025

AB William John Powell C/JX 128451

AB Leslie Reginald Kellaway D/JX 130873
 AB Michael McGrath D/SSX 17773
 AB Frank Glanville D/JX 139363
 CPO Tel Gordon Hardaker J113238
 PO Tel Percy Biddulph D/JX 135822
 L/Tel James William Ellison C/JX 134273
 L/Tel Percy Aubrey Bevis P/JX 127388
 Tel Reginald John James Strawbridge J107440
 L/Sig Joseph Evans C/JX 125747
 EA1 James Kitson C/MX 46150
 L/Cook (S) William John Forrester D/MX 51359
 CERA Leonard Charles Henry Penfound M38828
 ERA2 James William Dance D/MX 46010
 ERA2 Harold Maynard Roberts M38395
 ERA3 Robert Victor Gill P/MX 51228
 ERA3 Joseph Duly Armstrong P/MX 46926
 SPO William Charles Jones K65765
 SPO Richard Henry Phelps P/KX 79196
 L/Sto Charles H E Foreman C/KX 87290
 L/Sto Ernest Henry Watts P/KX 82231
 L/Sto Frank Sheed Robertson D/KX 85172
 L/Sto Harry Pallister P/KX 85505
 L/Sto James Edward McNally C/KX 88352
 L/Sto Arthur Wedmore McLean P/KX 80825
 L/Sto William Henry Kemp P/KX 80758
 L/Sto Leslie Harold Dolton P/KX 79513
 L/Sto Leonard William Butler D/KX 80445
 Sto1 Leslie Charles Venning D/KX 86974
 Sto1 Thomas Pickthall D/KX 90145
 Sto1 Noel McLoughlin D/KX 80968
 Sto1 Roy Lumby P/KX 76361
 Sto1 Claude Wilfrid Burtenshaw D/KX 83687
 Sto1 Albert Henry Hawkins D/KX 86050

JULY 1940

HMS THAMES

The Commanding Officer of THAMES died at Devonport on Thursday 4th July 1940. In the early hours of Wednesday 3rd July 1940, all French Naval vessels at Plymouth were taken into Royal Navy control. The crew of the French Submarine SURCOUF resisted the take over and in the confusion the Commander was shot, and he died later in hospital. He was:

Cdr Denis Vaughan Sprague, RN

HMS RORQUAL

One member of the crew of HMS RORQUAL died at Devonport on Friday 5th July 1940. The circumstances of his death are that, in the early hours of Wednesday 3rd July 1940, all French Naval vessels at Plymouth were taken into Royal Navy control. The crew of the French Submarine SURCOUF resisted the take over and, in the confusion, he was shot, and he died later in hospital. He was:

Lt Patrick Maule Kerr Griffiths, RN

HMS SHARK

HMS SHARK was sunk on 6th July 1940 after being caught on the surface off the coast of Norway.

Several bombs exploded close astern and severely damaged the propulsion. The Submarine dived in an attempt to get to safety but resurfaced in order to charge up the batteries and attempt to escape under cover of darkness. Both engines were re-started but the Port Engine was out of line and the rudder was jammed hard to port. The Submarine was relocated by enemy aircraft and attacked again. Unable to dive owing to a lack of high-pressure air, a low battery and flooding the Commanding Officer attempted to fight his way out but was forced, eventually, to surrender. 27 of the crew were un-injured, 12 (including the Commanding Officer) were wounded and 2 were killed. HMS SHARK sank as the Germans were attempting to tow it to Stavanger. The crew of the Submarine was as follows:

Officers:

Lt Cdr Peter Noel Buckley, DSO, RN
 Lt Dennis Hugh Brian Barratt, RN
 Lt David Ewart Wheeler, RN
 Sub Lt Robert Douglas James Barnes, RNR
 Wt Eng Cyril Coltman Loder, RN

Ratings:

PO Charles Francis Tarratt, DSM, J108143
 PO James Sturrock Gibson C/JX 127523*
 PO Charles T Sorrett
 L/Sea Gerald Percival Pain J108715
 L/Sea Hedley Charles Woodley C/JX 136083
 L/Sea George A Bradshaw D/JX 141399
 L/Sea Charles William Urry, DSM, J101583
 AB Joseph E Coleman P/JX 209413 RNR
 AB William Charles Shadbolt J108155
 AB Percy George Ready J108400 RNR
 AB Ivor Augustus Clark D/JX 97226
 AB Richard Henry Benton SSX 18137*
 AB John Victor Brown P/JX 145733
 OS Albert Arthur England P/JX 169252
 PO Tel Joseph John Nevitt P/JX 130284
 L/Tel Ronald N Spir C/JX 135993
 Tel Eric Springford C/JX 140700
 Tel Walter Thomas Bugler J90847
 L/Sig Eric Eaton P/JX 132058
 EA3 William L Walter P/MX 54703
 CERA Frederick W E Hammond DSM BEM C/MX 48845
 ERA1 Alexander Stables MacDonald DSM M14537
 ERA2 Reginald George Holderness M38848
 ERA3 Andrew Holland TBA
 SPO Alfred Simms D/KX 79999
 L/Sto Raymond Alway C/KX 81152
 L/Sto William Dorrien Kidd P/KX 82934
 L/Sto Arthur Harold Walker D/KX 84556
 Sto1 Ronald Roy Saunders D/KX 83646
 Sto1 Eric Foster P/KX 82041
 Sto1 James Joseph Walsh D/KX 92110 *
 Sto1 John McHolland Wright D/JX 90201
 Sto1 William Queen Riach P/KX 79078
 Sto1 Francis Gallagher C/JX 83255

Sto1 Ernest George Hill P/KX 78705

HMS SALMON

This Submarine sailed for a North Sea patrol on 4th July 1940 and was expected to return to base on 14th July 1940. The Submarine is thought to have been sunk, with all hands, after hitting a mine in position 57°22'N 05°00'E on 9th July 1940. The Crew was:

Officers:

Cdr Edward Oscar Bickford DSO, RN
Lt Maurice Fairfax Wykeham-Martin DSC, RN
Lt Robin Hugh Maliss Hancock, DSC, RN
Lieutenant Kenneth Douglas Skelt, RN
Wt Eng Owen Felton Lancaster, DSC
Wt Eng William Leonard Davis

Ratings:

PO William George Taylor, DSM, MiD, J70915
PO Thomas Henry Worsfold, DSM, MiD, J102503
PO Phillip Dennis Edward Baker P/JX 130742
PO Albert Patrick Durcan J87456
PO Cecil William Holmes J109242
L/Sea John James Gynge J115240
L/Sea Squire Harrison P/JX 153270
L/Sea Leonard Primrose Williams P/JX 130599
L/Sea Henry C E Rawlings C/JX 135792
AB John Herman Burges J115126
AB John Robert Alfred Boulton P/JX 138456
AB Thomas Cooke J93031
AB Edward Hibbett Howe C/SSX 18241
AB Peter Edward Hall J97373
AB Edward Paterson J106628
AB Charles Vivian Ottignon C/JX 144393
CPO Tel George Palmer J39553
PO Tel Kenneth Barron, DSM C/JX 129635
L/Tel Maurice William Walker P/JX 137569
L/Tel Robert George Mallett D/JX 135410
L/Tel Robert Patrick Stroud J109409
Tel Raymond Barry Walden C/JX 139964
L/Sig Edward Whittaker, DSM D/JX 132459
EA1 William Arthur Lushmore TBA
EA1 Arthur Albert George Harrison M33227
ERA Norman James Hill, DSM M39366
ERA2 William Matthew Fuller M39443
ERA3 James Holmes P/MX 47758
ERA3 Owen Jack Summers P/MX 54082
L/Sto Walter John Baugh, DSM C/KX 81010
L/Sto Alfred Charles Swallow D/KX 81568
L/Sto George Dixon C/KX 81890
L/Sto William Brooks D/KX 97165
Sto1 Frederick Cyril Anderson P/KX 79744
Sto1 William John Fear P/KX 84937
Sto1 Jack Edmund Gomm P/KX 87050
Sto1 Louis Power P/KX 83674
Sto1 Eric Victor Spittles C/KX 92540
Sto1 Michael O'Mahoney D/KX 86213
Sto1 George Cawthra DSM, D/KX 85885

HMS PHOENIX

This Submarine sailed on patrol in the Central Mediterranean from Alexandria on 3rd July 1940. A long-range attack was made on two Italian Battle Ships and four destroyer escorts and one hit was claimed. PHOENIX continued on to the patrol area off Sicily where a minefield was to be laid. The Submarine was lost with all hands on 10th July 1940, probably after a depth charge attack by the Italian Torpedo Boat ALBATROS off the San Croce Lighthouse at Augusta in Sicily.

Officers:

Lt Cdr Gilbert Hugh Nowell, RN
Lt Grenville Alistair Liversidge, RN
Lt Kenneth Barkley, RNR
Sub Lt Malcolm Garnet Henderson, RN
Wt Eng Henry John (Frank) Pegler

Ratings:

CPO Coxswain Victor Charles Randell J58643
PO George Leslie Clark C/JX 128542
PO George Albert Hollingworth J112273
PO Albert Ernest James D/JX 131257
PO Eric Roy Hadfield D/JX 134242
L/Sea John Hector Powell D/JX 138469
L/Sea George Charles Wingrave C/JX 130147
L/Sea James Eric Humphrey C/JX 133260
L/Sea Stewart Maurice Greaves P/JX 147589
L/Sea Francis Leonard C/JX 125673
L/Sea Herbert Robinson J128409
AB Oswald Parry D/JX 132726
AB Kenneth George Hall P/JX 139520
AB Reginald Thomas Higdon J64354
AB William Robert Bedford P/JX 139404
AB Charles Albert Joseph Farlow C/JX 137699
AB John Richard Staveley C/JX 132582
AB William John Hanna C/JX 144129
AB Sidney Walter Charles Barton C/JX 133968
PO Tel George James Diggins P/JX 131368
L/Tel Harold Arthur Smythe C/JX 136392
Tel Austin William Cockle J101543
Tel Albert Desmond Phillips C/JX 147513
Tel Edwin Raymond Harris D/JX 145496
L/Sig Eric Benjamin Barnes P/JX 134697
PO Cook Frederick R H Ayres D/MX 51360
EA2 George Edward Warren M38444
CERA George William Zoppi M33244
ERA2 Cyril Ernest Greaves M38764
ERA3 Norman Leslie Edgar Howell P/MX 47609
ERA3 Aubrey George Oliver D/MX 52638
ERA3 Christopher Parker D/MX 53687
SPO Wilfred Sidney Bunker D/KX 77694
SPO Clifford Foster Bennett D/KX 77412
L/Sto Frank Jim Paxford D/KX 80859
L/Sto Thomas William Morton D/KX 81738
L/Sto Abraham Spouse C/KX 84962
L/Sto William Cooper C/KX 82951
L/Sto Matthew Robinson Fairholm D/KX 86383
L/Sto Timothy Cadogan D/KX 87749

Sto1 Stephen Walsh Thompson D/KX 80612
 Sto1 Jack Henry Relf K86215
 Sto1 Christopher Williams C/KX 89747
 Sto1 James Summers C/KX 83899
 Sto1 James Charles Dee D/KX 62160
 Sto1 Alfred George Higgins P/KX 81826
 Sto1 Morgan Rees Wiltshire D/KX 86132
 Sto1 Albert Edward Clift K66134
 Sto1 Robert Mathews D/KX 87821

HMS NARWHAL

23rd July 1940

Officers:

Lt Cdr Ronald James Burch, DSO RN
 Lt Cdr Stafford Radcliffe White, RN (Passenger)
 Lt Charles Sinclair Green, DSC RN
 Lt Humphrey Reginald Woodruff Twynam, RN
 Sub Lt John Cringle, RNR
 Lt (E) John Esmond Ackery, DSC RN

Ratings:

CPO William Frederick James Denner J92099
 CPO Frederick John Whalebone J108318
 PO Norman Robinson J105359
 PO Edward Arthur Austin J113448
 PO Albert Henry Jarvis J113881
 L/Sea Charles George Quin C/JX 128912
 L/Sea Frederick Charles John Grant P/JX 148163
 L/Sea Geoffrey John Huelin P/JX 139939
 L/Sea Leslie Cordery P/JX 139437
 L/Sea Samuel Simnett C/JX 130091
 L/Sea Alfred Augustus Horstead J109737
 AB John William Burton C/JX 128525
 AB Frank Newell J108328
 AB Alec Edward Green Earwaker J110566
 AB John Moor J107308
 AB Reginald Charles Sandercox Buckland D/JX 133579
 AB Frank Deveril Govier P/JX 138828
 AB Alec Brown D/JX 127778
 AB Kenneth Brooks P/JX 136729
 AB George Richard Stearn J71576
 CPO Tel Harry Roy Duckham J97177
 L/Tel William Cyril Marchant C/JX 134145
 Tel John Robert Lindley Ackroyd J77746
 Tel Alexander Baillie D/SSX 13658
 Tel Thomas William Richlieu C/SSX 24993
 Sig Walter Sydney Daw J70501
 PO Cook Albert John Wood P/MX 47058
 PO Stwd Albert Edmund Hearn L14463
 EA2 James William Grey C/MX 46477
 CERA Aleck Neal Wilson M36173
 ERA2 Robert George Mitchell P/MX 49772
 ERA2 Thomas Victor Andrews C/MX 47587
 ERA2 George Murdoch Henderson D/MX 54091
 ERA William Henry Johns D/MX 49194
 ERA4 Edward J Geeling RNR X/294/EA/Dev
 ERA4 Henry Miles Golding C/MX 61415
 SPO Adam Ross P/KX 77059
 SPO George Harry Wells K66454

L/Sto William James Stubbington K65986
 L/Sto William George Roy Hendy P/KX 84936
 L/Sto James Charles Parish C/KX 81304
 L/Sto Herbert Constable Elvin C/KX 79616
 L/Sto Richard Michael Yates K62531
 Sto1 Thomas Daniel Wood P/KX 82524
 Sto1 George William Vincer P/KX 80499
 Sto1 Frank Edward Simpson P/KX 91653
 Sto1 Henry Charles Kitching C/KX 81233
 Sto1 Walter John Frost C/KX 86539
 Sto1 Clifford William Stone D/KX 82824
 Sto1 Herbert James Davies D/KX 86121
 Sto1 Joseph Smith D/KX 76233
 Sto1 George Lawson D/KX 89654
 Sto1 Charles George Blyth D/KX 86034
 Sto1 Thomas Watson Forster Prior D/KX 88321
 Sto1 Harry Marsden SS121369

NATIONAL MUSEUM OF THE ROYAL NAVY

Admiral Sir Phillip Jones's message to NMRN Staff.
 Dear NMRN Team,

Having handed over as First Sea Lord last summer and become an NMRN Trustee last Autumn, I had the great honour of taking over as Chair of the Board of Trustees of the on 29th May 2020. It has proved an interesting time to take over. However, and notwithstanding the extraordinary challenges we have faced as a result of the coronavirus pandemic, I am excited and positive about the NMRN's future.

I want to thank Dr Caroline Williams, my predecessor, who nobly and selflessly took over as Chair at short notice last year when Admiral Band was forced to step down early. I have learned much from her over the last nine months. I also want to thank my fellow Trustees for selecting me as their new Chair and for their confidence in me; I look forward to working with you all. I am particularly grateful to Dominic Tweddle, our DG, his Executive Directors, Sarah Dennis and Matthew Sheldon, and his close HQ team, Captain John Rees, Emma Nash and Ethan Fleming, for their support and advice so far, and all those members of the wider NMRN team who I have already had the chance to meet during my induction visits.

Across our sites in the Portsmouth Historic Dockyard, in Gosport, Belfast and Hartlepool I have been inspired to meet so many of the brilliant people who bring the story of the Royal Navy to life so well, giving our visitors a memorable experience, while also looking after our people and caring for our vessels and artefacts with such skill. I'm only sorry that the onset of lockdown (just) stopped me getting to Yeovilton, but I look forward to rectifying that as soon as I can.

The quality and precision of the work you have all done, at speed, to prepare for and execute the plan to put the NMRN into lockdown has been most

impressive, and reflects so well in your commitment and care for the work you do. As with so many other areas of national life, getting out of lockdown will be, in many ways, even more demanding. However, having been given assurance by our sponsors, the Royal Navy and the wider MoD, operating under DCMS policy for national museums, that we can and must get through this challenge, I am confident that we can now anticipate reopening our sites when the time is right, carefully and safely at first, and getting back to what we do best.

Thank you for the passion and commitment you bring to your work at the NMRN and for the forbearance and professionalism you have shown during the challenges of the last three months. I look forward to meeting many more of you as soon as the opportunity permits.'

Many thanks, and I look forward to seeing you soon,
Best regards,
Philip

HMS TIGRIS Memorial Event

On 1st March 2020 Newbury Town held a memorial service for HM Submarine TIGRIS - the Submarine adopted by Newbury during Warship Week in 1942. This service is now organised and run by the Royal British Legion. There were four standards on Parade. The Royal Berkshire Submariners, the Newbury RNA and two local RBL standards. Wreaths were laid by the Newbury Town Mayor, the RBL and the RNA. The Ceremony was held in the grounds of the RBL where there is a Memorial Plaque to HMS TIGRIS which was dedicated several years ago.

Babcock to provide another 18 Missile Tube Assemblies for the UK and US submarines

3 June 2020, by Naida Hakirevic

Babcock, an aerospace and defence company, has been awarded a multimillion-pound contract extension for manufacturing a further eighteen Tactical Missile Tube Assemblies (MTAs) for General Dynamics Electric Boat (GDEB).

The contract extension is part of the Common Missile Compartment (CMC) project for the UK 'Dreadnought' class and US 'Columbia' class submarine programs.

"This is a prime example of the capability of our defence industry to deliver specialized and complex manufacturing in support of an internationally significant program. The contract extension will support 200 highly-skilled jobs in Bristol and Rosyth, building next-generation technology for our vital nuclear deterrent," Jeremy Quin, UK's Defence Minister, said.

Since 2014, Babcock has secured contracts with GDEB to manufacture 57 MTAs. The latest of

these contracts included an option to supply an additional 18 MTAs, resulting in the recent contract extension.

This brings the total number of tactical MTAs that will be manufactured by Babcock for Electric Boat to 75 and will see Babcock's work transition from the UK 'Dreadnought' to the US 'Columbia' program. Babcock's program of work has been supported by a multi-million-pound facilities investment at Rosyth and Bristol.

Being built by BAE Systems, the four next-generation 'Dreadnought' submarines will be the Royal Navy's most advanced submarines ever when they enter service from the early 2030s and will be vital in providing the UK's nuclear deterrent, as they replace the 'Vanguard'-class of ballistic missile submarines.

The US Navy's 12-ship 'Columbia'-class will replace the existing 'Ohio'-class nuclear ballistic submarine force. Construction of the 'Columbia' class will take place in Virginia, Rhode Island, and Connecticut, with Electric Boat assembling and delivering all of the submarines. The lead boat is scheduled to be delivered to the Navy in 2027.

Upgrading the Royal Navy's Nuclear Submarine Support Facilities

28th April 2020

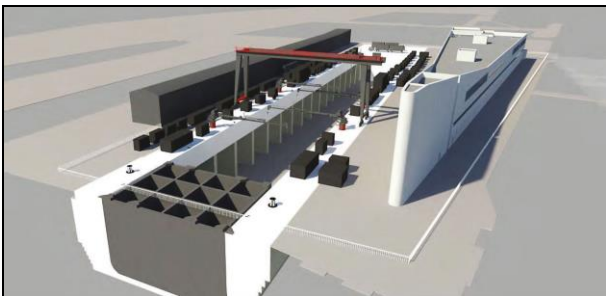
Plans to convert another dry dock in Devonport to refit the 'Dreadnought' class submarines were recently revealed in an outline planning application. Here we examine the context and reasons for the upgrade.

Number 10 Dock is the biggest dry dock at Devonport and Babcock Marine, who operate the yard, have plans for a complete refurbishment to create a second facility certified to take the largest nuclear submarines. Stringent modern regulations require that the nuclear facilities must have redundant systems and be able to withstand earthquakes, high tides and high winds. The requirement to withstand a severe earthquake (considered likely to happen, just once in 10,000 years in Plymouth) is particularly demanding from an engineering perspective. Very robust structures are needed and systems such as cooling water and electrical power need to have multiple backups in the event of failure.

Between 1999 and 2002 the adjacent number 9 Dock was refurbished to conduct refits and refuelling of the 'Vanguard'-class submarines. The original dock floor was removed and a new floor with integral drainage system was constructed and fitted with a cradle to secure the submarine. The old dock was considerably narrowed by lining with counterfort walls constructed on top of the new dock floor. A new dockside edge structure (cope) with service subways to carry piping and cables was

constructed on top of the counterforts. The cope was secured by more than seventy, 760-millimetre diameter steel piles anchored in 12-metre sockets anchored in the rock. The dock entrance is sealed by very large multi-cellular caissons and seismically qualified dockside cranes have been installed.

To enable nuclear refuelling, a new Reactor Access House (RAH) was built that moves on rails to be aligned over the reactor compartment. Spent fuel can be raised up into the RAH and new fuel rods lowered into place. At the head of the dock, a Primary Circuit Decontamination and Alternative Core Removal Cooling (PCD/ACRC) system building was constructed. The PCD/ACRC building contains the plant used to cool the reactor, apply chemical decontamination and inject or remove boronated water reactivity suppressant. The building's equipment and plant is connected by over 20 km of pipework and 150 km of electrical cable in 92 rooms.



CGI showing preliminary design proposal for the refurbishment of 10 Dock and the new support building to be constructed on the west side

(Image: Arcadis Consulting UK)

The new development at 10 Dock will have similarities with the 9 Dock upgrade project but does not have the cost of complexity of the RAH and PCD/ACRC as it is not intended to be used for nuclear refuelling or de-refuelling operations. The 2.61-hectare dock will be considerably narrowed and shortened by the reinforcement of the East and West walls and construction of a new headwall (the white areas on the mock-up). The dock will be served by electrical, water and waste pipework accommodated in subway structures in the new walls. A new Water Retaining Boundary (WRB) will be built to protect the dock from tidal surges and possible future water level rise associated with climate change. Two obsolete support buildings, N125 and N093 on the west side of the dock will be demolished and replaced with a single building containing offices, production facilities and staff amenities.

The phased project is planned to begin in 2021 and Babcock estimates the peak construction time is likely to be between late 2022 and early 2025. New jobs will be created and up to 650 workers will be employed on site. It should be noted that the design

is still under development and may be refined further, the proposals made public so far are for the purposes of environmental assessment.



5 Basin looking South. The Submarine Refit Complex (SRC) in the foreground and the larger SSBN dry docks at the top. (Photo: Andy Amor)

No. 9 and 10 Dock were constructed between 1896 and 1907 to accommodate the revolutionary new class of Dreadnought battleships. As battleships rapidly developed, acquiring heavier guns and armour they grew in displacement, considerably beyond what the architects of the dry docks had originally envisaged. The 38,000-ton battleships NELSON and RODNEY, built during the 1920s, had a beam of over 32 meters, wider than any previous capital ships.

Between 1936-39, Number 10 Dock at Devonport was been enlarged and could accommodate any ship in the navy, except HMS HOOD. 10 Dock continued to be used for dry-docking the RN's largest ships into the modern era, most recently the refit of HMS ALBION completed between 2014 and 2017. With the loss of HMS OCEAN, the LPDs are the only large capital ships left (apart from the Queen Elizabeth carriers that are too large for any of the dry docks in Portsmouth or Devonport). Assuming HMS BULWARK is eventually re-activated, she can be accommodated in the slightly smaller number 8 Dock, which will be the last remaining big dry dock at Devonport. The other large vessels of the Naval Service belonging to the RFA are maintained away from the naval bases, at facilities in Falmouth and Birkenhead.

10 dock has never been used for nuclear submarine work before and necessitates this major works project which will eventually see Devonport have 4 nuclear-certified dry docks. 9 Dock will be in continual use competing the delayed refit and refuel of HMS VANGUARD, followed by Long Overhaul Periods (LOP) for HMS VICTORIOUS, VIGILANT and VENGEANCE. Fortunately, it would appear that refuelling the 3 younger boats can be avoided but each LOP will take around 3 years and it will be the early 2030s before they are completed. When the next-generation SSBN, HMS DREADNOUGHT, arrives in the early 2030s, Number 9 dock will be needed to de-fuel the decommissioned HMS VANGUARD and the other

boats as they are replaced. Assuming space can be found, the decommissioned Vanguards maybe stored afloat for some time after being de-fuelled but eventually they will need to be dismantled. 9 Dock is the only facility large enough and equipped for the work.

With 9 Dock occupied by the Vanguard boats well into the future, another option for maintaining the Dreadnought class will be needed and this is the primary driver behind the project to convert 10 Dock, although maintaining the SSNs is also part of the consideration. The colossal delays to the Astute class construction and the delay in starting the Dreadnought programme means that the work on building the Astute replacement, known as SSN (R), cannot start in Barrow until the late 2030s. It is therefore likely the first 3 boats HMS ASTUTE, AMBUSH and ARTFUL may undergo lengthy life extension refits and possibly refuelling. This could only be done in 15 Dock at Devonport so another option for SSN dry-docking will be needed. Number 14 dock has been designated to begin dismantling old SSNs from 2023, a project that could be ongoing for up to 40 years.

Number 10 dock will relieve the pressure on the limited nuclear submarine support facilities by providing another site for more routine SSBN and SSN maintenance. Although the plans are at an early stage it looks likely they will be approved, and work could begin next year. This project further cements Devonport's future as a submarine refit centre and its crucial role in supporting the nuclear deterrent.

FOREIGN SUBMARINE NEWS

Why the Catastrophic Fire on A Nuclear Submarine Is Nothing to Gloat About

As details emerge of the fire aboard the French submarine PERLE on Friday 12th June, it seems unlikely that the boat will be returned to service. Whichever way you look at it, the fire is a terrible blow for the French Navy (Marine Nationale). Their submarine fleet is already stretched. But France's misfortune brings home a basic reality that it could happen to any navy.



The fire aboard the French Navy submarine PERLE (S606) was reportedly in the forward part of the submarine. The cause of the fire, which took most of Friday to extinguish, has yet to be determined.

Florence Parly, Minister of the Armed Forces, was reported by Naval News as saying on June 13 that the "cause for such a strong (and rapid) fire is still unknown." She also said that if the boat turns out to be fixable, everything will be done to repair it. Any hint of optimism in this statement may point to the terrible predicament that it will leave the French Navy in if it cannot be repaired.

No Reason to Gloat

You will not find many in the defence community laughing at France's expense. When a Russian or Chinese warship suffers a similar accident, many casual observers are quick to make jokes. Less so the defence community.

For example, on April 13 a Chinese Type 075 Assault Carrier caught fire in Shanghai. That ship, the first of its type, was being fitted out before delivery. The types of work done during refit are similar to the deep overhaul that PERLE was being subject to. In December last year a Russian Aircraft Carrier caught fire.

But the Western defence community is very aware that these accidents could equally apply to their home navies. Overhauling ships and submarines includes 'hot work' and fires can easily occur.

The PERLE fire took 14 hours to put out, from 10.35 am until 00.50 am the next morning. This may sound like a long time, but the U.S. Navy had a similar experience dealing with a fire aboard the Los Angeles class submarine USS MIAMI in 2012. That fire, which was also during an overhaul, lasted 12 hours and caused so much damage that the boat had to be written off. In the American case it turned out that the fire had been started deliberately by a dockyard worker hoping that the alarm would get him off work early

Sevmash shipyard hands over SSBN KNYAZ VLADIMIR to Northern Fleet

(From The Barents Observer)



"KNYAZ VLADIMIR" is the first "Borei-A" ballistic missile submarine to sail for the Russian Navy.

Photo: Y. Miropolsky / Sevmash shipyard

By Thomas Nilsen June 01, 2020

On June 1st, the Day of the Northern Fleet, Navy Commander Nikolay Evmenov signed the approval document of the long-delayed ballistic missile submarine, the Russian navy's information service

reports. The submarine adds at least 96 nuclear warheads to the navy sailing out from the Kola Peninsula.



Admiral Evmenov signed the approval document from his office in St. Petersburg.

Photo: Navy's press service

Admiral Evmenov said the solemn ceremony for the submarine will soon follow. The admiral's signature is a milestone for the submarine that originally was supposed to be handed over from the Sevmash yard to the Northern Fleet in 2017. Technical problems, however, delayed both the construction and the commissioning. Last fall, the plan was to deliver the submarine by year end, as the Sevmash yard in Severodvinsk celebrated its 80th anniversary. Further troubles, though, caused further delays.

In mid-May, "KNYAZ VLADIMIR" sailed out to the White Sea on a final test voyage making sure previously discovered technical challenges were solved. Following the voyage, the final acceptance certificate was signed at the Sevmash yard on May 28th after the successful completion of all stages of the ship's testing that confirmed its readiness for transfer to the Navy, the Sevmash yard advises.

"KNYAZ VLADIMIR" will be the first new ballistic missile submarine delivered to the Northern Fleet since January 2013, when the first of the Borei-class, the "YURY DOLGORUKY" entered service.



"Knyaz Vladimir" at the Sevmash yard in Severodvinsk. Photo: Sevmash yard

In a significant difference to the "YURY DOLGORUKY", the "KNYAZ VLADIMIR" has another looking exterior. The tower doesn't have the front overhang, the bow is more streamlined,

and the superstructure of the hull is changed. The biggest differences, however, are likely inside where more of the control room and steering gear are computerized.

Improvements include vertical endplates to the hydroplanes for higher maneuverability, improved pump-jet propulsion system making the submarine quieter.

The submarine can carry 16 Bulava missiles. Each missile is believed to hold 6 to 10 nuclear warheads, bringing the total number of nuclear warheads onboard the submarine up to somewhere between 96 and 160.

Gadzhiev on the Barents Sea coast will be the submarine's new home base, together with the six Delta-IV submarines and the "Yury Dolgoruky" Borei-class. A total of eight "Borey-A" class submarines are expected to be built at the Sevmash yard. Additional to "KNYAZ VLADIMIR", four others are already at different stages of construction, while the two last are planned to be laid down later in 2020. Half of the submarines will be based with the Northern Fleet on the Kola Peninsula, while the other half will sail for Russia's Pacific Fleet.

The City that builds Russia's Nuclear Submarines now has more than 2,000 COVID-19 cases



Sevmash builds all of Russia's new nuclear subs.

Photo: sevmash.ru

By Atle Staalesen June 23, 2020

The two construction yards in Severodvinsk are hotbeds for the coronavirus in northern Russia.

The building of nuclear subs and other naval vessels takes no break despite the increasingly serious virus situation in Severodvinsk.

Approximately 43 percent of all infections in the region of Arkhangelsk are registered in Severodvinsk, regional authorities recently announced. That indicates that there now are more than 2,000 cases in the city.

The lion's share of the people infected are affiliated with Sevmash and Zvezdochka, the two naval yards.

Despite the introduction of protective measures, the virus has continued to spread among the local population of about 180,000.

Only over the last week, more than 320 new cases have been registered in the town, most of them among the construction workers, a statistics overview shows.

Temperature testing is conducted both at the entry of the yards, as well as in the construction premises, and workers are obliged to carry masks.

But the mask regime is not observed, a local employee told newspaper Sever.Realii in early June. Every worker is given ten masks every five days along with a litre of antiseptic.

But most workers still do not carry the masks and ignore social distancing, the worker said.

There are about 30,000 employees at the Sevmash, while the Zvezdochka has about 11,000 workers.

While the Zvezdochka engages primarily in vessel repair and upgrades, the Sevmash builds the nuclear submarines. At the moment there are at least eight new vessels under construction on site, among them four Borey-class and four Yasen-class subs

RN SUBMARINE NEWS

SCOTS-BASED SUBMARINERS GO THE EXTRA MILES TO RAISE CASH FOR CHILDREN'S HOSPICE

HMNBC 17/20 Thursday, 21 May 2020

Over the weekend of Saturday, May 2, Faslane-based Royal Navy Submariners used their daily exercise time to raise cash for Claire House Children's Hospice.

The original challenge was for around 50 of HMS ASTUTE ship's company to walk, run, cycle or row a total distance of 560 miles – the distance from HM Naval Base Clyde to Claire House Children's Hospice on the Wirral and back.

Over the course of the weekend the Crew smashed the 560-mile target and ended up covering 2,163 miles, nearly quadrupling the initial target.

Members of the ship's company each completed their exercise in their own homes or local area and uploaded their mileage onto social media through a fitness app.

Special mention goes to Leading Seaman Tactical Systems Submarines (LS TSM) Andy McColl who completed a 250-mile cycle in a single session and Lieutenant Commander (Lt Cdr) John Gabb who ran two half marathons over the two days.

Lieutenant (Lt) Arran Deakin, who was responsible for collating everyone's mileage said:

"We knew this would be a huge challenge and I've been blown away by both the generosity of our supporters and the wonderful efforts put in by the crew. The way everyone has risen to the challenge of the event is typical of the submarine ethos and I wouldn't expect anything less from the crew of HMS ASTUTE."

As well as smashing their mileage target the crew also quadrupled the £1,000 cash target, they set

themselves at the start of the challenge raising a total of £4,120 for the Wirral Children's Hospice.

Claire House helps seriously and terminally ill children live life to the full by bringing back a sense of normality to family life and like many organisations it is being heavily impacted by the COVID -19 crisis.



LS TSM Andy McColl completing his 250-mile cycle in his cabin.



Lt Cdr John Gabb who ran two half-marathons over the course of the weekend.

Lieutenant Craig Barrie, who organised the remote charity event said: "Claire House is a fantastic charity that we've a very close relationship with. They carry out incredible work at the Hospice and we wanted to support them through a really difficult time.

"The majority of their group fundraising has been suspended with the shut down, so we thought we'd find a different way of raising money whilst still adhering to Government guidelines. We are

delighted that we were able to smash our planned targets and give Claire House as much support as possible!"

Sent by: Royal Navy Media & Comms, HM Naval Base Clyde, T: 01436 677205.

TALENT'S CREW CELEBRATE SUBMARINE'S BIRTHDAY AT SEA

ROYAL NAVY MEDIA RELEASE Monday, 8 June 2020

Royal Navy Trafalgar Class submarine HMS TALENT reached a significant milestone recently when she hit 30!

Launched on March 12, 1990, HMS TALENT has steamed over 600,000 nautical miles during her career, most of them underwater on patrol.

So, it was fitting that her crew marked her 30th anniversary in TALENT's natural environment – under the sea where she has spent so much of her working life.

It wouldn't be a birthday without a cake and the submarine's team of Royal Navy chefs stepped-up to create a submarine-shaped one for the occasion.

The traditional Wednesday curry night was also interrupted with the chefs serving a mouth-watering birthday feast.

No-one was complaining about missing their curry as the menu of pork, black pudding and stuffing Wellingtons, served with fondant and roasted root vegetables, had the crew wishing for more. There was even a triple chocolate cheesecake for dessert.

Commanding Officer of HMS TALENT, Commander Paul Jamieson, also took to the submarine's main broadcast system to address the crew and highlight HMS TALENT's significant achievements over the three decades.

Sent by: Royal Navy Media & Comms, HM Naval Base Clyde, T: 01436 677205.



HMS TALENT



The birthday cake created by Submarine Chefs while at sea

A CORRECTION FROM BEN BRITTEN

The above story has HMS TALENT as launching on March 12, 1990. In fact TALENT was 'Launched' on 15th April 1988 and 'Commissioned' on the 12th May 1990. Also HMS TALENT was the last dynamic launch of a British Submarine i.e. down a slipway – not on a Shiplift!

The details quoted are taken from the 'Commissioning' book for the 12th May 1990. I served on TALENT from February 1988 to January 1992.

I'm not sure who put the article together but it's worrying if the RN don't have the correct details for their own Submarines

By Editor: The correct details about HMS TALENT have been sent to the Faslane Press Office

EIGHT NEW TRAINEE SUBMARINERS ATTEND PASSING-OUT PARADE AT HM NAVAL BASE CLYDE

HMNBC 19/20 Wednesday, 3 June 2020

ROYAL NAVY MEDIA RELEASE

Eight submariner trainees at HM Naval Base Clyde recently passed-out from the first phase of their Submarine Qualifying Course (SMQ) under strict social distancing conditions.

On May 21, the class of eight students – being trained for service on board Vanguard Class submarines – reached the culmination of their ten-week "dry phase", the classroom part of the course conducted on dry land at Clyde's Fleet Operational Sea Training (North) (FOST)(N).

The class graduated on the day with Captain FOST (N), Captain Ian Breckenridge presenting each student with their certificates in the Memorial Garden outside the HMS Neptune Wardroom next to the Statue of Leading Seaman Read.

The Submarine Qualifying Course provides future submariners with the knowledge essential for joining their first Royal Navy submarine. The course instils the absolute professionalism demanded by the

Submarine Service with trainees required to demonstrate an intimate understanding of more than 30 complex engineering systems which operate the nuclear submarines and keep the crew safe.



Captain Ian Breckenridge addresses the eight submariner trainees at their passing-out.



MA Lucy Milner-Smith receives her certificate from Captain Breckenridge.



The eight submariner trainees with their certificates during their passing-out parade.

"I wanted to be a submariner so that I could work with all three sciences and be faced with extra challenges to overcome in my day to day life." said Medical Assistant (MA) Lucy Milner-Smith.

"I'm most excited about being able to do a job that I am a genuinely passionate about to the best of my ability. I cannot wait to go on my first sea draft."

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

It is there the second phase of training begins – known as the "wet phase". Students complete their SMQ training at sea on board a Royal Navy submarine and it is only then that they are entitled to wear the coveted "dolphins" badge – the mark of a qualified submariner.

MA Allan Adam who also received his certificate said: "The reason I joined the Submarine Service was to test myself. Not everyone has the right frame of mind to become a submariner. Being stuck under water for a lengthy period without any sunlight could be daunting but it's a challenge I think I will relish.

"The Submarine Service is a service like no other. Once you earn your dolphins, you become part of a special team and I cannot wait to become part of that."

Sent by: Kim Hardie, Royal Navy Media & Comms, HM Naval Base Clyde, T: 01436 677205

SUBMARINERS RAISE CASH FOR LOCAL FOODBANK

ROYAL NAVY MEDIA RELEASE Tuesday, 9 June 2020

Kind hearted crewmembers from Royal Navy submarine HMS AMBUSH have recently raised £1,200 for Helensburgh and Lomond Foodbank. The fund-raising was the brainchild of Chief Petty Officer (CPO) Richie Mackie, Senior Rates' Mess President on board the Astute-class attack submarine, who wanted to do something to help families struggling during the current COVID crisis.

"I was watching the news and thinking about what we could do to help," said Chief Mackie. "There are so many people experiencing hardship at the moment so I thought that HMS AMBUSH's ship's company could do something for those in need. "In the end we raised half the money by selling branded cups and the other half through a '500 numbers' game."

Submariners at sea during Christmas patrol sometimes play a numbers game, with crewmembers paying £1 and the winning number paying out a cash prize. HMS AMBUSH decided to do the same for the foodbank with 500 numbers going quickly among the crew, family members and friends raising £600 for the good cause.

The cheque for £1,200 was handed over to the Helensburgh and Lomond Foodbank at their headquarters at Red Cross Hall in Helensburgh on Monday, June 8. Susan Davidson from Helensburgh and Lomond Foodbank said: "Our service has increased in use over the six years since starting, but in the last few months we have seen a much bigger increase in the bags we have given out. "In the last quarter – March to May – we have issued 653 bags. Last year at the same time it was 495 from both our sites.

She continued: "Huge thanks to AMBUSH for the cheque and for the way so much money was collected by the Submariners, family and friends."

Staffed by volunteers, Helensburgh and Lomond Foodbank issues food donated by the local community to those experiencing food poverty in the area. The group operates from Red Cross Hall at East Princes Street and also has a presence in Rosneath at Howie Park.



HMS AMBUSH's Sub-Lieutenant James Burton, Susan Davidson from Helensburgh and Lomond Foodbank, and Chief Petty Officer Richie Mackie
Sent by: Royal Navy Media & Comms, HM Naval Base Clyde, T: 01436 677205.

Pandemic doesn't stop Royal Navy submariners at Devonport

By Max Channon, Plymouth Herald 1 July 2020
Engineers get their 'dolphins' on Fast Track programme! Not even the COVID-19 coronavirus pandemic and social distancing restrictions could stop six new submariner engineers from qualifying at HMNB Devonport.

All are part of the Engineering Submarine (ESM) Fast Track Engineering Technicians (ETs) scheme and were receiving their 'Dolphins' as part of their Professional Development Phase (PDP) within the SUBFLOT Support Group (SSG) Devonport.

And all have been mentored in engineering basics at Devonport which prepares them for their career courses.



Presentation of submarine "dolphins" in HMNB Devonport.

Warrant Officer Gareth Fairbairn, Training Manager for the Submarine Flotilla at Devonport, said:

"During this period the sailors qualify as submariners and are familiarised with submarine engineering practices as well as safe systems of work, "They are selected from Initial engineering training as Fast Track and the development phase returns them to approximately six to eight months later, this removes their first sea draft and shortens their training pipeline by about 30 months.

"Five Marine Engineering Submariners received their Dolphins and of particular note is ET Oli Sowden, a Weapon Engineering Submariner who was one of four from his branch who started the scheme and is the first to complete this route."

"All the newly badged Submariners are excited to receive their Dolphins at a safe, social distance from Commander Steve Waller RN, Commanding Officer of SSG and in front of other candidates. They now head off to HMS Sultan, in Gosport for their course, and well -deserved leave."

The Royal Navy's Submarine Service first issued badges to crew members during the 1950s, and adopted the current badge depicting two dolphins and a crowned anchor in 1972. The entitlement to wear Dolphins is upon entering the Submarine Service and they are awarded after completion of training.

CLYDE-BASED SUBMARINERS TO RAISE CASH FOR CHILDREN'S HOSPICE

HMNBC 14/20 Monday, 27 April 2020

ROYAL NAVY MEDIA RELEASE

OVER the weekend of Saturday, May 2, Faslane-based Royal Navy Submariners will use their daily exercise time to raise cash for Claire House Children's Hospice.

Around 50 of HMS Astute ship's company will either walk, run, cycle or row a total distance of 560 miles – the distance from HM Naval Base Clyde to Claire House Children's Hospice on the Wirral.

Members of the ship's company will each complete their exercise in their own homes or local area and will upload their mileage onto social media through a fitness app.

Claire House helps seriously and terminally ill children live life to the full by bringing back a sense of normality to family life and like many organisations it is being heavily impacted by the COVID -19 crisis.

The charity is heavily reliant on the fundraising and donations made by the public and with the vast majority of fundraising events cancelled due to ongoing restrictions, the crew of HMS Astute wanted to continue to support them during this challenging time.

The crew, who have a very close relationship with the charity, came up with an idea where they could

use technology to host a remote fundraising event - raising some cash while keeping everyone safe.



HMS ASTUTE Crew members starting off on a charity cycle for Claire House Children's Hospice in 2018.



The crew of HMS Astute exercising their Freedom of the Wirral back in 2015.

Lieutenant Arran Deakin, who came up with the idea of covering the 560 miles in this way said:

"Submariners are known for being a very determined bunch and we're really looking forward to the challenge of running, cycling or rowing 560 miles over 48 hours.

"The event is a great way to raise funds as everyone can get involved whilst staying safe. Hopefully we can do Claire House proud and ensure they are able to continue carrying out their incredible work"

Each participant will send their mileage to Lt Deakin to be added the 560-mile target, with some crewmembers covering more distance than others.

The crew aim to raise £1,000 for the charity over the 48 hours and all funds will be raised via sponsorship Sent by: Royal Navy Media & Comms, HM Naval Base Clyde, T: 01436 677205.

HMS AUDACIOUS ARRIVES AT CLYDE HOME

ROYAL NAVY MEDIA RELEASE Tuesday, 7 April 2020

HMS AUDACIOUS, the fourth of the Royal Navy's Astute-class submarines, has arrived at her new home at HM Naval Base Clyde.

The new submarine and her 98-strong crew arrived at the Naval Base in Argyll and Bute today (April 7),

flying the White Ensign after sailing from BAE Systems in Barrow-in-Furness.

Welcoming the vessel to her new home were members of the Submarine Flotilla – SUBFLOT – based at Clyde.

"It is with great excitement that we welcome HMS AUDACIOUS to the Clyde, joining her three sister submarines," said Commodore Jim Perks OBE, Head of the Submarine Service.

"HMS AUDACIOUS represents an ever-improving example of the world-leading Astute class submarine. She is right at the cutting-edge of technology, built here in the UK by our own people. She will provide the country with remarkable security at sea to protect our nation's interests."

HMS AUDACIOUS will join sister-submarines HMS ASTUTE, HMS AMBUSH and HMS ARTFUL which are already in-service and operating from Faslane. A further three boats – named ANSON, AGAMEMNON and AGINCOURT – are currently under construction at BAE in Barrow.

The Astute-class vessels are among the most sophisticated submarines ever constructed for the Royal Navy.

Equipped with world-leading sensors, the Astute-class carry both Tomahawk Land Attack Cruise Missiles (TLAM) and Spearfish heavyweight torpedoes.

The 7,400-tonne boats can circumnavigate the globe submerged, producing their own oxygen and drinking water.

Officially named in December 2016, HMS AUDACIOUS was launched in April 2017 and conducted her first dive in January 2018.

Commodore Perks continued: "I am extremely grateful to all of the teams and companies that have contributed to the grand task of building this exceptional submarine. I am especially proud of our Submariners who have worked tirelessly to inject their heart and soul into HMS AUDACIOUS to ensure she delivers the very best for our nation."

HMS AUDACIOUS' crew will now embark on shore training before eventually undertaking the next period of sea trials.



HMS AUDACIOUS arrives at her new home at HM Naval Base Clyde.



AUDACIOUS, the latest of the Astute-class submarines.



HMS AUDACIOUS coming alongside HM Naval Base Clyde.

Sent by: Royal Navy Media & Comms, HM Naval Base Clyde, T: 01436 677205.

'Avoidable Mistakes' In MOD Nuclear Projects Cost Public Extra £1bn

13th May 2020

A report by the Public Accounts Committee said mistakes by the Ministry of Defence has led to key nuclear projects facing delays of between 1.7 and 6.3 years.

The Ministry of Defence (MOD) has been accused of making "avoidable mistakes" that have cost the UK taxpayer over £1 billion more than originally planned. A new report from the Public Accounts Committee (PAC) said a series of key projects to upgrade infrastructure, which supports Britain's nuclear deterrent, were running years behind schedule and £1.35 billion over budget.

The report said the MOD has failed to learn from previous errors over the last 30 years, describing it as "unacceptable". "The department cannot explain why its leadership has not ensured that it learned from these experiences," the report said.

The MOD told the committee it "immensely regrets" the amount of money lost but warned costs could continue to increase. The report found the infrastructure projects faced delays of between 1.7 and 6.3 years. It said Project Mensa, a programme to build a new nuclear warhead assembly and disassembly facility at the Atomic Weapons

Establishment site in Burghfield, faced almost £400 million in extra costs almost immediately after construction began before designs were finalised.



The new Dreadnought class submarines will be built at BAE Systems' shipyard at Barrow-in-Furness

The Ministry of Defence (MOD) has been accused of making "avoidable mistakes" that have cost the UK taxpayer over £1 billion more than originally planned. A new report from the Public Accounts Committee (PAC) said a series of key projects to upgrade infrastructure, which supports Britain's nuclear deterrent, were running years behind schedule and £1.35 billion over budget.

The other projects reviewed in the report included the new core production capability at Rolls Royce's Raynesway site and the primary build facility at BAE Systems' shipyard at Barrow-in-Furness.

Meg Hillier MP, Chair of the PAC, said: "To utterly fail to learn from mistakes over decades, to spectacularly repeat the same mistakes at huge cost to the taxpayer – and at huge cost to confidence in our defence capabilities – is completely unacceptable. "The Department knows it can't go on like this, it knows it must change and operate differently. The test now is to see how it will do that, and soon."

The PAC said it expects a 2020 report from the department later this year, including a progress assessment on its use of taxpayer money. A Ministry of Defence spokesperson told Forces News: "The MOD is carefully examining the conclusions and recommendations set out in the PAC report and will respond formally in due course.

"Nuclear infrastructure projects are vastly complex and necessarily bespoke in design, but we continue to work closely with the regulators and our industry partners. Together, we are committed to strengthening the management of nuclear programmes, including significant investments in infrastructure to store and update weapons.

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 on the National Website 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 placed 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

SUBMARINE COMMISSIONING CREW LISTS

I must thank all of those are still sending me Commissioning Crew Lists – they are still arriving in dribs & drabs – all are all very useful. Several people have asked me for copies – having lost their own!

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

PORPOISE, 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

'BLACK TOT' RUM RAFFLE

I am writing regarding the possibility of advertising raffle tickets in Issue No 69 of In Depth and via email to all members. I am the Chairman and Founder of a fundraiser called Military vs Cancer which aims to bring the military together to raise £100,000 to be split between Macmillan Cancer Support and Cancer Research UK.

The raffle is for a bottle of Black Tot Last Consignment British Royal Naval Rum - which is the last remaining stock of the original Royal Navy rum tot and priced at around £650. Being that Edition 69 is released in July which is also the month we celebrate the 50th anniversary of the last day of

issue (31st July 1970) I can't think of a better time to advertise them.



Tickets are £5.00 each via the paypal link below. I will send out the tickets to the value of the payment i.e. £5.00 = 1 ticket, £10.00 = 2 tickets etc. The draw will take place on 24th October at Slaley Hall in Hexham during our annual Military vs Cancer Ball.

<https://www.paypal.me/militaryvscancer>

PLEASE NOTE THAT TICKETS WILL BE POSTED OUT TO THE ADDRESS ASSOCIATED WITH THE PAYPAL ACCOUNT. If you would like more information regarding the Ball including how to attend, then I am more than happy to pass on the details. On the night we will also be conducting a raffle draw for prizes donated by Iron Maidens lead singer Bruce Dickinson in addition to an auction.

Military vs Cancer has already raised £64,000 which has been split equally between Macmillan Cancer Support and Cancer Research UK and will continue until we reach the target and hopefully way beyond. I hope you consider my email and find this a worthy cause to support.

Yours aye, David Bathgate

WO1 WS(TSM) D Bathgate, Northwood HQ | Sandy Lane | Northwood | Middlesex | HA6 3HP
(Mobile Telephone 07484717490 email david.bathgate387@mod.gov.uk)

WWII BREWERY RUN?

The photo below – apparently of a Pub or Brewery run some time during WWII - has been supplied (via Australian researcher and former Submariner Gus Mellon) by the family of Australian born WWII Submariner Lt Cdr W E I Littlejohn DSC RANVR. Gus Mellon and the Littlejohn family would like to know more about the photo and the people shown.

In the picture Littlejohn is the Lieutenant with 'Wavy Navy' RANVR stripes at the RH end, 2nd row, standing. The Officer with his arms folded seated in the front row RH end in front of Littlejohn is

www.submarinersassociation.co.uk

Lieutenant M F R Ainslie, DSO, DSC, RN who had previously been Littlejohn's C.O. in HMS SHAKESPEARE.



The photo, annotated "Lieutenants Class", was taken in the UK by a photographer from "Wm. Cull, 18 Hamilton Square, B'Head" and, if you look closely at the writing above the doorway behind them, it reads "Yates's Castle Brewery Ltd Proprietors" and was possibly taken outside one of that Company's Pubs in Birkenhead or possibly Liverpool.

Lieutenant Ainslie took over Command of HMS THRASHER in Refit at the Cammell Laird Shipyard on 15th April 1944 and the Submarine left for Sea Trials on 17th June 1944 and Gus Mellon suggests that the photo was probably taken somewhere in the Birkenhead area between these dates.

Questions which arise are:

What was the date?

What was the occasion?

What was the name of the Pub, where was it and does it still exist?

Was the "Training Class" a "Submarine Officer Training Class"?

Who are all the Officers in the photo?

Who are the civilians in the picture?

Has anyone ever seen this photo before and if so, do you know anything of its provenance? Any answers should be forwarded to the Editor, please, who will pass them on the Gus Mellon & the Littlejohn (Australia) family.

SUBMARINE K.26 - THE STEAM SUBMARINE

By Jack Philip (Nick) Nichols J98553 (Continued from In Depth No. 68)

BUD FISHER IS RAISED FROM THE DEAD! (or PUBLIC RELATIONS IS A MATTER FOR EVERYONE – SOME BIG, WELL FED BORE)

I was at the top of the Motor Room hatch talking to Chico, the dghaisa boy, who was in his boat and gently pushing, that's what I said, his oars to keep the boat nuzzling the saddle tank. This is a habit with dghaisa men, inherited by dghaisa boys. The urge to be moving the oars is strongly engrained, because in many places

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dghaisa trade is highly competitive. The man who puts a rope round a stanchion or a buoy, may be just those five seconds late in letting go if someone yell 'Dyso!' and the dghaisa man who is so to speak treading water will be up and away and the four pence his. I looked across the water and there they were, just coming round the corner of the Molo Pieta on the outside. Fourteen small boys all dressed as novice priests, neat soutanes, sandals, shovel hats, walking sedately in the fashion dictated long ago by Noah - two by two. At the rear and chatting with the last file a young priest. Even at that distance I could say young priest, because I could see he was slim, and any old priest in Malta is no longer slim, but fat. There is a saying about it, "in Malta you will not find a thin priest or a fat cat". The crocodile - for that's what it was - took the bend and straightened up, along the stone jetty the fifteen walked, as near as they dared to the water. Fifteen pairs of eyes looked at K.26, they scanned her from the Class One buoy for'd to the 3½ inch wires and the Class Two buoy at the stern. They chattered, a small hand or two fluttered pointing out this or that, never more than waist high, the fingers kept together. A demure procession, they passed. It was half past three. The Priest had glanced at Paulo and smiled, even raised his left hand almost shoulder high. I said, "You know the Priest?" He smiled! "Oh yes, Nick, everybody knows Father Spiteri, he is good man, he is a teacher priest at the school for novices." I went on, "They looked interested in the boat, Chico. I mean K.26." "Oh yes, boys all want to go to sea, some of them what you say env ?". "Envy?" I asked. "Yes, Nick envy me, they know that I went to Gibraltar in K.26, Father Spiteri was much pleased and he ask my mother how deep we dived; she don't know, but she say "Very far down Father," and he say "Miraculous".

The next day I came up the hatch with a bucket of water I had been using to wash paint. Paulo was in much the same position just idling with the oars. He laid them in and reached for the bucket, I could have ditched the water myself but when Chico volunteered to empty it, I let him. "Swish" went the water into the creek, out came a cloth from the boat locker, he was wiping it out cleaning the bottom of the bucket, the handle. I gazed around, I had him working for me. As I did so, there was the crocodile, coming round the corner of the jetty. Paulo wiped the bucket dry and passed it up to me. "Thanks." I nodded up to the Jetty. "Father Spiteri and his soldiers." The fifteen passed slowly by the Priest waved slightly. His hand rising to shoulder level, a slim clean hand, left hand too, he had his Breviary in his right. The effect of fifteen pairs of eyes solemnly staring as they went by, had some effect on me. I said as they passed out of sight, I could remember back ten years all right, and how I felt. Do you think Chico they would like to come on board K.26 to look round? He wrung his cloth out solemnly. He said nothing. "Well Chico?" He looked at me closely, "Iss impossible, Captain Garnons-William too strict man, he not allow it but would be nice." He resumed pushing at the oars. I stuck my neck out, he was a good boy. I would not like to disappoint him. I said carefully, "When you see Father Spiteri ask him to stop the novices alongside the boat the next time, and point out the parts of the submarine, you must be here handy with the dghaisa." "Oh, Nick you get in the rattle, iss trouble". I brushed the objection aside. The next time the First Lieutenant came into the Motor Room and looked round, poking his finger into the vent save-alls to see if they had been recently emptied, I said hesitantly, "Sir, I wonder if I could ask a favour?" "Go on". "Well Sir, it's like this, a little crocodile of fourteen novice priests comes by here almost every afternoon with a young priest in charge, these boys are all about fourteen, soon they will go to Rome for training I am told. The Priest in charge is a Father Spiteri. Chico, I mean Paulo, vouches for him." I think Jimmy put the voltmeter to battery voltage and then back to off. "Come to the point Carter, what is it you want, a demonstration dive and us to fire a torpedo and a couple of rounds of four inch?" "Oh no Sir," I replied, "I thought with the dghaisa already there, it would be an easy matter, sort of getting on with the Maltese population Sir, show the flag." "Aren't you Church of England, Carter?" "Well no Sir, I am Methodist."

Jimmy laughed. "I thought you were about .to go over to Rome, what with you and Regan, and Miller aboard, we might have the Pope aboard to tea". He turned towards the port motor switchboard its shining brass reflecting light back like the altar decorations of St. Peters. "Bring on your Roman hordes, Carter, whenever you like, have mass in the Control Room, but don't light any candles near the main battery, and if I am not there give Father Spiteri my compliments." I liked Jimmy, a straightforward chap, he coughed at the door of the Motor Room always, in case we might be up to something like playing cards for money, which we never did. His back was towards me -the neat seam of his drill jacket was agleam with starch. You can't go slapping Officers on the back in the Navy. I said, "Thank you very much indeed Sir, Paulo will be pleased."

"Fourteen you said?" "Yes Sir". "Right, tell Regan to get sixteen bars of chocolate for them, you say the Priest, is young?" I answered, "Yes Sir, I'd say 24." Jimmy smiled, "Let's have no favouritism, a bar of chocolate each for Priest and acolytes, and a bar for the dghaisa boy." "As you say sir and thank you again". "Not at all." Jimmy left the Motor Room humming, Father O'Flynn ye've a wonderful way wid yer."

It was Saturday afternoon, the boat fairly empty, the crocodile early. They stopped, grouped at the jetty chains, I dropped into the dghaisa. Didwell, the Q.M. on watch gaped a bit as the first load came aboard. Father Spiteri, two novices, me. We slowly assembled as the boat went back and forth. Didwell looked at me, "Hadh't you better see somebody?" "That's all right Dids. I've got Jimmy's permission." I shook hands with Father Spiteri, he had a good command of rather stilted English. I said, "Will you all follow me" and dived down the fore

torpedo hatch. I showed them the fore ends and the spare torpedoes. I explained the details to -Father Spiteri, he quickly interpreted my remarks to the boys. They chattered, the wardroom was empty I showed them the bare furnishings, the pistol cupboard with its six Webley's chained and padlocked, 14 pairs of eyes open wide, Father Spiteri remarked the large round table and said, "Like England's King Arthur". I laughed, he had to interpret a short tale of the knights. Into the Switchboard four at a time and then the Control Room.

The periscopes were up, their handles spread. One at a time; these novice Popish priests peered through the perpendicular periscope. I'm afraid Tims made this up later, when describing the visit of what he called "Nick's novices from Notabile". I don't think they did come from Notabile, but it made Tims happy to get his bit of alliteration in. He acted this later, playing- all parts, me included. They trained the periscopes round, and made clicking sounds and said, "Boom, Boom!" like any other fourteen-year olds, but gently, quietly. They touched the steering wheel, touched the fore and after plane wheels, they came streaming through the echoing starboard passage into the Turbine Room. An E.R.A was having a wash there, the Chief being safely ashore. The E.R.A. said "Good afternoon", the boys - all manners - shook the E.R.A.s wet hand, fourteen handshakes later it was dry. They entered my domain. On a cushioned locker Bud Fisher lay asleep with his little round cap over his face. Standen was sitting on another locker darning a sock, he rose and shook hands with Father Spiteri. I started on my explanation of diving, and how the current from the batteries drove the motors under water. The boys whispered, laughed a little and gazed round in admiration. Father, Spiteri hung on my every word, he translated, he even made motions with both hands, his Breviary inside a pocket. Bud lay on his back, no sign of life. Honey Standen was in the middle of the flock. Suddenly, all was quiet, I had stopped speaking, Father Spiteri had no more to interpret until I found something else to say. For several seconds - no sound. Only a slight drip, drip of a leaky rivet going into the motor bilges. I looked round, Father Spiteri looked round, all the boys looked solemn, only Standen seemed to be suppressing a smile. "I wondered what was wrong". Time passed. Father Spiteri looked puzzled. I glanced down at Bud, he was still rigid his hat right over nostrils and mouth. Then slowly he awoke, his hat slipped off his face, he turned on the cushioned locker to see, 15 soutaned figures, fifteen shovel hats. "Wow!" said Bud. Afterwards I wondered what I should have said.

The fourteen boys of fourteen laughed heartily, they screamed with laughter. Father Spiteri was puzzled. He asked a boy. Gradually his serious face relaxed into a smile, then he was unable to control himself, he joined in the laughing chorus. I didn't get it. Bud didn't get it. He said, Nick I don't want to be rude but what's so funny about Bud Fisher L.T.O. Royal Navy of no fixed abode." I don't know Bud." Father Spiteri was still laughing. The boys looked at him glad to see him so happy. At length he wiped his eyes with a large red handkerchief. He said, as the laughing slowly died. "Honey here whispered to the boys "Morto" which is Maltese for dead, as he pointed to the man on the couch, the boys do not understand English jokes so they think actually this poor man is dead, and they are sad, and they are silent and they are very sorry of course." "That was the silence, but your friend he has got up, it is only that he is asleep." Bud and I had our laugh then.

We streamed aft past the diesel which I explained as far as my lack of knowledge permitted. They were all allowed to peep into the Stokers Mess, where three Stokers were still asleep on their 'make and mend'. A boy pointed and said "Morto?" They laughed and climbed up the hatch into the afternoon sunlight. As they assembled on the dry part of the duck's arse Didwell came from for'd bearing sixteen bars of milk chocolate. From the excitement I gathered that chocolate did not often figure on the menu at the novice's school. Father Spiteri nibbled at his in the restrained fashion he was used to. There now, I have ended a sentence with a preposition. I didn't mean to. I did it again. Paulo brought the dghaisa alongside the tail and got his chocolate and thanked me. I said "From First Lieutenant with compliments. Father Spiteri pointed to the duck's arse, he said "What do you call this part of the submarine?" I smiled, "Roughly translated it is the rear end of the duck." He said, "Ah, yes! I see a resemblance. I once had dinner with an English Cardinal he tell me the pointed back end of the chicken is the Priest's nose." "Yes" I said, "The Parson's nose that's right." The boys gravely shook hands and went to shore in the dghaisa. Finally, only Father Spiteri was left, the crocodile formed up on the jetty chocolate in hand. "Goodbye Mr. Carter", he shook my hand, he was, I judged, twenty-four, my age. Simply he said, "We shall pray for you." He stepped into the boat, made the sign of the cross and was ferried back to his fourteen novices. They moved off. Fifteen left hands waved no higher than the shoulder, a sense of goodwill seemed to stretch across the harbour. In four minutes, they had turned the corner.

I always think of everything too late. Much later I thought how nice it would have been for Father Spiteri to have led them in a short piece of singing, the Motor Room in K.26 had a splendid cathedral-like echo. When I think in arithmetic, those boys would now be about fifty-eight. Father Spiteri would have been an old man like me, that is, if he had not lost his life in the siege trying to rescue a parishioner.

To Be Continued in In Depth Issue No. 70.

OBITUARIES

**Vice Admiral I.D.G. MacDougall AC AFSM
RAN (Rtd)****Australia's Senior Submarine Officer**

Ian Donald George MacDougall was born in Sydney on 23rd February 1938. He was appointed to the Royal Australian Naval College (RANC) in January 1954 as a Cadet Midshipman in the 1954 Intermediate Entry and passed out of the RANC in December 1955, with one-month time gained, and was allocated to the Supply and Secretariat Branch.

Following a short course at HMAS Albatross, MacDougall joined the sloop HMAS Swan in February 1956 when she recommissioned for service as a training ship for officer cadets and apprentices. On completion of two months seagoing training, he was promoted to the rank of Midshipman and later made passage to the United Kingdom for Phase III training at the Royal Naval College, Dartmouth from 29th April 1956 to 3rd July 1957.

Midshipman MacDougall successfully completed Phase III training in August 1957 having gained five months Seniority and returned to Australia in SS Strathmore. After promotion to Acting Sub Lieutenant on 1 September 1957 and foreign service leave, he joined the Battle Class Destroyer HMAS Anzac in Hong Kong midway through a deployment with the Far East Strategic Reserve. The remainder of the deployment saw Anzac visit Japan and Korea before returning to Australia in February 1958. Sub Lieutenant MacDougall attended the RAN Divisional Course at HMAS Cerberus in April 1958 before rejoining HMAS Swan for further seagoing training in May 1958. During this period Swan extensively surveyed the Sahul Bank off Darwin. In October 1958 he was posted to HMAS Albatross for six-months Supply branch training.

In May 1959 he joined the Daring Class Destroyer HMAS Vampire, which commissioned on 23 June 1959. MacDougall served in Vampire for 18 months, was promoted to Lieutenant on 1 February 1960 and awarded his Bridge Watchkeeping Certificate in September 1960. In January 1961 Lieutenant MacDougall joined HMAS Cerberus for service at the Supply School before joining the aircraft carrier HMAS Melbourne in August 1962. He served in the RAN's Flagship for 14 months, completing another Strategic Reserve deployment and earning his Ocean Navigation Certificate.

In January 1963, the Australian Government approved the acquisition of four conventional 'Oberon' Class Submarines, to be built in the United Kingdom. To prepare for the establishment of an RAN submarine service, the first group of Australian volunteers were sent to the United

Kingdom in May 1963 to undergo submarine training. The same month, approval was granted for MacDougall to transfer to the Executive Branch, which took effect in November 1963. Writing the foreword to Michael White's *Australian Submarines: A History* (APGS, Canberra, 1992), he said that when volunteers were called for the new submarine arm ...I jumped at the chance. The opportunity to enter a new and challenging area of the Navy was very attractive.

Taking passage to UK in SS Canberra, Lieutenant MacDougall joined the Gosport submarine depot, HMS Dolphin, for submarine service training on 29th October 1963. On completion he was appointed to the submarine depot ship HMS Adamant in March 1964, additional for seagoing service in the 'A' Class Submarine HMS Alaric. This was immediately followed by service in the Oberon Class Submarine HMS Otus between June 1965 and January 1966. In January 1966 MacDougall was appointed as Executive Officer to the newly launched HMAS Oxley, the first Oberon Class Submarine built for the RAN. Oxley commissioned at Greenock in Scotland on 21 March 1967. Following a period of trials and workup in the waters off the United Kingdom, Oxley sailed to Australia via Bermuda, Jamaica, the Panama Canal and Hawaii. She arrived in Sydney on 18 August 1967, berthing at the new submarine base HMAS Platypus, which commissioned that same day.

Promoted to Lieutenant Commander on 1 February 1968, MacDougall returned to the United Kingdom in December 1968 to attend the Commanding Officers' Qualification Course – his Teacher was 'Sandy' Woodward. Passing the course in April 1969, Lieutenant Commander MacDougall commenced two years exchange service with the Royal Navy. The period of April to September 1969 was spent at HMS Neptune, the submarine base at Faslane, for duty at the Submarine Attack Teacher at Bute, before assuming command of HMS Otter.

Returning to Australia, MacDougall then assumed command of HMAS Onslow on 31 December 1971. During the tenure of his command, Onslow predominantly remained in Australian waters, although she undertook a deployment to South East Asia, attached to ANZUK Force, between August and December 1972.

Handing over command of Onslow in August 1973, MacDougall joined HMAS Platypus in Sydney and was promoted to Commander on 31 December 1973 and joined HMAS Watson in April 1974 as the Officer-in-Charge of the Submarine Command Team Trainer.

In January 1977 MacDougall commenced an 18-month posting to Navy Office as Deputy Director of Naval Officers' Postings. He returned to sea in mid-1978 as the Executive Officer of the Guided Missile Destroyer HMAS Hobart. His posting to Hobart was highlighted by exercises off Hawaii in late 1978 and the short notice deployment to Macquarie Island in January 1979 to medically evacuate a seriously injured biologist. Commander MacDougall also assumed temporary command of Hobart for a short period in February 1979.

In July 1979 Commander MacDougall went to the United States on course and was promoted to Captain on 31 December 1979. Captain MacDougall assumed command of the oiler HMAS Supply at Colombo in Sri Lanka on 29 September 1980. Supply was supporting a RAN Task Group that had deployed to the North West Indian Ocean and returned to Australia in December 1980. Supply then deployed to South East Asia between May to July 1981 before entering refit in September 1981.

He relinquished command of Supply in January 1982 and took up the position of Director of Submarine Policy within Navy Office and completed three years in Navy Office and in January 1985 was appointed in command of HMAS Platypus and as the Commander Australian Submarine Squadron, the first Australian born naval officer to do so.

Promoted Commodore on 1 July 1985 MacDougall returned to Canberra in 1986 to take up the post of Director General of Joint Operations and Plans and in 1988 he was posted to Naval Support Command and completed a study on the roles and functions of the Naval Support Command organisation.

Selected for promotion to flag rank, Rear Admiral MacDougall assumed command of the Fleet on 6 January 1989 when he was appointed as Maritime Commander Australia. He relinquished command of the Fleet in July 1990 on appointment as the Deputy Chief of Naval Staff. Shortly thereafter, in October 1990, the Minister for Defence announced that Rear Admiral MacDougall would succeed the long serving Vice Admiral Michael Hudson as Chief of Naval Staff.

Rear Admiral MacDougall was made an Officer in the Military Division of the Order of Australia (AO) in the 1991 Australia Day Honours List in recognition of his service as Maritime Commander. Promoted on 9 March 1991, Vice Admiral MacDougall assumed the mantle as Chief of Naval Staff on that day. He completed his three-year term as Chief of Naval Staff on 8 March 1994 and transferred to the RAN Emergency Reserve after 40 years of naval service. He was honoured in the 1993 Queen's Birthday Honours List when he was appointed as a Companion in the Military Division of the Order of Australia (AC) for distinguished

service and exceptional performance of duty, particularly as Chief of Naval Staff.

In 1994 Vice Admiral MacDougall was appointed by the New South Wales Government as the Commissioner, New South Wales Fire Brigades, a post he remained in until 2003. He was awarded the Australian Fire Service Medal (AFSM) in 2000.

Vice Admiral Ian MacDougall passed away peacefully on 1st July 2020 at the age of 82 in Burnie, Tasmania with his sons Hamish and Fergus at his side.

Lt Commander Harold (Harry) Gardner Anderson

By Mike Bennett (Australia) forwarded by Sam Morrow

Harry Anderson died on the 18th June 2020 in Hornsby (an outer Sydney suburb).

Many Members will recall that Harry started life as a Baby Tiff in HMS FISGARD and then HMS CALEDONIA where he qualified as an Ordnance Artificer. He went on to receiving a Commission as an SD Officer. In 1970 Harry joined RESOLUTION while she was undergoing her first refit in Rosyth and went on to become the second APSO of the Starboard Crew (relieving Douglas Fry). Harry was the APSO that took Reso through DASO in 1972. In later years Harry (on promotion to Lt Cmdr.) was a PSO on RESOLUTION.

Harry retired from the RN and transferred to the RAN Reserve with the rank of Commander. He went on to be the lead Battle Systems Project Manager on the RAN 'Collins' Class project at the ASC in Adelaide. It was while I was the Systems Engineering Manager for Apple Computer Australia Ltd that I renewed my acquaintance with him, firstly in the QANTAS Club Lounge in Sydney's domestic airport one Memorial Friday afternoon (with resultant effect of drinking copious amounts of Chivas Regal!) and, later at the Adelaide ASC on a more official capacity and a much more sober note.

On retirement from ASC Harry and his family moved to Sydney. Always a keen snooker player and natural organiser, Harry became a very active members of the Hornsby RSL and went on to become Chairman of the Hornsby RSL.

Not generally known was the fact that Harry was a recognised Scotch whisky sommelier (a trained and knowledgeable scotch whisky expert), an interest (and his instruction) which has brought many a big smile over a Wee Dram to many of us over the years.

Vale Harry, always a gentleman but never a snob. Always keen to assist and a bloody good nose for a fine wee half

ANNUAL CONFERENCE & REUNION 2021

The annual Reunion including the conference for 2021 will be held at the Yew Lodge Hotel, Kegworth. over the weekend of 26 to 27 March 2021. The conference itself will be on Saturday 27 March 2021.

General

The address of the hotel is: Yew Lodge Hotel, Packington Hill, Kegworth, DE74 2DF.

To view the hotel online: www.yewlodgehotel.co.uk

Car Parking is right next to the hotel. NO CHARGE. (despite what it says on the website)

Reeds Leisure Club

Offering a range of options to burn off some energy or to simply relax and unwind. The club features Luxurious fitness suite, 10 metre swimming pool, Hot tub / spa, Sauna suite, Steam room, Beauty Therapy Suite and Lounge Bar and Terrace, all will help to get rid of that fuzzy feeling in the morning. Use of the gym is free to hotel residents.

Some treatment times have been block booked for our ladies but I MUST have a list of those requiring pampering by COP Monday 1 March. Cost of treatment: TBC. Pay the hotel direct.

Accommodation

I have reserved a total of 50 Doubles, 24 Twins, and 17 Singles 7 Triple rooms. I cannot stress the point too much to BOOK EARLY! All bedrooms are accessed by lifts that are well maintained. Disabled rooms are now called 'Easy Accessible Rooms'. The showers are of the over the bath type. Please quote on your application form if disabled and if you would prefer a shower room.

We viewed a selection of rooms and found them all to be clean, spacious and all had TV, with Tea and Coffee making facilities.

Rates

Note all rates are per person

2 Night package Fri 26/Sat 27 March Double/Twin DBB	£123.00 Per Person
2 Night package Fri 26/Sat 27 March Single DBB	£156 Per Person
2 Night package Fri 26/Sat 27 March Triple DBB	£117 Per Person (only 7 rooms available)
1 Night package Fri 26 March Double/Twin DBB	£55 Per Person
1 Night package Fri 26 March Single DBB	£78 Per Person
1 Night package Sat 27 March Double/Twin DBB	£74 Per Person
1 Night package Sat 27 March Single DBB	£80 Per Person
1 Night Package Thu 25 March Double/Twin DBB	£60 Per Person
1 Night Package Thu 25 March Single DBB	£80 Per Person
1 Night Package Sun 28 March Double/Twin DBB	£50 Per Person
1 Night package Sun 28 March Single DBB	£70 Per Person
Friday Night Carvery only	£25 Per Person
Saturday Night Gala Dinner only	£46 Per Person

The Friday & Saturday rate, the Saturday only rate and the Non-Resident Saturday Dinner includes your tot, Saturday afternoon sandwiches, 1/2 bottle of wine and port for the toast.

Attached to this Newsletter are two applications - one for your accommodation requirement(s) and the other for the Saturday Reunion Dinner meal choices. Whilst applications via your Branch Secretary are welcome I am happy to accept an application from individual members - indeed that is the preferred method so that I can quickly ascertain the room requirements.

CANCELLATION POLICY FOR MEMBERS

Friday 26 February is the last date to cancel and receive a full refund.

If you are ill or hospitalised after the 26 February it is at the discretion of the Hotel but I have assurances that in an emergency bookings will be cancelled up to 24 hours prior to booking date.

I would prefer full payment up front, but a £50 deposit per person for packages greater than that will be accepted but I do need the FULL BALANCE by Friday 26 February 2021. I have to declare the room requirements at that time and pass back any rooms not sold.

Meals

Thursday and Sunday dinner will be in Marco's. It is advisable to book a table on arrival.

The Friday evening meal will be a Carvery with a choice of Roast Leg of Lamb, Roast Beef, Gammon and Vegetarian Option. Selection of Homemade Deserts will be on offer.

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

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

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

The Most Important Room – Bar

The bar tariff negotiated is 25% a reduction to their normal prices and 20% in "Marco's" bar - this includes all drinks bought across any bar or waitress service.

When buying a full bottle of wine the discount is **25%**.

IMPORTANT DETAILS

I will only accept bookings accompanied by Room Request/Meal Choice/Deposit via post or email. NO REPEAT, NO PHONE BOOKINGS.

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

Please send your applications and cheques to Iain Mackenzie at *Dolphin Cottage, 41 Grafton Road, Worthing, BN11 1QY*. Tel 07403 433 178. Email coxswainmackenzie@yahoo.com. Please make your cheques payable to the "Submariners Association Reunion" and NOT me. This causes a delay while I clear the cheques through my own bank before I pay the treasurer. It is recommended that you pay by BACS/Electronic transfer but, if you do, please let me know via email the date you transferred the money. The Reunion Account is Nat West. Sort Code: 60-13-15 A/c Number: 52930645. Please include your membership number & 'Reunion 2021' as a reference.

Please be aware that I have to return all unused rooms by the 26 February 2021. I have to return them to the Hotel or the Association will be liable for the cost of those rooms. This may mean late bookers after the 26 February might find no rooms available at our discounted rate.

PLEASE NOTE MY NEW ADDRESS: Dolphin Cottage, 41 Grafton Road, Worthing, BN11 1QY
Best Regards

Iain Mackenzie

IN DEPTH

[illegible]

IN DEPTH

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SUBMARINERS ASSOCIATION MEMBERS 'CROSSED THE BAR'

(Reported 1st April 2020 to 30th June 2020) (***) WWII Service)

NAME	DATE/AGE	RANK/RATE	BRANCH	SERVICE	SUBMARINES
John R W Cooper D019026V	11th March 2020 aged 67	LREM	Ex Dorset & Sussex	1971 to 1975	RENOWN & OSIRIS
Christopher J Bunch D073234X	15th March 2020 aged 74	Chief Petty Officer (WEA)	Ex Gosport Branch	June 1967 to September 1985	TIPTOE (1967 to 1969), FINWHALE, SEALION (1970 to 1972), OPPORTUNE (1972), ONSLAUGHT (1972 to 1974) & RENOWN (1977 to 1981)
George E. Fleming P/K972824	30 th March 2020	ME1	Northern Ireland	October 1959 to June 1961	SENTINEL & TABARD
David E J King J930139C	2nd April 2020	Warrant Officer (Ops)(S)	Exeter	January 1958 to November 1986	THULE, SEASCOUT, RORQUAL, TOKEN, TRUNCHEON, OTUS, REPULSE & VALIANT
A G (George) Doughty P080761	6 th April 2020 aged 71	Petty Officer (RP)	Gosport	1967 to 1976	RESOLUTION (P) (1967 to 1971) & REVENGE (S) (1971 to 1971)
Andrew Vaughan D123407A	15 th April 2020	Petty Officer (MEM) (SM)	Nottingham	1978 to 2001	RORQUAL, GRAMPUS, OLYMPUS, CACHALOT & WARSPITE
Derrick Douglas P/K965749	15 th April 2020	LME	Hull	1983 to 1968	AENEAS, TOKEN, ASTUTE & AURIGA
James L West P/SM 932436	20 th April 2020	Cook (S)	Merseyside	1962 to 1967	TRUNCHEON (1963) & DREADNOUGHT
George V Bell P/SSX 83215	22 nd April 2020	Able Seaman (UW2)	Northern Ireland	September 1948 to November 1954	SPITEFUL, STURDY, SEADEVIL, SPIRIT, TIPTOE, THOROUGH, & ALLIANCE, SANGUINE & TRUMP
Roy R Bullimore D080538F	23 rd April 2020	Chief Petty Officer WEA	Dolphin	1980 to 1986	COURAGEOUS
Gerry J Lloyd- Williams	23 rd April 2020	Sub Lieutenant RNVR	Gatwick	June 1944 to 1945	X-Craft & 12th Submarine Flotilla
Alan C Jupp P/K949539	25 th April 2020	ME1	Lincoln	1959 to 1964	SOLENT, THULE, NARWHAL (1960 to 1961) & GRAMPUS (1961 to 1964)
Bernard R Regan D/JX 785809	29 th April 2020	Able Seaman (SD)	Manchester	1945 to 1948	SPITEFUL (1946), SPEARFISH (1947) & STORM (1947)
Edmond J Bartlett P/JX858417	30 th April 2020	Leading Signalman	Beds & Herts	1953 to 1957	TRESPASSER (1953), SUBTLE (1953 to 1954), TABARD (1955 to 1956) & SLEUTH (1956 to 1957)
George McAllister D/SKX 903494	30 th April 2020	Petty Officer M(E.)	Northern Ireland	June 1952 to June 1958	ANDREW, AENEAS & ACHERON
Brian L Norris P/LX 909094	30 th April 2020	Petty Officer Steward	Sussex	1953 to 1961	TAPIR, SUBTLE, TABARD, OBERON & TALLY HO
Alan Sutton P071014	9 th May 2020	ME.1	Merseyside	1962 to 1972	SEALION
Michael L Cook	12 th May 2020	Chief Petty Officer	Dolphin	October 1966 to	RENOWN (1967 to 1968), AMBUSH (1969), OBERON (1971 to 1973),

D070734G		WEA(ADC)		March 1985	PORPOISE (1976) & ORPHEUS (1979 to 1980)
John Scott P/KX949365	17 th May 2020	Chief Mechanician	Blyth & Wansbeck	1960 to 1974	PORPOISE, RORQUAL, THERMOPYLAE, AMPHION & COURAGEOUS
Daniel R McGrady P/SKX 803056	19 th May 2020	Leading Stoker	Northern Ireland	1946 to 1953	SEADEVIL, SENESCHAL, STURDY, TRADEWIND & TRESPASSER
William L Lawrie C/MX 96040	25 th May 2020	Electrical Artificer	Australia	July 1943 to June 1946	STONEHENGE
Steve J Dooley D/KX 783789	25 th May 2020	LMEM	Merseyside	January 1967 to March 1974	SEALION, CACHALOT & WALRUS
John Coward	31 st May 2020	Vice Admiral	Dolphin	From November 1959	ANDREW, TACTICIAN, AURIGA, TIPTOE, ODIN, PORPOISE, WARSPITE, ORACLE & VALIANT
Harry Southwood J939406	23rd June 2020 aged 93	Able Seaman (GL)	Merseyside	November 1955 to June 1965	TAPIR, TELEMACHUS, ANDREW, SEASCOUT & TRUNCHEON
S P (Stephen) Moffitt D222159R	June 2020 aged 47	Leading Seaman (TS) (SM)	West of Scotland	1989 to 2013	OPOSSUM (1990 to 1991), ORACLE (1991 to 1993), VICTORIOUS (1994 to 1998) & (1999 to 2005) & VANGUARD (2006 to 2012)
Alan Mulvey P/SKX 894544	29 th June 2020 aged 87	MEM1	Nottingham	1954 to 1960	ASTUTE (1956 to 1958) & AMBUSH (1958 to 1960)
Ian Donald George MacDougall	1st July 2020 aged 82	Vice Admiral RAN	Submarines Association of Australia	October 1963 to January 1986	DOLPHIN, ALARIC (March 64), OTUS (June 1965), OXLEY (IL 27th March 1967, PLATYPUS, NEPTUNE (Spare CO), SAT Bute (September 1969), OTTER (CO 1st October 2969), ONSLOW (CO December 1971 to August 1973), Captain, Australian Submarine Squadron (January 1985 to January 1986)

OBITUARIES – OTHER SUBMARINERS ‘CROSSED THE BAR’

(Reported 1st April 2020 to 30th June 2020 (***) WWII Service)

NAME	DATE/AGE	RANK/RATE	SERVICE	SUBMARINE SERVICE
Francis Myles Thompson	6th March 2020 aged 97	Able Seaman (SG) P/JX 324102	WWII	TUNA, TAPIR & one other
Anthony Hugo Wood	4th April 2020 aged 86	Lieutenant Commander (WESM)	Not given	OCELOT (on commissioning on 20th January 1964), MAIDSTONE (1967), DOLPHIN (1968/1969), RNC Greenwich (1970), RENOWN (P) (WEO) (1971 to 1973), DOLPHIN (1973)
Arthur George Wilmot	7th April 2020 aged 93	Lieutenant (E)	Not given	DOLPHIN, THULE, TELEMACHUS, ALCIDE & TRUMP (EO on commissioning on 10th October 1966)
William Wilson	8th April 2020	Chief Marine Engineering Mechanic	Not given	Including WALRUS, OTTER, OCELOT & SPARTAN
Donald H Brown	11th April 2020 aged 78	Chief Petty Officer 1	Not given	Including TALLY HO, ANDREW, ANCHORITE, ALLIANCE, AENEAS & OJIBWA
Rowan Gavin Paton Menzies	12th April 2020 aged 82	Lieutenant Commander (X) (SM)	1959 to 1970	NARWHAL (1964), RESOLUTION (1968), RORQUAL (CO March 1968 to 1970)
George J S Robertson	16th April 2020	Petty Officer (MEM) (L)	March 1968 to March 1988	TIPTOE, REVENGE (January 1969 to February 1971 & March 1972 to May 1974), VALIANT (January 1976 to March 1980) & CONQUEROR (August 1983 to July 1987)

Michael Conway Dobbs	17th April 2020 aged 92	Lieutenant Commander	January 1943 to July 1949	STURGEON, ELFIN, CYCLOPS, SEALION, SAFARI, SOLENT, TRESPASSER, SCEPTRE, SPITEFUL, TRUNCHEON, AFFRAY & TRADEWIND
John Howard	24th April 2020	Chief Radio Mechanician	Not given	SEALION & OLYMPUS
Dennis Fluck	30th April 2020 aged 92	Chief Engine Room Artificer	November 1953 to May 1967	TOTEM (April 1954 to November 1954), SEASCOUT (May 1955 to September 1958), SM4 (Sep 1958 to January 1959), ANDREW (February 1959 to May 1960), PENGUIN, FORTH SM2 (May 1961 to September 1961), SULTAN, DREADNOUGHT (February 1963 to September 1963), Dounreay & DOLPHIN (SMRA)
Michael Cook	12th May 2020 aged 75	Chief Petty Officer WEA	(?) to March 1985	AMBUSH, PORPOISE, ORPHEUS & OBERON
Ernest Royston (Roy) Smith-Jaynes	20th May 2020 aged 72	CEA2 to Commander (WESM)	1972 to 2002	REPULSE (P) as CEA 2 as 1972), Sub Lieutenant to Commander from November 1975 in REVENGE (1978 to 1980), NEPTUNE (1981 to 1982, TURBULENT (1983 to 1984), FOSM/Subelant (1986 to 1988), DOLPHIN (1989), SCEPTRE (1990 to 1991), MoD Bath (1992 to 1994) CNSA Bath (1995 to 1996), CNSA Bristol (1997 to 2000) & CINCFLEET TSU (2001 to 2002)
Phillip Ashdown	24th May 2020	Marine Engineering Mechanic 1st Class	1969 to 1973	COURAGEOUS (1st Commission Crew)
David Beck	27th May 2020	Chief Petty Officer Ordnance Electrician	Not Given	Including DREADNOUGHT on 3rd March 1971 (North Pole Trip)
Arthur (Art) Bodden	29th May 2020 aged 83	Chief Petty Officer (II) RCN 431-624-495	February 1958 to September 1966	EXCALIBUR (June 1958 to January 1959), TACITURN (January 1959 to August 1959), ARTFUL (August 1959 to January 1960), ASTUTE (January 1960 to March 1960), GRAMPUS (March 1960 to July 1960), TUDOR (August 1961 to February 1962), AURIGA (February 1962 to October 1964), OSIRIS (October 1964 to May 1966), ONONDAGA (May 1966 to Sep 1966) & PORPOISE (September 1966 to July 1967)
Anthony Bosanko	May 2020 aged 79	Lieutenant (E) (ME)	1964 to 1968	DOLPHIN, TIRELESS & AMPHION
Keith Waldron	1st June 2020 aged 57	Not given	Not given	ONYX & WALRUS
Kenneth Jolyon 'Jol' Waterfield	12th June 2020 aged 87	Lieutenant Commander (X) (SM)	1955 to 1972	TUDOR (April 1956 NL), SCYTHIAN (1958 NL), ARTEMIS (IL March 1959), TACITURN (IL November 1961), COQC (1963), ARTEMIS (CO December 1963), RORQUAL (CO September 1967 to 1968), NEPTUNE (1970/1971) & NORTHWOOD (1972/1973)
Anthony Stirk	12th June 2020 aged 61	Chief Petty Officer Marine Engineering Artificer	19** to 1998	SCEPTRE, CHURCHILL & TALENT (1st Commission Crew) on 12th May 1990
Henry Gardner (Harry) Anderson	18th June 2020	Lieutenant Commander (WESM)	196* to 1983	MAIDSTONE, COCHRANE (1968 to 1969), RESOLUTION (S) (APSO 1971 to 1973), NEPTUNE (1974 to 1976), RESOLUTION (S) (PSO 1976 to 1980), NEPTUNE (1981 to 1983) & RNPS (1983)
Richard E Wardman	June 2020	Lieutenant Commander (E) (MESM)	1969 to 1982	DOLPHIN (1970), RENOWN (DMEO 1971 to 1973), VULCAN (1974 to 1974), REVENGE (S) (MEO 1975 to 1978) & DG Ships (SM Projects) (1979 to 1981)
Robin Kane	June 2020	Leading Seaman	Not given	Not given