



IN DEPTH

Official Newsletter of the Submariners Association

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

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July 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 again everyone. I had hoped that, by now, most of these restrictions would be gone, we'd all have been jabbed, twice and things would be getting back to the 'real normal' instead of a halfway house. However, that's fifteen months now of Covid 19 - or is it A, B, C or D or perhaps it's still the Indian Variant - Plus or otherwise! Hopefully, the vaccine roll out will continue at a good pace and the hoped-for relaxation of the rules I spoke about last time will soon allow us all to get back to normal. Once again we have had to cancel a 'face to face' NMC Meeting and go for Zoom instead. Have you been able to hold any 'normal' monthly Branch meeting and social events? Or are you all still stuck with Zoom Meetings?

Two NMC Working Parties are currently looking at (1) Voting arrangements for National Council Conference 'Proposals' and 'Recommendations' and other matters affecting the Association and (2) the Association's options with regard to the Submarine Family/Submarine Fund. These two Working

Parties will report back to the full NMC in the near future to discuss their conclusions and the way ahead before presenting Recommendations to the Membership.

Following the recent tragic accident to the Indonesian Submarine KRI NANGGALA many fundraising initiatives have been set up by the wider Submariner Community to support the families. Your NMC recommended a donation of £1,000 from National Funds to the collection of which £500 was paid over immediately. I am proud to say the support of the Association Branches (in accordance with the new Rules voted in at NCC 2021) was then forthcoming for the second £500 donation and that was paid over on 25th May. Full details of the transfer of the collected funds to the families will be advised in due course. It is to be hoped that, with the previous experience with the families of the ARA SAN JUAN, the transfer of the funds will be much quicker this time.

Have you heard of the Extra-Large Unmanned Underwater Vehicle (XLUV)? Much work is apparently going on with these Vehicles which, it is suggested may, in future fulfil many of the tasks currently undertaken by manned submarines. They are the subject of an article on the BBC Website:

<https://www.bbc.co.uk/news/business-56993035>

by Michael Dempsey. Ryan Ramsey – formerly Perisher Teacher - contributed to the article to give the Submarine Commander's perspective. I have been given permission to use the article in Association Newsletter and I have included it at Pages 18 to 20 - subject to use of the various attributions.

There is also an article about the identification of the wreck of HMS URGE on the seabed off Grand Harbour, Malta - divers have gone down to the remarkable depth of 112 metres to get the photographic proof of identity. After two years of discussion and conjecture (and almost 80 years after the loss) the families now have the confirmation they have wanted for so long and know where their family members are resting.

I have included a number of Press Releases from the Media people at Faslane to give a flavour of what is happening in the Base and in the Serving Submariner world. Although it is not mentioned, it is clear from reports that the length of the Patrols for our serving brothers and sisters are currently far in excess of what any of our veteran community have ever been involved in – not only the extra-long patrols - but the crews are also having to isolate for two weeks before leaving on patrol to make sure they are Covid clear. Well done to all the crew

members and their families – and hopefully, this situation this won't continue for too much longer.

Not long now to the Families Weekend at Kegworth 20th to 22nd August. Don't forget that if you booked and paid last year your booking is still valid but make sure you confirm your attendance with Iain Mackenzie - if you haven't done so already!

Three books for you in this issue – two available from Whittles Publishing of Dunbeath, Caithness and one from Amazon.

Thanks to everyone who has sent in items for this issue. Take care everyone and make sure you get both of your 'Jabs' when you are due.

Regards

Barrie Downer

IN DEPTH No. 74

Issue No. 74 will be published on 1st October 2021. Contributions are required to be with the Editor by 15th September 2021 – please make sure I get them in good time!

DISCLAIMER

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Cover Picture: THE ROLL OUT OF HMS ANSON AT BARROW ON 20th APRIL 2021

NEW & RE-JOINING MEMBERS 1st April to 30th June 2021

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

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
Michael John Knibbs	Chief Petty Officer (OPS) TS SM	Gosport	August 1962 to December 1984	TOTEM, ARTFUL (1963 to 1967), ASTUTE (1967 to 1968), OCELOT (1968 to 1970) & RESOLUTION (1978 to 1979)
David Crosby	Commander	Sunderland	April 1988 to 20**	Rating - TORBAY (1988 to 1991), VALIANT (1993 to 1995), TRAFALGAR (1996 to 1998), VIGILANT (1999 to 2002) Officer - VICTORIOUS (2005 to 2007), TALENT (2008 to 2009), VENGEANCE (2009 to 2010) TIRELESS (2010 to 2011)
Thomas J.A. Ashton	Able Seaman Writer	Sunderland	November 2010 to 20**	VICTORIOUS (2014 to 2018), ANSON (2018 to 20**)
James O Ellison	Leading Cook	Sunderland	May 2008 to 20**	TRIUMPH (2009 to 2010), TRAFALGAR (2010 to 2011), VANGUARD (2011 to 2013), VIGILANT (2015 to 2017), VICTORIOUS (2018 to 2018), VENGEANCE (2018 to 2020), ANSON (2020 to 20**)

Mark Lowman	Lieutenant Commander	Australia	1981 to December 2000	OSIRIS (1982 to 1984), OPPORTUNE (1986 to 1988), TRIUMPH (1990 to 1992), TALENT (1992 to 1994), TRIUMPH (1994 to 1996), WALLER (RAN 1996 to 1998) & FARNCOMB (RAN 1998 to 2000)
Peter Edwin Burgess	Able Seaman	Australia	1963 to October 1970	OTUS & RESOLUTION
Robert McCreadie	Chief Petty Officer WEA	West of Scotland	Not Given	REPULSE, RESOLUTION & RENOWN
Amy Burns	Lieutenant	Gosport	September 2013 to 20**	VICTORIOUS (G) (2014 to 2015), VICTORIOUS (P) (2016 to 2018), VICTORIOUS (S) (2018 to 2018), VIGILANT (G) (2018 to 2020)
Adam David McSephney	Petty Officer	Scottish	May 2001 to 20**	TORBAY, VIGILANT, VANGUARD, VICTORIOUS, VENGEANCE
Aaron Robert James Street	Chief Petty Officer Coxn (SM)	Plymouth	March 1982 to April 2005	SWIFTSURE (1982 to 1983), SCEPTRE (1983 to 1988), SOVEREIGN (1989), TIRELESS (1990 to 1993), TRIUMPH (1997 to 1999), TIRELESS (2000 to 2002) & SPLENDID (2004 to 2005)
Derek Matthew	MEM(L) 1	Exeter	November 1976 to December 1979	REVENGE (1977 to 1979)
George Michael Elton	Chief Petty Officer CEA1	East Kent	1970 to 1979	DREADNOUGHT (1971 to 1978)
Robert Thomas Drysdale	Lieutenant	Plymouth	April 2015 to 20**	VENGEANCE, TRENCHANT
Stephen Reeves	Petty Officer	Plymouth	April 1993 to April 2011	TRENCHANT (1993), TIRELESS (1993 to 1998), TALENT (1998 to 2001), TRAFALGAR (2002 to 2007) & TORBAY (2009 to 2011)
Steven Moore	Petty Officer (TS) SM	Scottish	January 1995 to May 1994	REPULSE, RENOWN, REVENGE & RESOLUTION
John Bailey	Chief Petty Officer WEA	Plymouth	April 1989 to August 1998	RESOLUTION (S) (1990 to 1993)
Andy Olliman	Petty Officer ET (WESM)	Plymouth	June 1980 to 20**	REPULSE (P) (1981 to 1983), SCEPTRE (1983 to 1987), REPULSE (S) (1987 to 1989), RENOWN (1989 to 1991), TALENT (2005 to 2007), TIRELESS (2007 to 2012), VANGUARD (2016 to 20**)
Stephen Alexander McCulloch	Petty Officer SA	Plymouth	April 1989 to July 2006	REPULSE, SCEPTRE, SOVEREIGN, SPARTAN & SPLENDID
Christopher John Large	Warrant Officer 1 MESM	Plymouth	1990 to 20**	SWIFTSURE, TIRELESS, TRIUMPH, TORBAY, TRENCHANT
Edward Noble Carnegie	Radio Supervisor (SM)	North East	1967 to 1988	PORPOISE (1967), ORACLE (1969), ONYX (1970), OTTER (1976), FINWHALE (1977), WALRUS (1981) & VALIANT (1986)
Frank Cooney	Steward	Scottish	June 1994 to July 2003	VANGUARD (1994 to 1994), VIGILANT (P) (1994 to 1996), VIGILANT (P) (1996 to 1997), VIGILANT (S) (1998 to 2001) & VENGEANCE (S) (2001 to 2003)
Christopher G Skuzanski	LOEM	Norfolk	February 1970 to November 1974	REPULSE (S) (1970 to 1973) & RORQUAL (1973 to 1974)
Peter Dow	Chief Petty Officer MEA	Scottish	January 1989 to April 2008	CHURCHILL (1989), CONQUEROR (1989 to 1990), VANGUARD (1990 to 1995), VENGEANCE (1996 to 1999), VIGILANT (2001 to 2003)
David M Lewis	Radio Supervisor	West of Scotland	1962 to 1970	OSIRIS, ACHERON, ALCIDE & OCELOT
Alan L Bown	Chief Petty Officer	West of Scotland	1982 to 2006	OCELOT (1982), CONQUEROR (1983 to 1984), WARSPITE (1984 to 1991), VANGUARD (1995 to 1996) & VICTORIOUS (1996 to 1999)

SUBMARINE LOSSES OF WWII

APRIL 1941

No Submarines were lost in April 1941, but three Submariners are reported to have died. They were:

(1) An Officer on the Books of HMS DOLPHIN who died on Friday 4th April 1941. He was:

Lieutenant Michael John Priaulx Walters, RN

A submariner since 4th January 1937 he first served in HMS OLYMPUS '*as Navigating Officer*' in the 4th Submarine Flotilla in the Far East. On returning home he joined Submarine H31 '*as the 1st Lieutenant*' on 15th May 1940 and on 30th October 1940 he was appointed to HMS SEVERN '*as the 1st Lieutenant*'. He completed the '*Commanding Officers Qualifying Course*' in 1941. He is reported to have died on 4th Apr 1941 when the SS HARBLEDOWN (Convoy SC 26) was sunk by the U-Boat U-94 whilst taking passage to take up a new appointment. Twenty-six-year-old he was the son of Hubert de Lancey Walters and Gwendoline Walters and the husband of Elizabeth Mary Walters of Regents Park, London. He is commemorated on the Portsmouth Naval War Memorial on Panel No. 45 Column No. 2.

(2) One Officer on the Books of HMS DOLPHIN died on Friday 11th April 1941. He was:

Lieutenant Nigel Larken, RN

Nigel Larken is reported to have died in the Royal Naval Hospital, Haslar the result of a perforated gastric ulcer. He was the twenty-two-year-old son of Admiral Frank Larken, KCB, CMG, Royal Navy and Lady Larken (nee Rawson) of Roehampton, London. He is commemorated at the Southampton Crematorium on Panel No 3.

(3) One member of the crew of Submarine P37 (HMS UNBENDING) died on 14th April 1941. He was:

CERA 1st Class Harold Jenner DSM M22010

A Submariner since 16th April 1929 'Harry' Jenner had served in Submarines H23, H27, HMS THAMES and H49 before joining H44 on 2nd August 1939. He was drafted ashore to HMS DOLPHIN on 1st January and was then sent to the Vickers Shipyard at Barrow in Furness to '*Stand By Submarine P37 (HMS UNBENDING) whilst completing*'. He is reported to have died on 14th May 1941 when he was killed during the Barrow Blitz.

The 'Trevelyan Hotel' in Dalkeith Street off Abbey Road, in which he was staying, was demolished by a direct hit. Harry Jenner is buried in the Thorncliffe Cemetery in Barrow in Section 5 (Non-conformist) in Grave No. 159. This is one of the Submariner graves which the Barrow Branch marks with a Poppy Cross every November.

MAY 1941

One Submarine was lost in May 1941 and two other Submariners are reported to have died. The Submarine lost was:

HMS UNDAUNTED which is presumed to have been 'lost with all hands' on 12th May 1941 in the Mediterranean near Zuara on the coast of Libya. The Italian Corvette PEGASO carried out depth charge attacks on a submarine in that area after it had been sighted by a patrolling aircraft. The Crew was:

Officers:

Lt James Lees Livesay, RN

Lt Harry Robert d'Almaine, RNR

Sub Lt James Wilson Anthony, RN

Temp Sub Lt Jack Coode Bate, RNR

Ratings:

PO John George Reeve C/JX 126593

PO Ernest James Moorsom Blandford P/JX 134084

LSea Robert William Merron Rogers P/JX 164845

LSea Leonard Guy Robinson J115104

AB Ronald Sumpton C/X 20887

AB Donald George William Young J101859

AB Hewlett Taberner Worrall P/JX 142444

AB George Edward Morrison P/JX 133548

AB William Francis Lockwood C/SSX 26885

AB Victor Albert Furmenger C/SSX 20458

AB James Torney Beatty P/JX 137493

Ord Sea Douglas Bushell C/JX 201597

PO Tel Charles William King J66612

L/Tel Frank Ronald Chapman JX 151000

L/Tel George Alfred Armstrong D/JX 143870

Tel Sidney Ralphson D/SSX 28845

Tel George Arthur Hartshorn C/JX 163772

L/Sig Norman Roberts C/SSX 17313

CERA Alfred John Harns D/MX 45622

ERA1 Donald Jack Isaac M37663

ERA3 James Marwick Lewer P/MX 50604

SPO Thomas Edgar Mudd K61605

LSto Frederick Mickelfield D/KX 83858

LSto James Joseph Brady P/KX 83853

Sto1 James Hastie D/K55416

Sto1 Herbert Victor Heal K58480

Sto1 Thomas Muir Hillcoat D/KX 98362

Sto1 Albert Edward Newton D/KX 98432

(1) One Rating on the books of **HMS DOLPHIN** is reported to have died in a road accident on 4th May 1941. He was:

LSea (LR3) Alfred Edwards O/N J96614

Alfred Edwards had served in Submarines from 27th August 1929 to 4th May 1941 and in Submarines X1 (10th November 1929 to 31st March 1930), L16 (27th May 1930 to 11th June 1930), L21 (21st August 1930 to 31st March 1931), L18 (9th June 1931 to 5th January 1933, OTWAY (19th August 1935 to 24th October 1935), H28 (25th October 1935 to 18th November 1935), NARWHAL (1st

January 1936 to 14th January 1938), SEVERN (1st July 1938 to 20th September 1940) & DOLPHIN Died in Road Accident on 4th May 1941

(2) One member of the crew of Submarine **HMS UPHOLDER** is reported to have died on 5th May 1941. He was:

PO James Farley Carter O/N J111443

James Carter served in Submarines from 12th September 1930 in Submarines X1 (22nd October 1930 to 9th February 1931), OXLEY (28th February 1931 & on Commissioning in Sydney on 10th April 1931 to 3rd June 1933), H44 (20th April 1934 to 6th May 1934), H32 (7th May 1934 to 30th October 1934), SEAHORSE (8th February 1935 to 24th September 1936), OLYMPUS (3rd March 1937 to 30th September 1937), ODIN (1st January 1938 to 11th June 1939), SUNFISH (14th September 1939 to 28th February 1940) & UPHOLDER (3rd October 1940 to 5th May 1941)

He died as the result of a 'Hot Run' torpedo accident in the Fore-ends of the Submarine. He was:

Note that Lieutenant Christopher Holditch Read, RN was also seriously injured in the same accident

JUNE 1941

No Submarines were 'lost' in June 1941 and no Submariners are reported to have died.

SUBMARINERS ASSOCIATION **'SERVING MEMBER'S REPORT'**

No report available in this issue.

KRI NANGGALA

I am grateful to our Submariners Association Patron, Admiral of the Fleet The Lord Boyce, for sending me a copy of Hansard and detailing the following statements made in the House Of Commons and the House of Lords concerning the loss of KRI NANGGALA and her Crew:

The following Statement was made in the House of Commons on Monday 26 April.

"I would like to make a Statement on the forthcoming deployment of the carrier strike group. Before I do, I wish to send my condolences to the Indonesian navy and the families of the ship's company of KRI Nanggala following the tragic news that the submarine has been lost. I know the sorrow is felt particularly strongly within our own Royal Navy submarine community, who understand the risks faced by their friends all too well. The United Kingdom stands ready to help our Indonesian colleagues in any way we can going forward.

Lord Boyce (CB) [V]: My Lords, as a submariner I echo the opening part of the Statement and its sentiments regarding condolences to the Indonesian navy and the families of the ship's company of the submarine KRI Nanggala following its loss. I am sure your Lordships share these sentiments. Considerable fundraising efforts are well under way within the UK submarine community, aimed at supporting the bereaved families of the 53 fellow submariners lost.

Baroness Goldie (Con): I thank the noble and gallant Lord for his condolences regarding the tragic situation of the Indonesian submarine where so many lives were lost. I share these condolences, and I am sure they are shared by everyone in the Chamber. I was very encouraged to hear what he said about our own submariner community showing support; we are very proud of it for doing that.

NANGGALA CHALLENGE COIN

Swochallenge-Coins

<swochallenge.coins@baesystems.com>

Sent: 24 May 2021 11:16

Subject: KRI Nanggala Coin

With kind permission of the original artist for the KRI Nanggala pin I have created a challenge coin of a similar design.

The centre diameter of the coin is 2" with a 3" long boat profile protruding each end. The front of the coin has the Indonesian 'dolphins' in 3D.

The rear of the coin has 53 poppies along with the RN dolphins in 3D above We Remember Submariners.



The coin is £13+P&P with all proceeds going to WRS to add to the fund for the families.

They will be available for pre-order until 1st June and then placed into production for delivery ~7 weeks later.

www.swocoins.co.uk to place orders

James Bird

Principal Navigation Commissioning Engineer – SWTO, BAE Systems Submarines

Bridlington Standard Dedication

The new Standard of the Bridlington Branch of the Submariners Association.



Bridlington is a relatively new Branch of the Association and they have managed to raise enough funds to purchase a Standard.

Standard Bearer and Chairman Martin Barmby and members of the Branch - Mike Rubery (branch Secretary), Cliff Wilson (WW2 veteran), Mike Adams, serving Members of the branch (Petty Officers Jessica Metcalfe and Matthew Smith) the Mayor (Councillor Liam Dealtry) and other forces veterans attended a dedication service in the Emmanuel Church in Bridlington on Sunday 2nd May 2021. The service was conducted by the Reverend Rev Richard Hare and the Eulogy was read by WW2 Life Member Cliff Wilson during the service.



RESTORATION OF ROBERT RADCLIFFE COOK GRAVE COMPLETE!

As promised in 'In Depth No. 71' Will Worsley has provided further information on the Robert Cook

Grave restoration. When originally discovered the hilt of the Naval Sword on the intricately carved headstone was missing. With the help of an expert modeller the Sword Hilt has been recreated and the Headstone now appears as it would have done when first erected.



BEFORE



AFTER

The photos above show the Grave 'before' and 'after' the restoration work the photo below shows and the detail of the Sword Hilt recreation.

All in all a very elegant piece of work and congratulations are due to Steve Davies and his team, the SA supporters, the modeller and to Will Worsley on a job well done.



DETAIL OF SWORD HILT RESTORATION

SUBMARINE E24 MEMORIAL

(Commander G W E Naper and crew of SM E24) Will Worseley (who previously advised us of the restoration of the Grave of pre-WWI Submarine CO Lieutenant Robert Radcliffe Cook (see In Depth No 71 Jan 2020) reports that his cousin's husband, Steve Davies, has been busy again!

Steve found and cleaned an intriguing WWI Submarine Memorial in Sullington, near Storrington in West Sussex which commemorates Lieutenant Commander George W E Naper (CO of E24) and his crew.



BEFORE

George Naper was born on 24th August 1884 and he was the son of Lieutenant Colonel W D Naper of Bayswater, London. He joined the Royal Navy as a Cadet on 15th May 1899. He was promoted to Midshipman on 30th October 1900 and to Sub Lieutenant on 30th December 1903. He was appointed to the 550-ton Torpedo Boat Destroyer HMS BLACKWATER (Lieutenant and Commander

Hubert S Cardale, Royal Navy) on 1st June 1905. Sub Lieutenant Naper was appointed to the Submarine Depot Ship HMS THAMES 'for Instruction in Submarine Boats' on 9th April 1906.



AFTER

He was promoted to Lieutenant on 30th June 1906. By December 1906 he had completed his training and had been appointed to the Submarine Depot Ship HMS FORTH at Devonport 'for Submarines'. On 15 February 1908 he was further appointed to the Submarine Depot Ship HMS MERCURY at Portsmouth 'for Command of Submarine Boats' although no particular submarine is specified. George Naper was next appointed to HMS FORTH at Devonport but this time 'for Submarine B8 in command' on 1st January 1909. He had relinquished Command of Submarine B8 by 1st August 1911 as he had returned to the Surface Fleet on that date for his 'Big Ship' time with an appointment to the 16,350-ton Battle Ship HMS KING EDWARD VII. His next submarine appointment came on 10th September 1913 when he was again appointed to the Submarine Depot Ship HMS FORTH 'for Submarine C14 in Command'. Submarine C14 sank at Devonport on 10th December 1913 after a collision with Government Hopper No. 29. Luckily, there were no casualties and the Submarine was raised and re-fitted and was transferred to the Submarine Depot Ship HMS BONAVENTURE (6th Submarine Flotilla) at Harwich. Lieutenant Commander Naper was still serving in Submarine C14 in December 1914. He was next appointed to the Submarine Depot Ship HMS MAIDSTONE (8th Submarine Flotilla) at Harwich 'for Submarine E24 in Command' on 16th October 1915. Submarine E24 sailed from Harwich on Tuesday 21st March 1916 with orders to carry out a Mine Laying Operation in the Heligoland Bight. The Submarine did not return from this operation and is understood to have been sunk in a minefield on or about Friday 24th March 1916.

Examination of Submarine E24 (when eventually located) confirmed that her mine-tubes were empty and that she had completed her mission and that it was most likely that E24 was sunk in a German minefield. George Naper is commemorated on the Portsmouth Naval War Memorial Panel No. 11. Why he and his crew are commemorated on the Memorial in the Churchyard at Sullington is not clear as no link to Sullington has been found but the church records may provide details.

The Commonwealth War Graves records list the sinking for Monday 27th March 1916 and indicates that the remains of twenty-five submariners were recovered from the wreck of Submarine E24 after the wreck of the submarine was '*mistakenly salvaged*'.

The Crew of a E Class submarine was normally around 30 and there was an additional officer onboard but there was no evidence of any other members of the crew. In July 1973, the recovered remains were subsequently buried in the Hamburg Cemetery. One set of remains was identified as those of George Naper by virtue of the remains of part of his uniform.

The '*mistaken salvage*' was the result of the German Navy attempting to recover the wreck of a U-Boat. They very clearly got it badly (and embarrassingly) wrong having unintentionally interfered with a designated War Grave. The Conning Tower of Submarine E24 is currently on display on shore close by.

HM NAVAL BASE, CLYDE & RN SUBMARINE NEWS

HRH PRINCE WILLIAM OFFICIALLY OPENS NEW £34M TRAINING FACILITY AT HOME OF THE SUBMARINE SERVICE

Royal Navy Media Release - Tuesday, 29 June 2021

His Royal Highness Prince William visited the Home of the UK Submarine Service in Argyll and Bute today (June 29) to meet with service personnel and to officially open a multi-million-pound training facility. The Prince, who is Commodore-in-Chief Submarines, spent the afternoon at HM Naval Base Clyde, Scotland's largest military establishment, beginning with an update on operations delivered by members of the Submarine Flotilla.

While at the site His Royal Highness officially opened the new £34M Submarine Escape, Rescue, Abandonment and Survival (SMERAS) facility. Known as "Thetis" building, after wartime submarine HMS Thetis which sank in Liverpool Bay in 1939, the facility is used to train Royal Navy Submariners in how to safely escape from a stricken submarine.

The state-of-the-art building features a realistic simulator capable of mimicking a variety of weather conditions and sea states. Trainers can put students through their paces in the water, giving them the opportunity to practise abandoning a submarine and escaping to life rafts while wind, rain and even thunder and lightning rage around them. Submariners can also practise Escape from Depth methods in a realistic training environment, simulating the expected conditions on board a submarine in distress.

Captain Iain Breckenridge OBE, in charge of submarine training with the navy's Flag Officer Sea Training organisation, said: "We were delighted to host our Commodore-in-Chief to open this fantastic and world-leading submarine escape training facility.

"His Royal Highness toured the entire building, met training staff and students, and enjoyed some hands-on operation of the escape towers and wave generator."

While officially opening the SMERAS facility Prince William also signed the guest book on the same page as his Grandfather, Prince Philip, did in 1961, and his father, Prince Charles, signed in 1972. The guest book was inherited by the SMERAS team from the previous submarine training facility, SETT (Submarine Escape Tank Trainer), at HMS Dolphin in Gosport. Generations of Submariners undertook their training at the Gosport establishment's famous escape tower before its closure last year. The new SMERAS facility at HM Naval Base Clyde has taken up the baton, becoming the site where all current and future Submariners will be trained in vital escape skills. SMERAS is part of the transformation of the Naval Base into the Submarine Centre of Specialisation.

Other development work underway at the site includes the construction of a new £100M Submarine Training School. Royal Navy Submarine School training is currently held at HMS RALEIGH in Cornwall but will be transferred to the new Faslane facility in the future, along with the Defence School of Marine Engineering, the Nuclear Systems Group and Nuclear Department and HMS SULTAN in Gosport.

More than 6,700 civilians and Service personnel are employed at HM Naval Base Clyde with this number set to increase in preparation for the arrival of the Dreadnought class of submarines, the next generation of the deterrent at the end of the decade. Commodore Jim Perks OBE, Head of the Royal Navy Submarine Service, said: "This visit has been an excellent and important opportunity to update the Submarine Service's Commodore-in-Chief on recent operations. It has also provided us with an

opportunity to highlight the ongoing work on the Clyde to make the Naval Base the Royal Navy's Submarine Centre of Specialisation.

"These are exciting times to be a Submariner at HM Naval Base Clyde as we continue to shape the future of the Service."

Serving Submariners were also able to speak with The Prince outside of HM Naval Base Clyde's Neptune Building Supermess at the site's Submariners' Memorial Garden. The Prince heard from personnel about life in the Submarine Service, and about ongoing initiatives aimed at helping to improve mental health of members of the armed forces.

His Royal Highness Prince William has been Commodore-in-Chief Submarines since 2006. He has previously visited attack submarine HMS ARTFUL at sea in 2016 where he presented Dolphins badges to newly qualified Submariners and conducted his first submarine dive. The Prince has also presented deterrent pins to Submariners at HM Naval Base Clyde and also attended a service at Westminster Abbey in 2020 which marked 50 years of the Continuous At Sea Deterrent.



HRH Prince William receives a tour of the new SMERAS facility



His Royal Highness meeting Royal Navy Submariners undergoing escape training



HRH Prince William, Commodore-in-Chief of the Submarine Service, with Commodore Jim Perks OBE, Head of the Submarine Service, during the official opening



Submariners demonstrate their escape skills within SMERAS



The Prince meets Royal Navy Submariners in the Submariner Memorial Garden



Taking time to chat with serving Submariners

Sent by: Royal Navy Media, Communications & Engagement (RNMCE) Regional Press Office (Scotland & Northern Ireland), HM Naval Base Clyde.

NEW COMMANDER FOR SCOTLAND'S LARGEST MILITARY ESTABLISHMENT

Royal Navy Media Release Tuesday, 15 June 2021

Scotland's largest military establishment, HM Naval Base Clyde, has a new Naval Base Commander with Commodore Donald Doull handing-over to Commodore Bob Anstey. The socially distanced hand-over ceremony took place at Faslane on June 15, with representatives from HMS NEPTUNE, the Submarine Flotilla, 43 Commando and other base departments and units attending.

Commodore Doull, who has been the Naval Base Commander since June 2018, will be promoted to Rear Admiral and move on to London to work with the Defence Nuclear Organisation (DNO).

Speaking about his time at HM Naval Base Clyde, Commodore Doull said: "It has been an honour and privilege to command HM Naval Base Clyde for the last three years. "During this time, the Naval Base has received significant investment to become home of the Submarine Service

"I have greatly enjoyed working with all our partners both within the base and in the local community to realise this exciting vision."

Commodore Doull left the Naval Base for the final time in style. Boarding a P2000 patrol boat alongside Faslane, the outgoing Commodore was played-off by a piper and given a waterborne salute by Serco tugs.

Taking-over is Commodore Bob Anstey who is a familiar face at the Clyde base having most recently served as Deputy Director Submarines and Senior Officer Scotland and Northern Ireland. "I am delighted and hugely privileged to be 'taking the baton' from Commodore Doull as Naval Base Commander for HMNB Clyde", said Commodore Anstey.

"We have seen significant, positive changes in the base during the last few years and, despite the challenges of the last 18 months, the team on the Clyde have maintained the momentum and drive to keep improving as we go forward.

"I am looking forward to joining a great team and working with the whole Clyde community to continue to deliver key elements of UK Defence from the home of the UK Submarine Service in Scotland."

Joining the Royal Navy in 1986 Commodore Anstey volunteered for service in Submarines in 1989 after service with HMS ANGLESEY and HMS ARK ROYAL.

His early career with the Submarine Service was spent on Trafalgar class attack submarines HMS TORBAY, TIRELESS and TRAFALGAR. He later went on to serve as Executive Officer – second-in-command – of HMS VICTORIOUS and VENGEANCE before assuming command of HMS VIGILANT.

He has also spent a considerable time at HM Naval Base Clyde – in 2014 he took command of Flag Officer Sea Training (FOST) Submarine and Minor War Vessel training at Clyde, and in 2018 was appointed Assistant Chief of Staff Submarines and then Senior Naval Officer Scotland and Northern Ireland and Deputy Director Submarines.

Her Majesty's Naval Base Clyde is the Royal Navy's main presence in Scotland. Split between two sites, Faslane and RNAD Coulport, the base is home to the core of the Submarine Service, including the nation's nuclear deterrent, and the new generation of hunter-killer submarines, the Astute Class.

More than 6,700 civilians and Service personnel are employed by the site and this is set to increase as the base becomes the home of the UK Submarine Service by 2022 and prepares for the arrival of the Dreadnought class, the next generation of the deterrent at the end of the decade.

HMNB Clyde provides a base port to the ships and submarines of the Submarine Flotilla (SUBFLOT) and supports dozens of other visiting vessels each year. In addition, the base is home to Sandown Class Mine Countermeasure Vessels (MCMVs), 43 Commando Fleet Protection Group Royal Marines, Fleet Operational Sea Training (North), Northern Diving Group and the NATO Submarine Rescue System.

Sent by: Royal Navy Media, Communications & Engagement (RNMCE) Regional Press Office (Scotland & Northern Ireland), HM Naval Base Clyde.



The outgoing NBC Clyde, Commodore Donald Doull, hands-over to new Naval Base Commander, Commodore Bob Anstey.



Commodore Donald Doull bids farewell to HM Naval Base Clyde.



The three Commodores based at HMNB Clyde. L-R: Commodore Bob Anstey, the new Naval Base Commander Clyde, Commodore Donald Doull, the outgoing NBC, and Commodore Jim Perks, Head of the Submarine Service.



Outgoing NBC Clyde, Donald Doull, leaves HMNB Clyde onboard P2000 boat HMS Raider.

ROYAL NAVY'S NORTHERN DIVING GROUP SET TO RECEIVE FREEDOM OF ORKNEY

Royal Navy Media Release - Thursday, 6 May 2021

The Royal Navy's team of bomb disposal experts based at HM Naval Base Clyde are to receive the Freedom of Orkney in recognition of their outstanding work.

Members of Orkney Island Council met yesterday (Wednesday, May 5) to discuss the proposal to grant the Royal Navy divers the Freedom of the Island, a proposal put forward by Councillor Harvey Johnston and endorsed by six elected members. The proposal was passed unanimously by the 20 elected members present at the meeting.

"Northern Diving Group are hugely honoured that the nomination for the Freedom of Orkney has been approved by the Council," said Lieutenant Commander Mark Shaw, the Commanding Officer of Northern Diving Group.

"I am very aware that this type of award is not often issued and reserved for individuals or organisations with particularly close links with Orkney. To be only the twelfth recipient of the Freedom of Orkney is a distinct privilege and both myself and the team at NDG are very much looking forward to receiving the Freedom."

Royal Navy Clearance Divers have long established links with Orkney going back at least 40 years. Not only has Northern Diving Group and their predecessors helped keep the population safe by providing expert help in disposing of historic ordnance washed up on the island's extensive coastline, but they have also been involved in commemorating those lost during the sinking of HMS ROYAL OAK at Scapa Flow, helping to maintain Orkney's history and heritage.

Captain Chris Smith, the Naval Regional Officer Scotland and Northern Ireland, said: "I am absolutely delighted that Orkney Islands Council has honoured the Northern Diving Group in this way."

“The Royal Navy’s association with Orkney is a very special one and transcends both the many historical events that have happened in these waters, but also through our contemporary operations around Orkney, including the safe disposal of old ordnance. “We are indebted for the friendship and support shown by the community over many years.”

The 39-strong team of divers, stationed at the Royal Navy’s Base in Scotland, HM Naval Base, Clyde, also provide bomb disposal expertise to other communities across the length and breadth of Scotland, as well as Northern England and Northern Ireland.

The team covers a coastline of over 12,000 miles and in 2020 they attended some 140 call outs across their area of responsibility, maintaining military aid to civil authorities even during the height of the coronavirus pandemic.

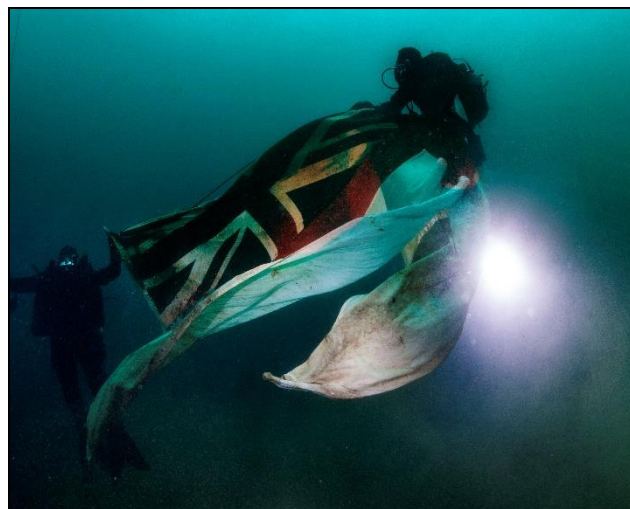
When not on task, members of the Northern Diving Group are also involved in commemorating the lives lost during the sinking of HMS ROYAL OAK. The battleship was torpedoed by a German U-Boat at Scapa Flow on October 14, 1939. Tragically 833 sailors lost their lives in the attack with the wreck of the ship now a designated war grave.

Northern Diving Group’s predecessor unit dived down to recover the ship’s bell in 1982 and since then have annually dived to the wreck to replace the White Ensign in commemoration of the dead. There is also a memorial service each year where the ship’s bell is rung to remember those who gave their lives, with this year’s service held at Faslane, rather than on Orkney, due to Covid restrictions.

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



Royal Navy Clearance Divers from Northern Diving Group who will receive the Freedom of Orkney



Northern Diving Group dive to the wreck of HMS Royal Oak at Scapa Flow to change the White Ensign

MILESTONE REACHED AS FINAL PROJECT WILTON BOAT ARRIVES AT CLYDE BASE

Royal Navy Media Release Tuesday, 8 June 2021

The Royal Navy’s autonomous mine hunting programme – Project Wilton – has achieved another milestone with the arrival of their newest vessel RNMB “HEBE”.

Named after the ancient Greek goddess of youth, HEBE is the third and final Project Wilton boat and has now joined sister vessels RNMBs HARRIER and HAZARD at HM Naval Base Clyde.

Together the three vessels make up the key maritime components of the Project Wilton capability, representing a shift in the Royal Navy’s mine hunting capabilities.

The boats are capable of working in different configurations – manually, remotely, or autonomously – to detect and classify mines and maritime ordnance. The Project Wilton team are currently undertaking comprehensive trials and a capability development programme to ensure they are ready to deliver route survey operations.

“RNMB HEBE is the final piece in the jigsaw of Project Wilton’s maritime capability,” said Lieutenant Commander Ross Balfour, Officer-in-Charge of Project Wilton.

“The vessel is a 15-metre Vahana boat, four-metres longer than the other Project Wilton vessels. AEUK have made significant upgrades resulting in HEBE having an organic command, control and communications capability which allows the autonomous control of her sister vessel HARRIER. She also has the ability to operate Towed Sidescan Sonar to map the seabed.

“HEBA has fantastic potential and we are working diligently to integrate her impressive capabilities with our existing equipment.”

From the relative comfort of HEBE, mine countermeasures experts can coordinate and control the boats or monitor autonomous offboard sensors. They also have the option of controlling the vessels from a land-based Remote-Control Centre.

The entire system is highly flexible and rapidly deployable, capable of being loaded onto trucks and transported to wherever it is required to conduct survey and mine hunting operations.

The Project Wilton team took delivery of RNMB HEBE on June 3 at Inverkip Marina, sailing her into the Gareloch flanked by her sister vessels. Prior to her arrival at Inverkip, HEBE and the Project Wilton team also conducted initial training and trials at Portland Marina on the South coast.

“The Wilton team are excited and enthused by the challenge this new capability represents,” continued Lieutenant Commander Balfour. “We are operating at the forefront of technological development and paving the way for follow-on autonomous mine countermeasures capabilities currently in development.

“Riding this bow wave of change means the pace of development is high, requiring us to ‘learn by doing’ and constantly questioning the accepted norms. I am certain that my team of highly trained mine warfare experts can meet these challenges and deliver cutting-edge operational capability from this equipment.”

The following pictures show Project Wilton boat RNMB HEBE with sister vessels during sea trials on the Gareloch.



Sent by: Royal Navy Media, Communications & Engagement (RNMCE) Regional Press Office (Scotland & Northern Ireland), HM Naval Base Clyde.

By Editor: Not sure how the choice of the names HAZARD and HEBE came about, but the names are particularly relevant to the Submarine Service as HMS HAZARD was the very first Submarine Depot Ship – commissioning ‘for Special Service’ on 20th August 1901. HMS HEBE was originally completed as a Torpedo Gunboat, but was converted, along with her sister HMS ONYX, as a Submarine Depot Ship before the Great War and served in that role for the whole of WWI

RAINBOW FLAGS ARE FLOWN ACROSS CLYDE

Royal Navy Media Release Wednesday, 23 June 2021

LGBT Rainbow Flags have been raised at both the Faslane base and Royal Naval Armament Depot (RNAD) Coulport to mark Pride Week. The Flags were flown from the mainmasts at both Clyde sites from morning Colours at 8 o'clock until evening Sunset and both will be flown until Sunday 27 June to mark Pride Week.

Military and civilian personnel gathered at both sites to witness the events, with representatives from Diversity and Inclusion organisations including the HMNB Clyde Equality Diversity & Inclusion Committee, Pride in Babcock, and the Royal Navy Compass Network. The HMNB Clyde Equality Diversity & Inclusion Committee meets every quarter at Clyde and includes members from various departments across the Base including Ministry of Defence, the Royal Navy and Babcock. The aim of the group is to ensure that the workplace at Clyde is an environment which allows each individual an equal opportunity to realise their potential and to ensure that it is a community which everyone is proud to belong to and feel part of.

Kerry Brabender, Business Department People Team and the Chair of the committee said: "I'm delighted that we are able to fly the Rainbow Flag at both sites again this year. It's important that the Clyde Community come together to celebrate Pride, to show support to the LGBTQ+ community and champion the inclusion of all staff ensuring that we create a workplace where all staff feel supported to bring their true selves to work".

The original gay pride flag, which was devised by Gilbert Baker, who served in the US Army, first flew at the San Francisco Gay Freedom Day Parade on June 25, 1978. The first design of the flag had eight stripes with a specific meaning assigned to each of the colours.

The flags which are flown today have six colours which represent: red for life, orange for healing, green for nature, indigo for serenity and finally violet representing spirit. Babcock's Fleet Operations Director at the Naval Base and Board Sponsor for Diversity and Inclusion, Hamish Fowler, said: "I'm delighted to be present today as the Pride Flag is hoisted above Faslane. Supporting diversity in the workplace is a priority for Babcock. Having the opportunity to join the flag raising today, as a member of the HMNB Clyde Community, is a great way for us to re-affirm our goal to become a more diverse company."



Royal Navy personnel, Babcock staff, MOD Civilian Staff, MOD Police watch as the Rainbow Flag is at raised at HM Naval Base Clyde

The Royal Navy Compass Network is the Sexual Orientation and Gender Identity Network of the Naval Service and it aims to provide an inclusive Naval Service in which people feel comfortable, valued, and empowered to be themselves and express their sexual orientation and gender identity, realise their career potential, and contribute fully to the Service.



As above but in RNAD Coulport

Sent by: Royal Navy Media, Communications & Engagement (RNMCE) Regional Press Office (Scotland & Northern Ireland), HM Naval Base Clyde.

HMS URGE FOUND

New footage confirms the submarine outside Grand Harbour, Malta is HMS URGE

Posted On May 4, 2021

Two years since a sunken submarine was found outside the Grand Harbour, Malta - today there is more evidence to show that this is the HMS URGE, which disappeared in 1942.

TVM has broadcast recently shot exclusive footage, eliminating any doubt about the whereabouts of HMS URGE lost 79 years ago:

The extraordinary find, two years ago, was not immediately acknowledged and some questioned it, as it was thought that this submarine sank near Libya.

Which is why a joint team from the University of Malta and Heritage Malta plunged to a depth of 112 meters, to not only confirm that the ship in question

is in fact the HMS URGE, but also to assess its state of preservation, as a war grave. On TVAM, Professor Timmy Gambin, who led this study, said that this finding is gratifying for him, also because of the relatives of the people who lost their lives on HMS URGE in 1942, who now they a clearer picture about what happened to their ancestors



Proof that the Submarine is in fact the HMS URGE

BRITISH SUBMARINE BLASTED 20 SHIPS

H. M. S. Truant Returns Home
After 80,000-Mile Trip Fly-
ing Flag of Success

WAS REFITTED IN THE U. S.

Survived 20 Depth Charges
After She Was Surprised
in Strait of Malacca

LONDON, Wednesday, Dec. 16 (UP)—One of Great Britain's most successful submarines, H. M. S. Truant, returned to her home base today after having sunk or damaged twenty Axis ships during an 80,000-mile voyage through the Atlantic, the Mediterranean, the Indian Ocean and the Pacific.

At her mast-head flew the skull-

and-crossbones success flag, with four scars for successful gun actions and sixteen white bars for each ship torpedoed.

The Truant's exploits included the penetration of an enemy harbor, where she submerged in shallow water while an enemy destroyer passed overhead.

Refitted in the United States last May, the Truant had her narrowest escape while in the Strait of Malacca on the return journey. The submarine was on the surface, charging batteries, when a dark object loomed alongside. Almost immediately a searchlight focused on the submarine, which crash-dived.

Twenty depth charges exploded close by as the submarine shut off her engines and lolled beneath the surface. A half-hour later the Truant crept off to port and the crew was surprised to read later that the Japanese had claimed to have sunk two submarines.

"It must have been us twice," commented an officer.

Subsequently, in moonlight, the Truant torpedoed two Japanese ships.

TRUANT Article from the New York Times of 16th December 1942

THE NEW SUBMARINER'S MEMORIAL

Fundraising for the new Submariners Memorial at the National Arboretum is getting closer to the Target figure. Progress continues with the appeal. Fundraising is going well. The 'barometer' on our homepage shows we are about 86% of the way there. There have been some recent donations from the business world and, hopefully more to come. Fundraising efforts have continued with a wide range of activities and high confidence that the funding target would be met. It is understood that pre-planning permission to prepare the site will go to Staffordshire County Council shortly with a 'ground breaking' event planned in September. Several specific fundraising activities are in progress - both at sea and ashore - and others are in the planning stages. Both individual SA Members and Branches have recently contributed. Sufficient funds have been raised to 'commission' the Memorial and it is expected that the necessary ground works will start at the Arboretum in the 'not too distant' future. The Memorial will be sited on a long, low grass mound to give the impression of the boat just below the surface.

On current planning assumptions the Memorial will be in place for an unveiling Ceremony by a VVIP in May 2022 (actual date not yet fixed) and detailed planning for the Unveiling Ceremony will be progressed shortly with some 300 places available including for sponsors, donors, families and veterans. It is anticipated that the SA be part of Unveiling Ceremony with Standards on Parade

SUBMARINER VICTORIA CROSS HOLDERS

**Commander Robert Edward Dudley Ryder,
V.C., Royal Navy**



Robert (Red) Ryder was not serving as a Submariner at the time but he had served in Submarines pre-WWII. His story is well worth a read

He was born in India on 16th February 1908 and he was the son of Colonel Charles Henry Dudley

Ryder, CB, CIE, DSO, Surveyor General of India, and Ida Josephine Ryder (nee Grigg). After being educated at the Hazelhurst School, Frant, and the Cheltenham College Robert Ryder joined the Royal Navy in 1926. Ryder served on several ships throughout his career. He served as a Midshipman on the battleship HMS RAMILLIES from 1927 to 1929. Sub Lieutenant Ryder was appointed to the Submarine Depot HMS DOLPHIN '*for the Submarine Course*' on 1st September 1930.

On completion of Submarine training he was appointed to the Submarine Depot Ship HMS MEDWAY (4th Submarine Flotilla at Hong Kong '*for Submarine HMS OLYMPUS as Navigating Officer*') on 27th December 1931. On completion of his service in HMS OLYMPUS and taking unpaid leave, he skippered the ketch TAI MO SHAN (with three other Submarine officers and a Surgeon Lieutenant) on a 16,217-mile voyage from Hong Kong to Dartmouth, England during 1933 to 1934 crossing the Pacific and the Atlantic. On 2nd July 1934 he was appointed to HMS PRESIDENT '*additional for Miscellaneous or Special Service*' and, from 1934 to 1937, he captained the three masted Breton fishing schooner PENOLA during the British Graham Land Expedition to Antarctica.

At the outbreak of the Second World War Robert Ryder was serving as a Lieutenant Commander in the 35,000 ton Battle Ship HMS WARSPITE to which he had been appointed on 1st August 1938. Shortly after the outbreak of war in 1939 he took passage home in two stages, firstly SS DUNERA and the SS ORION before being appointed to the 'Q' Ship HMS WILLIAMETTE VALLEY.

On 28th July 1940, the 'Q' Ship was torpedoed three times and was sunk. Ryder found himself alone in the water. Using a piece of timber as a raft he survived alone for nearly four days before being rescued. In 1940, he was appointed to the frigate HMS FLEETWOOD '*in Command*' and in 1941, he was appointed to HMS PRINCE PHILLIPE '*in Command*'. HMS PRINCE PHILLIPE was involved in a collision in thick fog in position 55° 5' N., 5° 24' W. in the North Channel on 15th July 1941 whilst en-route from Liverpool to Inveraray.

On 27th and 28th March 1942 he led the naval force in Operation Chariot, with the aim of wrecking the gates at the entrance to the huge dry dock at St Nazaire, the only one in western France capable of accommodating the German battleship TIRPITZ. The force, commanded by Ryder in MGB 314, comprised sixteen motor launches, a motor torpedo boat, and the destroyer HMS CAMPBELTOWN which, loaded with explosives on a time fuse, was to ram the dock gates. It also included 257 commandos, who were to demolish dockside installations. Just before 1.30 am on 28th March, Ryder's force reached its objective, where the

CAMPBELTOWN succeeded in ramming the dock gates. Ryder remained on the spot to conduct operations, going ashore at one stage to look around. Returning to MGB 314, by then under intense close-range fire, he organised the evacuation of men from the CAMPBELTOWN and the rescue of as many commandos as possible. After being in action for well over an hour, MGB 314, still under fire and full of dead and wounded, at last withdrew and eventually reached England.

The KING has been graciously pleased to approve the award of the Victoria Cross for daring and valour in the attack on the German Naval Base at St. Nazaire to:

**Commander Robert Edward Dudley Ryder,
Royal Navy**

For great gallantry in the attack on St. Nazaire. He commanded a force of small, unprotected ships in an attack on a heavily defended port and led HMS CAMPBELTOWN in under intense fire from short range weapons at point blank range. Though the main object of the expedition had been accomplished in the beaching of CAMPBELTOWN, he remained on the spot conducting operations, evacuating men from CAMPBELTOWN, and dealing with strong points and close-range weapons while exposed to heavy fire for one hour and sixteen minutes, and did not withdraw till it was certain that his ship could be of no use in rescuing any of the Commando Troops who were still ashore. That his Motor Gun Boat, now full of dead and wounded, should have survived and should have been able to withdraw through an intense barrage of close-range fire was almost a miracle.

The Victoria Cross awarded to Ryder was one of five won during the raid. Ryder retired from the Navy in 1950 and served as Member of Parliament for Merton and Morden from 1950 to 1955.



Red Ryder died during a sailing trip to France on 29th June 1986 at the age of seventy-seven. His Victoria Cross and other medals are on display in the Ashcroft Galley in Imperial War Museum, London.

By Editor: I wrote the above mini-biography of Robert (Red) Ryder VC at least ten years ago or so when I wrote a series of 'mini-biographies' of WWI Submariner Officers. These 'mini-biographies' were forwarded to the late Brian D Head, the then, Chairman of the Archives Working Party at the Submarine Museum.

SUBMARINERS ASSOCIATION SLOPS

Please note that the SA Slops Shop is currently being re-established in the Shop in HM Naval Base Clyde. Details of Stock, Prices and 'on-line' Ordering arrangements will be published shortly and will be available via the Website.

Anyone requiring Slops in the interim should contact NMC Member Andy Knox

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

LOOKING FOR A SUBMARINER FRIEND

From: Phillip Rody (submariner111@rogers.com)

Date: 20 June 2021

Subject: Looking for an old friend.

My name is Phil Rody, and I sailed on "O" boats here in Canada for fifteen years. During my time in boats I had many occasions to visit Faslane for the wonderful privilege of doing Work Ups.

Being a Radioman I had the distinct privilege of meeting Reg Rose who was the 'Sparker' Sea Trainer, and to be able to keep him supplied with cigarettes during WUPs was my main function.

Truthfully, we became good friends and kept in touch for a long time, but then sadly we lost touch. I wonder if you or anyone in your organization might know of his whereabouts.

We are all getting much longer in the tooth so any news would be appreciated. Hope you can help.

Phil Rody, Retired Chief Petty Officer, Coxswain HMCS OJIBWA, Senior Radioman of HMCS ONONDAGA and HMCS OKANAGAN.

Teaching Artificial Intelligence to Control Navy Submarines

By Michael Dempsey

BBC Technology of Business reporter 21st May 2021

On 20 April, the Royal Navy's latest nuclear-powered hunter-killer submarine, HMS ANSON, emerged from a vast construction hall at Barrow-in-Furness, travelled out on to the Shiplift and entered the water. All 7,400 tonnes of it.

Around 260 miles away in Plymouth, another submarine made its debut that same day. A minnow compared to HMS ANSON this secretive nine-tonne craft may have greater implications for the future of the navy than the £1.3bn nuclear boat.



COPYRIGHTBAE SYSTEMS

The naming ceremony of HMS ANSON in Barrow-in-Furness

MSubs of Plymouth, a specialist in autonomous underwater vehicles, won a £2.5m Ministry of Defence contract to build and test an Extra-Large Unmanned Underwater Vehicle (XLUUV) that should be able to operate up to 3,000 miles from home for three months. The big innovation here is the autonomy. The submarine's movements and actions will be governed entirely by Artificial Intelligence (AI).

Ollie Thompson is a recent graduate who is studying for a master's degree in robotics at Plymouth University. He also works for MarineAI, the MSubs arm that is fitting out the XLUUV's brain.



COPYRIGHTMSUBS

MSubs of Plymouth won a £2.5m contract to build and test an Extra-Large Unmanned Underwater Vehicle (XLUUV)

Mr Thompson has no doubts about the challenge he and his colleagues face: "We know a lot of people don't have confidence in AI. So we work with elements we can test, we separate things into boxes." He divides the AI problem into components - and mission management is the toughest. This attempts to simulate the presence of a trained captain in the little submarine's programming. This is AI working in total isolation from human contact, not least

because maintaining strict radio silence is critical to a submarine's covert role. The technical principle here is machine learning, showing an AI program examples of how a task should be performed until it has embedded the right actions in its own repertoire. Cdr Ramsey worked in AI after leaving the Navy and can see where smart software and human instinct might not produce the same response.

To do this, MarineAI is using a huge IBM AC922 supercomputer, "a monster, one of the biggest in the South-West of England" Mr Thompson boasts. In contrast the on-board brain of the submarine resides in a 15cm square box and relies on an Nvidia chip often found driving computer games.

"We built it off the back of the Nvidia chip because it's highly energy efficient," says Mr Thompson. Just like a tiny but powerful Raspberry Pi device used to teach schoolchildren basic programming tasks this approach takes up very little power. And keeping power consumption to the bare minimum is critical to making the submarine's battery last.



COPYRIGHTBAE SYSTEMS

HMS ANSON and others under construction. In future, submarines will launch their own autonomous vessels

It's clear that the Ministry of Defence is paying very close attention to battery technology for this project. So far MarineAI is relying on existing technology derived from car batteries. But it notes that research in this field is leaping forward.

The AI content of the computer should prioritise tasks. The project envisages a boat that can travel to an area of the seabed to search for mines or plant a sophisticated electronic intelligence-gathering package or stay in place and scour its environment for information on a hostile navy.

So MarineAI is creating a decision-making capacity for the submarine's brain. It will know how much battery life is left and how to weigh that against prevailing weather conditions and sea states, reaching a logical decision on whether to sail on or return home in the face of strong tides.

The project has oceans left to cross. For instance, how can the submarine detect small objects on the surface such as jet-skis?

All of these dilemmas are small beer for human submarine captains. Commander Ryan Ramsey captained the hunter-killer HMS TURBULENT and taught on the 'Perisher', a five-month-long course

the Navy uses to push prospective submarine skippers to the limit.

This decides if they are fit to command 100 or more submariners working punishing watches consisting of six hours on, six hours off for the duration of a long patrol



COPYRIGHT RYAN RAMSEY

**Ryan Ramsey captained the hunter-killer submarine
HMS TURBULENT**

"AI will struggle to match human decision-making skills. There are lots of submariners skills you can transfer to it, but you have to accept that the first generation will not be perfect."

He cites how he would study opposing NATO submarine commanders he went up against in exercises, learning how far each individual was prepared to push a vessel. "The reality is that if you don't know how a guy operates he will find your submarine before you find him. You can't replicate that emotional input in AI."

CAN YOU HELP?

Gus Mellon, a Submariner researcher in Australia has asked if anyone has a copy of the 'Oberon Class' 'Trim & Stability' Handbook which might be available to scan/copy? If you can help please contact the Editor – contact details at Page 2.

BUILDING DEVELOPMENTS AT THE BARROW SHIPYARD

The status of a number of the infrastructure 'new builds' in the Barrow shipyard in support of the DREADNOUGHT (Vanguard Replacement) Programme have already been completed as reported in earlier issues of 'In Depth' whilst some are well in hand or only just started. The photos below show, firstly, modifications to the north-west end of the Devonshire Dock Hall – currently in hand – and secondly, the Extension to the Devonshire Dock Hall – recently completed.



**(1) Modifications to the Devonshire Dock Hall Entrance Under Construction
(as viewed from the Dock Museum)**



(2) The Devonshire Dock Hall Extension
(from the Dock Museum)



The Green areas at No 2 show the location of the extension to the Devonshire Dock Hall and the modifications to the Devonshire Dock Hall Entrance

The Green areas at the bottom LH of the above plan indicate the locations of the New Wet Dock Quay piling work and associated Quayside facilities – see photos below:



(3) Early Stages of the New Wet Dock Quay Piling work



Progress on the Wet Dock Quay piling work 26th June 2021

BOOKS

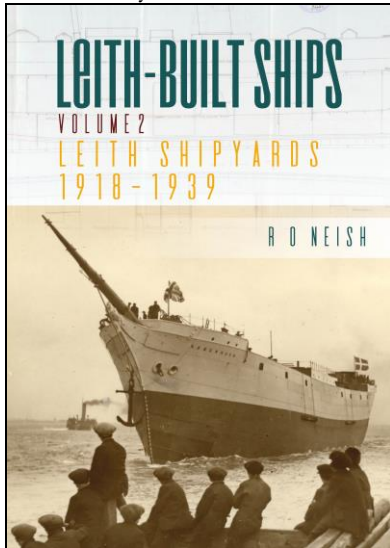
Three new books for you in this edition of 'In Depth'. The first Book is:

LEITH BUILT SHIPS

Volume 2

Leith Shipyards 1918 - 1939

By R O Neish



This is the second in a series of four books about the almost-forgotten part played by Leith in our truly great maritime heritage. Volume 1 was reviewed in 'In Depth No.67' and the Submarine interest there was that several WWI 'K' Class Submarines were repaired and/or modified in Leith Shipyards in 1918 & 1919.

In this volume R O Neish describes the history of the ships built in Leith shipyards between the First and Second World Wars including many well-known ships destined for home and abroad. No specific Submarine work came the way of the Leith Shipyards, but the Ship shown on the front cover - 'MERCATOR' - was requisitioned by the Royal Navy in WWII and became HMS MERCATOR - and was a Submarine Depot Ship at Freetown, Sierra Leone in West Africa for the duration.

The book features the shipyards of Cran & Somerville, Hawthorns & Co Ltd and Ramage & Ferguson, and the rise of the Henry Robb Shipyard. Written by a proud shipbuilder who is still active in shipbuilding and well-qualified to tell the story. In the introduction on Page xiii there is a list of some 50 crafts involved with Shipbuilding - many very familiar but others not - have you heard of anglesmiths, bumper's up, fettlers, frame turners, holders up, scraphers etc? Me neither!

This volume includes details some very famous ships with tales of adventure and new trade routes, also sadness with the launch and then the mysterious loss of the largest sailing ship ever built in a British shipyard - the five-masted auxiliary sailing barque,

KOBENHAVN, which was 'lost with all hands' (including a Class of Danish Cadets) in unknown circumstances on a voyage from Montevideo to Melbourne, Australia.

Another particularly poignant story centres on the passenger cargo vessel SS VYNER BROOKE. Following the Japanese assault on Singapore this ship was one of the last to leave with escaping personnel including a large number of Australian nurses. The ship was bombed and sunk on the way and many of the survivors made it ashore but found the island already occupied by enemy forces. In what was clearly a major war crime the survivors - both men and women - were all massacred apart from one woman who was taken prisoner. Personally, I found this distressing story difficult to read as a family member (an RAF aircraftsman) was on one of the last ships to leave Singapore - however, luckily, he made it to Australia but had been missing to the family for over three months.

R O Neish recounts the days when shipbuilding should have flourished and into the tough times of the Great Depression. It remains a testimony to the skill and determination of the people who built the ships and those who served on them.

The fortunes of the three main shipyards are followed through good times to eventual closure or assimilation by the man who would open up the shipyard that took his name.

Henry Robb Ltd, shipbuilders and engineers, began without a yard in which to build ships, but eventually took over firstly the old S & H Morton Shipyard, now occupied by Hawthorns & Co Ltd. That gave Robb control of the Victoria Shipyard, and a few years later he would take over the Cran & Somerville yard, before acquiring the plant and goodwill of the Ramage & Ferguson Shipyard- the cream of the Leith shipyards.

This last yard would always have a ship on one of its slipways; at the peak they had nine slips and were pioneers in the building of diesel-powered coasters. Always innovative and with some of the best craftsmen in the industry, the shipyard of Henry Robb quickly acquired the reputation as builders of special ships.

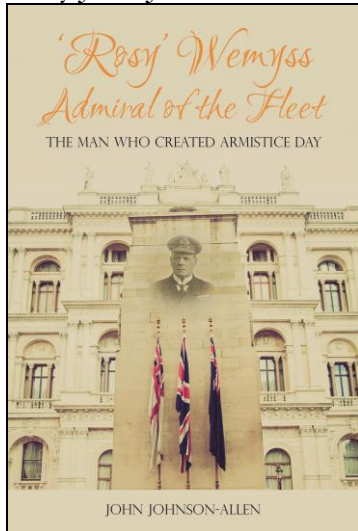
'Leith Shipyards 1918 - 1939' continues the chronological story begun in Volume I and provides a fascinating illustrated story that reveals the remarkable and ongoing story of shipbuilding for which Scotland and the UK were renowned.

The amount of information on the ships, shipyards, and personalities that the author has managed to squeeze into this slim volume (as he also managed in Volume 1) is quite remarkable - as is the fact that it

is also very readable – this all bodes well for Volume 3 and 4 – yet to come
ISBN 978-184995-481-5
240 × 170mm 144pp liberally illustrated with photographs and ships' plans. Softback.
£16.99. May 2021

The second book is:

'ROSY' WEMYSS
Admiral of the Fleet
The Man who Created Armistice Day
By John Johnson-Allen



John Johnson-Allen describes the life and times of an eminent, but largely unknown Naval man, who left an indelible mark on the life of this country. Includes his wide range of experience from a Naval Cadet in the Victorian Royal Navy to Admiral of the Fleet at the end of World War One through his service in the Royal Yacht and many other Royal Navy Ships and his many increasingly important appointments.

At the Dardanelles he was involved with organization of the initial landings and the eventual evacuation from Gallipoli. He supported Lawrence of Arabia and the Arab Revolt.

He was the Allied Naval Representative at the Peace Negotiations at Compiègne in 1918 and as First Sea Lord was also at the Versailles Peace Conference.

Rosslyn Wemyss' life and career was both fascinating and brilliant - a most distinguished Admiral who is very little known. As the Allied Naval Representative at the Armistice negotiations on 11th November 1918, he left an indelible mark on the life of this country when he was responsible, with Marshal Foch, for the creation of Armistice Day.

The negotiations took place in a railway carriage at Compiègne in France when the decision was made at 5.30 am to cease hostilities on land, in the air and sea at 11am on that day.

One of the most illustrious of Scottish admirals, he was a member of the Clan Wemyss, whose ancestral

seat is Wemyss Castle in Fife, overlooking the Firth of Forth.

Rosslyn joined the Navy at the age of 13 in 1877, at the same time as Prince George, the younger son of the Prince of Wales, they became lifelong friends. After they left Dartmouth, they joined their first ship together and sailed around the world for the next two years. In his early career, this friendship found him posted to serve on two ships for Royal Tours abroad and on two of the Royal Yachts.

In 1915, by then a Rear Admiral, he was sent to create a naval base at Mudros, to serve the Gallipoli campaign and was in command of the landings and then the evacuation of all the troops. The evacuation was so successful that only one man was lost from the approximately 140,000 who were taken off the beaches.

From there, he was sent to Port Said to command the East Indies and Red Sea Station. For the next 18 months, the main thrust of his command was supporting the Arab Revolt and helping T.E. Lawrence and the Arabs, under Emir Feisal, to oust the Turks from all the ports on the eastern shore of the Red Sea. Without his support, the Arab Revolt would have collapsed, and the legend of Lawrence of Arabia would not have been created. In 1917 he returned to the United Kingdom to become Deputy First Sea Lord, stepping up to the post of First Sea Lord at the end of the year. As First Sea Lord, he represented British naval interests at the Versailles Peace Conference.

Through Rosslyn's rich archive of letters and reports and his own words, this book gives a wonderful insight into the life of a man who became one of the most popular and senior officers in the Royal Navy at the time, and who was known throughout the Navy as 'Rosy'.

Readership: this will be of huge appeal to everyone interested in WWI, modern British naval and military history and also biographies.

ISBN 978-184995-485-3. 234 × 156 mm. 256pp. Illustrated with c.30 b/w photos. Softback @ £17.99. May 2021

The above two Books are available from Whittles Publishing, Dunbeath, Caithness, Scotland, UK.
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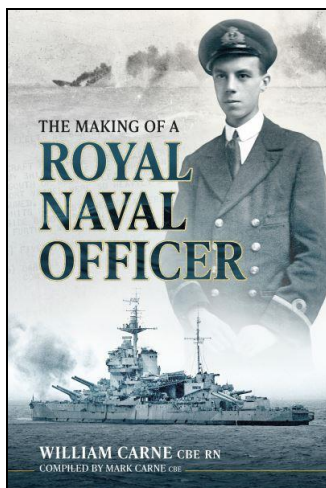
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The Making of a Royal Naval Officer

Mark Carne (editor) | William Carne (author)

William Carne's life, like so many others in the 20th Century, was defined by the two World Wars. He joined the Royal Navy as a Cadet aged just sixteen in 1914. This is his story of his

life at sea, from his own memoirs, letters, diaries, and photos. It is a humbling account of his time as a Midshipman in HMS NEW ZEALAND at the Battle of Jutland, to Captain of HMS COVENTRY in 1941 during the evacuation of Crete.



It is also a fascinating insight into society at that time, both in the Service and at home. It is the story of The Making of a Royal Naval Officer.

The Author: Mark Carne, who compiled and edited this book, is a grandson of William Carne. He had a long career in the oil and gas industry working in many countries around the world, then became the Chief Executive of Network Rail, responsible for the railway infrastructure of Great Britain. During his tenure, the railway system went through the biggest period of investment in a hundred years. New stations, like London Bridge and Birmingham New Street, were built and hundreds of miles of electrification was carried out. He was appointed a CBE for 'Services to the Rail Industry' in the Queen's Birthday Honours list in 2018. He now lives in Cornwall, just a few miles from where his grandparents grew up and later retired.

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SUBMARINE K.26 - THE STEAM SUBMARINE

By Jack Philip (Nick) Nichols J98553 (Continued from In Depth No. 72)

CATANIA

Yes, Catania in Sicily, a mere 80 miles or so from Malta, but not many crossed the sea to find out. A few vegetables came across to Malta especially cauliflowers, in old times, soil came across to pay Maltese harbour dues. The Maltese unloaded it and took it in light carts out to the fields practically on to the bare volcanic rock. Oranges, lemons, a very little wine, Catania knew of Malta, just. Our visit to Catania was more to be helpful to the natives than to show the flag. Sicilians had not a great deal of time for the rest of Italy. The Police from the mainland were looked upon as interlopers. They had their own way of working, they paid taxes when they saw no other way out, they looked on at ships of any Navy with no interest, except as possible buyers of souvenirs, oranges, and musical instruments

Walkers on the jetty at Catania looked at K.26 and the 'L' boat much as we look at ducks in a municipal park. They were there, pretty, but there's nothing in it for us. We never gave away samples, we ogled married women and girls alike, we did not speak their language. They might sweep off their hats to an important looking one, with a peak on his cap, but they knew nothing of the distinctions. For instance, they were generally ignorant of the fact that a substantially senior officer wore a peaked cap and so too did a cook's mate. And medals were no guide either, for many officers had sprouted up since 1918 without a single medal, whilst a cook's mate or a steward might exhibit four or more shiny gongs. The Sicilians generally lost no sleep about that. Perhaps some were puzzled about the reluctance of young English people to talk buying and selling of guitars in the middle of the street.

At Catania Tims and 'Honey' Standen went ashore, a little walk, a little wine, a look up at the plume of smoke on the volcano, a bag of oranges, some vile Italian chocolate. Tims is a good storyteller and he told me this, which though showing signs of Timsian embroidery, must be substantially true.

Standen and Tims - it seems were looking into a little shop. Its stock was small. A smartly dressed young man came up and said in very refined tones, pardon me old chap, my name is Lennox, I'm English actually, from Banbury, nice to see English ships in harbour you know, links from home what." To Tims, a great reader, this was all pure P G Wodehouse stuff, you know, "Pip, Pip, old horse and all that," but he answered civilly and gave his name and introduced Standen as the victualling assistant in the largest of the submarines down at the harbour. Except for a bit of exaggeration that was all right.

The young Mr. Lennox was delighted to meet them, very civil of them not to mind him sort of speaking to them without invitation, produced a care Mr. Cyril Lennox, B.A. Tims said, "We're both A.B.s." Mr. Lennox laughed. "Topping" he said, or that's what both Tims and Honey said he said, and again I accept it. Mr. Lennox went on to say that he taught English at fairly large Private School, had many pupils who hope to get into that Mecca the

United States, where later they could send for father and mother and become good Americans. Sadly, Mr. Lennox said that the submarines had not alas impressed him, they looked old in design, the one with the funnels looked as if it was a cartoon out of Punch, why when the Italian submarines came to Catania, they were sleek, new, fast boats, their exhaust gases were white. Even the uniforms, medals, etc. of the Italians seemed smarter, the men smiled more, did not Tims think that the British Navy was falling behind?

Tims put a restraining hand on Honey's arm, Standen had had several glasses of Marsala, a wine that was said to appeal to English midshipmen and appealed to him well enough. "Ah yes" he thought, "Tims will tell him where he gets off," he even chuckled to himself this is going to be A.B. to B.A. and no mistake. "Mr. Lennox" said Tims in a silky voice, "That's just the impression we wish to give, these are old boats every one of them 1918 or earlier." "We trot them round Italy, a potential enemy; we go into Spezia, we stagger into Venice, blunder into Brindisi, tie up stern to the wall in Naples. The Italian Navy see us, the Italian public see us." "Ah yes, we let them see what we wish them to see." "But the Italian Navy does not visit England, they do not see what we have up our sleeve, Mussolini has added a few ships, modernized a few, but what is happening in England, we know, my friend Standen and I, we know Mr. Lennox." Mr. Lennox brightened up like a bed of sweet peas after afternoon rain. "You mean....".

Tims went on, "I do mean, we have the ships the men, the means, the weapons, the inventions, in fact Mr. Lennox we could dump those boats down there tomorrow and not miss them." "That's right" mumbled Honey, we got miles of ships, masses, massasses of ships, submarines too, and ruddy aircraft too, two damn great Zeppelins R.100 and R.102, we got the lot." "So, this is a studied ruse," said Mr. Lennox. "You could call it that, but don't tell a soul". "I won't" said Mr. Lennox, B.A., warming to Mr. Tims, A.B., Tims went on, "You know Jane's fighting ships Mr. Lennox?" Mr. Lennox nodded. "Tims touched the tip of his nose with his right forefinger, "false, faked, fudged." "Fudged," backed up Honey, Tims whispered "Let this go no further Mr. Lennox, there's six submarines down as building of the 'S' Class, their names are given, but they don't say anything about another eight already built and in commission." Portentously Tims wagged his finger, "Cyril", he urged, "You are a loyal Englishman I take it?" "Mr. Lennox agreed. "Then believe me we have even built new destroyers with a set of 5.9-inch guns given them names of old pre-1919 boats and operate them as if they were the old crocks, doing quiet runs in the Atlantic, and then coming back up the trot on reserve." "We have a new torpedo so deadly." Tims stopped, "I dare not say more Mr. Lennox". "I understand Mr. Tims you have made my heart swell; I am once again proud to be English". Honey stood to attention, he had wanted to say "Hear hear" but the sum was warm and the Marsala working. At Mr. Lennox's invitation they went to a shady bar where Standen sat down with his head leaning against a plaster wall, and took no further part in the proceedings, sometime later Mr. Lennox asked to be excused as he had to take prep. Tims rose to his feet bowed, shook hands, turned to Standen, shook hands again, shook Standen, got no answer from Honey, shook hands again and said in a very grave tone, "Mr. Lennox, Cyril, if I may make so bold again, let me advise you, if our country is invol, invol, goes to war, you would be very well advised to join us, you would no doubt, no doubt at all have a very distinct, distinct, I mean distinguished Naval career, Mr. Lennox in the proper manner, that is with my hat on square I salute you." He did so, Mr. Lennox came up to snuff he saluted back, and staggered from the bar. Two or three Sicilians in the bar smiled at the mad English and Tims took to waking Standen up. The pick-a-back back to the jetty revived Standen, and he negotiated the gangplank by taking a quick rush. Tims followed at a grave slow pace, the two returned ambassadors saluted as they passed the brow.

SMITH, OR ALL PEOPLE THAT ON EARTH DO DWELL

Smith, Asdic Man and Signalman, two jobs one under and one on top of the water, was no ordinary character. Finest player in the water polo with a fine tenor voice.

When on passage K 26 stuck to the regulations regarding Divine Service on board H.M. Submarines. I mentioned before that the Control Room had good acoustic properties, the tick-ticking of the Gyro compass the rounded pressure hull improved the sound of the Captain's prayers and the sailor's singing. One of the hymns was, "All people that on earth do dwell, Smith's voice did justice to it. Two stokers refrained from adding their coarser voices when Smith was doing well. Smith had curly hair; in the water he swam through the opposing team like a trained seal - the ball seemed anchored above his curly hair.

Out of the water and down in the Beamery he delighted us by giving a sort of monologue. He had been trained for the Royal Navy in a training ship called T.S. MERCURY, owned by Captain C.B. Fry RN - a famous cricketer. Smith was a good bat too. It appeared that a lot of the discipline aboard the MERCURY was regulated by Mrs Fry, so one of Smith's pieces was an imaginary conversation between Mrs Fry and Smithy. Mrs Fry would be telling Smith how to please her by acting like a polite little sailor boy anxious to join the Royal Navy and live happily ever after. She called the boys by their Ships Number, and Smith was ninety. The imaginary Mrs Fry would say with motherly concern "Oh ninety-eight, do try and cut your finger-nails". Smith's line was, "Aye, Aye

Mrs Fry I will try, try Mrs Fry, by, by and by.” To all the advice given by Smith the guise of Mrs Fry, he spoke some lines agreeing with her, "Aye, Aye, Mrs Fry, I'll try, Mrs Fry, I'll try." "Very good ninety-eight, just try that's all I ask ninety-eight, do try." "Aye, Aye, Mrs Fry, I'll try."

He remembered her with affection, did she not play the part of a collective mother to all the Mercury boys? She did, Aye Aye! He was the Star of the MERCURY, but unfortunately when crossed he took umbrage. On one occasion in K 26 the hymn "All people that on earth do dwell" was missed out. It was not sung. The service was over leaving Smith in the Control Room in much the position of the lass who had been invited with her harp to the party and then not asked to play. I lingered too, I might have been bold and expressed my disappointment, but a mere back in a good Water Polo team does not approach the Captain except with due humility and I was busy cleaning the gold contacts on the Gyro Compass, a job vital to the navigation.

I saw Smith stride over to the voice pipe that led up to the bridge. He flipped back the brass lid, said, "Testing, Testing, Testing, and, clearing his throat, burst into the opening of "All people that on earth do dwell."

Sang steadily and loudly to the final Amen. With the Officer of the Watch up top on the bridge. The O.O.W. gathered right away that this was Smith the umbrage-taker. When he went off watch he took a signal pad and wrote a few words on it - gave it to the messenger. "To Smith Asdic operator and signalman, Report to the wardroom at 1100." The messenger went off spreading the rumour that a ticking off, much louder than the Sperry Gyro was the offing.

At 1100, Smith with his chin slightly elevated, on the wardroom knocked. "Come in" said the officer, Smith stepped forward, Regan the Officer's Steward joined the pair, holding a freshly opened bottle of beer and a glass. "Give it to the Signalman Asdic Operator." It was poured, Smith lowered his chin, he smiled, the bubbles arose.

Smith said, "Your very good health sir." Regan returned Bottle and Glass. The officer misquoted a little of the hymn, he said pleasantly, "I thought it the seemly thing to do."

Smith said those words loved by Naval Officers, "AYE, AYE, Sir." The Umbrage had departed. We got an extended version of "Aye, Aye, Mrs Fry that day in the Beamery. A remarkable man Smith – Signalman/Asdic Operator. Later he was to build his own house near Portland, I know because I helped him wire it for electricity, whilst other submarine ratings put the windows in, and tiles on the edifice. I regret I was not able to photograph Smith - he was too busy, I remember with one of those Home Study courses, Surveying or some such subject, but I was proud to know him. He had always insisted on his dual roles being acknowledged. Mrs Fry would have been proud of him. And I feel that Mrs Fry would have chuckled and said, "Ninety-Eight, you were more than a success!"

To Be Continued in In Depth Issue No. 74.

KEITH FOULGER OBITUARY

(From the Daily Telegraph – written by Peter Hore)

Naval constructor who integrated US & British technology in Britain's first Nuclear Submarine



KEITH FOULGER, who has died aged 96, was one of an elite group of talented naval constructors who for 40 years was responsible for the Royal Navy's nuclear-powered submarine fleet. In 1958, after President Eisenhower and the Prime Minister, Harold Macmillan, had signed the UK-US Mutual

Defence Agreement, Foulger headed a team sent to the Electric Boat Company at Groton, Connecticut. His important task was to ensure that the aft end of Britain's first nuclear submarine, DREADNOUGHT, which was identical to the USS SKIPJACK and housed the American S5W reactor, would fit the British-designed fore end.

There were significant philosophical and physical differences: in the British design, the bow section was dominated by a large sonar array and new-design torpedo tubes for use at great depth; the bridge fin was further aft than in the US boat; the hydroplanes were fitted on the hull rather than to the fin; and new materials including a special steel, QT35, were introduced, which required improved welding practices.

These changes eliminated sudden snap-rolls at high speed, gave better control at periscope depth, and enabled DREADNOUGHT to dive to a greater depth and more often than any previous British submarine. There was concern that there might be mismatch or misunderstanding between British and US technology, but such was the success of Foulger's work that DREADNOUGHT remained in service for almost 25 years.

Reflecting that though at first the notorious US Admiral Rickover had refused him entry, Foulger enjoyed "the most exciting and fascinating job any constructor could wish to X have".

Keith Foulger was born on May 14 1925 in Colchester, where his father was a civil servant, and he was educated Southgate County School, Palmers Green. Known in childhood as "Little Nelson", and a keen member of the City of London Sea Cadets, Foulger was disappointed when he failed the eye test for the Navy.

Instead he joined the Royal Corps of Naval Constructors (RCNC), studied at the Royal Naval College, Greenwich, and obtained a first-class degree in Naval Architecture, before joining the submarine design team at Bath. There in 1950 to 1954 he was involved in experiments in the hydrogen-peroxide powered submarine EXPLORER and in the design of the successful class of diesel-powered 'Porpoise' class of Submarines.

After three years as a constructor in Portsmouth Dockyard, responsible for submarine refits and repairs, Foulger returned to Bath to join the 'Dreadnought' Project Team.

In 1960 Foulger started work on the first all-British nuclear submarine, VALIANT, which had a simpler and stronger hull structure than DREADNOUGHT and followed British submarine practice more closely. After service of the staff of the Commander in Chief Fleet, Foulger's career was rounded out by attendance at the Senior Officer's War Course at Greenwich in the winter of 1967/68, and for the next five years he was chief constructor on various cruiser projects.

In 1973, Foulger was made responsible for the 'Swiftsure'-class of submarines and its successor programme of 'Trafalgar'-class boats, whose deep-diving, high speed and exceptional stealth made them the outstanding boast of the Cold War. Six years later, when all the 'Swiftsure's had been delivered and two of the seven 'Trafalgar'-class were under construction, Foulger was given responsibility for all submarine construction, including the 'Polaris' ballistic missile-firing boats.

Finally, in 1983-85 he was Director of Naval Construction, with the equivalent rank of rear-admiral, an office with historic links to the Master Surveyor of Tudor times.

Foulger was a demanding boss, not given to small talk, always well-prepared for whatever meeting he chaired or attended, and though quietly spoken and undemonstrative, he did not suffer fools; but once his confidence was gained, mutual respect followed.

For 10 years after his formal retirement, Foulger was chief naval architect on HMS VICTORY, overseeing her restoration and repair. He also attended to the structural condition and repair of his parish church, St Mary the Virgin, Grittleton, in Wiltshire.

For his 90th birthday his family arranged a visit to the nuclear submarine TALENT, when Foulger climbed all the ladders and enjoyed a fish and chips lunch in the wardroom with her officers.

Keith Foulger married, in 1929, Joyce Mary Hart, who survives him with their son and daughter.

Keith Foulger, born May 14 1925, died May 24 2021

OBITUARY - Lieutenant Commander Robert Henry (Bob) Read, DSC

Wales Branch Member Robert Henry (Bob) Read who has died at the age of 101 served in Submarines in WWII as a Lieutenant from 1943 to 1945 in HMS THRASHER in home water and the Mediterranean & HMS TRENCHANT in the Far East. He was the Navigator on commissioning on 26th February 1944. He was awarded the DSC for his War Service. Bob Read 'Crossed the Bar' in Liverpool, New York on 30th May 2021.

His Obituary (courtesy of © 2021 New Comer Cremations & Funerals) reads as follows:

Grandad, BobBob, Dad, "Commander", 101, of Liverpool, NY, a proud member of the "greatest generation", left this world on May 30th, 2021. Born and educated in London, England, he proudly served in the Royal Navy for 17 years from the date of his mobilization, 29th of August 1939 (6 days before declaration of WWII on the 3rd of September 1939) until leaving the Service as Lieutenant Commander in 1956. From 1942 until 1946, in the Submarine service, he saw much successful action as a Navigating Officer for which he was awarded the Distinguished Service Cross. Post war he served as XO in surface ships and saw service at Korea.



He was predeceased in 2008 by his wife, Betty, also a member of the "greatest generation", whom he met in 1944 when she was serving as a WREN (Women's Royal Naval Service) in his Submarine Depot Ship in Ceylon (Sri Lanka).

He leaves, in the USA, daughters, Alison (Ronald) Post and Philippa (Michael Kalet) Read;

grandchildren, Brian (Lauren Michel) Post, Sarah (Jeremy Holmes) Post and Harry Kalet; his "mistress" and beloved tabby cat, Rosie; and in England, a nephew, grandnephews and great-great nephews and nieces.

He was a retiree of the Black Clawson Company.

A gathering to celebrate his life was held on Saturday, June 19th 2021 at 604 Hickory Street, Liverpool, NY 13088.

At his request, his body has been gifted to the SUNY Upstate Medical University Anatomical Gift Program. Donations in Bob's memory may be made to 'Friends of the Royal Navy Submarine Museum', Caradon Town House, Caradon Town, LISKEARD, Cornwall, PL 14 5AR England.

HMS TALLY HO & Pubs

From Mick Dillion

My father Patrick W Dillon was a telegrapher/submariner from about 1949 to 1953 , after being a St Vincent boy .

His main fighting submarine was the TALLY HO .

I was aware that Sir Winston himself named the sub

In recent years I have taken to country walking and I often walk quite near to Churchill's house at Chartwell .

To the rear of Chartwell at a place called Toy's Hill there is a long - defunct pub which was called the TALLY HO .

I often wondered whether Churchill named the boat after the general hunting term, or more for his affection of what could have been his ' local '

Very recently I was walking through Toy's Hill and someone came out of the house which used to be the TALLY HO pub .

He knew a lot of history of the area and he told me that Churchill did indeed drink in the TALLY HO .

I can't say for certain whether he named the boat after the pub , but at least now I know there was a connection



This is a picture of the wall of the old TALLY HO pub at Toy's Hill. If you look closely you can see the name Tally Ho spelt out in the brickwork .

It was to my great sorrow that I never got my dad to write his memoirs of that historic period , and also that I never got to chat to a WW2 submariner who had served out of Trinco. They must all sadly be on eternal patrol.

There is, of course another TALLY HO pub - as many of the Association Members who have 'Stood By' a building boat in the Barrow shipyard can vouch.. This one is alongside the Ormsgill Reservoir and, I have it on pretty good authority, that it has, on occasion, been adopted by 'Stand By Crews.

A lot more modern than the one at Toy's Hill and no connection to Winston Churchill - of course although it may have been visited by the Crew of HMS CHURCHILL when it was building back in the 1970s.



The Barrow TALLY HO Pub.

SUBMARINERS ASSOCIATION MEMBERS 'CROSSED THE BAR'

Reported 1st April 2021 to 30th June 2021 (***) WWII Service)

NAME	DATE/AGE	RANK/RATE	BRANCH	SERVICE	SUBMARINES
Ioan V Evans D/MX 510416	14 th December 2020 aged 87	Engine Room Artificer	Wales Branch	September 1943 to November 1946	VARANGIAN, VIGOROUS & SPITEFUL ***
James William Lamb P/KX 158936	11th March 2021 aged 95	Leading Stoker	Dolphin Branch	February 1943 to April 1950	TRESPASSER, TALLY HO, TRENCHANT, STOIC, SIRDAR, SPITEFUL & SCOTSMAN ***
Peter E Nash D059733A	23rd March 2021 aged 87	Chief Marine Engineering Mechanic	Ex-London Branch	May 1964 to 1984	ANCHORITE, ANDREW, AMBUSH (1966), ASTUTE, ALCIDE, ALLIANCE & RESOLUTION
John Watson K959412Y	24 th March 2021 aged 82	Warrant Officer 1 MEA(P)	Dolphin Branch	1968 to 1988	CHURCHILL (1969 to 1971) & RENOWN (S) (1971 to 1975)
A J L (Sandy) Stuart D080177K	2nd April 2021 aged 73	Petty Officer Radio Electrician	Ex- Grangemouth Branch	1967 to 1977	ARTFUL (1968), RESOLUTION (1970 to 1973) & WALRUS (1975 to 1976)
Bryan Robin Pearce P/JX 890176	2nd April 2021 aged 85	Leading Seaman (UW2)	South Kent Branch	March 1956 to June 1962	TALENT, TOKEN & THERMOPYLAE
Graham (Andy) Anderson D153419M	4th April 2021 aged 62	Charge Chief Weapons Electrical Artificer (Radio)	Ex Barrow in Furness Branch	April 1984 to July 1999	TURBULENT, TALENT & VIGILANT
Anthony George Arthur Pogson	14th April 2021 aged 90	Commander (X) (SM)	Dolphin Branch	September 1951 to June 1974	TIPTOE, SIDON, SIRDAR, SEASCOUT (commissioning 28th July 1960), TURPIN, TALENT (IL recommissioning 13th February 1956), ALARIC (IL), SEA DEVIL (CO 9 June 1959), TALENT (CO), TABARD (CO 1960), ALLIANCE (CO December 1962 to 1965), DOLPHIN (1966), NARWHAL (CO on commissioning Rosyth 5th April 1967), DNOT (1968 to 1970), RENOWN (CO 1971 & 1972 NL) & DOLPHIN (1973)
Francis Dingwall (Frank) Lowe	20th April 2021 aged 86	Captain (X) (SM)	Dolphin Branch	July 1953 to July 1985	SCOTSMAN, SOLENT, SEA DEVIL, AMPHION, TOTEM (IL 8th November 1961 & on commissioning on 28th January 1963), ONSLAUGHT (IL 2nd December 1963), ALDERNEY (CO), FINWHALE (CO 1st January 1968), REVENGE (P) (CO) & Captain SM10
Derek Traylen P/JX 325071	22nd April 2021 aged 83	Leading Signaller	Dolphin Branch	March 1943 to May 1946	OTUS (N92) ***
Ian Davies P/M927852	23rd April 2021 aged 83	LEM	Ex Lincoln Branch	1958 to 1967	SENECHAL, TOTEM on 'Commissioning' at Chatham on 21st September 1959 & ALDERNEY

Kenneth Michael Hartley	April 2021	Lieutenant Commander (E) (WESM)	Submarine Officers Association	1970 to 1986	DOLPHIN (1970), ORPHEUS (1971), DOLPHIN (1972 & 1973), RNC Greenwich (1974), REPULSE (1975), RENOWN (1976 to 1978), FOSM Staff (1979 to 1980), SUPERB (1981 to 1982), DUWP (N) (1983), SM2 Staff (1984 to 1985) & MoD Bath (1986)
Charles D Fisher, MBE P/JX 730495	7th May 2021 aged 94	Able Seaman (SD/R)	Merseyside Branch	March 1946 to August 1947	VIRULENT & ALCIDE
John Conrad Sydney Lea	11th May 2021 aged 89	Lieutenant Commander	Ex Dolphin Branch	October 1954 to May 1965	TIRELESS (5th Hand 6th March 1955 to January 1957), SUBTLE (August 1957 to April 1958), TRESPASSER (1958), RORQUAL (September 1959 to November 1960), NARWHAL (IL November 1960 to November 1961), TACITURN (CO May 1962 to December 1962), RAN ASW School (January 1963 to May 1965),
John Lewis Round-Turner	17 th May 2021 aged 87	Captain (X) (SM)	Colchester Branch	From 1956	SUBTLE, TAPIR, AENEAS, TACTICIAN (IL 1961), ANDREW (IL 3rd July 1961), OTUS, AURIGA (CO commissioning 7th October 1965 to 1967), BRNC Dartmouth (1968 to 1969), NEPTUNE (1970 to 1971), RENOWN (1972), DRYAD (1973), CONQUEROR (CO 1974 to 1975), NEPTUNE (1976 to 1977) & SM2 (1985)
John L Baber M941376T	27th May 2021 aged 82	Charge Chief Electrician	Portsmouth Branch	August 1968 to July 1978	RESOLUTION (S) & REVENGE (S)
Robert Henry Read, DSC	30th May 2021 aged 101	Lieutenant Commander	Wales Branch	1943 to 1945	THRASHER & TRENCHANT (NO on commissioning on 26th February 1944) ***
Robert Frank Pitman D/JX361943	31st May 2021 aged 97	Telegraphist	Australia Branch	March 1943 to April 1946	H28, THOROUGH & BRIN (Italian) ***
Derek Sidney Day P/JX 842877	4th June 2021 aged 88	Chief Petty Officer (UW1)	Gosport Branch	March 1953 to March 1973	UPSTART, SENTINEL, AUROCHS, TIPTOE, TRUNCHEON, ORPHEUS & RESOLUTION (P) (1st Commission Crew)
William James Patrick Woodcock CO19802U	23rd June 2021 aged 75	Lieutenant Commander (E)	Ex Gosport Branch	1973 to October 1988	WARSPITE (1976), RESOLUTION (1981) & RENOWN
Alan Derek Jones M950059	24th June 2021 aged 82	Chief Control Electrician	Barrow in Furness Branch	1969 to 1971	Submarine Service from in FINWHALE (1969 to 1971) & OTUS (1971)

OTHER SUBMARINERS 'CROSSED THE BAR'
Reported 1st April 2021 to 30th June 2021 (***) WWII Service)

NAME	DATE/AGE	RANK/RATE	SERVICE	SUBMARINE SERVICE
Kenneth Simpson	12th February 2021 aged 95	Telegraphist	WWII Service	TAPIR ***
Stuart Hall	27th March 2021	Chief Marine Engineering Artificer	To 2004	VENGEANCE (1st Commission Crew) on 27th November 1999 & other 'V' Class
Roy Cundall	28th March 2021	Chief Weapons Electrical Mechanic (Radio)	1963 to 1987	WARSPITE, VALIANT & OPPORTUNE
Edward Skelton	8th April 2021	Not given	1960s & 1970s	Not given
Robert McKenzie	10th April 2021 aged 64	Chief Marine Engineering Mechanic	To 1995	COURAGEOUS, TRIUMPH & SM School
Michael Foster	April 2021	Able Seaman	Not given	TACITURN (6th Commission from 24th October 1960 to 1963)
Graham Pearson	14th April 2021 aged 79	Chief Petty Officer	Not given	WALRUS & ALLIANCE
Ronald Parker	20th April 2021 aged 86	Ordnance Electrical Artificer	Not given	COURAGEOUS on Commissioning on 16th October 1971
Paul William Heath	April 2021 aged 81	Leading Radio Operator	Not given	RESOLUTION (S) (1st Commission Crew) on 3rd October 1967
Martin Carney	14th May 2021	UC	Not given	UC for 10 years in 'T' Class
Brian Pearce	25th May 2021 aged 83	Petty Officer (UC)	1953 to 1965	ALDERNEY, OTTER & SERAPH
Wynford Clive Ellis	1 st June 2021 aged 72	Able Seaman Sonar	Not given	COURAGEOUS & VALIANT
Willem Van Vliet	9th June 2021	Commodore, Royal Neth Navy	Not given	Dutch SMs including TIJGERHAAI (CO)
Brian Wilson	24 th June 2021 aged 91	Not Given	Not given	SANGUINE, TRESPASSER, THERMOPYLAE & THULE
Barry Michael Cole	24th June 2021 aged 83	Petty Officer (Underwater Control)	To 1984	Including WALRUS, TRUMP on 'Commissioning' at Sydney in 1965, WARSPITE on recommissioning at Chatham in November 1973 & COURAGEOUS