



IN DEPTH

Official Newsletter of the Submariners Association

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

Issue No: 71

www.submarinersassociation.co.uk

January 2021



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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 to everyone and may I wish you all a Very Happy and Prosperous New Year for 2021 - despite all the current restrictions. Hopefully, we will all be able to get back to normal before too long and - by that I mean 'Normal' as we all know it - and not the 'New Normal' which some keep going on about!

It's very quiet here in Barrow in Furness, but I suppose it is everywhere! Yesterday Barrow was in Tier 2 of the restrictions and we woke up this morning to find ourselves in Tier 4 - much like the rest of the country!

This time last year we were all looking forward to a usual year's programme with our Annual Reunion and Conference, our various Memorial Services and other Association events around the country plus National Services and Parades for the 75th Anniversary of VE and VJ Days. As you all know most of these events had to be cancelled or re-arranged - as were almost all Branch Meetings and events. The events which did go ahead were the

Annual Submariners Remembrance Services at Westminster Abbey and at the National Submarine Memorial on the Embankment although it was on a very much reduced scale this year with only six Association Members and serving Submariners able to take part but, at least we maintained the tradition going back to 1921- see report on pages 7 & 8. Many thanks are due to Iain Mackenzie - our National Vice Chairman - for all his efforts to ensure that despite continual changes in government advice the Ceremony could go ahead. Iain has also been very busy in arranging, cancelling and rearranging the Annual Reunion again as government advice keeps changing - it a bit of a thankless task for him at the moment.

It looks like we will be continuing along the same lines of cancellations and rearrangements for the foreseeable future - alternative arrangements will be put in place wherever possible. The National Committee are planning to hold this year's Conference via Zoom and details of the

arrangements plus the Agenda will be advised by the National Secretary in due course.

I have had a look at the New Year's Honours List for 2021 and there are a few Submariners there - including Commodore Douglas Doull who received the CBE, Commander Darren Jon Mason who gets the OBE and Lt Cdr James Betchley with the MBE - congratulations to all three. There may be a few more Submariners there and apologies to anyone I may have missed.

Another person who was suitably honoured this year was our past National Chairman who has been presented with a Submariner's Association Patron's Commendation. Given the difficulties in meeting up over the last year this was eventually signed by our Patron - Lord Boyce - in the middle of the road on the Embankment - just before the Embankment Remembrance Ceremony and using the shoulder of our SA President - Niall Kilgour - as a desk. Social Distancing properly observed of course! Well done Jim McMaster - well deserved. A scan of Jim's Commendation is on Page 10.

COSM (Commodore Jim Perks) is keen that all areas of the Submarine Community (Serving and Veteran) support each other as much as possible and, during 2020 there has been progress on the setting up of the 'Submarine Fund' and the 'Submarine Family' and the Association now has Members attending the meetings of the relevant Committees and these Members will report back on progress to the NMC. Additionally we have Representatives on the 'Friends of the Submarine Museum Committee' and have nominated a Representative for the Submarine Advisory Group to the National Museums of the Royal Navy. As things develop the NMC will keep the Branches and the Membership fully informed.

In this News Letter you will find all the usual items including New and Re-joining Members and Crossed the Bar lists - not surprisingly the CTB list is a bit longer this time! Also there are items on the

Naming Ceremony for HMS ANSON, progress with the Dreadnought Programme, the Passing Out ceremony for new Submariners at Faslane - did you know that over 200 completed their 'Dry Training' for the ASTUTES last year and have moved on to their 'Wet' Training at sea. There is also information on a proposed Cold War Museum in Devonport - hopefully the be centred around HMS COURAGEOUS. However, no new books this time - my usual sources have been furloughed, quarantined or are working from home

As usual, 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. 72

Issue No. 72 will be published on 1st April 2021. Contributions are required to be with the Editor by 15th March 2021 - please make sure I get them in good time!

DISCLAIMER

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Cover Photo: Commodore Jim Perks, CBE lays a Wreath at the National Submarine Memorial on Sunday 1st November 2020

NEW & RE-JOINING MEMBERS 1st October to 31st December 2020

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

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
David H Rickman P070332	Leading Seaman (UC)	Gosport Branch	Oct 1965 to Dec 1974	Able Seaman (Underwater Control 3) to from in OTUS, ALLIANCE, RESOLUTION (P) & RESOLUTION (S)
Paul H Robinson	Commodore	Gosport Branch	Sep 1977 to Oct 2009	OPOSSUM, ONONDAGA, REPULSE (S), REVENGE (S), WARSPITE, ODIN & SPARTAN
Alexander J Kent	MEM1	Australia Branch	Nov 1968 to Jan 1975	ACHERON, ASTUTE, ORACLE & ODIN
Michael Quinn	Lieutenant	Bath Branch	Sep 2017 to 202*	VIGILANT, FOST

Michael F Mcaleer	Chief Petty Officer (TS)(SM)	Scottish Branch	Jul 1976 to Jun 1997	CONQUEROR, DREADNOUGHT, CONQUEROR, VALIANT, REVENGE (P) & RENOWN
G Jenkinson K964070	ME	Dolphin Branch	1959 to 1967	ACHERON, TACITURN, TRUMP & FINWHALE
Nicolas S Purgavie D192140A	Petty Officer (Sonar) (SM)	Southampton Branch	1981 to 1990	TRAFALGAR (1st Commission Crew)
David E Johnson	Leading Engineering Technician (WESM)	Gosport Branch	20** to Sep 2017	TURBULENT & TRENCHANT
John W Long	Able Seaman	Beds & Herts Branch	May 1957 to Aug 1962	SCORCHER
Patrick G Tiller D082304Q & C027180D	Lieutenant (SD) (E)	Vectis Branch	Sep 1969 to Feb 1986	RENOWN, REVENGE & REPULSE
Adrian J Thornton D165496M	Warrant Officer WEA	Portsmouth Branch	Apr 1982 to Feb 2011	COURAGEOUS, VALIANT, SOVEREIGN & TORBAY
Robert W Gray D247655H	Warrant Officer	West of Scotland Branch	Jan 2001 to 202*	SPLENDID, SCEPTRE, VENGEANCE, VIGILANT, VICTORIOUS, ANSON, AMBUSH
Stephen A Kirwan D123398E	Leading Radio Electrical Mechanic	Bath Branch	1974 to 1980	REVENGE (S), RESOLUTION & REPULSE
Derek G Withey	Able Seaman	Beds & Herts Branch	1943 to 1946 ***	VIRTUE & TALLY HO
Michael D White D217413G	Petty Officer (CIS) (SM)	West of Scotland Branch	May 1989 to May 2015	COURAGEOUS, OCELOT, VANGUARD, SPARTAN, VANGUARD, SOVEREIGN, VANGUARD & VICTORIOUS
Ian Edley	Leading Marine Engineering Mechanic	Sheffield Branch	Sep 1969 to Sep 1976	OLYMPUS, RORQUAL, ONYX & RENOWN
David P Stokes, MBE D091448U	Warrant Officer MEM (L)	Portsmouth Branch	1968 to 1997	OTUS (2nd Commission), ORPHEUS, WALRUS & ONYX
Iain McMillan D236200A	Chief Petty Officer	West of Scotland Branch	Jan 2000 to Jun 2018	SPLENDID, VENGEANCE (P), VANGUARD (S) & TIRELESS
John A Sheffield	Able Seaman	Essex Branch	Jun 1965 to Apr 1967	CACHALOT & THERMOPYLAE
Ian S Worrall	Chief Petty Officer (WSM)	Derbyshire Branch	1979 to 2007	VALIANT, COURAGEOUS, VALIANT, VICTORIOUS, VENGEANCE & SUPERB

SUBMARINE LOSSES OF WWII

(4th Quarter 1940)

OCTOBER 1940

Three Submarines were lost in October 1940. They were:

HMS RAINBOW left Alexandria on 23rd September 1940. The date of loss is believed to have been 3rd October 1940. Those lost were:

Officers:

Lieutenant Commander Lewis Peter Moore, RN
 Lieutenant Patrick Chapman, RN
 Lieutenant Michael Harburn Davis, RN
 Lieutenant George William Tweed, RN
 Sub Lieutenant Douglas John Adcock, RN
 Lieutenant (E) William Robert Withey, RN

Ratings:

CPO Angus McMillan J114714
 CPO Alexander Charles Leslie-Reed J103456
 PO Albert Henry Blackett P/JX 149924
 L/Sea John Albert William Graham P/JX 151005

L/Sea Horace William Burgundy J112978
 L/Sea William Fraser D/JX 137040
 L/Sea John Leslie Stannard C/JX 135181
 L/Sea Thomas Reginald Fletcher D/JX 138842
 L/Sea Frank Pilkington D/JX 115173
 L/Sea Thomas Henry Smith D/JX 136454
 L/Sea Frederick John Young P/JX 132831
 AB John Edwards C/SSX 14102
 AB John Thomas Henry Wilkins C/JX 135126
 AB James White P/JX 135374
 AB George David Earl P/SSX 17045
 AB Isaac William Cocking P/JX 139380
 AB James Chick D/JX 125293
 AB Thomas Dixon P/SSX 15879
 AB George Henry Woodcock D/JX 137844
 CPO Tel Ambrose Nelson Clive Guppy J68155
 L/Tel John Frank Gregory D/SSX 14569
 L/Tel James Philip Farrington P/JX 132295
 L/Tel Joseph William Parker C/JX 137578
 L/Tel Alfred Reuben Foster C/JX 133154

Sig Jack Jeffrey P/JX 138138
 EA2 George Vincent Blackmore D/MX 45992
 L/Cook John Frederick Dunn C/MX 53727
 CERA Frederick James Bussey M35607
 CERA Bernard H G Robinson D/MX 45757
 ERA1 Henry John Palmer M34530
 ERA3 Arnold Woodhead D/MX 53319
 ERA3 Harold Hodson C/MX 50784
 SPO Stanley Ronald Bridge C/KX 76171
 SPO Charles McKinstry K65391
 L/Sto Sydney Ellis P/KX 83876
 L/Sto Ronald Campbell Crump P/KX 86160
 L/Sto Henry Wrennall C/KX 83894
 L/Sto William Frederick James Paulyn C/KX 83325
 L/Sto Albert Arthur Wright C/KX 87305
 L/Sto Frederick Adolphus Stinton D/KX 84208
 L/Sto Victor Frank Taylor D/KX 81049
 L/Sto Henry John Hayward D/KX 80582
 Sto1 Albert Barrass D/KX 86563
 Sto1 Cyril Anthony Lewis Abbott D/KX 88637
 Sto1 William Smith D/KX 90629
 Sto1 Frederick James Phillips D/KX 88550
 Sto1 Charles Gregory D/KX 85589
 Sto1 Norman Holroyd D/KX 86559
 Sto1 Robert Thornton D/KX 89657

HMS TRIAD was torpedoed and 'lost with all hands' in the Mediterranean on 15th October 1940. Those lost were:

Officers:

Lieutenant Commander George Stevenson Salt, RN
 Lieutenant Martin Keith-Roache, DSC, RN
 Sub Lieutenant Herbert Dean, RN
 Lieutenant Lionel James Brown, RNR
 Lieutenant (E) William Edmund Collinge, DSC RN

Ratings:

CPO Frank Walter Johnson C/JX 128624
 PO Charles Horace White, DSM J101818
 PO Percy Morgan P/JX 113202
 PO William Ernest Dunford J107529
 PO Edward Dunlop D/JX 131180
 L/Sea Leonard Maurice Blondel P/JX 137444
 L/Sea Albert Victor Ford P/JX 140903
 L/Sea Walter Ernest Simcox C/JX 138265
 L/Sea Albert Phillip Bradshaw C/JX 139810
 L/Sea George Baker Cullingford C/JX 140353
 L/Sea John Horace Gordon Jones C/JX 166510
 L/Sea Thomas A C Anderson, MiD D/JX 136455
 AB Albert Frederick Frank Jonsson D/JX 147064
 AB Thomas William Hume P/JX 141266
 AB Cecil Albert Frank Harris P/JX 134110
 AB Edward Joseph Dunn C/SSX 15824
 AB Ordinary Seaman William Barlas D/JX 176316
 PO Tel John William Andrews, DSM C/JX 132482
 L/Tel Frank Ernest John Morris P/JX 145364
 L/Tel Cyril Thomas Westbrook P/JX 137776
 Tel William Richard Williams, MiD C/JX 140208
 Tel Jack Eccles P/JX 151868

L/Sig Harry Malcolm Sydney Wood P/JX 131816
 EA Arthur Edney, DSM P/MX 47220
 L/Cook Charles Henry Edden M38715
 L/Std James Appleby D/LX 21374
 Std George Alfred Shelley C/LX 23743
 CERA John Gibson Buchanan, DSM M21997
 CERA Alfred E Hayward, MiD, D/MX 46535
 ERA2 Henry Guy C/MX 49874
 ERA3 Thomas Hardy D/MX 51874
 ERA4 William A C Dunstane P/MX 58294
 SPO Sidney Thomas Bevan K66988
 SPO Thomas Henry Porteous, DSM D/KX 76525
 SPO Wilfred Skinner P/KX 75150
 L/Sto Albert Edward Whitebread K59163
 L/Sto William Ronald Thompson C/KX 84363
 L/Sto Ronald Harry Hurford Robbins C/KC 86676
 L/Sto Jack Rufus Smith C/KX 84445
 L/Sto David John Howells D/KX 84927
 Sto1 Robert Horton D/KX 84927
 Sto1 John Mathieson Fleming Ingram C/KX 90220
 Sto1 William Stanley Thomas C/KX 91768
 Sto1 Class Frank Ernest Giles P/KX 93071
 Sto1 Leonard Thomas Gooch P/KX 93122
 Sto1 Isaac Rickerby P/KX 84885
 Sto1 Kenneth William Bettison P/KX 89095
 Sto1 Jack Marshall Evans P/KX 85559

HMS H49 was lost in a depth charge attack off the Dutch coast on 18th October 1940:

Survivor:

L/Sto George William Oliver D/KX 77876
 Those lost were:

Officers:

Lieutenant Richard Evelyn Coltart, DSC, RN
 Lieutenant Claude Hamilton Peterkin, DSC, RN
 Sub Lieutenant Adrian Carew-Hunt, RN
 Sub Lieutenant Lionel H L Dearden, RNR

Ratings:

CPO James Henry Davidson, DSM J108151
 PO Ernest William Feary J114958
 L/Sea Frederick George Hills, MiD J95282
 AB Frederick George Coleman P/JX 129345
 AB Charles William Edmonds J108349
 AB Henry Thomas Backwell Hobbs O/N J73247
 AB Stewart Nichol McKay P/SSX 16985
 AB Robert Stevens C/JX 138854 (Ch)
 AB Clifford William White C/JX 150050
 L/Tel Ernest James Caie, MiD J72837
 Tel John Hull O/N P/JX 142391
 Tel Thomas James Gasser P/JX 150266
 L/Sig Augustus Chamber Knowles J105998
 CERA William Arthur Cotton, DSM M37090
 ERA2 Ronald Victor Cripps, MiD P/MX 45268
 ERA3 Jack Amery P/MX 53237
 A/SPO Alexander Boyles P/MX 53237
 L/Sto Ernest Francis West D/KX 76755
 Sto1 Donald Herrett P/KX 91849
 Sto1 Patrick James Soar D/KX 89148

Sto1 William Frederick Goffe-Wood K65995
Sto1 Frank Deacon Simpson P/KX 84889

One member of the crew of HMS THUNDERBOLT (ex-THETIS) died on Thursday 1st October 1940. It is reported that he died in an incident following the repair work after the recovery of THETIS. He was:

Sto1 Joseph McKee D/KX 79944

NOVEMBER 1940

Two Submarines were lost in November 1940. The first submarine lost was:

HMS SWORDFISH sank 'with all hand' on 7th November 1940 after striking a mine off the Isle of Wight. Those lost were:

Officers:

Lieutenant Michael Armitage Langley, DSC, RN
Lieutenant Harry Arthur Stacey, RN
Lieutenant Michael Eric Price Ratcliffe, RN
Lieutenant Alexander Frederick Fry, RNR
Acting Warrant Engineer Harry Thomas Selway

Ratings:

CPO Roland William Bush, MiD, J109431
PO Oswald Kellett J98620
PO Trevor John Bladon Dando J105215
L/Sea Jack Young C/JX 144322
L/Sea Arthur Charles Hollingworth D/JX 151882
L/Sea James Frank Cox J60278
AB William George Blackmore D/SSX 17741
AB Reginald Thomas Nicholls J58646
AB Francis Arthur John Gratton D/JX 126186
AB David Apps C/JX 141903
AB Edward Lewingdon Jones P/JX 127991
AB Reginald Herbert Williams C/JX 148322
AB James Henry Newton Shipley P/JX 145303
O/S Charles Walter Leonard Loines C/JX 179106
PO Tel Arthur Northwood D/JX 135376
L/Tel Thomas McMann D/JX 134363
L/Tel Leonard Tonks J112969
Tel Norman Charles Williams D/JX 142211
Tel John Hardy Wood D/JX 134058
L/Sig Harold Davies, MiD P/JX 127080
EA1 Frederick Ward, MiD C/MX 46205
ERA2 William Thomas Lee, MiD D/MX 45635
ERA2 Harold Vincent Spurgeon D/MX 46961
ERA3 Amos John Owen D/MX 52169
ERA4 Ernest William Stapley P/MX 56585
SPO Victor Albert Kennard K59839
L/Sto Charles Archibald Morrison C/KX 84996
L/Sto Leonard John Preddy D/KX 83716
L/Sto Harry Buttress D/KX 81751
L/Sto William John Crean D/KX 82112
Sto1 David Jameson Sproat C/KX 83324
Sto1 Edward George Souris C/KX 83535
Sto1 Frank Frederick Millerick C/KX 79882
Sto1 Thomas John Charles Jarrett C/KX 92020
Sto1 Edward Plested D/KX 86488

Sto1 Joseph Patrick O'Neill D/KX 84929

The second Submarine lost was:

HMS REGULUS was 'lost with all hands' in the Mediterranean on 26th November 1940 after striking a mine in the Straits of Otranto. Those lost were:

Officers:

Lieutenant Commander Frederick Basil Currie RN
Lieutenant Anthony Moulton Green, RN
Lieutenant Sir Gerard Philip Graves Muntz, Bt., RN
Lieutenant Oliver Charles Round, RN
Warrant Engineer William Ralph Fielden

Ratings:

CPO Harry Coe-Smith C/JX 128225
PO Phillip William George Norris D/JX 135340
PO Stanley Frederick Jones D/JX 125397
PO Donald Alfred William Mann C/JX 134823
A/PO Arthur John Leslie Targett J94664 (Po)
PO George Francis White P/JX 158379
PO Alfred George King J111194
PO John Thomas Burton C/JX 130057
L/Sea Alfred James Leech D/JX 126602
L/Sea James Andrew McMilling C/JX 141127
L/Sea Ernest David Smith P/JX 128860
L/Sea Joseph B G Richardson J112709
L/Sea O V H Duffay J11196
AB Percy Charles George Dudd D/SSX 17399
AB Frederick George Hackett J96353
AB Leslie Waghe Bellamy C/JX 141684
AB Thomas George Hopcroft C/JX 134065
AB Roy Pretty C/SSX 17634
AB Walter Leslie Wilkinson J99821
AB William John Perry J102887
PO Tel John Frederick Smith C/JX 129001
PO Tel Ronald Booth McCombe D/JX 134852
L/Tel William Eric Kirby P/JX 133601
L/Tel Jack Hardy Mitchell C/JX 136589
Tel Frank Cecil Howard Mack J107637
L/Sig Norman Vincent Kirby C/JX 131229
EA Ronald George Hitchcock D/MX 45291
POCk Robert Bateson Pelan McAteer D/MX 48386
CERA George Francis Charles Baker M38805
CERA John Henry Mullens M27287
ERA2 Maxwell Walker P/MX 49774
ERA3 Cecil Bulger C/MX 48563
ERA4 Eric Stanley Horwood M38742
SPO Norman Pringle C/KX 77504
SPO Frederick Johnson K61069
SPO Frederick James Davies P/KX 79005
L/Sto Joseph Ernest Westcott D/KX 80657
L/Sto Eric Sylvester C/KX 81691
L/Sto George Wettin Forrester C/KX 84677
L/Sto Andrew Middleton Robertson C/KX 83546
L/Sto Thomas Edward Tulip P/KX 85026
L/Sto Edward McGhee D/KX 81015
Sto1 John Whyte P/KX 84416
Sto1 William Twine P/KX 84010
Sto1 Robert James Morton P/KX 84210

Sto1 James Worsley P/KX 83976
 Sto1 William Shaw C/KX 87397
 Sto1 William Brown D/KX 88989
 Sto1 Thomas Manton D/KX 80436
 Sto1 William Albert Blair P/KX 86257

DECEMBER 1940

One Submarine was lost in December 1940.

HMS TRITON was lost with all hands on 6th December 1940 and is believed to have been mined in the Straits of Otranto in the Mediterranean.

Those lost were:

Officers:

Lt Guy Claude Ian St Barbe Sladen Watkins, MiD
 Lt Charles Joseph Reginald Cave, MiD, RN
 Lt Michael John Royston Smith MiD, RN
 Lt Reginald Edward Dean, MiD, RNR
 Wt. Eng. Ronald George Milne, DSC, RN

Ratings:

CPO Coxswain Horatio John Hinde, DSM J111862
 CPO(TGM) Edward Pe Saunderson, DSM J111250
 CPO Herbert Cyril Percival Codman, MiD J95711
 PO Arthur Keith Bennett J109679
 PO William Frank Thorne P/JX 129823
 L/Sea James Shimmin D/JX 126301
 L/Sea Ivor Leslie Roy Pook D/JX 144306
 AB William George Thomas Waters J93606
 AB John Francis Risby J78393
 AB Thomas Reuben Saxby J84410
 AB Frederick Thomas Stafford, MiD J70907
 AB Kenneth F Spite MiD RNR/X/20796/A
 AB James Morgan, MiD J112487
 AB John Robert Day C/JX 126830
 AB Harold George Down D/JX 146815
 AB David Allen J73230
 Ord Sea Frederick William Matthews D/JX 173955
 Ord Sea Christopher J F Stride D/JX 167556
 PO Tel Charles Alfred Butcher D/JX 133701
 L/Tel Clinton Machomb East D/JX 132670
 L/Tel John Francis Jones D/JX 150716
 L/Tel Cyril Thomas Jackson P/SSX 14946
 Ord Tel Arthur Temporal P/SSX 29474
 Yeo of Sigs Harry Robert Coleman J111095
 EA Albert George Beard, DSM M34733
 PO Std Thomas Smyth D/LX 20229
 L/Cook George Roland Gardner P/MX 53031
 CERA Donald Charles Watson, DSM M34332
 ERA 2 Wilfred Henry Dean M38747
 ERA 2 Alfred Henry Early, DSM D/MX 46013
 ERA 3 Edgar James Lavers, MiD P/MX 48545
 ERA Herbert Wyatt P/MX 52150
 SPO Edward Charles Clark, MiD K60084
 SPO James Riley D/KX 80160
 L/Sto Frederick Liddle C/KX 85208
 L/Sto Norman Beattie C/KX 88650
 L/Sto Cyril Henry Moore C/KX 84159
 L/Sto William Angus Parramoore C/KX 83734
 L/Sto James Trench D/KX 80844

Sto1 Samuel Orme P/KX 79732
 Sto1 George Robert Pettitt P/KX 88290
 Sto1 Jack Westbury P/KX 84545
 Sto1 Albert James Burton C/KX 90533
 Sto1 William Cain P/KX 74585
 Sto1 James Thomas King P/KX 78914
 Sto1 John Thomas Wilkinson P/KX 77133
 Sto1 Alexander Lang P/KX 91486
 Sto1 Francis Shears P/KX 82888
 Sto1 Gilbert Quick K63664

SUBMARINERS ASSOCIATION 'SERVING MEMBER'S REPORT'

No report available.

SUBMARINERS REMEMBRANCE CEREMONIES NOVEMBER 2020

The sacrifice of members of the Royal Navy Submarine Service has been marked during this year's Annual Submariner Memorial weekend. This year's Ceremonies had to be drastically slimmed down on account of the ongoing corona virus situation and numbers participating were reduced to six to comply with the regulations.

Serving personnel from the Submarine Service, and Veterans' from the Submariners Association sent representatives to Westminster Abbey and to the National Submarine War Memorial on the Embankment on Saturday, October 31st, and Sunday, November 1st.

On the Saturday, Submariner Andy Jeffrey visited the Poppy Gardens at Westminster Abbey where he set out crosses on behalf of the Submarine Service. At 1400 there was a short service and wreath laying at the Abbey's Combined Service Memorial, led by Canon Anthony Ball.

The Commodore of Submarines, Commodore Jim Perks CBE and Iain Mackenzie, Vice Chairman of the Submariners Association laid Wreaths at the foot of the Submariner memorial



Westminster Abbey Service



The Field of Remembrance



Laying the Wreaths

On Sunday Morning activity moved to the National Submarine Memorial on the Embankment where there was a short Service of Remembrance. The Honorary Chaplain of the Submariners Association, the Reverend Professor Stephen Dray, officiated during the service which included a Reading from the Holy Scriptures by Commodore Perks, the Naval Prayer, The Exhortation and The Two Minutes Silence. This was followed by Wreath laying on behalf of the Submarine Service and the Submariners Association. Wreaths were also laid on behalf of many Branches of the Submariners Association and the HMS URGE families association. Whilst the Wreaths were being laid the Chairman of the Submariners Association read the Roll Call of Submarines lost.

The Service was concluded with the Chaplain leading the Parade in the Lord's Prayer and the reading of the Submariners Prayer before giving the Blessing. Iain Mackenzie then gave the Orders 'Out Hip Flasks' and 'Absent Friends' before dismissing the Parade.

Present at the National Submarine Memorial were Commodore Jim Perks, CBE, Barrie Downer (Chairman, Submariners Association), Iain Mackenzie (Vice Chairman & Parade Marshal),

Trevor Thomas (National Standard Bearer) and a serving Submariner – Callum Manaton.



Reading the Roll Call



The Embankment Memorial

Watching from a distance were the Submariners Association Patron, Admiral of the Fleet, The Lord Boyce, the Association President, Rear Admiral Niall Kilgour and several other Serving and Veteran Submariners.

Shotley Submarine Memorial **Service of Remembrance**

By David Griffiths (Colchester and District Branch)

For twenty years Colchester and District Branch has held a Service of Remembrance at the Submarine Memorial in the churchyard of St Mary's Church, Shotley on the same day that the Service of Remembrance happens at the Submarine Memorial on the Embankment in London.

Both Memorials were created by the same sculptor, the Shotley Memorial predating the one which he did for the Embankment. In June 2019 we held a service at the Shotley Memorial to mark the centenary of its Dedication.

Our Branch President, Captain Richard Channon RN, had spent a number of years arranging for the Commonwealth War Graves Commission to refurbish the woodwork on the Lych Gate and the Surrounding Rail. He had also arranged for the names engraved upon the Memorial, which were being eroded, to be incised more deeply and the

Memorial looked immaculate for the Re-Dedication Service.

One of the interesting facts was that the craftsman who did the work on the Memorial, although British, lived in France but then I suppose that is where most of his work is.

Our normal practice is to hold a full service within St Mary's Church before proceeding down to the Memorial with our Standard. Some years we are just there on our own and then on some years we are joined by representatives of the local RNA and RBL Branches, also with their Standards. Occasionally we even have the services of a bugler.

This year was somewhat different! We were unable to meet inside the church and didn't have the services of our normal Padre as he was self-isolating. Many of our members were also having to self-isolate. We could not let the day pass however without it being marked, despite the strange circumstances.



The Shotley Memorial

With the agreement of the church, four of the Branch Members, accompanied by our wives, met at the Memorial. We had arranged a short service that we could hold at the Memorial. We had Readings and Prayers, laid a wreath and had the Kohima Epitaph. We were not allowed to sing and stayed 'Socially Distant'. Sadly, we were unable to then meet together for Sunday Lunch after the Service for the first time ever.

The Members who attended in the photograph below (after our Service) are from Right to Left: Paul Smith, one of our Members, who conducted the Service and did the First Lesson, our Chairman and Standard Bearer, Chris Chambers who recited

the Kohima Epitaph, Peter Head - one of our three nonagenarian Members read the Submariners' Prayer and myself, David Griffiths, Branch Secretary read the Second Lesson.

HM Submarine TRUCULENT Memorial Service 2021

From: <d.grant384@btinternet.com>

Sent: 31 August 2020

I am sorry to have to inform you all that, with the current virus situation, and not knowing when we will all be free to congregate, Medway Towns Submariners Association have decided not to hold HMS/M TRUCULENT Memorial Service in its usual form on Saturday 9th. January 2021. The Medway Towns Branch will hold a 'Branch Members only' Memorial Service in the St. Georges Centre in Chatham. Unfortunately, we had to decide on this course of action now because of forward planning. We hope that you all understand. We hope to be back to normal in 2022.

Very best wishes and good health to you all.

Derek Grant (President Medway Towns Submariners Association)

HMS DREADNOUGHT NORTH POLE TRIP

Calling ex-DREADNOUGHT's!

A request from Commander Robin Whiteside OBE. "I was the First Lieutenant of the last DREADNOUGHT when we went to the North Pole in March 1971. My then Captain, Alan Kennedy, the Navigator, Christopher Napier, and I are putting together a book about that pioneering voyage with a view to publishing it next year to mark the 50th anniversary. The book will contain the history of all eight DREADNOUGHT's before ours and we feel it would be very nice to integrate the tenth ship of the name into the story.

If you were onboard HMS DREADNOUGHT for the North Pole trip or are involved with the current Dreadnought Class programme and have anything you think will add to the story then Commander Whiteside will be happy to hear from you.

The Submariners Association



Admiral of the Fleet the Lord Boyce
KG GCB OBE DL
House of Lords
London

PATRON'S COMMENDATION

for outstanding service

Jim McMaster

Jim McMaster served for 23 years as a submariner. A much respected Mechanician, he enjoyed both the technical challenge and the camaraderie of service both in diesel and nuclear submarines. Retiring from active service in 1986, he became a founder member of the West of Scotland Branch of the Submariners Association, enabling him to stay in touch with his fellow veterans whilst settling into civilian employment.

Jim relished his membership of the Submariners Association and in short time rose through the management chain of Treasurer, Secretary and Chairman of a large and very active Branch. On joining the National Management Committee he took on the demanding role of National Secretary in 2006. Jim was elected to be National Chairman in 2012, a role that has grown substantially in recent years. As Chairman, he has shown an ability to guide and advise NMC members on very complex issues facing the Association, particularly financial management, data protection and welfare issues, all the while upholding the ethos of the Submarine Service and the contribution made by its Veterans.

Proud of his birthright, Jim is an intelligent, quick talking Glaswegian with a keen sense of humour. He is a most welcoming Chairman and a charming host to all visitors. He conducts his memorial responsibilities with dignity and has played a key role in preserving the Association's Annual Service of Remembrance by negotiation with the Honourable Society of the Middle Temple. The Embankment Parade has grown enormously in recent years and is an event that our Commodore in Chief, HRH the Duke of Cambridge, much enjoys attending. In 2018, Jim established the Association office in the Clyde Submarine Base Command Building, working closely with RASM (now COSM) to develop both the Submarine Family and the establishment of the Submarine Benevolent Fund initiative. I wholeheartedly commend him for his dedication, excellent example and total commitment to the Submariners Association. He is an outstanding individual who has given exceptional service over many years.

Signed:

Date:

Admiral of the Fleet the Lord Boyce KG GCB OBE DL

RN SUBMARINE NEWSTHE HMS ANSON NAMING CEREMONYInside the Devonshire Dock Hall

HMS ANSON SHIP'S BADGE



A Message from John Moorby, Astute Programme Director to all BAE Barrow personnel

Friday, 11th December 2020, saw the official naming ceremony for ANSON, the fifth Astute class submarine. Unlike the usual mass-participation spectacle associated with such events, the naming of Boat 5 was a low-key affair. Coronavirus restrictions meant the ceremony was witnessed by a very small number of people. However, all Yard employees were able to join in the celebrations through a video highlights package. The ANSON naming ceremony provided a fitting conclusion to what was an extremely important year for the Barrow Shipyard. Dealing with Coronavirus was one of the biggest challenges the Shipyard has ever faced, and considering the multitude of challenges it posed, what has been achieved over the last 12 months is a matter of pride and confidence. Delivering AUDACIOUS safely to the Royal Navy during the initial wave of the pandemic was a fantastic effort. It was made possible by a combination of hard work, resilience, flexibility and collaboration, and those qualities have remained integral throughout the whole of 2020 as the Yard adapted to new working conditions and practices necessitated by Covid.



Following on from the success of AUDACIOUS, great strides have been made in the build cycles of the three remaining Astute boats – ANSON, AGAMEMNON and AGINCOURT – as well as significant progress in the Dreadnought and SSNR programmes.

Although news of imminent vaccines gives us great cause for optimism, Covid-19 has not gone away and continues to test our ability to be agile and

innovative in the way we do things – and this includes the ANSON Naming Ceremony.



Mrs Julie Weale – HMS ANSON Sponsor

Despite the restrictions on the number of people who can attend, we were determined that all employees were able to celebrate ANSON reaching this pivotal milestone and we went to great lengths to ensure digital footage of the event was available. It was another proud moment for both the business and the local community. And as we close in on another year and look forward to 2021 and the 150th anniversary of Barrow shipyard, it is also a timely reminder of the crucial role we continue to play in defence of the nation.

PROGRESS ON THE DREADNOUGHT CLASS SUBMARINE PROGRAMME

<https://www.savetheroyalnavy.org/progress-on-the-royal-navy-dreadnought-class-submarine-programme>
December 10, 2020

The first of Britain's new nuclear deterrent submarines, HMS DREADNOUGHT has now been under construction for over 4 years. Although still relatively early days and available information is inevitably limited, some further details of the boat's design and progress on this vast project have emerged since our first article on the subject in 2017. First steel was cut for DREADNOUGHT in October 2016 and work on the second boat, VALIANT was begun in September 2019. The third boat will be named WARSPITE and the final boat, KING GEORGE VI. The first 3 names echo famous battleships of the 20th Century, although WARSPITE and VALIANT were also used for two of the RN's first-generation SSNs. KING GEORGE VI is new to the RN, being named after Queen Elizabeth's father who served in the navy where he saw action at Jutland in WWI.

The programme is currently in Delivery Phase 2 (DP2), which runs until March 2021 and had seen expenditure of around £7Bn on the concept,

assessment, and early delivery phases up to April 2019. The next 5 years will be the most expensive phase of the programme, but the NAO says, so far, the project “remains within budget and on track for the first of class, DREADNOUGHT, to enter service in the early 2030s”. Unfortunately, this week it has emerged that the disruption caused by the pandemic has delayed the project by around 5 months. Over such a long programme there may be opportunities for the lost time to be made up. BAE Systems has worked very hard to create a COVID-safe working environment with 95% of employees now back at work in Barrow.

The Dreadnought class are designed from the outset to have a service life of 35-40 years. This is a significant increase over their predecessors which should reduce through-life support costs but has contributed to the high initial price tag of £31Bn for the four vessels. A further £10Bn contingency fund has sensibly been allocated and has already been drawn on to reduce long-term costs and future risk primarily by supporting industry through advanced orders and investment.

Design indication

DREADNOUGHT will have a very clean hull form without the missile compartment ‘hump’ of the Vanguard-class and will feature a distinctive raked fin. The forward hydroplanes have been located in a lower position (similar to the Trafalgar class boats) and will almost certainly be retractable for berthing the boat alongside.

The X-tail plane arrangement is also new to the RN and is more complex to design and manufacture but has several advantages. It reduces noise caused by turbulence as the water flow from behind the fin meets the vertical rudder. The planes can be smaller for the same control effect, further reducing noise. At high speed, they are also more stable because when a submarine turns, it rolls (in the opposite direction to the turn) and the vertical rudder can start to act as a stern plane.

DREADNOUGHT is larger than the Vanguard-class, with a submerged displacement some 8% greater, totalling 17,200-tons. They will also be 3 metres longer than their predecessors, despite having fewer missile tubes. A bigger vessel allows for a larger and inherently safer reactor, further quieting technology and provides more room for improved crew comfort. This will be the first RN submarine designed from the outset to accommodate both male and female personnel and have a dedicated sickbay for the embarked doctor, a gym space, classroom and study areas on board as well as a new lighting system simulating day and night.

The boat will almost certainly have Integrated Electric Propulsion (IEP) and be driven by electric motor instead of the steam turbines used on RN nuclear submarines until now. The reactor provides

steam for turbo generators that provide power for the motors and the rest of the boat’s requirements. Motors avoid the need for noisy reduction gears and allow more flexibility in the layout of the propulsion system. Most analysts assume that DREADNOUGHT will not adopt a submarine shaftless drive (SSD) system or use Pseudo-magnetic Direct Drive (PDD) motors as the technology is not sufficiently mature and presents too much risk.

A multi-faceted industrial enterprise

Following on from its involvement in fabricating steel parts for the Astute-class boats, in October 2018 Cammell Laird was awarded a contract to manufacture items for the Dreadnoughts. The pressure hull itself is made entirely by BAES in Barrow as it demands specialist welders and processes to work with High Yield steel. CL will supply 29 non-pressure hull components for each boat including decks, bulkheads, ballast tanks and the fin structure. They will also make keels for the hull of sufficient strength to support the boat if resting on the seabed. Manufacturing has already begun, employing around 150 people for the next decade, with the last items due to be delivered by 2030. Completed components are transported by sea from Birkenhead direct to the yard at Barrow.

In a sensible move to reduce duplication of effort, the Dreadnought class share a common missile compartment design with the US Navy’s Columbia class SSBNs. Babcock in Rosyth and Bristol are involved in the manufacture of the Missile Tube Assemblies (MTAs) and since 2014, has won contracts for 57 MTAs. Another contract was secured in June 2020 for an additional 18, will bring the total made by Babcock to 75. The MTA is a quad-pack of 4 tubes that can be about 80% fitted out with wiring and pipework before insertion into the pressure hull. Each Dreadnought boat will be fitted with 3 MTAs, giving 12 tubes while the USN Columbia’s will have 16 tubes.

Although procured together in a joint contract with General Dynamics Electrical Boat (GDEB), the initial tubes will mostly be supplied for the Dreadnought programme with later batches for Columbia. In June 2018 welding quality issues were identified with some of the tubes made by US contractor BWXT. The original technique for inspecting 100-inch-long welds was inadequate but later non-destructive testing by the USN inspectors identified the issue. This was not Babcock’s fault but it may delay supply of the MTAs to be installed in Dreadnought. As the heart of the ballistic missile submarine, this issue has demonstrated the wisdom of manufacturing the tubes well in advance of fitting to the boats.

The MTAs are far more complex than just metal tubes and Babcock is believed to be largely responsible for the complex launch system. The 58-

tonne Trident missiles are ejected from the tubes by steam cannon. An explosive charge is used to vapourise a tank of water into steam. As the boat 'hovers' a few meters below the water, the expanding steam pressure forces the missile out of its launch tube with enough momentum for it to clear the water surface before the rockets ignite. Each tube has its own independent launch system that demands precision engineering to resist very high-pressure steam and safely eject a large nuclear-tipped rocket. The tubes must also allow maintenance access so the missiles can be inspected at sea.

Besides the launch tubes and their subsystems, an SSBN requires a sophisticated trim and compensation system to keep the boat stable during and after missile launch. As the missile leaves the tube, it has a substantial effect on the trim of the boat and water and air has to be rapidly moved between ballast tanks to ensure the submarine remains stationary in the hover position during successive launches. Consisting of a series of sensors and controls linked to valves, pipework, pumps, high-pressure air vessels and tanks, this is and one of many demanding engineering challenges. In 2018 it emerged the design and manufacture of this system for the Dreadnought class would cost £270m, more than 4 times the original estimate.

TRAINEE SUBMARINERS PASSING-OUT PARADE AT HM NAVAL BASE CLYDE

ROYAL NAVY MEDIA RELEASE

HMNBC 61/20 Thursday, 17 December 2020

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

On Thursday, December 17, the class of twenty students – being trained for service on board Astute 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).

Earlier this year, HM Naval Base Clyde – home of the Royal Navy’s Submarine Flotilla – was singled out for praise by Amanda Spielman, Ofsted Chief Inspector. A team of her inspectors visited Clyde in October and found the training, welfare and support provided to submariner trainees by FOST (N) to be outstanding.

Throughout 2020, twelve SMQ classes were delivered at FOST (N) – eight Vanguard-Class and four Astute-Class – totalling 240 students who have completed this intense and demanding training before moving on to the “wet phase” of SMQ onboard a Royal Navy submarine.

This class, the last of 2020, graduated on the day with Captain FOST (N), Captain Ian Breckenridge

presenting each student with their certificates in the HMS NEPTUNE Supermess under strict social distancing conditions.

The best student award was presented to Able Rating (Warfare Specialist) (Sonar Submarines) Darren Matthews for delivering the best overall performance during the course. This award is based not only on the trainee’s academic achievements but also on their attitude, commitment and, most importantly, their teamwork and support of their peers whilst on course.

The “dry phase” of the Submarine Qualifying Course comprises of ten weeks of intensive academic and practical training to ensure they are safe, familiar with submarine systems, drills and routines and can manage their own future training in order to complete the “Wet phase” of SMQ and qualify as a Royal Navy Submariner.

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

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



Captain Ian Breckenridge, Captain FOST (N) with the twenty submariner trainees and their instructors at their passing-out



Able Rating (Warfare Specialist) (Sonar Submarines) Darren Matthews being presented with the Best Student Award

ROYAL NAVY BOMB DISPOSAL TEAM TACKLES WARTIME MINE IN FIRTH OF CLYDE

ROYAL NAVY MEDIA RELEASE Wednesday, 2 December 2020

The Royal Navy's bomb disposal experts based at HM Naval Base Clyde, sprang into action yesterday after a vessel found a suspected mine in waters around the Firth of Clyde.

The team of explosive ordnance disposal experts from Northern Diving Group (NDG) were called after the Maritime and Coastguard Agency was alerted to the situation around 11.20am on December 1.

Seven crew members were evacuated by Troon Lifeboat and Rothesay Coastguard Rescue Team while the vessel, with the suspected ordnance onboard, was sailed to Ettrick Bay on the Isle of Bute to meet with Northern Diving Group.

After examination, the item, which was described as being in "pristine" condition, was confirmed as being a Second World War German submarine-laid, moored influence, mine. Staggeringly it still contained around 350kg of explosives!

The Northern Diving Group team coordinated the lowering of the ordnance to the seabed off Ettrick Beach and on December 2 they carried-out a controlled explosion to dispose of the mine.

Lieutenant Commander Mark Shaw, Commanding Officer of Northern Diving Group, said: "The mine was trawled in the vicinity of Isla Craig, a small island in the Firth of Clyde. Considering it had been in the water for around 80 years, its condition was remarkable.

"From the initial pictures we were able to easily identify the Mine Type and importantly determine that the explosive fill was intact and therefore presented a significant hazard.

"The vessel was diverted to Ettrick Bay and met by my team, led by Petty Officer (Diver) Robert McCann who safely dealt with the situation."

He continued: "Items of this size are relatively uncommon, however, NDG are approaching 100 call-outs this year supporting civil authorities with all types of Explosive Ordnance Disposal, ranging from mines and torpedoes to hand grenades and improvised devices. On average, across the UK, Royal Navy Clearance Divers are tasked once a day for EOD assistance.

"This highlights the remaining presence of historic ordnance. Even small items can be unstable and present an explosive hazard; carrying-out a controlled explosion is the only safe way of dealing with them and neutralising the hazard.

"If anyone comes across a suspected piece of ordnance, they shouldn't interfere with it and should immediately contact the emergency services."



The German WW2 mine which was trawled by a vessel in the Firth of Clyde



Northern Diving Group detonate the ordnance at Ettrick Bay

The Northern Diving Group

The Northern Diving Group is one of two Fleet Diving Squadron area diving groups whose mission is to provide diving, Explosive Ordnance Disposal and In-Water Maintenance and Repair to the Fleet. Comprising more than 40 Royal Navy clearance divers and support staff, NDG is located at HM Naval Base Clyde.

To aid civic authorities, NDG provides a perpetual high readiness team of Maritime Explosive Ordnance Disposal, or bomb disposal, experts. They cover an area that starts from the high-water mark in Liverpool and stretches 12 nautical miles out to sea, clockwise around the coast to Hull, encompassing Northern Ireland, the Scottish Western Isles, Shetland and the Orkneys. This vast area was exposed to many bombing raids in World War Two both on land and at sea, and the team continues to find and deal with hazardous historic ordnance that could still pose a threat.

DOCKYARD WORKERS' EFFORTS IN 1982 IMMORTALISED



A plaque commemorating the efforts of HM Naval Base Portsmouth workers in readying thirty-nine ships to join the task force deployed to the Falkland Islands in 1982 was unveiled on 30th October 2020. The Lord Mayor of Portsmouth, Councillor Rob Wood, had the honour and it will remain on display in the Historic Dockyard at Boathouse No 7. It was made by Rohann Pearce, a machinist apprentice with BAE Systems, and was conceived by Andrew Cave, a former member of the Royal Navy who has suggested all the dockyards involved in preparing ships for the conflict are recognised in a similar way.



Among the guests were Michael Betts, Deputy Representative of the Falkland Islands Government to the UK, city MPs Stephen Morgan and Penny Mordaunt, and Dennis Miles and Nigel Linger of the Portsmouth Royal Dockyard Historical Trust who worked on the wording and provided a suitable location for the plaque.

"It is testament to the immense professional pride, patriotism and passion that the dockyard workers possessed, that despite the news of imminent closure of the dockyard in 1982 and being issued with their redundancy notices at lunchtime on 2 April, that even faced with the loss of their jobs and livelihoods, they returned to their workplaces and remained dedicated to the task of getting the Fleet deployed and ready for operations on 5 April 1982."

Naval Base Commander, Commodore JJ Bailey

www.submarinersassociation.co.uk

Mr Cave joined the Royal Navy in 1981 and sailed in HMS Hermes as a 17-year-old; his action station was the chaff rockets. Now living in Shrewsbury and sadly unable to attend today's unveiling, it was his initial suggestion that prompted the plaque's creation in honour of the workers who carried on with little or no rest through those hectic days. "I am extremely grateful to everybody who has helped me to achieve their rightful recognition," he said. "The fact remains that our country was only able to respond as quickly as it did because of the dockyard workforce. There is no doubt whatsoever that they played a massive part in the success of the operation and the country owes them a great debt."



Rohann Pearce reflected in his handiwork

NOTE. The Plaque unveiled in Portsmouth is the first of a number of similar Plaques which will be placed in Dockyards and Naval Bases which provided services in preparing and supporting the Ships and Submarines which formed the Falklands Task Force. Plans are in progress for a Plaque to be sited within the Faslane/Helensburgh area in a position where it can be viewed by all.

MesotheliomaUK Commissions Armed Forces Memorial Sculpture.

This item was forwarded by Barrow in Furness Branch Member Bob Pointer and may be of interest to members.

Mesothelioma UK has commissioned a design for a memorial sculptor to honour mesothelioma patients from the Armed Forces. Once funding is secured the sculpture will be installed at the National Memorial Arboretum in Burton upon Trent, Staffordshire. The permanent memorial will honour all Veterans, Armed Forces service men and women who have died from Mesothelioma.

The planned sculptor is part of Mesothelioma UK's "Supporting our Armed Forces" project that has captured the impact of mesothelioma amongst our forces and established a bespoke service that provides information that provides information, advice and support specifically for armed forces veterans and service personnel affected by mesothelioma.

The planned sculpture is made up of more than 60 carved stone blocks, representing the building blocks

of life and public service. The blocks form a tower which although damaged, supported above and below. The supporting blocks represent the support offered by the charity.

The stone blocks are engraved with information about the charity, mesothelioma, asbestos and the armed forces. Blocks can be sponsored in memory of a loved one or supporters can make a donation to the charity to help fund the work

To sponsor the memorial visit www.mesothelioma.uk.com/armed-forces-memorial-donation/ or contact 0800 169 2409

The military experience of Mesothelioma Study is now complete and the full report can be accessed on the Mesothelioma website.

The aims were to generate evidence on the incidence and prevalence of mesothelioma amongst Armed Forces Veterans. Also to generate insights into their experiences with health support needs with how health professionals and support agencies can best support them

SUBMARINER VC HOLDERS

It is generally accepted that there are fourteen Submariners who were the recipient of a Victoria Cross award during WWI & WWII. However, if we accept the fact that - *'Once a Submariner – always a Submariner'* there are several more – even if they were awarded their Victoria Crosses when not serving in a Submarine! Their stories are well worth telling! The first of these was:

Rear Admiral Claude Congreve Dobson VC DSO

Claude Dobson was born on 1st January 1885 and he joined the Royal Navy as a Cadet on 15th January 1900. He was promoted to Midshipman on 30th October 1901 and to Sub Lieutenant on 30th December 1904. Lieutenant Dobson (Seniority 30th March 1906) was appointed to the Submarine Depot Ship HMS FORTH as an *'Officer under Training'* on 12th January 1907 and, on 18th September 1908 to HMS FORTH *'for Submarines'*. His first Command appointment followed on 1st May 1909 when he was appointed to the Submarine Depot Ship HMS ONYX *'for Submarine A7 in Command'*. On 1st March 1910 he was appointed to HMS FORTH *'for Submarine B10 in Command'* and this was followed, on 18th September 1911, by an appointment to *'Submarine B5 in Command'*. He returned to General Surface for his *'Big Ship'* time on 29th March 1912 with an appointment to the 22,500-ton Battle Ship HMS MONARCH. He was promoted Lieutenant Commander on 30th March 1914 and, on 7th April 1914 he was appointed to the Submarine Depot Ship HMS VULCAN (7th Submarine Flotilla) at Dundee *'for Submarine C27 in Command'* and was still in command of that Submarine in December 1914. On 20th July 1915

Dobson sank the German U-Boat U-23 in an Anti-Submarine Trap where Submarine C27 was being towed whilst dived by the Trawler PRINCESS LOUISE. For this action he was awarded the DSO – see 2nd Supplement to the London Gazette dated 13th September 1915. His next appointment, on 1st September 1915 was to the Submarine Depot Ship HMS MAIDSTONE (8th Submarine Flotilla) at Harwich *'for Submarine E26 in Command – Standing By whilst Building'*. Submarine E26 was built by the William Beardmore Yard at Dalmuir on the Clyde and was 'Laid Down' on DTBR, launched on 11th November 1915 and 'Commissioned' in December 1915. An appointment to the Submarine Depot Ship HMS TITANIA (11th Submarine Flotilla) at Blyth *'for Submarine G6 in Command'* followed on 22nd June 1916. Claude Dobson was then appointed to the Submarine Flotilla Leader HMS ITHURIEL (13th Submarine Flotilla) at Rosyth *'for Submarine K10 in Command'* (Nominal List of 1st April 1917. Claude Dobson was promoted to Commander on 30th June 1918. He had left Submarine K10 by 31st August 1918 at which time he was reported as 'Sick'. It was reported that he was suffering from a nervous complaint. By December 1918 he was serving HMS PRESIDENT in the *'Anti-Submarine Division'* of the Admiralty to which he had been appointed on 21st October 1918. In 1919 he was appointed *'in Command'* of a Flotilla of eight 55ft Coastal Motor Boats which was dispatched to the Baltic to support Naval Forces during the 'Russian Intervention'. One of the Coastal Motor Boats was lost on the way to the Baltic. During the 'Intervention' Dobson led the seven CMB's on a raid on the Russian Naval Base at KRONSTADT during which two Russian Battleships and a Submarine Depot Ship were sunk. For this action Dobson was awarded the Victoria Cross – see London Gazette dated 11th November 1919 *'for most conspicuous gallantry, skill and devotion to duty on the occasion of the attack on Kronstadt Harbour on the 18th August 1919. Commander Dobson organised and was in command of the Coastal Motor Boat Flotilla. He led the Flotilla through the chain of Forts to the entrance of the harbour. Coastal Motor Boat No. 31, from which he directed the general operations, then passed in, under a very heavy machine gun fire, and torpedoed the Bolshevik Battle Ship "ANDREI PERVOZANNI" subsequently returning through the heavy fire of the Forts and Batteries to the open sea'*. On 18th December 1919 he was listed as appointed to the Coastal Motor Boat Base HMS OSEA in Essex *'as Additional for CMBs'*. On 8th May 1920 he was in Canada to attend a demonstration of Alexander Graham Bell's high-speed hydrofoil and it is understood that he later married Dr. Bell's secretary. On 19th April 1921 he

was appointed to the Torpedo Boat Destroyer HMS HORNET *'in Command'*. He was then 'loaned to the Royal Australian Navy' and was appointed to HMS CERBERUS (the Flinders Naval Depot at Westernport, Victoria) *'for Miscellaneous Services'* on 1st April 1922. He returned home on 3rd March 1925 with an appointment to the 23,000-ton Battle Ship HMS CENTURION *'as the Commander'*. Claude Dobson was further promoted to Captain on 31st December 1925 and, on 9th August 1926 he was appointed to the *'Senior Officers Technical Course'* and this was followed, on 17th October 1926 by the *'Senior Officers War Course'*. On 27th June 1927 he was appointed to the 4,120-ton Cruiser HMS CALEDON *'In Command'* and, on 1st October 1927 he was appointed to the 4,190-ton Cruiser HMS COLOMBO *'in Command of 8th Cruiser Squadron, North American Station'*. On 17th March 1930 he was appointed to the *'Senior Officers War Course'*. This was followed by an appointment to the 3,750-ton Light Cruiser HMS CANTERBURY *'in Command'* to date 21st December 1930 and, on 2nd February 1931 by an appointment to the *'Senior Officers Course at the Army School, Sheerness'*. On 27th June 1931 he was appointed to the 1,530-ton Destroyer Flotilla Leader HMS MALCOLM (Reserve Fleet at the Nore) *'in Command and as Captain (D) Reserve Fleet'*. On 17th October 1931 he was appointed to the 3,920-ton Cruiser HMS CAMBRIAN *'in Command'* and *'as Senior Naval Officer, Reserve Fleet'* at the Nore. His final appointment was to the 4,190-ton Cruiser HMS CARDIFF *'in Command'* on 14th July 1933. Claude Dobson was transferred to the Retired List at his own request on 1st January 1935. He was promoted to Rear Admiral on the Retired List on 19th July 1936. Claude Dobson died in Chatham, Kent from a nervous complaint on 26th June 1940 at the age of fifty-five.

By Editor: I wrote the above biography of Claude Dobson VC DSO about ten years ago or so when I wrote a series of 'mini-biographies' of Pre-WWI Submariner Officers. These 'mini-biographies' were forwarded to the, then, Chairman of the Archives Working Party at the Submarine Museum.

SUBMARINERS ASSOCIATION SLOPS

Please note that the Slops Shop is currently closed for stocktaking and valuation purposes and until a new Slops Manager is in post!

SUBMARINE COMMISSIONING CREW LISTS

Commissioning and Re-dedication Crew Lists – are still arriving thank you very much – all are all very useful and 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 of any Diesel 'A', 'S' or 'T' Class Boat refitting 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

SUBMARINE H24

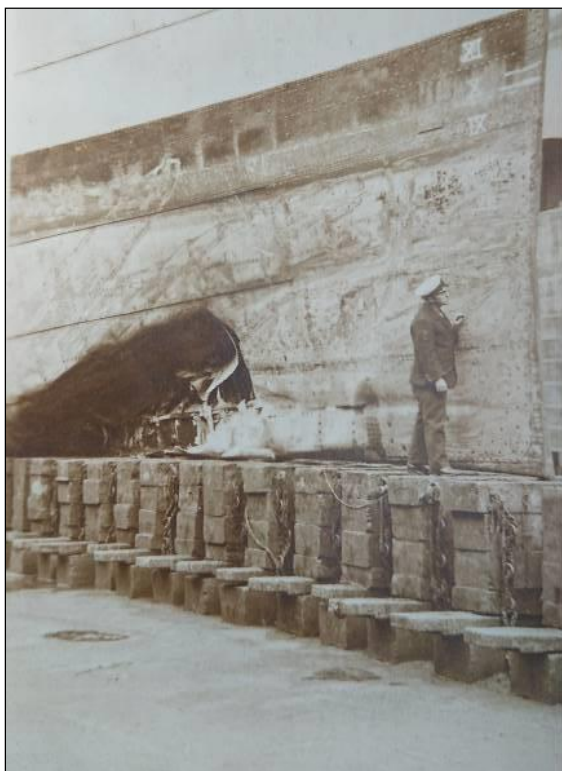
In February 1922 there was a very nearly disastrous Submarine accident off Gibraltar when submarines of the Third Submarine Flotilla were conducting a series of exercises with a Destroyer Flotilla. Submarine H24 was carrying out an attack when she broke surface just ahead of the Destroyer HMS VANCOUVER. It was too late to avoid a collision and Submarine H24 was seriously damaged as will be seen from the photograph below – the conning tower was almost completely demolished. Luckily, there were no serious injuries and the Submarine returned safely to harbour.

The photo was provided by Cliff Gray whose Grandfather - Ordinary Seaman Frederick Henderson O/N SS9228 was serving in the Destroyer HMS VERSATILE of the same Destroyer Flotilla as VANCOUVER.



In an almost identical accident about a month later HMS VERSATILE collided with Submarine H42. Unfortunately, this time, the Submarine was not so lucky, and H42 was 'Lost with all Hands'

This second photo, also supplied by Cliff Gray, shows HMS VERSATILE in Dock at Gibraltar after the collision with H42 and the damage to the ship's hull is clearly visible.



RESTORATION OF SUBMARINE COMMANDING OFFICER'S GRAVE

One of the earliest Submarine Commanding Officers was Robert Radcliffe Cooke. He was born in Much Marcle, Herefordshire on 7th March 1883 and joined the Royal Navy at HMS BRITANNIA as a Naval Cadet on 15th January 1897. He was promoted to Midshipman on 15th May 1898 and he was appointed to the 4,360-ton Twin Screw Cruiser HMS HERMIONE (Captain George A Callaghan, Royal Navy) on the China Station which he joined on 28th May 1898. On 9th October 1901 he was appointed to the 5,600-ton Twin Screw Cruiser HMS HYACINTH in the Channel Squadron and, on 18th March 1902 he was appointed to the Royal Naval College for his Lieutenant's Courses and he was promoted to Acting Sub Lieutenant on 7th May 1902. After promotion to Lieutenant on 7th March 1903 he was appointed to the Submarine Depot Ship HMS LATONA 'for Submarines' on 24th June 1903. HMS THAMES took over from HMS LATONA as the Submarine Depot Ship at Portsmouth on 26th July 1903 and he was re-appointed to HMS THAMES 'for Command of Submarine Boats' to date 3rd March 1904. It is

understood that he commanded Submarine A4 from 3rd March 1904 to 15th March 1905 and was then appointed to HMS VERNON 'to qualify (I)'. Robert Cooke was re-appointed to HMS VERNON 'as a Junior Staff Officer' on 3rd March 1906. His marriage to an Ella Blanche Worley was recorded in in the Portsmouth Registration District in the 2nd Quarter of 1906. On 23rd March 1906 Robert Cooke was loaned to Greenwich College 'for Higher Course' which lasted until 26th March 1907. On 24th August 1907 he was appointed to the 16,350-ton Twin Screw Battleship HMS HINDUSTAN in the Channel Fleet and, in October 1907 he was again serving in the Royal Naval College at Greenwich. On 13th June 1908 he was appointed to HMS VERNON 'for Special Duty' Robert Cooke and then to HMS PRESIDENT 'for Miscellaneous Services' on 30th October 1908 and 'for Charge of the Horsea W/T Station'. He was transferred to the Retired List on the grounds of ill health on 7th December 1909. As a Retired Officer he did serve again both pre-WWI and during the War, but his Service Record is not easy to interpret - several Medical Surveys, some time (three months) in a Sanatorium in Midhurst, an extended period of sick leave, a request to go on to Half Pay to take up a Colonial appointment, more W/T appointments and, eventually a return to the Retired List in 1920. Following his early death in 1924 from the effects of tuberculosis he was buried in the graveyard of St Mary's Church, Tatsfield, West Ethan, near Westerham

Recently Submariner Will Worsley sent an e mail as follows:

"My wife's cousin's husband volunteers to clean, clear and renovate graves of those who were awarded the VC and its predecessor, the GC. Very recently he came across the grave of a former submarine CO, Cdr Robert Radcliffe Cooke, in a graveyard in Surrey. According to my relative's research Cdr Cooke was CO of A4 from March 1904 to March 1905, perhaps you can verify and advise whether he enjoyed any other SM commands? It's also understood from his investigations Nasmith subsequently went on to command A4.

You can see from the attached photos Cdr Cooke has an interesting headstone: it's adorned with a carved naval officer's sword. Cleaning is underway, and going well (spot the difference!), but the headstone needs further TLC. The intent, subject to finding adequate funds of circa £500, is to re-cast the missing elements of the sword and restore the grave to its former glory, this includes resetting the grave's headstone and plinth, both of which have shifted/settled over the years and require the services of a builder.

The search for Cdr Cooke's relatives goes on but none have surfaced, therefore whilst cleaning can continue (it's free – my relative, an ex-Royal Green Jacket is generous with his time) the re-casting of the missing elements of the sword and making good the settlement of the headstone will need to be paid for, and thus I've been asked if there are there naval/submarine avenues to fund this refurbishment? Are any of "our" Cooke's perhaps related to Cdr Cooke? Perhaps they might wish to contribute? The vicar and the church warden are aware and support the restoration.



This request was passed to the closest Kent Branches of the Submariners Association who expressed an intention to support the restoration with some funding and contacted Will Worsley.

The restoration work was progressed on Saturday 6th December with a working party meeting at St Mary's Church, Tatsfield on Sunday at 1100 - supported by Bill Apps from the Gatwick Branch. All that remains to be done is to re-cast and restore the missing elements of the sword - which is a 'work in progress'. Will Worsley will provide a report including picture when the repair is complete.

UNKNOWN SUBMARINE CREW?

The following photograph (supplied by RAN Submariner 'Gus' Mellon from Australia) is thought to be of a submarine crew. It appears to have been taken some time after 1920 as many of the crew are wearing their 1st World War Medals. The photo was probably taken in a Dockyard outside the Boiler Shop/Smithery. There is a date painted on the Beam above the shuttered window (3rd May 1918) but that is probably the test date of the beam. The questions are:

- (1) Where was it taken?
- (2) When was it taken?
- (3) What Submarine are they from?
- (4) What are the names of the Officers and crew members?
- (5) What was the occasion?

Any answers to the Editor please!



SUBMARINE K.26 - THE STEAM SUBMARINE

By Jack Philip (Nick) Nichols J98553 (Continued from In Depth No. 70)

PUSSY CAT, PUSSY CAT, WHERE HAVE YOU BEEN?

I have already told you that the priests in Malta were fat, and the cats thin. The cat that was in Chico's dghaisa one autumn day as young Demicoli brought our eatables aboard was no exception. He was, the cat, small, glossy, black and thin. Of an enquiring mind he stepped in and out of boats, climbed trees, and ran round the legs of gharri horses. He hopped out of the dghaisa and on to the thin end of the port saddle tank where paper bags of custard-powder, rice, raisins, rhubarb, and other eatables were being passed down to the Stoker's Mess or dope-den.

Actually, the delivery was rather late, steam was up, the bow and stern were both held on slip-ropes, the yeoman had just asked Captain 'S' One, for permission to proceed, all was hustle, organised hustle, but hustle just the same. One of the Stokers had a kind thought, one and a half comfort-sardines were in a tin left over from breakfast. He patted pussy, stuck the can down in the dark for'd corner of the Stoker's hatch and lowered pussy, four legs stiffly pointing down upon the tin. At that very moment Whalley was singing out, as a lamp bobbed in Douglas; to the Captain who stood high up for'd, on the high-power periscope. "Permission to proceed. Good luck with attack." "Slip!" said the Captain. "Acknowledge with thanks, you know Whalley." "Aye, aye, Sir." "Slow ahead port engine". "Dong, dong." You know all that business, back to pussy.

By the time the after part had stowed the wires and lined up, looking like a group photo of the combined goalkeepers of Arsenal, Raith Rovers, Chelsea, Coventry City, Liverpool and Huddersfield, the Stoker was about to shut the Stoker's hatch and he saw the cat having, a last lick at the olive oil. No, it could not have been tomato, comfort sardines were embalmed, if that's the word, always in olive oil and came as my memory serves me from Portugal. I will explain 'Comfort' sardines as compared with any other sardines. Certain kind-hearted people, long before I joined submarines, had considered the life of a submariner, well, "not a very happy one", much in the manner of Gilbert, who was, of course, was concerned with policeman. In order to bring light and comfort into his life, the submariner, that is, they organised a supply of rare and exotic foods for him, called comforts.

There was, I recall, tinned bacon, not an all-out success, because it was much interleaved with greaseproof paper which stuck to the tender cooked bacon and could rarely be detached. The bacon tasted fine, but the mass of paper you could not avoid, added to the trouble which is most prevalent at sea in submarines - constipation.

I have heard from a medical friend that "six days in a sub will cure dysentery." I believe him.

Then there were tinned Cambridge sausages, I thought at the time that there were Oxford sausages too, but I never saw any. Now they were marvellous, not much flavour on their own, but when well soaked in Worcestershire sauce from a recipe knocked up in an idle moment by a noble man of the county, delicious. Well,

delicious for the first three days let's say. Then bottled fruit, greengages, plums, gooseberries, oooh, oh, yum, and again yum; and the sardines aforesaid, nice, but not too often, for as Tims used to say, "Lo, for the sardine which goeth down at teatime, repeateth twice before midnight", and old Tims was right.

Oh yes, the cat. Stoker in dilemma, got to shut hatch, cannot stop boat, thinks. The First Lieut, makes up his mind for him, raising his megaphone he calls, "Send that Stoker below, shut the Stoker's hatch." It does not need the Sub. Lieut. of the after part to relay this message. Stokes whips up cat, drops him down below. "B...Boong!" goes the hatch and, by Navy-phone; a sort of telephone specially invented to contain all the bad features of the various telephones of the whole world, reports to the Control Room, "Stoker's hatch shut and clipped". He is of course below it.

Pussy sees lights, feels warmth, strolls into Stoker's Mess. Stoker Wells says, "Look, a black cat". "Hat?" "Cat". "What? The Stoker responsible throws pussy on the Mess table, five Stokers stroke him and dive under the Mess table to the tea chest. In the tea chest resides the tinned milk, tins and tins of it. Eventually, one Stoker withdraws a tin of milk. I refuse to say can, for that is American and our submarine is British though may be the Stoker who opened the tin was called Lough or Bevan, in which case he would tell you he was Scots or Welsh, whichever he was you see, it is a belief in the Royal Navy that a cat will die if not filled up with milk every ten minutes or so. In Cruisers, Battle Ships (when we had 'em!), aircraft carriers (while we still hang on to them), corvettes, destroyers, frigates, submarines, gunboats, this queer belief has always existed. It probably persists to this day in atomic submarines, like an act of faith, and every tarpot reaches automatically for a tin of milk and an opener when he sees a cat.

Well, a saucer, a generous dollop of Ideal and pussy's pink tongue is putting a shine on the saucer with the little picture of an anchor one side and the words "A.P. Stoke-on-Trent" on the other.

The noble vessel surges on. Back here in the Stoker's Mess the propeller shafts are very audible. A Stoker brings out an old blue jersey, spreads it on a piece of ship's hull and puts pussy on it.

It is early still, but puss does not mind. He was probably thinking what cultured people he had fallen in with, they wished him to rest, he would rest. He did. The Stokers lowered their conversation, they had no wish to keep pussy awake. Stoker 'Trader' Horne said "There will be trouble if he's seen." Leading Stoker Nutbeam so far forgot his duty to report the presence, and he was already guilty, he had stroked it and called it "Tibby Ibbby". He was an accessory after the fact. Jock Lough said, "it's a nice wee thing" they agreed, they crumbled up pages of the Steam Manual and hung them on bits of string over the puss when he woke up. He humoured them, they translated his movements into left hooks and straight rights. Stoker Bevan was five minutes late relieving in the for'd boiler room. "Where the hell you been?" asked Stoker Bolt. "I was playing with the cat", said Bevan. "The time passed so quickly". Bolt lumbered aft through the Motor Room. Berkshire was cutting his toenails half-naked as the place was warming up. "Lo Berks what's this about a cat?" "Cat?" "Yes, old Dai said there was a cat on board". "I've not seen it" said Berkshire. I would, say it was fifteen seconds only from then that Bolt was diving under the table for a tin of Ideal. "We've fed it" said eight Stoker in chorus, so Bolt just stroked it a little and called it "Issy Wissy". My informant for this is Stoker 'Trader' Horne, who said he had not suspected this vein of tenderness in a man who required three Portsmouth policemen to arrest him when sober. Bolt picked up the cat went through the after door of the Motor Room and yelled "Oi!" Berkshire looked aft, waved his hand, Bolt went back into the dope den and put the cat on his Jersey bed. Later on, the mess, or those not on watch had an informal meeting. Optimistically Stoker Wright said. "We can keep an eye on our little old pussy mate, and nobody will know he's in the boat." "We'll feed him up, butter his claws, he won't wander far. They didn't get this over to pussy, however, every time anybody opened the watertight door to the Motor Room, he moved forward to go out. Perhaps he had some idea that Berkshire when he waved, was desirous of a better acquaintance. Barton claimed to have kept cats as a boy, he said "He needs a lav, a cat-box, you know". "Oh yes", the Stokers agreed. "A cat consumes fuel in the way of comfort bacon, corned beef, lovely sardines, there must be some exhaust or by-products." "Cat box" said Fawkes the man with the enquiring mind. "What 'exactly does that consist of?" Barton was on a subject he knew about. "You take a shallow tray of wood, fill it half full of fine soil and a little sawdust, and put him on it." "Cats have got lots of savvy the take to it right away." Stoker Fawkes looked at Barton. "Where do you reckon to get fine soil out here in the middle of the Mediterranean Sea?" Barton laughed. "Don't be downhearted" he said, "We've got about six bags of saw-dust stowed away somewhere in case we get condenseritis and if I can't find it, I can borrow a saw off the butcher and saw up some old boxes. Pussy was accommodated with his little tray of sawdust which, whenever it was inspected, contained only saw-dust. Like those around him, he was constipated.

It was on the second day out, we were going to attack the Battle Fleet on their way back and we were patrolling a line across which our Captain argued they must pass, he had pored over charts a long time to select it. He gave his opinion gratis to the First Lieut. "They won't go miles south and attempt to sneak in by cunning."

Second day out someone opened the watertight door, pussy romped for'd knowing nothing of the dangers of electricity he came up like a pantomime fairy via the starboard main motor brushes, commutator, and connecting

cables right into the loving arms of one Bertram Single L.T.O. (They don't make 'em to Bert's design any more I'm told). POLTO was by his side talking about some electrical defect. "Pretty Pussy" said Bert stroking one end. "Gotcher, gotcher, gotcher", said POLTO caressing his tail. I have this on the separate authority of both POLTO and Bert.

They went on for a bit; after all, black cats don't leap out of motor armatures every day of the week. Then POLTO said, "There'll be trouble, Bert, there will be trouble, I haven't seen it, nip back to the Stoker's Mess it must be theirs." POLTO went for'd, cat and Bertram went aft, the pussy purring like a series motor racing on light load. Bert said, "Stokers keep your lion in its cage - he'll be in the Control Room next." Pussy was patted down, fed with milk, sat on his tray and had some of the sawdust brushed off his bottom with a boot brush, and continued to enjoy life.

Oh yes, he wandered again, he was kept for half a day in the Beamery Mess, a day divided between Chief P.O.s and P.O.s. Stokers slunk along trying to entice him back, they say he grinned and would not leave the Electrical Artificer who tickled him under the chin besides giving him a big dollop of real butter. During the next forenoon as the Captain was pricking off some alternative approaches to the places where the Battleships might be, a soft paw overlapped the chart. Captains of submarines are not generally surprised by anything, if a Martian approached a submarine Captain with his usual line, "Take me to your leader", he'd say politely "Sorry old chap, I have a lot of charts to correct", or perhaps, "Sorry I don't have a leader I'm sort of independent what". And that would have to suit the Martian. Two minutes and about 3 seconds later, after a little strokey of the tail and the words "Titsy bitsy", Officer's Steward Regan swearing to this, he said, as if cats were running round in dozens in the Wardroom, "Regan get this cat some milk, and a little teeny drop of gin in it". No-one I think has ever suffered the hospitality of a British Wardroom without gin. Puss approved, all gone, the Captain thought a bit, he was not a hasty man. The great shindig was not until tomorrow, it was a bit cool, "Avery!" The assistant Wardroom hand came in saying throatily "Yes Sir." "Put the Wardroom chimney up, light a fire." "Aye Sir" said Avery. "Put the Wardroom Chimney up, light a fire." He hastened to obey picking up Nelson, the other Wardroom Assistant on the way. A bit of knocking, unavoidable really, early Wardroom dinner, after dinner. Captain, deep armchair, hacking jacket, cigar, cat on a folded blanket. Nelson nipped up and put his carpet slippers alongside. Pussy was gazing at the flames, from time to time the Captain stroked him. Boat blacked out up top.

One alarm, "Captain on the bridge", during which Avery and Nelson stroked pussy, only a Sardinian merchant vessel her name bobbed by some joker who could not spell but closed, cosily with "Goodnight Sare." Captain came back, tomorrow the test. He thought, he stroked, at eleven the Captain's Steward lifted the cat from the Captain's lap and told him his bunk was turned down. "Ah, a busy day tomorrow" mused the Captain. He turned to Nelson who was nearby, "Take care of the cat". "Sir". "Yessir, aye, aye Sir, take care of the cat, Sir!" As he passed Avery he said, "The lightning will strike tomorrow". In a few short days the cat had been stroked by sixty-three persons. I think the cat was saying still "This is charming, a whole world peopled by cat lovers". In his little house at Molo Pieta with Clara it had not been like this. He slept soundly, even the squeaks of the rats in the bilges worried him not.

Next day much preparation, down galley funnel, down Wardroom funnel, wrap tight such loose metals as might give a tinkling sound when submerged and have the destroyers with their Asdic gear reporting "Hydrophone effect to starboard". The morn broke as morns do, on the periscope standard, two young seamen with binoculars and good eyesight, fifteen knots, careful attention to air supply for for'd boiler. At half past twelve precisely Able Seaman Standen reported "Two large ships green two oh". "Stand by to dive?" The oil fuel stopped to the sprayers, stokers beat out the back-flash with wet sacks, in the Motor Room Bert and I spat (figuratively) on our hands, this was it, a full salvo in the tubes, charged, depth set, igniters in. Collision head full of oil fuel, the test. Had the submarine a future, had our Captain a future?

I heard from Lemaire, Tel. what happened. Seemed the Captain was going to get down in good time, he judged the two big ships, would not deviate much. He had given the order "Half ahead group up, the funnels were down, ventilation shut off, top and bottom lids shut, the planes were just about to go hard a dive. Nichols the untidy came running into the Control Room from aft. He shouted, "Where's the cat?" Everyone looked round, quick thoughts, "He must be inside the boat." Captain looked round, "Pass the word, report if the cat is with you." The message went by Navy-Phone, voice pipe, shouting messenger. No answer.

No cat. "Slow both!" "Group down." "Slow both", the anxiety showed on the Captain's face, the Battleships were probably doing 20 knots. K.26 lay like a log in the water. The Captain shouted, "Up you go Liddiatt, find that cat, if he's up top get him down here quickly." Liddiatt went through the lower lid out through the conning tower he raced along the upper casing aft, on number three gun asleep in the autumn sunshine was the cat. Two distant grey shapes were still mostly below the horizon. He swooped; he was going to have no chase around. The cat must have wondered at this first lapse of manners, he struggled a bit, but Liddiatt had passed for P.O. Tel and badly wanted to make it. He ran. Into the conning tower door, shut it properly, dropped down through the big

brass lid of the conning tower. Now cats do not like being carried down a ladder, he scratched out at Liddiatt's face. Liddiatt tried to hold him and shut the dogs on the hatch at the same time, didn't work. The cat arrived at full speed by gravity. The Captain yelled "Dive, take her down Cox'n, full ahead both, group up, forty feet, thank God." The boat planes down like an old time Harrods lift, the boat steadied at forty feet. Liddiatt dogged the bottom hatch and went into the Wireless Office to look in the mirror. A spare Stoker dropped off the H.P. Blowing panel and took the cat aft for a drink of milk. The boat became quiet, a few quiet orders, the minutes ticked away. Joe Blake reported "Tubes one to six ready Sir, bow caps open." "All torpedoes set to twelve feet". "No gyro angle Sir". The Captain went up and down with the H.P. periscope, there was a nice popple on the sea, the submarine was up-sun of the battlers; he exposed very little 'scope. Ah yes, two ships in line ahead, it was not simple, but the well-used techniques. Eventually with everyone keyed up, "Fire one"... "Ker... oooooom", "Fire two"... "Ker...ooooom", "Fire three"... "Ker...ooooom", "Fire four"... "Ker...ooooom", "Fire five"... "Ker...ooooom", "Fire six"... "Ker...ooooom". "Sixty feet, Asdic Office report any noises. The boat steadied up at sixty feet, the Captain gave the order "Down both scopes". He banged his left fist into his right palm gently. The Asdic speaker went. "Gogug,...gogug,...gogug,...gogug,...gogug,...gogug,..." The voice of Watts came over the voice pipe. "Six crushing sounds, sir, believe collision heads on armour." "Very good, Watts." "Give me a range and then fall out."

The Captain turned to the First Lieutenant, "Number one, every ball a coconut." Then he called through the voice-pipe, "T.G.M. and Fore End men report in the Control Room." In a minute the three men responsible for the torpedoes lined up in the Control Room. "Petty Officer Blake, Good show," he shook Joe's hand which was still oily. "Herridge and Pearson, you too, damned good show, worth all the overtime eh?" "Yes Sir", "Thanks". We went ahead, the periscope ascended, we plane'd up. The two 'sunk' ships were going fast. We blew and surfaced, the boilers lit with a roar, as the funnels went up. Whalley wrote down the Captain's signal in order to get it off snappily by Aldis. "K.26 to Q.E. and MALAYA. Three hits claimed on MALAYA, three hits claimed on Q.E." It was a minute before Q.E. made back "Congratulations, hits confirmed, have you seen my Asdic screen?" The Captain said, "Whalley we must be generous in the 'hour of victory', make back." "Regret no." Captains of subs, have been known to be a little cocky after torpedoing the C. in C. He refrained from all that Goliath and David stuff. K.26 carried on picking up her own torpedoes the crushed heads told their tale "bang on". After a while, all six were in the fore torpedo stowage the hatch shut, the boat steaming at fourteen knots for Malta.

Down below in the hot Motor Room Bud, Bert and Carter were doing half hour spells as the juice went back into the box. At dinner the Captain sent Avery for the cat. When Avery appeared, he said, "What do cats like best?" Avery handed over the cat to the Captain and went to see Regan. "Mick, the Captain wants to know what cats like in the way of party food, you know, a treat." "Dat's difficult so it is, he's been living on corned beef and sardine and sausages since he's been on board, dere's nothin' I reckon, to tickle his appetite...I don't know, well it's the Captain's shout...I tell you what..." And I'll tell you what, they put that damned cat, as sure as my name's Nick Carter, on a white towel on the deck of the Wardroom with a Wardroom white plate and six dobs of caviar shaped like torpedoes, Regan shaped 'em with a wooden spatula, and diluted his Ideal milk in a wine glass with gin. That cat dined in the Wardroom and, if that's not a record, I'm a liar. We were back on the Friday, everybody in high spirits.

The dghaisa man and his grandson came out to put our wires on the buoy. Whilst we were racking up aft, we could see a big woman on the shore waving. Eventually the dghaisa work was finished, Chico landed his grandfather who walked over to the big woman. Chico said, "iss Italian lady come for her cat Benito, she very plissed you bring him back." Barton brought him up the Stoker's hatch and handed him into the boat. The ERAs had got a piece of soft alloy disc and had with the end of a file roughly engraved it "For Service in Subs., six hits" it was hung round his skinny neck with a piece of mackerel line spliced properly by the second Cox'n. We watched the cat return to his mistress; one jump and he was in her arms. The Italians when happy always cry, we could see the big white handkerchief going strong, she was happy. We turned away, out of a sense of delicacy. Old Stoker Trussler said seriously "That's what we want in this boat, a black cat permanent, sort of Ship's company", and there sixty-three would have agreed with him. We decided he must have nipped up the Motor Room hatch to be where he was when Liddiatt caught him. I say this, if you have a skipper that almost throws away his last promotion chances rather than risk drowning a moggie with a name like Benito you are bloody lucky already and you don't need a black cat.

I have always thought that there was something wrong with the Universe, a lot of things could have been better done; perhaps the rush to get it all finished in six days was responsible. If I had been doing it I would have looked more closely at the pussy cat. I would have gifted him with speech and better-than-human understanding. Not speech like a mynah bird or a parrot or a budgerigar, but speech with understanding and love and all that goes with it, like compassion and comfort. What a splendid thing it would have been for Benito, back again safe in the arms of his Clara to have told his story in his own words. Nuzzling her ample bosom, and you have my word for

that also: He could say, "There I was in the sun asleep. I had been fed, I had drunk milk, nay nectar, there was something the Stokers called rum in the milk, and I was asleep not knowing this thing was one of those that went deep under the water. This Liddiatt who snatched me up, him and the Captain saved the life of Benito." "and I scratched his poor nose, this Liddiatt not the Captain." "You see, the Captain would not go under the water with me up top, though the ships he is to torpedo are getting nearer." "instead of saying, "No dinner for Benito", what does he do? "He has me dining at his table on a white towel, I admit I thought they were watering the milk, but it was some different sort of rum to the stuff the sailors had, just as nice, made me sleepy," "it was a lovely time for me Clara, there must be a lot to be said for a Sailor's life, you must try it someday." As I am vainly imagining now, I think I could end up with a fancied answer by Clara, translated into Cockney English, "I'd bloody watch it!"
To Be Continued in In Depth Issue No. 72.

NOTE: As I have reported previously, all of the Officers and Ratings named in this 'K26 Story' are real people whose service records have been sighted. I have been contacted in the past by the great nephew of the original author and, in the last week, by the grandson of one of the characters - Able Seaman (GL) Didwell. He had come across our newsletter by accident and was asking for more details of Didwell and the crew of K26. Only too pleased to help. Just goes to show how small and interlinked the Submarine world is!

ROYAL NAVY & ROYAL MARINES CHARITY - SUBMARINE FUND (RNRMC SMF)



The Royal Navy and Royal Marines Charity (RNRMC) joined forces with the Royal Navy Submarine Service and existing Submarine Service Family Member organisations to establish the RNRMC Submarine Fund (SMF) in April 2020, drawing on expertise from across the Submarine Community. With wide SMF Board representation from across the submarine family - Submariners Association, We Remember Submariners (WRS), the Perisher Club, Friends of the Submariner Museum and Team Oardacious - the fund will deliver help and support to serving and veteran members of the Submarine Community and includes dependent family members.

The Board has held 3 virtual Board meeting by Zoom since lockdown in March, has a number of workstreams and requests for support underway and, with the RNRMC and WRS, supported a request for funds from the Submarine Memorial Appeal. The RNRMC SMF has funds, some specifically for the mental health and well-being of the Submarine Community; we are keen to support any and all requests. When a request is received it is discussed and shared between Board members to ensure all Submarine Family members (e.g. SA, WRS, Friends etc) understand the request and decided how both the SMF and individual Family members can support to optimise contributions, efficiency and effect.

With the ongoing support of the RNRMC, a workshop was recently held with the members from the Submarine Community to simplify the grants application process. While requests and donations can currently be made direct via the RNRMC website, citing Submarine Request/Donation, the RNRMC is working to provide an option to specifically enable selection of SMF Requests or Donations, the intent is for this revised site to go live by the end of October.

The broad Submarine Community is, perhaps for the first time, more aware and coordinated than ever before, the challenge now is to ensure our communications are effective, that good news is shared, requests for grants are supported and that donations are made to the SMF. Current pressures of families and crews are recognised, with commitments at sea unprecedented, it is why the SMF has opened links with Clyde Naval links with Clyde Naval Family Services such that we can help our own people. Please think about donating to the SMF, it is there to help our community.

Many thanks your interest, support and help to the Submarine Community; please share this information and donate to help our own.

DIG DEEP TO HELP SUBMARINERS

Dig Deep to help Submariners, past and present and get the RNRMC Submarine Fund off to the best possible start:

Visit rnrmc.org.uk/donate

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PROPOSED PLYMOUTH COLD WAR CENTRE

In separate news and working with the RNRMC, a small volunteer project team has been established to work with Plymouth City Council, the National Maritime Museum, MoD and the HMS COURAGEOUS Management Group to develop a concept study for the introduction of a Cold War Maritime Museum in Plymouth, focused around the preservation of HMS COURAGEOUS and development of an iconic Cold War Maritime Heritage site. A newsletter and Crowd Funding page was released in early September to inform and ask for help to complete the initial study.



Nine weeks after commissioning a Crowdfunding page to raise £40K to conduct a Feasibility Study to investigate the potential for establishing a Cold War Centre in Plymouth, with a focus on the National endeavour during this period and specifically the unique roles played by Plymouth, I can report that the target has been reached much earlier than anticipated.

Many, many thanks for the support, commitment and enthusiasm given to this project, the level of interest demonstrated far exceeded expectations. All funds are deposited with the Royal Navy and Royal Marine Charity, and I thank them for their support. Efforts are now underway to form a small project team to develop a Project Initiation Document to share with key stakeholder organisations (e.g. Ministry of Defence, National Museum Royal Navy (NMRN), Plymouth City Council (PCC) and Industrial partners), define project requirements and subsequently develop the Feasibility Study.

The project now has a much-raised profile and the associated networking gained will help in completing the Study during the early part of 2021. It will be important that the Study can demonstrate that not only can the inevitably high capital costs be met but that future income generation will be sufficient to maintain the centre and a submarine. Equally important will be demonstrating the relevance, to modern STEM subjects and the need for innovative engineering solutions to national and global challenges. The challenges of operating, living and operating underwater for weeks at a time, independent of the surface in a nuclear submarine are a prime example of how technology, research, and design can deliver innovation and engineering solutions to complex problems. If the project is assessed as feasible, it is anticipated that its development may adopt a two-part process over a possible 10-year period. One element would be to develop a Cold War Centre potentially alongside Plymouth City Council initiatives, while the other and longer element would run in parallel, making the case and preparing for Courageous to be made a focal point for both heritage and innovation. Once complete the intention is that the Feasibility Study will inform potential Heritage Lottery and other bids for financial support in 2022 and beyond.

The intent is to release a quarterly progress report, or as and when situations dictate, to the stakeholder community, with copies of the Feasibility Study released once complete. 2021 will be a critical fund-raising year for the Submariner Memorial Fund. Any funds remaining on completion of the Cold War Centre Study will be donated toward that cause. Once again, many thanks for your support and enthusiasm for this project.

J S Weale CB OBE 17 Nov 20

SUBMARINERS ASSOCIATION MEMBERS 'CROSSED THE BAR' (Reported 1st October 2020 to 31st December 2020) (***) WWII Service)

NAME	DATE/AGE	RANK/RATE	BRANCH	SERVICE	SUBMARINES
Ian C Norton P/K 981931	February 2020 aged 78	LME	Dolphin	Nov 1964 to Mar 1969	FINWHALE
John R W Cooper D019026V	11th March 2020 aged 67	Leading Radio Electrical Mechanic	Dorset & Sussex	1971 to 1975	RENOWN & OSIRIS
Glyn Albert Gardner	1st May 2020 aged 85	Not given	SAOC(E)	Not given	TURPIN, TALENT, ALLIANCE, ALDERNEY, AMPHION, OKANAGAN, ONONDAGA & OJIBWA
David Robinson D147487J	18th June 2020 aged 62	Leading Stores Accountant	Shropshire	1976 to 1989	OTUS, OTTER, OLYMPUS, WALRUS & ORPHEUS
Andrew F Smart C/KX 526748	21st June 2020 aged 95	Leading Stoker	Beds & Herts	Oct 1945 to Jul 1947	STORM & OBERON
Alan Mulvey P/SKX 894544	29 th June 2020 aged 87	MEM1	Nottingham	1954 to 1960	ASTUTE & AMBUSH
Neville Jones D056453V	June 2020 aged 75	Chief Petty Officer UW(A)1	Plymouth	Feb 1964 to Mar 1975	TURPIN, ODIN, AMPHION, RORQUAL, ALLIANCE, GRAMPUS, OTUS, OBERON & WALRUS
Andrew D Clarkson D051641K	12th September 2020 aged 78	Leading Radio Operator	Espana Levante	1963 to 1975	ORPHEUS, AURIGA, AENEAS, OBERON, ODIN & ORACLE
Patrick Fawcett P/SMX 834209	September 2020 aged 91	LEM	Welsh	Jul 1951 to Jul 1954	TRESPASSER, ASTUTE & TUDOR.
John Goldstone P/J938030	28 th September 2020 aged 82	Leading Signaller	Scottish	1958 to 1963	TACITURN, ASTUTE & CACHALOT
P A (Tony) Foster C/JX 152400	1st October 2020 aged 99	Petty Officer (LTO)	London & Cambridge	December 1941 to July 1950	H33, OTWAY, TACITURN, U776, TAURUS & TRUCULENT
Julian (Jules) Charles Everard Rogers	3rd October 2020	Commander X (SM)	Submarine Officers Association	1989 to 2020	DOLPHIN, VALIANT, OPOSSUM, SCEPTRE, CSST, VENGEANCE, SPARTAN, FOST, HM Naval Base Clyde, FOST & COMFASFLOT
William (Bill) G Francis M933503	5th October 2020 aged 82	Control Electrical Artificer	Gosport	1967 to 1978	OLYMPUS, VALIANT, CONQUEROR & COURAGEOUS
Terence Herbert Wyss	6th October 2020 aged 81	Lieutenant (N)	SAOC(E)	Not given	ODIN, AMBUSH, AURIGA, ALDERNEY, FINWHALE, OPPORTUNE, RORQUAL, TACITURN & OKANAGAN
Trevor J Moore P/SSX 795589	12th October 2020 aged 90	Petty Officer Telegraphist	Medway Towns	1950 to 1955	SEASCOUT, TRADEWIND, ANDREW & TAPIR
Michael Leyton John	19th October 2020 aged 71	CEA to Commander (E) (WESM)	Submarine Officers Association	1970 to 2002	DOLPHIN, RESOLUTION, OSPREY, SOVEREIGN, OSPREY, RNC Greenwich, RNEC MANADON, SWIFTSURE, SPARTAN, NEPTUNE, REVENGE, SM10, FOSM, MOD London, & JSCSC
Anthony Duncan Stanley Mayley	21st October 2020	Commander (E) (WESM)	Submarine Officers	Not given	ALCIDE, RORQUAL, RNC Greenwich, DREADNOUGHT, NEPTUNE, DG Ships, NELSON, DG Ships, MOD Bath, DEFIANCE, MOD Bath

			Association		
John Jacobsen	23rd October 2020 aged 90	Captain (WESM)	Middlesex	1962 to 1982	DOLPHIN, TRUMP, DOLPHIN, VALIANT, DG Ships, DOLPHIN, VERNON, PEMBROKE, FOSM Staff & RALEIGH
Donald V Hickman J936967	31st October 2020 aged 91	Leading Seaman (UW)	Vectis	Oct 1959 to Dec 1967	AMBUSH, TEREDO, GRAMPUS, ASTUTE & AURIGA
Allan Stanley Goodyear P053610	October 2020 aged 76	Petty Officer (Sonar)	Norfolk	1963 to 1981	OTUS, TABARD, GRAMPUS, CACHALOT, OCELOT & VALIANT
Kelvyn F J Inch M970710H	October 2020 aged 79	Petty Officer Cook	West of Scotland	1963 to 1965	ARTFUL
Martin Nicholas Moore, MBE	2nd November 2020	Commander (E) (WESM)	Submarine Officers Association	1989 to 2008	DOLPHIN, TRAFALGAR, DOLPHIN, CWTA, DOLPHIN, SPARTAN, CWTA, MOD London
John Deeth D057532H	11th November 2020 aged 77	Warrant Officer Marine Engineering Artificer (EL)	Leicestershire & Rutland	1966 to 1988	WALRUS, REVENGE (S), CONQUEROR, COURAGEOUS, WALRUS & SUPERB
Alfie Miller D/JX 564059	19th November 2020 aged 95	Able Seaman (SD)	Dolphin	Aug 1943 to Sep 1946	H50, SAFARI, STUBBORN & TRUNCHEON
Keith Gordon Nesbit	12th November 2020	Captain, RCN	Canadian	Not given	TIPTOE, GRILSE, RAINBOW, OJIBWA, ONONDAGA, OKANAGAN (CO) & SM1 (RCN)
Derick J (Eric) Tranter C/KX 855250	18th November 2020 aged 90	Petty Officer ME	Gosport	1949 to 1955	ARTFUL, ANDREW, SCOTSMAN, TUDOR, TRENCHANT & SENESCHAL
Alan Leigh West P/MX 833465	20th November 2020 aged 89	Chief Engine Room Artificer	Barrow in Furness	May 1954 to Aug 1971	STURDY, SPRINGER, EXPLORER, ALCIDE, WARSPITE & SWIFTSURE
Michael W Sharratt P/M 982382X	22nd November 2020 aged 78	Chief Control Electrical Mechanician	Derby	Oct 1964 to Feb 1982	TOTEM, RENOWN (P), DREADNOUGHT, RESOLUTION (P) & DREADNOUGHT
Brian Lewis D/M 947025	24th November 2020 aged 83	CEM1	Plymouth	Nov 1956 to Dec 1982	TURPIN, THERMOPYLAE, RORQUAL, FINWHALE, NARWHAL, CACHALOT, ANDREW & OSIRIS
Alan White D055239C	18 th December 2020 aged 77	Warrant Officer Marine Engineering Artificer	Scottish	1965 to 1988	OTTER, WARSPITE, SOVEREIGN & TRAFALGAR
Douglas Cliff P081699	20 th December 2020 aged 74	Cook	Nottingham	Mar 1967 to Jun 1970	OTUS
Robert A Hunt P/MX 893664	21st December 2020 aged 86	Charge Chief EL	Basingstoke & Royal Berkshire	Jun 1955 to Oct 1975	TABARD, SHRIMP, TAPIR, TACITURN, RESOLUTION (S) & RENOWN (S)
Brian Oscar Forbes, OBE	24th December 2020 aged 90	Commander	Submarine Officers Association	195* to 1980	XE-9, SLEUTH (CO), SHRIMP (CO), SEASCOUT (CO), TOTEM (CO), AENEAS (CO), OSPREY, ONSLAUGHT (CO, FORTH, DOLPHIN, FOSM Staff
John Woodhouse P/SKX 948503	December 2020 aged 83	M(E)1	Dolphin	1959 to 1964	ACHERON, TABARD, ANCHORITE & RORQUAL

OBITUARIES – OTHER SUBMARINERS ‘CROSSED THE BAR’ Reported 1st October 2020 to 31st December 2020 (***) WWII Service)

NAME	DATE/AGE	RANK/RATE	SERVICE	SUBMARINE SERVICE
Ronald Walker	24th September 2020	Chief Mechanician	1964 to 1986	AENEAS, ANDREW, RENOWN, PORPOISE, ODIN & SEALION
John Collins	6th October 2020	Petty Officer	Not given	VALIANT (on recommissioning at Chatham on 16th February 1980) & SEALION
David Leatherbarrow	10th October 2020	Chief Petty Officer	Not given	COURAGEOUS & CONQUEROR
Paul ‘Spike’ Adshead	3rd November 2020	Not given	Not given	OSIRIS & OCELOT
Ian Dudley	3rd November 2020	LMEM(L)	1973 to 1980	OLYMPUS
Gordon W Anderson	9th November 2020	Petty Officer MT (E)	Not given	RAN ‘O’ class (including OTAMA -decommissioning crew)
Farquhar McLennon	14th November 2020	Petty Officer MEM	Not given	Not given
David ‘Taff’ Sillman	21st November 2020 aged 65	Not given	Not given	OLYMPUS & OPOSSUM
George S E Kimmett	24th November 2020	Radio Operator (SM)	Not given	TURBULENT (1st Commission Crew) & UPHOLDER (1st Commission Crew)
Martin Kelly	29th November 2020	Chief Petty Officer MEA	Not given	TRENCHANT (1st Commission Crew) & (??)
Colin Dalman	November 2020	ME	1956 to 1967	ORPHEUS & DREADNOUGHT
John D Strachan	November 2020	Chief Petty Officer WEA	1968 to 1986	RENOWN (S) (1st Commission Crew) & RESOLUTION (S) (2nd Commission Crew)
Robert Murray	2nd December 2020	Not given	Not given	Submarine Service including SCEPTRE
John Brian Reilly	3rd December 2020	Leading Marine Engineering Mechanic (L)	Not given	REVENGE (P), TORBAY (1st Commission Crew) & VANGUARD (P) (1st Commission Crew)
William Clelland	5th December 2020	MEA(P) to Lieutenant (SD) (MESM)	Not given	COURAGEOUS (1st Commission Crew), VALIANT & DREADNOUGHT & as Lieutenant (MESM) in SPARTAN, SM2 AMEO & DEFIANCE
Alan Cook	10 th December 2020	Chief Steward	Not given	ANCHORITE (on Commissioning on 11th October 1962, ARTEMIS (on ‘Commissioning’ on 10th September 1965), CHURCHILL (on commissioning on 15th July 1970) & (??)
Geoffrey Oliver Nottingham	28th December 2020 aged 93	Chief ME	Not given	ALLIANCE on recommissioning in 1966 & on recommissioning on 9th May 1970