



IN DEPTH

Official Newsletter of the Submariners Association

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

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PRESIDENT
Rear Admiral Niall Kilgour CB

The Submariner

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

Sir Winston Churchill 1943

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EDITORIAL & CHAIRMAN'S REPORT

Hello again everyone.

Well, I hope you are all getting back to normal (or what goes for normal at the present) and getting on with Branch Meetings and Branch business. I know some Branches have been holding Zoom Meetings to keep in touch but there is nothing like having proper 'face to face' get-togethers with your 'oppos' and having a few pints and, perhaps a tot or two.

So what have your NMC been doing recently? Ian Vickers has been continuing the Monthly Secretaries meetings on Zoom to keep everyone up to date with Association business as well as circulating information to all Branches and Members. A Working Party (four NMC Members) has been looking into our Voting processes to see if there is a better way of doing things. Another Working Party is looking at all aspects of The Submarine Family (TSF) to see how best the Submariners Association fits in with their plans. Then, of course, there has been the organisation and conduct of the recent successful Family Weekend at Kegworth - mainly by

Iain Mackenzie but assisted, where necessary, by Andy Knox and others - I have included some photos in this issue. Iain has also been progressing the planning for the 2022 Conference and Family Weekend which will be in Leicester. Some information about the venue and the costs is at Page and the Booking Forms will be distributed via Branch Secretaries in due course.

The Membership Secretary, David Woolterton, has developed the new Membership Database and rolled it out to the Branches - I hope you are all using it - as well as continuing to update the Database such that all changes in existing Members details and those of New Joiners are recorded accurately and promptly. A request from David is for all Branch Secretaries to regularly review the contact details for their Members which get out of date very quickly! All changes should be advised to him as soon as possible. Additionally, as a member of the TSF Working Party he is liaising with the team setting up 'The Submarine Family (TSF) Website and Database

The Submarine Family, although not yet 'launched' now has a logo:



The TSF Website although not yet complete has a TSF holding page at submarinefamily.uk and the logo is now public.

Andy Bain, as well as his Treasurer responsibilities, is also our representative on the New Submariner Memorial Board. Other duties carried out by NMC Member include Parade Marshall, National Standard Bearer, representing the Association on the COSM Board and on the RNRMC/SMF Grants Award Team.

So, as you will see the NMC is being kept very busy on your behalf. One point I would like to make is that two NMC places are up for election to the NMC at every National Council Conference so if you think you can contribute towards the running of the Association you can always put your name forward.

Monday 6th September saw Association Members at the National Arboretum for the 'Breaking Ground' Ceremony at the site of the planned new Submariner Memorial. This was a 'limited numbers' occasion with five (should have been six) Standard Bearers, half a dozen serving Submariners, Members of the Memorial Project, Captain Irvine Lindsay (Deputy Commodore Submarines) and representatives from the media. The turf was cut by 100-year-old Diana Mayes, whose 25-year-old Submarine CO husband Lt Gordon Noll RN was the Commanding Officer of HM Submarine UNTAMED when it was lost with all hands in the Clyde on May 30th, 1943. Joining Diana to break the ground was a young Chef, Jack McHugh, from HMS VIGILANT's Port crew, one of the youngest qualified submariners in the service. Gill Molyneux – widow of Lt Cdr Ian Molyneux GM RN and Patron of We Remember Submariners was also present. The speech was given by Deputy Commodore Submarine Service Captain Irvine Lindsay OBE RN. News since the Ceremony is that the Fund Raising for the New Memorial has reached its Target figure - which figure includes the £5.0k recently voted by the SA Branches. The Unveiling/Dedication of the New Memorial is planned for May 2022 and places have been allocated for 80 veterans – places to be co-ordinated by the Association.

Sunday 12th September saw the Bi-annual Naval Associations Parade in Whitehall. The Submariner's Association was invited to take part this year for the first time and was represented by me (as the National Chairman), Ian Vickers as National Secretary, Andrew Morgan as National Standard

Bearer and by Standards and Members from several Association Branches.

The weekend 17th to 19th September saw an HMS VALIANT Reunion in Liverpool – with several Association Members attending and the weekend 1st /2nd October saw the first ever (and very well attended) UPHOLDER Reunion in Barrow.

Did you watch the TV Series VIGIL? I did watch one episode but lost interest very quickly. I think the producers and writers have been watching too much Star Trek with the Star Ship Enterprise and a bit of Doctor Who with VIGIL being a bit like a Tardis – normal size on the outside but enormous when on board! It says something that the programme makers seem to have upset both the Serving and Veteran Submariner Community and the Faslane Peace Campers who all think that they have been misrepresented! Much more realistic & truer to life was the HMS TRENCHANT programme which showed the warts & all picture of life and problems at sea in one of the older nuclear submarines.

What else? HMS ASTUTE has been with the Carrier Group on the deployment to the Far East via the Mediterranean and the Indian Ocean exercising with many friendly Navies on the way! The first time an RN submarine has been in Far East waters for many a year!

The 4th Astute Class boat HMS AUDACIOUS was formally 'Commissioned' at Faslane on 23rd September. I have included the press release from Faslane PRO in the Newsletter.

And, very recently, we hear that the Aussies are going to get eight Nuclear Boats and, in the process, have cancelled their plans to acquire the 12 'Short Fin Barracuda' Boats from France. How soon will we see 'Aussie' Submariners in our SSNs for familiarisation and training, will there be opportunities for exchange drafts and, will we see RAN Officers coming over for 'Perisher' Training once again? Interesting times!

Two other pieces of news of interest to Submariners – Contracts have been let to enable Concept & Initial Design work to commence for the ASTUTE Class replacement (already!) and its propulsion system – even before the last ASTUTE boat has been completed. The other news is that the MoD has bought Sheffield Forgemasters – the business which is the Contractor/Supplier for the large steel castings for the Astute's and the Dreadnought's and some overseas Navies.

Another piece of late news is that fundraising by the Submariner community for the families of the crew of the Indonesian Submarine KRI NANGGALA has now reached its target of £53.0K and action is in hand via 'We remember Submariners' to get the monies to the families as soon as possible. COSM, with the Indonesian Ambassador will be laying

wreath at the Embankment Memorial on 7th October.

After our much-reduced Ceremony last year our Submariners Remembrance Ceremony at the Temple Gardens and the Embankment will be going ahead as normal this year on Sunday 7th November. I hope to see many of you there!

Well, that's more than enough from me! Thanks to everyone who has sent in items for this issue. Take care everyone and make sure you get both of your 'Jabs' – not forgetting your 'Booster jabs and the Flu jab when you are called forward!.

Regards

Barrie Downer

IN DEPTH No. 75

Issue No. 75 will be published on 1st January 2022. Contributions are required to be with the Editor by

15th December 2021 – please make sure I get them in good time!

DISCLAIMER

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Cover Picture: The Families Weekend 2021– The Group Photograph

NEW & RE-JOINING MEMBERS 1st July to 30th September 2021

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

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
Robin J Brisley D053736G	Chief Petty Officer Coxswain (SM)	Plymouth	7 Nov 1966 to 19 Feb 1991	DREADNOUGHT, RESOLUTION (S) (1st Commission), COURAGEOUS & SPARTAN
Jamie Leigh Davis	Petty Officer	Plymouth	Apr 2000 to 20**	VANGUARD, VIGILANT, VICTORIOUS, VENGEANCE
David Fisher D097441X	Warrant Officer Marine Engineering Artificer	Nottingham	Oct 1970 to Oct 1991	REVENGE, RESOLUTION (P), VALIANT
John R E Gabb	Lieutenant	West of Scotland	Dec 2011 to 20**	TRIUMPH, TORBAY, ASTUTE
Michael Reginald Gardner D136919W	Leading Marine Engineering Mechanic	Barrow in Furness	Feb 1973 to Mar 1978	SOVEREIGN (1973 to 1975 & SWIFTSURE (1975 to 1978)
Andrew Robert Grove	CCMEA (EL)	Beds & Herts	Feb 1970 to May 1988	REVENGE (P) (Dec 1971 to Feb 1976), RESOLUTION (P) (Feb 1976 to Jun 1979), SPLENDID (Jun 1979 to Aug 1982), SCEPTRE (Jun 1984 to Aug 1987)
Joseph Albert Harris	Fleet Chief Petty Officer Coxswain	East Kent	1956 to 1978	TABARD, SEA SCOUT, TOKEN, CACHALOT, AENEAS, NARWHAL, ALLIANCE, ALLIANCE (on recommissioning in 1966), ODIN, OLYMPUS, ORPHEUS & ORACLE
Tim A Jones D194067U	Warrant Officer 1 (WS) (S) SM	Barrow in Furness	Apr 1982 to Dec 2017	REPULSE (P) (Mar 1983 to Jun 1983), REVENGE (S) (Jun 1983 to Jul 1986), UPHOLDER (Jan 1987 to Apr 1991), UNSEEN (Jul 1991 to Oct 1992), URSULA (Oct 1992 to Aug 1994), TRIUMPH (Sep 1997 to Sept 2001), SCEPTRE (Sep 2002 to Jul 2005), TRENCHANT (Sep 2007 to Jan 2011), NSTP 30 (Nov 2011 to 201*), TRIUMPH (2012), USS (NEW HAMPSHIRE (2013), TALENT (2014), TORBAY (2015)
Andrew Graeme McNeil	Lieutenant	Merseyside	1 st Sep 2019 to 20**	VICTORIOUS
Arthur Mullett	Petty Officer MEM (M)(SM)	West Riding	Feb 1969 to Mar 1984	REPULSE (P) (October 1969 & on commissioning at 1972 to August 1976) & DREADNOUGHT

Alan Peter Sayles D155189S	Petty Officer (TS) (SM)	Northern Ireland	Aug 1976 to Aug 1993	OPPORTUNE, ORACLE, SEALION, RENOWN, WARSPITE, SPLENDID & TIRELESS
John Rodney Senior D076985P	Warrant Officer (WEA)	Vectis	May 1967 to Feb 1990	ONYX (1967 to 1969), ODIN (1969 to 1973), OPOSSUM (1976 on 'Commissioning' in Nov 1981 to 1983), OBERON (1983 to 1985) & OTUS (1988 to 1990)
George Shand	Able Seaman (RP3)	Australia	Oct 1956 to 1961	TIRELESS, TOKEN & TALLY HO



The Families Weekend 2021– The Ladies Group Photograph



**Some NI Branch Members on this Table including
Davy George!**



Is this your Table?



Or was it this one?



Barrow Branch Table - Steve May, Alex & Jan Webb, Spider Webb, Bob Hagen & Dickie Cambridge



Association Padre (Stephen Dray), DCOSM (Irvine Lindsay) & Association President (Niall Kilgour)



Barrie Downer, Association Patron (Lord Boyce) & Margaret Downer



Margaret Downer, COSM (Jim Perks), Tanya & Association Vice President (Bob Seaward)

SUBMARINE LOSSES OF WWII JULY 1941

Three Submarines were lost in July 1941. The first was:

HMS UMPIRE which was lost following a collision with the Trawler PETER HENDRIKS in the North Sea (off the coast of Suffolk) on 19th July 1941. This new build submarine had just left the building yard of Chatham Dockyard and was on the way to a Work-Up on the Clyde. The Submarine sank and the two Officers and two Ratings on the bridge were swept into the water and the Submarine sank very quickly. Of the four from the Bridge only the Commanding Officer was rescued from the water. The rest of the crew was trapped in the Submarine when it hit the bottom. An escape was organised but only twelve survived. The Crew was:

Officers:

Survivors

Lt Mervyn Robert George Wingfield, RN

Lieutenant Edward Young, RNR

Casualties

Lt Peter Charles McConnell Banister DSC, RN

Lt Stephen Anthony Golder Godden, DSC, RN

Ratings:

Survivors

CPO Arthur Stephen Kingston Lee J113443

CPO (TI) William Nicholas Treble, BEM, J95987

L/Sea Albert Charles Band, MiD, P/SSX 18977

L/Sea Joseph Angus Duffy P/SSX 19625

L/Sea Edward Dainton TBA

AB Alexander Meikle D/SSX 24353

AB Robert James Herbert Newell P/JX 144811

AB Victor Griffiths D/SSX 14360

AB P Davis TBA

L/Tel Thomas Ernest Funnell D/JX 134478

L/Tel Ronald John Hansford D/JX 134677

CERA George Stewart Killan DSM BEM D/MX 46543

ERA3 Alfred James Florence, DSM P/MX 56191

SPO Ronald Goulden Shorrocks DSM D/KX 82482

L/Sto Paige TBA

Casualties:

L/Sea Joseph Angus Duffy P/SSX 19625 (Po)

A/L/Sea Patrick John Hoey P/JX 149552
AB Frederick Welham C/JX 200030
AB Robert Roberts P/SSX 23548
AB Victor Edward Baker J11449 RFR/Po/B.18675
AB Frank Sumner P/SSX 30914
L/Tel Charles Beddie P/JX 148841
Tel Henry William Henson P/SSX 20811
ERA3 Charles Henry Foster, MiD C/MX 51214
L/Sig Harold Jennings D/JX 132675
A/L/Sto Ronald Thomas Town C/KX 87518
Sto1 Walter William Lewin K61449 RFR
Sto1 Victor George Phillips D/KX 91724
Sto1 William John Houston C/KX 85859 (Ch)
Plus, one unnamed Civilian worker from Chatham

The second Submarine lost was:

HMS UNION which was lost 'with all hands' in the Mediterranean on 20th July 1941. The Italian Torpedo Boat CIRCE carried out a depth charge attack south-south-west of the Island of PANTELLARIA in position 36 degrees 26 minutes North, 11 degrees 50 minutes East. This attack took place after UNION had carried out a torpedo attack on a convoy which the CIRCE was escorting. The Crew consisted of the following:

Officers:

Lt Robert Malcolm Galloway, RN
Lt David Lawrence Carr, RN
Lt Resbury Douglas C G Simmons, RN
Lt Daniel Alexander Tarrant, RNR

Ratings

CPO Charles Clark J111325
PO Herbert Ernest Prince Brown C/JX 128506
PO Albert Henry Gillan J98639
L/Sea Cyril Chipp C/SSX 13497
AB Arthur Frank Lockwood C/JX 138250
AB Cyril Hubert Lewis C/JX 148112
AB Clifford Walter Moreton J52429
AB Cornelius McMahon, MiD, D/JX 134654
AB Frederick Walter Terry D/SSX 20656
AB George William Acott J82584
AB William John Eddy J95504
AB Charles Ernest Greaves J115204
AB James Henry Gibbs P/JX 167388
PO Tel John Barr Yuille C/JX 135830
L/ Tel John O'Reilly D/JX 144567
Tel Albert Ernest Bousell J78305
Tel Anthony Pearson P/JX 251650
Sig David Fraser D/JX 155672
CERA Sidney Leonard Summers P/M 39496
ERA2 Edward Spittle DSM P/MX 47342
ERA2 Arthur Martin C/MX 47785
SPO Bertie Williams P/KX 99431
L/Sto Roland Henry Hayter C/KX 76736
Sto1 Ronald Alfred Kempshall P/KX 93649
Sto1 Frederick Constable P/KX 111322
Sto1 James Keers P/KX 109081
Sto1 Edwin James Wickstead K65157

Sto1 Harry Gravell D/KX 77615

The third Submarine lost was:

HMS CACHALOT which left Malta for Alexandria on 26th July 1941. In addition to her Crew the submarine was carrying a number of passengers. Geoffrey Jones in his book 'Submarines versus U-Boats' (William Kimber, London 1986 ISBN 0-7183-0626-0) reports that there were ninety-two passengers and crew onboard. On 30th July Lieutenant Commander Newton was on the lookout for a tanker reported to be in the area off BENGHAZI. Having sighted a possible target whilst on the surface Submarine HMS CACHALOT was rammed by the Italian Torpedo Boat ACHILLE PAPA (Capitano di Fregata Gino Rosica). The 'Z' Tank was damaged, and the Submarine was scuttled. All of the passengers and crew took to the water and all but one (a Maltese Steward) were rescued by the ACHILLE PAPA. The crew became Prisoners of War. Sixty-nine of the Crew of the submarine and the passengers have been identified as follows:

Officers:

Survivors:

Lt Cdr Hugo Rowland Barnwell Newton, RN
Lt J E F Dickson, RN
Lt Roger David Campbell Hart, RNVR
Sub Lt C E S Beale, RN
Lt George Allen, RNR
Lt (E) Edmund Hort Player, RN

Ratings:

Casualty:

Assistant Steward Guiseppe Muscat E/LX 22991

Survivors:

CPO (TGM) George Lanham DSM J106170
CPO (Coxn) Leonard C Hooton J110951
PO Charles Davies J115171
PO Alfred William Reginald Curtis, DSM* J110997
PO (LTO) Frederick Spender J105914
L/Sea William Crude D/JX 128223
L/Sea William Crude D/JX 128223
L/Sea Louis Edward Whitburn J43410
L/Sea Frederick Edward Rumsey D/JX 136133
AB John Chadwick, MiD P/JX 207929
AB John Green P/SSX 24927
AB Aubrey C Harrold C/JX 150597
AB Ronald D Slattery D/JX 138884
AB Victor W E Pearce P/SSX 20521
AB William Yeoman P/JX 93414
AB Gordon Cutforth P/SSX 23558
AB William George Picton J74016
AB William Thomas Tanner J79647 &
RFR/Ch/B.17866
AB John A Lockyear C/SSX 29300
AB Roland Edward Fry J89374
AB John Graham D/SSX 29604
Ord Sea Anthony J Chambers D/JX 195215
Ord Sea Albert H Flowers D/JX 200572

Ord Sea William H Pearson D/JX 246804
 PO Tel Thomas A Boulton P/JX 135101
 L/Tel Walter Dunn J67574
 Tel Edward E Collis P/SSX 27572
 Tel James A Hadley C/JX 199391
 Tel Albert E Hannis P/JX 137200
 Tel Jack L Mumford P/JX 143330
 Tel Frederick C Payne P/JX 139543
 L/Cook William Day, MiD P/MX 68229
 EA2 Edward J G Holland D/MX 46977
 CERA Alfred G Mills C/MX 38387
 ERA3 Frederick James William Crook, MiD
 C/MX 47306
 ERA3 William Wright, MiD C/MX 51426
 ERA4 Frank King, DSM P/MX 58181
 ERA4 Ernest H Belcher M73119
 A/ERA4 John D Bastable P/MX 57810
 ERA John O Muir D/MX 73713
 ERA James C Moncur P/MX 58297
 SPO Albert E Hughes D/KX 80748
 SPO Charles Sandercock K58654
 L/Std Jasper Donald Goodbeer D/L 13757
 L/Sto James E Bull P/KX 85915
 L/Sto Cecil S Osmond P/KX 75339 (RFR)
 L/Sto John Carey D/KX 85887
 L/Sto Henry J Foulkes D/KX 85830
 L/Sto Arthur W A Short P/KX 69633
 L/Sto Charles H Avery C/KX 91510
 A/L/Sto Glyn E Sells P/KX 80755
 A/L/Sto Tom Taylor P/KX 77145
 A/L/Sto James O'Brien D/KX 85370
 A/L/Sto David Herd P/KX 46977
 Sto1 Terence E Bishop P/KX 116313
 Sto1 John Charles Ackroyd, DSM D/KX 95355
 Sto1 Wallace H D Blunden C/KX 85336
 Sto1 Walter Boa P/KX 83883
 Sto1 Alexander McLaughlin C/KX 85136
 Sto1 Henry F Metcalfe P/KX 116291
 Sto1 Henry C F Thetford C/KX 93255
 Sto1 Edward Trimming P/SKX 204

AUGUST 1941

Two Submarines were lost in August 1941. The first was:

HMS P33

HMS P31 (a 'U' Class submarine) left Malta on 6th August 1941 for a patrol off TRIPOLI. Submarines HMS P32 and HMS UNIQUE left at the same time and were in adjacent patrol areas. Both of these Submarines heard depth charging on 18th August coming from the area where Submarine P33 was patrolling. It is assumed that this depth charge attack was responsible for the loss of Submarine P33 with all hands. The Crew of Submarine P33 was:

Officers:

Lt Reginald Dennis Whiteway-Wilkinson DSC RN
 Lt Richard Lewis Cunningham RN
 Lt Robert Hugh Bygott RN

Lt Ronald Sycamore Frost, RNR

Ratings:

PO Vincent Charles Askew C/JX 125266
 PO George Leonard Howlett C/JX 130174
 L/Sea Robert Henry Barnes* C/JX 149939
 L/Sea Edward William Robert Briggs J110195
 AB Thomas Leslie Jehu C/SSX 17276
 AB John Harms P/JX 127651
 AB Kenneth Hankey C/SSX 15611
 AB William Morrison J107193
 AB Robert Charles Bilton C/SSX 27178
 AB Cyril George Dowler D/JX 134883
 OS Charles Stewart Gurdy RNVR/MDX/674
 OS Albert Warner C/JX 224572
 OS Ernest Thomas Moulder D/JX 208454
 PO Tel John Thomas Wolverston J112760
 L/Tel James McMahon D/JX 134310
 L/Tel Thomas Ebenezer Jago D/JX 133410
 Tel Charles Bernard Morris C/SSX 29879
 Tel Albert Hamilton Smith J107694
 CERA William James Sparrow M35317
 ERA Joseph Fazackerly D/SKX 923
 ERA Laurence Hugh Doran P/MX 52834
 SPO Sidney Thomas Smith C/KX 80449
 SPO Charles McNeilage K64170
 L/Sto John Henry Allen D/KX 76249
 L/Sto John Oliver Gambold D/KX 82339
 Sto1 Ernest George Grubb D/KX 89014
 Sto1 John Medley D/KX 81456
 Sto1 Thomas Morecombe D/KX 85166

The second Submarine lost was:

HMS P32

Submarine P32 was on patrol off TRIPOLI on 18th August 1942 when a convoy of five ships was sighted. The Commanding Officer attempted to dive under a minefield to give himself a better chance of attacking but the Submarine hit a mine which exploded sending Submarine P32 to the bottom. Eight men in the fore-ends were killed by the collision and twenty-two survived the bottoming. Three of the Crew including the Captain made an escape from the Conning Tower whilst the remainder attempted an escape from the Engine Room. Only two of the Crew made a successful escape. The crew was:

Survivors:

Officers:

Lt David Anthony Baily Abdy, RN

Ratings:

Acting Petty Officer E A Kirk TBA

Casualties:

Officers:

Lt Richard Lionel Stanley Morris, RN
 Sub Lt Richard Maclean Smithard, RN
 Sub Lt Michael Fitzadam Millar, RN

Ratings:

PO Wallace Charles Barrow P/JX 127660

L/Sea Victor Frank Chapman C/JX 148569
 L/Sea George Edward Print J115194
 L/Sea William Ross Stewart C/JX 151499
 AB William John Styles D/JX 194930
 AB Frederick James Waddington D/JX 165278
 AB James Winter P/JX 147924
 AB Frederick Ballard P/JX 138012
 AB Ronald Mark Breeds C/JX 139418
 AB Charles Foster Corn P/SSX 23673
 OS William Mclane D/JX 134717
 OS James Thomas Roberts C/JX 148569
 POTel Dennis Eustace Walford, DSM P/JX 137009
 L/Tel Arthur Barnett J107339
 Tel Frederick Robert John Honeysett C/JX 139987
 Tel Thomas Lyons P/SSX 21499
 L/Sig Eric Hargreaves D/JX 142928
 CERA Arthur Giles M18335
 ERA William Henry Martin D/MX 48188
 ERA Artificer Sidney Wellesly Cooper P/MX 54526
 SPO William James Thomas Banks D/KX 80623
 L/Sto Harold Edwards D/KX 85743
 L/Sto Leslie William Bowman P/KX 80760
 L/Sto Ronald James Scard P/KX 87485
 Sto1 Frederick Wallen K66966
 Sto1 Patrick Kelly D/KX 86437
 Sto1 Colin Bates C/KX 97604

SEPTEMBER 1941

No Submarines were lost in September 1941 and no Submariner Casualties were reported.

Sub Lieutenant Godden Grave Restoration

The Casualty list above for HMS UMPIRE includes the name of Sub Lieutenant Stephen Anthony Golder Godden DSC. Co-incidentally, on 30th August, a photo of Sub Lieutenant Godden's grave with its CWGC headstone at Mundesley in North Norfolk was posted on the 'We Remember Submariners' Website. The grave was obviously in a neglected condition as will be seen from the following below.



After an exchange of emails with Jess Roskilly at the Norfolk Branch Jeff passed the information on to his members and he reported back on 10th September that the grave at Mundesley is now looking much better. Very many thanks to Pam and Pete Houston of the Norfolk branch who volunteered, cleaned up, weeded and placed flowers on the grave - see photo below.



The 'On the Knee' Mutiny of 1906

By Barrie Downer

The recent issues with footballers and other sports players 'Taking The Knee' as a form of protest/demonstration brings to mind the 'mutinous rioting' which occurred at the Royal Naval Barracks (HMS VICTORY) at Portsmouth in 1906.

In the 1906 case 'On The Knee' was an 'Unofficial' Order used by some Naval Officers when addressing Naval Ratings.

In the 1906 story -which is fully described in 'Just an Old Naval Custom' (Chapter V Pages 6 & 69) by A Cecil Hampshire ISBN 07183 0486 1, William Kimber 1979) a 'young Gunnery Lieutenant' ordered some Stoker Ratings – who had noisily dispersed from a muster in pouring rain on the Parade Ground at the Barracks - to go down 'On Their Knees' whilst he admonished them. This was not appreciated by the disgruntled stokers and, later in the day, their unhappiness turned to rioting inside and outside the Barracks. This rioting was clearly visible to the general public through the railings surrounding the Barracks as they passed up and down Edinburgh Road. Some of the members of the public joined sailors outside the barracks in the rioting and mounted Police were called to restore order.

Although the Commodore of the Barracks managed to calm the situation the trouble resurfaced the following evening and was only restored with some difficulty. It was suggested later by the 'offending' Lieutenant that the order was not 'derogatory in any way' and was in general use at the Royal Navy

Gunnery School, HMS EXCELLENT, at Whale Island.

Unsurprisingly, after a Naval Court of Enquiry there were Courts Martial and the 'ringleaders' were convicted, sentenced to imprisonment and 'dismissed from the service'. The 'young Gunnery Lieutenant' was 'Court Martialled' on a charge of 'improper use of an order'. He was found guilty but was only 'reprimanded'.

Later, there were questions in Parliament about the justice of the Court Martial verdicts, and there were repercussions for some of the more senior Officers from the Barracks, with the Commodore and two of his Commanders being relieved of their appointments.

One consequence of the public being able to see what went on in the Barracks was the addition of sheet steel panels to the railings around the Barracks. Cecil Hampshire tells us that these steel panels remained in place until 1956 when the, then, Commodore Thompson prevailed upon the Commander in Chief to have them removed.

What is most interesting is to see how an 'unofficial' and 'derogatory' order has now been turned round into an acceptable form of protest.

A 'DOLPHINS' STORY

Always interested to read anything published concerning the Road Navy, specifically Submarines. The short dit attached I pulled together noting the 50th anniversary of the introduction of the 'Dolphins' to RN Submariners. My time in UK, and particularly as a crew member on ODIN, is at the top of my most memorable experiences during my 50 something (I'm not counting) years of service. Yes. I did receive my Dolphins from the bottom of a rum glass. This was also an interesting period to be at Faslane.

In UK 1967 to 1969 to undertake my Submarine training, firstly at DOLPHIN of course and, on completion, up to Faslane, my Part III and sea time on HMS/M ODIN and then, mid 1969 over to Scott's Shipyard in Greenock where I joined OVENS as a member of her 'Commissioning' crew. In April 1969 I went the HMS PEMBROKE to undertake my LS CK Course. Yes, to my old mates out there - another Cooks Course - I must have failed. During the Course the Class were tasked to journey to London to cater for a farewell function for a retiring CDRE. Reception was down in Churchill's bunker as I recall. We were dressed in uniform - not Cook's whites for the function. During the course of the function many very senior RN Officers approached me individually, and then as a group. Firstly, some didn't realise they had Aussie Submariners serving on their boats, and secondly, their curiosity was my DOLPHINS. This again was 1969. They discussed among themselves what their (RN) Submariners had to distinguish themselves as Submariners to be told it represented a 'Sausage on a Stick' and worn as a cuff rate and no one wore it. I, personally, do not recalling seeing this. Then, of course, what a great idea the Aussie had and why didn't the RN go that way. Yes, they did - but not until 1971. Now can I say my meeting and conversation started the ball rolling for our RN colleagues - probably not - but a bloody good story.

My very best wishes to all

John Goss

Commander AM, RAN (Supply Officer)

ABCK to CPO CK SM

HMS/M ODIN, HMAS/M OVENS & ONSLOW
(1967 to 1977)

Currently, Manager HMAS CERBERUS Museum

HM NAVAL BASE, CLYDE & RN SUBMARINE NEWS

The Breaking Ground Ceremony at the National Arboretum

Monday 6th September saw a gathering at the National Arboretum for the 'Breaking Ground' Ceremony at the site of the planned new Submariner Memorial. This was a 'limited numbers' occasion with five (should have been six) Standard Bearers, half a dozen serving submariners, members of the Memorial Project, Captain Irvine Lindsay (Deputy Commodore Submarines) and representatives from the media.

The turf was cut by 100-year-old Diana Mayes, whose 25-year-old submarine CO husband Lt Gordon Noll, RN was the Commanding Officer of HM Submarine UNTAMED when it was lost with all hands in the Clyde on May 30th, 1943.

Joining Diana to break the ground was a young Chef, Jack McHugh, from HMS VIGILANT's Port crew, one of the youngest qualified Submariners in the service. Gill Molyneux - widow of Lt Cdr Ian Molyneux GM RN and Patron of We Remember Submariners was also present. The speech was given by Deputy Commodore Submarine Service Captain Irvine Lindsay OBE RN.

In May next year it is planned to hold the Unveiling Ceremony for the new Submariners Memorial which will be a much grander occasion and the Submariners Association will be fully engaged. Planning for the 'Unveiling Ceremony' is currently in progress and details will be advised in due course.



FOURTH ASTUTE-CLASS SUBMARINE FORMALLY COMMISSIONED

Thursday, 23 September 2021
ROYAL NAVY MEDIA RELEASE

The ASTUTE-Class attack submarine, HMS AUDACIOUS, was formally commissioned today

(Thursday, September 23) during a ceremony at HM Naval Base Clyde.

Members of the ship's company and personnel from the Submarine Flotilla (SUBFLOT) were joined at the Faslane site by the boat's sponsor, Lady Elizabeth Jones, as they welcomed HMS AUDACIOUS to the Royal Navy Fleet.

The Naval ceremony marks the completion of extensive tests and sea trials for the vessel with AUDACIOUS now ready for Royal Navy operations around the globe.

Commander Jim Howard, the Commanding Officer of HMS AUDACIOUS, said: "It is an absolute pleasure to be Commanding Officer of the Royal Navy's newest and most capable SSN.

"As we now move from sea trials into our operational sea training programme, I and the whole ship's company are ready for the challenge ahead.

"This formal commissioning ceremony marks another major milestone in the platform being fully operational and ready for tasking."

During the ceremony, members of AUDACIOUS ship's company formed platoons on the jetty with Lady Elizabeth Jones inspecting them. Afterwards she addressed those gathered for the occasion and cut the commissioning cake.

HMS AUDACIOUS arrived at HM Naval Base Clyde for the first time on April 7 last year where she joined sister-vessels HMS ASTUTE, HMS ARTFUL and HMS AMBUSH. The Astute-Class nuclear powered submarines are among the most sophisticated underwater vehicles ever constructed, gradually replacing the Trafalgar-Class submarines which have provided sterling service for almost four decades.

Equipped with sophisticated sensors, the Astute-Class submarines carry both Tomahawk Land Attack Cruise Missiles (TLAM) and Spearfish heavyweight torpedoes.

The vessels are capable of circumnavigating the globe while submerged, producing their own oxygen, and drinking water.

Speaking of the Commissioning, Commodore Jim Perks, Head of the Royal Navy Submarine Service, said: "This is an extremely important day in the life of HMS AUDACIOUS and I am delighted that the sponsor, Lady Elizabeth Jones, was able to formally commission this, our fourth Astute-Class submarine, today.

"Throughout this pandemic, AUDACIOUS has delivered her extensive trials programme without fuss and with considerable style.

"I wish the boat, crew and their families all the very best for the future and look forward to seeing her deliver on operations."



HMS AUDACIOUS' sponsor, Lady Elizabeth Jones, addresses crew members during the ceremonial commissioning at HM Naval Base Clyde



Lady Jones meets crew members from AUDACIOUS.



Proud crew members from HMS AUDACIOUS, the fourth of the Astute-Class submarines.



Lady Jones and the youngest crew member on board AUDACIOUS cut the commissioning cake.



The ceremonial commissioning at Faslane.

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

Petty Officer Wesley McGuinness



Royal Navy submariner Petty Officer Wesley McGuinness has been selected to represent British Powerlifting at the World Bench Press Championships. He is the first military member to compete at an IPF World Championship. forces.net.

THE NAVAL ASSOCIATIONS PARADE

The bi-annual Naval Associations Parade, hosted by the Royal Naval Association, took place in Whitehall

on Sunday 12th September. The Parade also honoured all those who have died in the past 18 months from Covid-19 or other causes and who may not have had the ceremonial send-off they deserved.

For the first time the Submariners Association had been invited to take part in the Parade and were represented by the SA Chairman, Barrie Downer, the SA Secretary, Ian Vickers and the National Standard Bearer, Andrew Morgan who paraded the SA National Standard. Several other Branches were represented, some with their Branch Standards



The salute was taken by Assistant Chief of Naval Staff - Rear Admiral Phil Hally - and a short service was held at the Cenotaph by the Chaplain of the Fleet The Venerable Andrew Hillier QHC.

Vice Admiral Duncan Potts, the new National President of the Royal Naval Association, and a Royal Navy veteran, said: "I took over as president of the Royal Naval Association only a week ago, so this is my first parade, and I am incredibly proud to be here today to stand alongside my shipmates."

The Royal Navy was represented by two platoons of trainees from HMS SULTAN and HMS COLLINGWOOD, their Commanding Officers, and the Band of the Royal Marines HMS COLLINGWOOD.



There were two large platoons of Veterans on Parade.



Captain Bill Oliphant, the General Secretary of the Royal Naval Association and a Royal Navy veteran, said: "It's been an incredibly difficult couple of years and today was a poignant but well needed opportunity for us to gather together in solidarity to remember the members of our community that we have lost, especially during the pandemic. "Our community have deeply regretted not being able to give traditional Naval send-offs to our comrades who have crossed the bar, so today we march for them."

Photos: Courtesy of Glynis Vickers

THE ASTUTE SUCCESSOR

The first work has begun on a successor to the Submarine Service's cutting-edge hunter-killer force – even before all the current boats have been delivered to the Navy.

BAE Systems and Rolls-Royce have each been given £85m to start thinking about the design and capabilities of a new class of submarine which will eventually take over from the Astute class.

Over the next three years 350 designers, engineers, and shipwrights – 250 in the North-West and 100 in the Midlands – will carry out design and concept work, work which will help Whitehall determine how it replaces the Astute's when they begin to reach the end of their active careers.

Four boats are currently in service – the newest, HMS AUDACIOUS, was formally commissioned on 23rd September – No.5 - HMS ANSON is undergoing final trials and testing in Barrow, where the last two boats (HMS AGAMEMNON and AGINCOURT) are being completed.

All seven Astutes will be in service by 2026 and each is expected to serve for at least a quarter of century – taking the class into the second half of the 21st Century.

HMS ASTUTE herself has already been in service over a decade and given the complexities of building nuclear submarines – plus the pace of technological change below the waves (the Royal Navy is already investing in its first crewless submersibles) – preparing for the next generation of boats needs to start now.

"Designing and building submarines is one of the most complex and challenging feats of engineering that the maritime industry undertakes," explained Ian Booth, head of the Submarine Delivery Agency. "It is essential that work on the next generation underwater capability commences as early as possible. This relies on some of the nation's most experienced defence nuclear experts from the very beginning of the design phase."

Defence Secretary Ben Wallace said awarding the two contracts marked "the start of a new journey for the Royal Navy's submarines. British designers and engineers will lead the way in developing submarines for our Royal Navy.

"This multi-million-pound investment ensures that this vital capability will be ready to replace our Astute Class submarines as they come out of service, whilst supporting high-skilled jobs across the Midlands and North West of England."

The BAE team will focus on the design and construction of the new class – provisionally known as the SSNR (Submersible Ship Nuclear Replacement) programme – while Rolls-Royce in Derby will concentrate on the development/production of the boats' reactors.

£400m investment boost for Sheffield Forgemasters with MOD acquisition

The Ministry of Defence (MOD) is set to invest hundreds of millions of pounds into the newly acquired Sheffield Forgemasters International Limited (SFIL).

The deal will enable the government to refinance the company and secure the supply of components for the MOD's critical existing and future UK defence programmes.

The MOD also intends to invest up to £400m for defence critical plant, equipment, and infrastructure into SFIL over the next 10 years to support defence outputs.

This latest news follows the announcement on July 28 that the MOD had launched an offer to acquire Sheffield Forgemasters International Limited, with the acquisition completed on August 19.

David Bond, CEO at Sheffield Forgemasters, commented: "The agreement to bring the company under the ownership of the MoD provides a more secure future for the business and its people.

"The MoD's intention is to invest up to £400m over the next 10 years to replace defence-critical equipment and infrastructure as we recapitalise our productive capacity, positioning the company to retain and create new highly skilled manufacturing jobs within the Sheffield City region."

Submariners Association President's Certificate of Appreciation Award to Les Catlin

At the Gosport Branch's first meeting since lockdown on 5th Aug, Les Catlin, BEM, was presented with the Submariners Association President's Certificate of Appreciation.

Les has been a member of the Gosport Branch for 25 years - 17 of them as a member of the committee, with the last 10 years as the Chairman. Les stood down from the Chairman's role in March this year. In his 10 years as Chairman, Les has implemented many changes resulting in a much modernised and transformed Branch.

Les, and his wife Dorothy, have been fully committed to all aspects of the Branch, as well as supporting many of the National events. In addition to an extremely successful and lengthy Royal Naval career, a very large part of his later life has been dedicated to the Branch and the Association. He has been a very popular and highly respected Chairman of the Branch and is well known throughout the Submariners Association. He is dedicated to the Submarine Service and has continued to support the National events.

Our Branch President, Captain Chris Groves RN, presented Les with the above Award along with an Award from the Branch. Les was made an Honorary Vice President of the Gosport Branch for his outstanding services to the Branch.



HMS TRUCULENT MEMORIAL SERVICE 2022

Dear friends and shipmates,

Hope that you are fit and well after what has happened over the last couple of years.

Medway Towns Submariners Association are holding the annual Memorial Service for those who lost their lives when HM S/M TRUCULENT was sunk following a collision at sea on 12th. January 1950.

Sixty-four naval and dockyard personnel lost their lives - The dockyard personnel were onboard for sea trials. The crew of an Avro Lancaster from RAF Kinloss were also killed when it was taking off to search for survivors.

Subject to any further government restrictions, the Service will be held on Saturday 15th January 2022 in St. Georges Centre, Chatham, Kent ME4 4UH on the University Campus which is situated at the bottom of Dock Road, Chatham. For our older Members this used to be HMS PEMBROKE. If using the Dartford crossing, please remember the toll.

The Service will start at 1050 hrs. and will be followed by buffet/tot/ wine/tea/coffee etc.

Any questions, please contact Derek Grant by E-mail: d.grant384@btinternet.com or telephone: Tel. 01634 717384

Take care of yourselves and we hope to see you at the service. Best regards, Derek Grant

NEW NAVAL REGIONAL COMMANDER FOR SCOTLAND & NORTHERN IRELAND

ROYAL NAVY MEDIA RELEASE

Thursday, 18 August 2021

THE Royal Navy's Naval Regional Commander for Scotland and Northern Ireland (NRCSNI), Captain Chris Smith ADC RN, formally handed-over the position to Brigadier Andy Muddiman ADC RM on Wednesday, August 18.

The supersession ceremony took place at the Naval Regional Commander's Headquarters at MOD Caledonia in Rosyth, Fife, with Captain Smith and Brigadier Muddiman joined by members of the MOD Caledonia Lodger Units, including HMS Scotia, Royal Marines Reserves Scotland, and the Band of HM Royal Marines Scotland.

Among other tasks, NRCSNI is responsible for the Royal Navy's engagement programme throughout Scotland and Northern Ireland, oversees the strategic relationship with the Scottish government, delivers community events and commemorations, and supports the recruiting activities of the Royal Navy, Royal Marines and Reservists throughout the region.

For the last nine years, Captain Chris Smith has occupied the important role. Taking over from Captain Smith is Royal Marine Brigadier Andy Muddiman.

Most recently serving as Commanding Officer of the Faslane-based 43 Commando Fleet Protection Group, Royal Marines, the Brigadier has commanded Marines on operations and training around the world.

He joined the Royal Marines in 1991 and has served operationally in Nicaragua, Sierra Leone, Afghanistan, Iraq, Ivory Coast and Pakistan, sometimes on multiple occasions.

Speaking of his appointment as Naval Regional Commander, Brigadier Muddiman said: "The months and years ahead will be an exciting time for naval defence engagement in Scotland and Northern Ireland.

"We have a tremendously able and dedicated team here at the Royal Navy Headquarters in Scotland and Northern Ireland, providing essential support to engagement activity in the devolved-nations.

"I am very much looking forward to beginning my work with the Whole Force team here, as the Naval Regional Commander Scotland and Northern Ireland – a role to which it is a great honour to be appointment."

Captain Smith joined the Royal Navy during the Cold War and served as a Logistics Officer both at sea and ashore during deployments to South Atlantic, Mediterranean, Adriatic, Caribbean, the Baltic, and the Gulf.

He also helped bring the Type 23 ship HMS GRAFTON out of build as the vessel's first Logistics Officer and served twice at Britannia Royal Naval College (BRNC), delivering training to the next generation of young officers.

Following the completion of an MA in Defence Studies at the Joint Service Command and Staff College in Shrivenham, he joined the Permanent Joint HQ for Operation Telic, the conflict in Iraq, and went on to serve within the NATO Maritime Component Command HQ at Northwood.

He returned to Scotland as the first Chief of Staff to Flag Officer Scotland (and Flag Officer Regional Forces) and as Base Logistics Commander for HM Naval Base Clyde. He was appointed Naval Regional Commander Scotland and Northern Ireland in July 2012.

Outgoing Captain Smith said that he was immensely thankful to have held the position. "It has been a huge honour and a privilege to serve as the Naval Regional Commander for Scotland and Northern Ireland.

"It has been a fascinating nine years working with some truly fantastic people across Scotland and Northern Ireland and leading a team with a critical role at the forefront of naval engagement in the

devolved space. The successes that the Service have delivered are testament to their hard work and tenacity. For their unwavering support I am enormously grateful; it is this that I will miss the most as I move on."

He continued: "It has certainly been an enjoyable and most rewarding role and I leave here today with many fond memories. I wish Brigadier Andy and the team every success during an exciting time for both Scotland and Northern Ireland going forward."

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



Captain Chris Smith RN (left) hands-over to Brigadier Andy Muddiman RM.

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. Three more in August – RORQUAL in Devonport on 22nd November 1961, NARWHAL at Devonport on 6th December 1962 & SEALION (3rd Commission 1970).

However, I am still looking for 'First Commission' Crew Lists as follows: PORPOISE, GRAMPUS, CACHALOT, WALRUS, OBERON, ONYX, ORPHEUS, ODIN, OTUS, UNICORN & AUDACIOUS

Also looking for copies of Crew Lists for subsequent Commissions of any 'O' Class, 'P' Class or Nuclear Boat – SSN or SSBN. 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

Jim Booth – 100th Birthday

From Vicky Ann Booth

To Andy Knox and all my many friends in the submariner community.

Thank you to all of you who helped to make my 100th birthday so special. In the run up to the big day, cards started to arrive through my letter box and, in the end, there were well over 100 - from submariners alone! I enjoyed reading every one and they are still on display for my visitors to see.

My family had arranged a surprise birthday party at nearby Bridwell Park, home of Lord Ivar Mountbatten, whose uncle, Lord Louis Mountbatten was my boss when I operated in Normandy and Burma. The local Marines performed the Corps of Drums to get the party swinging and a 1940s tribute singer, Daisy, kept us all entertained and I took to the dance floor. Due to Covid rules, we were restricted to 30 guests so it was a family party only but it was a great day.

Yesterday, the very special present arrived, hand forged by young submariners and beautifully made in brass. I was lost for words. It sits on my table to be admired and treasured. Thank you all so much for the wonderfully generous donation which I'm planning to use to take my great grandchildren on the West Somerset steam train. God bless you all.



Jim with Lord Ivar Mountbatten, Daisy, Brigadier Jock Fraser, and the Band of the Royal Marines from 42 Commando, Lympstone.



Surrounded by children, grandchildren, and great grandchildren



Fancy a dance?



Arriving at his surprise 100th birthday party

From daughter Vicky: My father has always said submariners are the best. Since he was attacked in his home in 2017, the submariner community has put their arms around him, lifted him up and helped him every step of the way. Our family is truly grateful for the way in which you have kept him in your thoughts and hearts. Thank you.

Submarine Engine Nick Names

A Question from Peter Schofield (Barrow)

I have just received this from my friend Dave Connolly in Oz. Before he retired, he worked for the RAN in Canberra. He is an ex-Britt who I taught on the P&O Submarine Course in Dolphin when he was over here many moons ago.

He sent me the following:

I have been working with a good (submariner) friend to recall the names given to retired RAN OBERON ASR1 Engines. Can you recall any favourite names given to your boats? The list (to be verified) reads:

HMAS OXLEY	SAMSON & DELILAH
HMAS OVENS	TOP HAT & TAILS
HMAS ONSLOW	BONNIE & CLYDE
HMAS OTWAY	HECKLE & JECKLE
HMAS ORION	SCHULTZ & KLINK
HMAS OTAMA	KERMIT & MISS PIGGY

Could you put an article in the Newsletter to see if anyone can come up with the names given to submarine engines for all classes?

By Editor: Not sure if this was just an RAN habit to name the Diesels – was it done in the RN? If you had nicknames for the Diesels in your boat, please let me know and I will pass the nick names on to Peter.

DONATIONS & BEQUESTS TO THE SUBMARINE MUSEUM

For anyone thinking about making a Donation or leaving a Bequest to The Royal Navy Submarine Museum in your Will, please be aware that the Submarine Museum no longer exists as a Charity with its own finances. This is because the Submarine Museum is now part of The National Museum of the Royal Navy (NMRN). Any future Donations or Bequests for the Submarine Museum should therefore be directed to either the Friends of the Submarine Museum or to the National Museum of the Royal Navy.

BEQUESTS

Should you wish to preserve the Submarine Heritage by making a bequest to the Submarine Museum in your will, you can achieve that via the Society of Friends of the Royal Navy Submarine Museum. We advise members to consult their solicitors and use a form of words such as:

“I give, free of tax, the following legacies: To the Society of Friends of the Royal Navy Submarine Museum (Charity No 1046251), Haslar Jetty Road, Gosport PO12 2AS, the sum of.....”

Bequeathing to the Friends is one way of ensuring that the money benefits specifically the Submarine Museum.

Virtually all the monies bequeathed to the Friends go directly to the Museum, to support projects approved by the Friends Committee.

Our administration costs are very low.

Since 1995 a total of £428,748 has been used to the benefit of the Submarine Museum - the latest support being provided for the purchase of the Cochrane Medals & Memorabilia and funding the production of a Submariners 'Digital Book of Remembrance' which will be accessible 'on-line'

NAMING OF TUG AT PORTLAND PORT

In a ceremony at Portland Port on 18th September a Tug was renamed RUPERT BEST in memory of Commander Rupert Best, RN who many Association Members will remember. Rupert was a member of the Dorset Branch and he Crossed the Bar on 3rd February this year at the age of 77. In a long Submarine career Rupert served from 1966 to 1989 in OCELOT (1966), SEALION (1966 to 1967 NL), TRUMP (IL 1967 to 1969 NL), VERNON (1970 NL), COURAGEOUS (1970 & on commissioning on 16th October 1971 to 1973); OPPORTUNE (IL 1973 to 1974), OCELOT (CO 25th November 1974 to 1975), SCEPTRE (IL 1976 to 1979) & COURAGEOUS (CO 1982 to 1983). The renaming of the Tug in his honour is a fitting tribute to him.

BUILDING DEVELOPMENTS AT THE BARROW SHIPYARD **Update on the New Wet Dock Quay**

1st Photo taken 6th August 2021



Photo below taken 25th September 2021



Lifting one of the piles before placing in position and driving into the floor of Devonshire Dock

By Editor: The following Article is included especially as the RAN Plan to recover an Artefact or Artefacts from a lost Submarine (HMAS AE1) may be contentious and Members may have strong views on the RAN intentions.

His Majesty's Royal Australian Navy Submarine *AE1*

[Especially compiled for the September 2021 edition of Port Phillip Papers by S/M Mike Bennett]

HMAS AE1 was launched in the yard of Vickers Ltd at Barrow-in-Furness, England on 22 May 1913. She was commissioned at Portsmouth on 28 February 1914 under the command of Lieutenant Commander Thomas Fleming Besant, RN. She was the first of two E Class submarines built for the fledgling Royal Australian Navy and was manned by Royal Navy officers with a mixed crew of sailors drawn from the Royal Navy and the Royal Australian Navy.



Accompanied by her sister *AE2*, under the command of Lieutenant Commander Henry Stoker, RN, *AE1* departed England in March 1914, transited the Suez Canal, and reached Sydney on 24 May 1914. Although the submarines remained surfaced for almost all of the delivery voyage it was at the time the longest transit distance ever travelled by a submarine.

At the outbreak of World War I, *AE1* joined the naval forces assigned to the capture of the German Pacific colonies. With *AE2*, she took part in the operations leading to the occupation of German New Guinea, including the surrender of Rabaul on 13 September 1914.

The following day, at 7:00am the destroyer HMAS Parramatta left her night patrol ground off Raluana Point and proceeded at slow speed in the direction of Cape Gazelle to rendezvous with *AE1* and conduct a patrol in St George's Channel to the south and east of the Duke of York Islands. The two vessels met off Herbertshohe at 8:00am and exchanged signals before proceeding to Cape Gazelle where they arrived at approximately 9:00am. A further exchange of signals followed during which Parramatta advised *AE1* that her "orders were to search to the south'ard with submarine and anchor off Herbertshohe at 5:30pm."

Parramatta then proceeded independently in a southerly direction while *AE1* advanced in a north-easterly direction. The weather was hazy, and visibility was observed to be between 9 and 10 nautical miles, at times

decreasing to 5 miles. Parramatta reported that AE1 was obscured by the haze for some time, as was the nearest land. Given these conditions, Parramatta's Commanding Officer, Lieutenant William Warren, RAN, considered it advisable not to lose sight of the submarine for too long.

At 12:30 Parramatta turned to the northwest and by 2:30 she was close to AE1 when the submarine asked by signal: 'What is the distance of visibility?' Parramatta responded: 'About 5 miles. At 3:20 the submarine was lost sight of and Parramatta altered course and steamed in the direction she was last seen. No sign of AE1 was found and it was considered that she must have steamed back to harbour without informing Parramatta. Consequently, Parramatta proceeded to the north-west and rounded Duke of York Island before heading to Credner Island, later anchoring off Herbertshohe at 7:00pm.



By 8:00pm the submarine had not returned, and Parramatta and her sister ship HMAS Yarra were ordered to search for the submarine. The light cruiser HMAS Sydney, on her way to the west coast, also received instructions to keep a lookout and later, HMA Ships Encounter, and Warrego also joined the search together with launches from Rabaul and Herbertshohe. No trace of AE1 was found, not even the tell-tale shimmer of escaping oil floating on the surface of the water.



Interim full 3D model of the wreck of HMAS AE1 port side
 3D model by Curtin University from footage courtesy of Vulcan Inc, find AE1, ANMM and Curtin University. © Curtin University



Project Touchstone AE1— Conserving AE1 Artefacts for Future Generations

The team which led the successful search for HMAS AE1 are developing *Project Touchstone AE1*, to recover and conserve selected, emblematic artefact – something easily recognisable and associated with AE1. This will improve current and future generations' access to the story of AE1, preserve them from loss to the sea or trophy hunters and provide the centre piece 'touchstone' of a future commemorative display in the Australian War

memorial in Canberra. *Project Touchstone AE1* has the endorsement of the RAN's Chief of Navy, subject to appropriate stakeholder agreement of a detailed wreck management plan outlining the future management of the wreck and the recovery of the item if practical.

The Project is at the Concept Development Phase, as we identify a specific artefact for recovery, start discussions with subsea engineering companies operating in Australia/Papua New Guinea (PNG) to develop an understanding of the techniques and budget required.

This document is intended to provide early advice of the Project to potential stake holders and interest groups, prior to publicly launching the Project, to give these groups an opportunity to voice their response to the proposed recovery operations. We wish to explain what is intended and address any concerns these groups may have.

Any recovery will be conducted in accordance with the UNESCO 2001 Underwater Heritage Convention and overseen by experienced maritime archaeologists, Mr Tim Smith OAM, Director of Heritage Operations, NSW Office of Environment & Heritage and Dr James Hunter, RAN Curator at the Australian National Maritime Museum (both involved in previous AE1 and AE2 programmes). Work is in hand to have the Project agreed by the Australian War Memorial, Royal Australian Navy and Australian National Maritime Museum and approved by the Australian and PNG Governments. It will be conducted in accordance with an AE1 Heritage Management Plan being developed by the Department of Agriculture, Water and Environment (DAWE), which has responsibility for regulating the nation's underwater heritage.

Great care will be taken to minimise collateral damage on the wreck site. We understand this is the last resting place of her crew and will proceed with that sensitivity foremost in our minds to ensure the integrity as a grave site is not undermined. All arrangements to conserve the artefact recovered will be in place before the recovery and will be overseen by Dr Ian MacLeod, an internationally recognised expert in such matters (Dr MacLeod led the efforts to preserve AE2 and was a team member for the AE1 search and examination).

The wreck is in an aggressive, tropical maritime environment, with strong seasonal currents, carrying ash from nearby volcanoes which have prevented the formation of any protective concretion. It has a finite life which will vary for individual components; the average corrosion rates are about 5 times higher than that of Australian Submarine HMAS AE2 in the Sea of Marmara. The reality is that within the next 25 - 50 years only massive iron fittings such as thrust blocks, the propellers and the propeller shafts will remain, along with the outline of the diesel engines and generators for battery charging etc, these will be shadows of their former massive natures. The artefacts being considered, such as the periscopes above the fin, bridge helm and engine room telegraph will not survive unless they are removed and conserved. As an important stakeholder I will be firstly addressing any concerns that you have and then asking for your written endorsement (or not) of this as a concept prior to any official launch. If you endorse the concept, we will launch the project and keep you informed at every step as we lock down the detailed planning and produce the wreck management plan.

The following images are from the 2018 baseline survey by the RV Petrel.

I include them to give you an idea of what is being proposed as options and to gauge from your reaction whether we should embark on what could be a challenging and expensive journey.

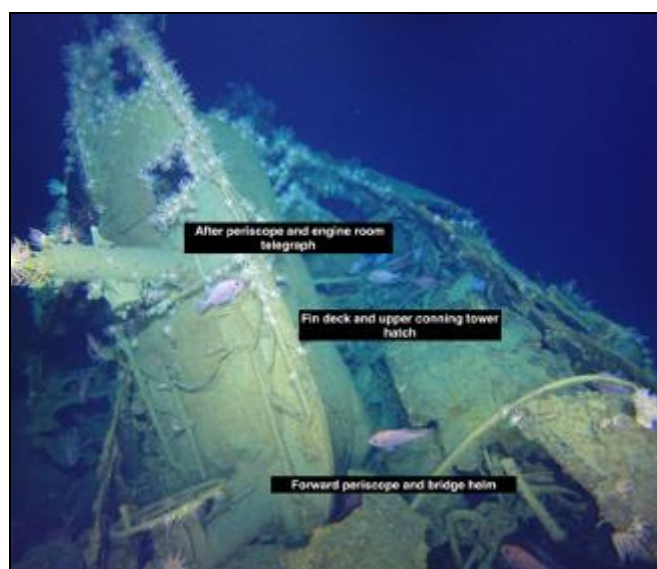


Fig 1 - Fin tilted forward into the wreckage of the control room showing Aft Periscope and Engine Room Telegraph, Bridge Helm mounted on the Forward Periscope. Images are courtesy of Paul G. Allen, Find AE1, ANMM, and Curtin University. © Navigea Ltd.



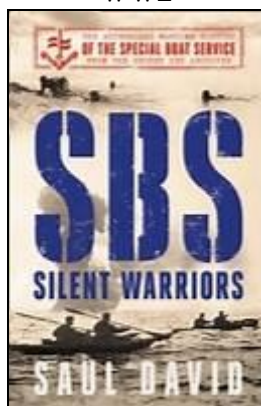
Fig 2 - Port Propeller showing stern gland, shaft, and A Bracket. Images are courtesy of Paul G. Allen, Find AE1, ANMM, and Curtin University. © Navigea Ltd.

I seek your support for proceeding with *Project Touchstone AE1* to recover and conserve selected artefacts from AE1 before they are lost to the sea or trophy hunters and would be happy to clarify any concerns you may have
 Peter Briggs AO (Mil) OAM CSC
 Rear Admiral RAN Retired Chairman Australian E Class Foundation

BOOKS

One new book for you in this edition of 'In Depth'.

Silent Warriors - The Special Boat Service in WW2



From award-winning historian Saul David, the first 'authorised history' of the SBS.

The foreword to the book is written by our Submariners Association Patron – Admiral of the Fleet the Lord Boyce.

Britain's SBS-or Special Boat Service - was the world's first maritime special operations unit. Founded in the dark days of 1940, it started as a small and inexperienced outfit that leaned heavily on volunteers' raw courage and boyish enthusiasm. It went on to change the course of the Second World War- and has served as a model for special forces ever since

The fledgling unit's first mission was a daring beach reconnaissance of Rhodes in the spring of 1941. Over the next four years, the SBS and its affiliates would carry out many spectacular operations in the Mediterranean, the Atlantic, the Channel and the Far East. These missions were some of the most audacious and legendary of the war. Paddling flimsy canoes, and armed only with knives, pistols and a

few sub-machine guns, this handful of brave and determined men operated deep behind enemy lines in the full knowledge that if caught they might be executed. Many were.

Yet their many improbable achievements - destroying enemy ships and infrastructure, landing secret agents, tying up enemy forces, spreading fear and uncertainty, and, most importantly, preparing the ground for D-Day - helped to make an Allied victory possible. What the SBS and its affiliated units were able to achieve in four years of warfare is nothing less than extraordinary. At no time did these units individually number more than a hundred officers and men.

Written with the full cooperation of the modern SBS - the first time this ultra-secretive unit has given its seal of approval to any book - and exclusive access to its archives, SBS: Silent Warriors allows Britain's original special forces to emerge from the shadows and take their proper and deserved place in our island story. SAUL DAVID is a historian, broadcaster, and author. His history books have been shortlisted for the Westminster Medal for Military Literature and variously named a Waterstones Military History Book of the Year and an Amazon History Book of the Year. He is Professor of Military History at the University of Buckingham

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By Editor:

There is a link to another article in this Newsletter. Centenarian Jim Booth, whose one hundredth

birthday party is described above, was a member of the Combine Operations Pilotage Parties (COPP) and, amongst his other exploits, he was onboard X-Craft X-23 with Lieutenant George Honour for 'Operation Gambit' off the Normandy Beaches on D Day in June 1945. Operation Gambit and Jim's

involvement is described by Saul David on pages 311 to 314, 315, 318 to 319, 321 & 328.

SUBMARINE K.26 - THE STEAM SUBMARINE

By Jack Philip (Nick) Nichols J98553 (Continued from In Depth No. 73)

"HIS WONDERS IN THE DEEP"

You may have gathered that I was not over-keen on going to Church, that both Bertram and I preferred to play around with a real or imaginary defects whilst other people went to Church and prayed for us instead. Perhaps we liked to be left in an almost empty submarine with the Quartermaster and the Cook, because we felt like the old permanent Officers of King Charles II's Navy. There, at Deptford or some other quiet haven the Gunner, Boatswain, and Carpenter, remained on board in quiet times when all the other Officers and crew had paid off. They remained aboard the ship when she was in "Ordinary", or on Reserve as we call it now. Bertram and I rather inclined to the belief (probably mistaken) that without us, K.26 would remain at the buoy on alongside the wall, helpless. We thought of ourselves as permanent. It gave us much interest. Only one Steam Sub. remained - we were in it.

We were indispensable, or thought we were. From time to time the young came to sit at our feet, we would discourse on how the electrical arrangements of HM. Submarine K.26 differed from submarines of other classes. We had figures we could call on. We could take a piece of chalk and draw circuitry on the Motor Room deck and dispel the doubts of the numerous Sub Lieutenants who peopled our Wardroom as aspiring submarine specialists. Through our hands passed many an ace of the Second World War, they listened, they drew diagrams, took notes, and we freely passed on. and we enjoyed doing it. They took exams, wrote their long essays, answered lots of questions as to what action they would take in certain circumstances of electrical breakdown, we saw some of them later as Jimmies on other submarines, and they nodded and asked after our welfare. We both felt then like twin Mr. Chips, or should it be Mr. Chips's? Much later off they went for their C.O.s Course, and some to brief glory, and some to survive the War, which was notable in itself. We both liked the one hundred and seventh Psalm, which if you remember, and even if you don't remember treats, in one part of Seamen. The Bible is well out of copyright, and I do not apologise for repeating it, for it is still true.

"They that go down to the sea in ships, that do business in great waters: these see the works of the Lord, and his wonders in the Deep."

"For He commandeth, and raiseth the stormy wind, which lifted up the waves thereof. They mount up to the Heaven, they go down again to the depths: Their soul is melted because of trouble. They reel to and fro, and stagger like a drunken man, and are at their wit's end. Then they cry unto the Lord in their trouble, and he bringeth them out of their distresses. He maketh the storm a calm, so that the waves thereof are still. Then they are glad because they be quiet; so, he bringeth them to their desired haven."

I think Bertram got through the War unhurt. I only hope he is in his desired haven, for no man deserved it more. One of our Subs became rather troubled, his heart and soul was in submarines, and his promotion was late in coming. He bought a tin toy ashore in Malta, a little musical model of a beggar man who shook his cap up and down begging for pennies. It was a reminder that if his exam results did not soon appear, he would be losing seniority and bankrupt. I am happy to say he did well eventually as a Submarine Captain, but sorry that he did not return to his desired haven.

THE BLACK DEATH - FIRST FLIGHT

I suppose the "Intrepid Birdman" as they used to call pilots before they called them aviators, aces etc., gets a bit bored on foreign stations and when an opportunity comes up to see how the other half live by volunteering for a day in a battleship, a spot of sweeping, mines - I mean, or a "dip in a sub doncher know", they take it. Personally, I have a high opinion of the R.A.F., and both the Dambusters waltz and the R.A.F. March Past, arouse in me not a little pride. I can't say that I recognize either of the tunes one from the other, but it's the same with Handel - the Water Music and the music for the Royal Fireworks always gets me guessing too. Well, we in the subs were rather jealous of the R.A.F, probably because their gear was always so much newer and were allowed to wear moustaches. I admit we were allowed to wear beards, but it was not quite the same. We rather felt a sort of poor cousin though our firm had in fact been established about thirteen years earlier than theirs. We could have been said to have been 'planing' up and down since 1901. Well, we had a little group of "bang on cheps" come out in K.26 and we arranged to attack their morale for a joke.

It so happens that in a submarine, which anybody knows is a closed-in sort of claustrophobic affair you can by one switch, and a judicious removal of the secondary lighting fuses, achieve much the same result as an industrial

dispute in the nationalized power industry, complete and utter darkness. Then there are some very loud fireworks obtainable at many shops in the island of Malta, where festas use bushels of the biggest bangers to celebrate the Turkish siege of old or some say to simulate the siege itself. Did you notice that "simulate the siege", it came naturally, I didn't contrive it especially. I mean, it must be difficult for a man with poor dentures to say, "or some say to simulate the siege itself." Blacking is an easy-to-get commodity, and a little study was given to the seniority of the R.A.F. Officers that had been notified to us as about to come and share our joy and sorrow for a while. Well, it is a great exercise in subs to do things in the dark, douse the lights and order "get the fore ballast pump sucking on the main line", "Up periscope by hand" is a good one too it generally turns out that you can't do it even when you cheat and switch on an electric torch, but it's all good clean fun. Which, except for the blacking, so was our joke. Seniority is important, if we had, even with a Commander in command, blacked a single finger of an Air Vice Marshal, what ho trouble, so Sub. Lieut. Dymott had to study the drawings in the Seamanship Manual that showed comparative ranks in the R.N. (Senior Service), the Army, and R.A.F. When it was firmly established that our Officers outranked theirs by rings and rings and oak leaves on the cap peaks, we were O.K.

I don't want to go through all that "half ahead starboard grouper up" business and "take her down Coxswain eighty feet", and so on - it's been overdone on the telly and films! So, I'll start with us already at sixty feet. At a nod from the Captain at the periscope, POLTO pulls the Reducer Switch having already taken the secondary lighting fuses out. Selected extra Stokers stood by the four R.A.F. gents who had been studying the instruments and asking, "What's out airspeed?" or something equally flying jocular. Well, out go the lights, the boat slowly assumes a list, two enormous bangs and flashes - fireworks lit in the Wireless Office with the door shut, wrapped in rag, and thrown down the bottle wells. Big flashes from for'd in the fore ends achieved by a couple of switches on a fuse board connected to some loops of 20 amp. fusewire. Orders, of course meaning nothing, "Blow 8, 9, 12 Emergency blow". The Cox'n. repeating "200 feet Sir, 250 feet Sir, still going down," "Stand by this, let go that". All you remember in complete darkness with four Stokers obeying orders with open tins of blacking grabbing these R.A.F. chaps' hands and dab, dab, dabbing in the darkness, whilst saying "She'll check in a minute as long as the High-Pressure blows don't go. A really big bang accompanied by a big hammering on some steelwork and a voice reports through a voice pipe, "H.P. Blows gone, Sir". The Captain says, "Very good". There's water coming down now, cold from overhead. The Cox'n had got a little mixed, he'd gone from four hundred feet straight to fifty without any intermediate stages. Then the boat took an angle up, the list came off, the lights came on, four Stokers ran aft through the starboard passage. The Captain said, "Up periscope." The R.A.F. chaps stood stiffly at the same places, as soon as the lights came on, they looked at each other to see how they had stood up to the ordeal.

For a few short seconds the blacking on their faces puzzled them. Then they laughed, you got to be quick on the uptake if you fly in the R.A.F. They did, as little Audrey was said to do at the time, they laughed, and laughed, and laughed. After de-blackening in a special bucket of water actually delivered to them by the Chief E.R.A. himself they still carried on laughing, in the Wardroom, which shows what sports they were. The Senior chap said at lunch (vouched for by Officer's Steward Regan) that they wanted to get their C/O to come on board the very next week, for what they called "The Black Death". As we were off for Gibraltar two days after, it could not be arranged. They all four were insistent that our Officers come up for a flight, but the Captain said, "We'd be frightened to death to get off the ground with you. We'll send you along some victims from L.18, they are, if you'll pardon us, rather stolid types." We did get some flying; some good-natured Naval Pilots took us up as passengers in Fairey III F.s and let us see what Malta looked like from above. We were duly thrilled, after all there were not many people flying around 1930.

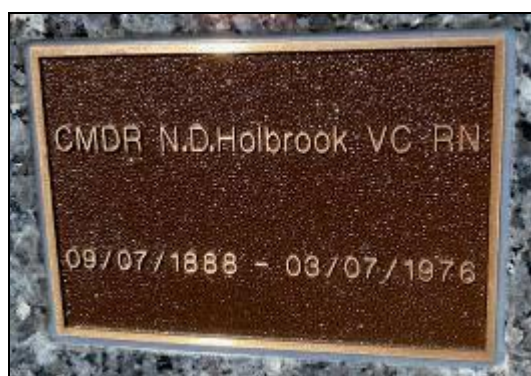
To Be Continued in In Depth Issue No. 75.

A NEW AUSTRALIAN SUBMARINE MEMORIAL

Don Currell, OAM, has sent me these photos from Australia - showing the latest additions to the Submariners Walk Heritage Trail in Brisbane, Queensland. This project has been ongoing for a few years now and the left and right wings shown above are the new extension to the Memorial.

The latest plaque (see photo below) to be added is for Lieutenant Norman Holbrook VC who won the first ever Submarine Victoria Cross at the Dardanelles in WWI. This Memorial, which is quite impressive, will be added to the list of Submarine Memorials compiled by the Submariners Association. Most of the Plaques already installed represent Queensland born or resident Submariners - including a number of RN Submariners and some Commanding Officers and some VCs.

The end wall - which has spaces for 60 plaques cost \$20.5K Aus a few years ago. The two new walls - with spaces for another 84 Plaques - cost \$20K Aus. It looks like they may have used a polished granite for this Submarine Memorial. Looks like very good value for the money.



AGM/FAMILY WEEKEND 2022

The Family Weekend - including the AGM for 2022 - will be held at the Holiday Inn, Leicester over the weekend of 25th – 26th March 2022. The AGM will be held on Saturday 26th March.

General

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

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

Car Parking is right next to the hotel and is run by NCP, a deal has been negotiated with the hotel so make sure you inform them when booking in that you are using the NCP.

Accommodation

I have reserved a total of 80 Doubles, Twins, and 45 Singles. I cannot stress the point too much to BOOK EARLY! All bedrooms are accessed by lifts that are well maintained. Although there are fully disabled rooms there is a number of what are called easy accessible rooms. The showers are of the over the bath type.

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

Meals

The Friday evening meal will be a Carvery with a choice of Lamb, and a Vegetarian dish. Various sweets will be on offer.

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

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

The Most Important Room – Bar

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

Room Rates

Note all rates are per person

2 Night package Fri 25th - Sat 26th March. Double/Twin DBB	£140.00 Per Person
2 Night package Fri 25th - Sat 26th March. Single DBB	£190 Per Person
1 Night package Fri 25th Double/Twin DBB	£75 Per Person
1 Night package Fri 25th Single DBB	£90 Per Person
1 Night package Sat 26th Double/Twin DBB	£85 Per Person
1 Night package Sat 26th Single DBB	£90 Per Person
1 Night Package Thu 24th Double/Twin BB	£60 Per Person
1 Night Package Thu 24th Single BB	£85 Per Person
1 Night Package Sun 27th Double/Twin BB	£60 Per Person
1 Night package Sun 27th Single BB	£85 Per Person
Friday Night Carvery only	£25 Per Person
Saturday Night Gala Dinner only	£46 Per Person

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

PLEASE NOTE. There will be two application forms, one for your Accommodation Requirement(s) and the other for the Saturday Reunion Dinner Meal Choices. These will be forwarded to your Branch Secretary as soon as they are ready. Whilst applications via your secretary are welcome I am happy to accept an application from individual members, indeed that is the preferred method so that I can quickly ascertain the room requirements.

I would prefer full payment up front, but a £50 deposit per person for packages greater than that will be accepted but I do need the FULL BALANCE by Friday 14th January 2022. I have to declare the room requirements at that time and pass back any not sold.

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

Please send your applications and cheques to Iain Mackenzie at Dolphin Cottage, 41 Grafton Road, Worthing, BN11 1QY. Tel 07403 433 178. Email coxswainmackenzie@yahoo.com Please make your cheques payable to the "Submariners Association Reunion 22" and NOT me. This causes a delay while I clear the cheques through my own bank before I pay the treasurer. You may pay by BACS/Electronic transfer but if you do please let me know via email. The reunion account is Nat West. Sort Code: 60-13-15 A/c Number: 52930645. Please include your Name & Reunion 2022 as a reference.

You will be aware that if there is a very low take up by the time I have to declare the room take up to the hotel I will be forced to cancel room to avoid payment for those rooms. This may mean late bookers will find no rooms available at our discounted rate.

SUBMARINERS ASSOCIATION MEMBERS 'CROSSED THE BAR'

Reported at 1st July 2021 to 30th September 2021 (***) WWII Service)

NAME	DATE/AGE	RANK/RATE	BRANCH	SERVICE	SUBMARINES
Patrick Michael Gordon Spence	30 th December 2020	Lieutenant Commander (E) (WESM)	Dolphin	Apr 1955 to Jan 1962	ARTEMIS, SEA SCOUT & SPITEFUL
Michael W Hannah D078221E	1st July 2021 aged 72	Leading Ordnance Electrical Mechanic	Australia	1972 to 1978	REVENGE (1972 to 1976) & DREADNOUGHT (9th October 1976 to 1978)
Robert M Jenkins P/SKX 769512	5th July 2021 aged 91	Petty Officer Stoker Mechanic	West of Scotland	February 1947 to December 1953	ALCIDE, SEA DEVIL, SPUR, ALLIANCE, TRENCHANT, THULE, ASTUTE & TEREDO
Gordon Thomas P/JX 390338	6th July 2021 aged 85	Leading Seaman (GL)	North Staffs	November 1954 to February 1961	TALENT, THOROUGH, TELEMACHUS & ARTFUL
Kenneth J Seymour D124051K	9th July 2021 aged 69	MEM1	Hull (lapsed)	1973 to 1978	ONSLAUGHT, OPPORTUNE & OBERON
Peter K Burnett D/JX 883074	15th July 2021 aged 86	Able Seaman	Bath	1953 to 1959	SEASCOUT (Sep 1953 to Apr 1954), ALLIANCE (Sep 1954 to Jul 1955), ARTFUL (Jul 1955 to Feb 1956) & TOTEM (Oct 1956 to Jan 1958)
Derek Howe M984392	July 2021 aged 83	Charge Chief Marine Engineering Artificer (L)	Gosport	1966 to 1992	OTTER (1967 to 1969) & OPOSSUM (1976 to 1979)
Kenneth (Ken) Nicholas M937306	26th July 2021 aged 83	Electrician's Mate 1st Class	Lincoln (lapsed)	1959 to September 1967	SCOTSMAN, SOLENT, GRAMPUS, ALCIDE, ALLIANCE, TACITURN & TABARD
Cedric Madin P/MX 912582	26th July 2021 aged 91	Chief Petty Officer Marine Engineering Artificer (P)	Barrow in Furness	May 1954 to September 1978	ACHERON (Oct 1954 & on commissioning on 7th Feb 1955 to Oct 1956), ALCIDE (Jan 1957 to Nov 1958), AMBUSH (Dec 1958 to Jun 1959), CACHALOT (Sep 1959 on commissioning on 22nd Feb 1963 to Mar 1963), DREADNOUGHT (Oct 1963 to 1964), ACHERON (May 1967 & on commissioning in Jul 1968 to Aug 1968), GRAMPUS (1969 to 1970), RORQUAL (1971 & on commissioning at Rosyth to 1972) & Brazilian 'O' Boats (1974 to 1978)
Robert D Wells P/JX 712695	3rd August 2021 aged 93	Chief Petty Officer Coxswain	Essex	August 1949 to March 1958	ARTEMIS, TACITURN, ALARIC, ANCHORITE, UPSTART, TELEMACHUS & SERAPH
Frederick Charles Weatherington P/KX 955629	8th August 2021 aged 82	ME1	Ex-Gosport	April 1958 to February 1966	SEASCOUT (1958 to 1960), ANDREW (1960), ANCHORITE (1960 to 1961), TACTICIAN (1961) & AENEAS (1962 to 1966)

Ian D Barrowman P077644	8 th August 2021 aged 72	LME	Gosport	1969-to 1978	ORACLE & RESOLUTION
Alex B Last P/SSX 843547	10 th August 2021 aged 89	Able Seaman (GL3)	Lincoln	1953 to 1957	TRESPASSER (1954 to 1955), ARTFUL (1955) & SERAPH (1955 to 1957)
Terence W Chamberlain P/JX 930621	18 th August 2021 aged 83	Leading Radio Operator	Gosport	March 1957 to February 1962	SLEUTH, NARWHAL, TRENCHANT, TUDOR
Patrick J Duffy D050378B	1 st September 2021 aged 77	Petty Officer Underwater Weapons	Ex-Nottingham	1962 to March 1984	ARTFUL, ANCHORITE & ORACLE (three times)
Wilfred Broyden RCN 106-865-371	5 th September 2021	Chief Petty Officer 1	Ex-Merseyside	June 1967 to September 1995	OKANAGAN, ONONDAGA, OJIBWA & OSIRIS
Harry Melling	19 th September 2021 aged 101	Leading Torpedo Operator	Dolphin	1939 to 1945	TUNA & OSIRIS
Edward R Jones P056416	23 rd September 2021 aged 76	Leading Seaman (UW)	Gosport ex-Sussex	February 1964 to January 1972	RORQUAL (1964), OBERON (1963 to 1967), ASTUTE (1967 to 1968) & ONSLAUGHT (1970 to 1971)
Geoffrey Marshall P/JX 887198	24 th September 2021	Chief Petty Officer Coxswain	Medway Towns	1954 to 1972	ANCHORITE (1954), TIRELESS (on commissioning at Portsmouth on 21 st March 1955), TRUMP (1956), THOROUGH (1957), AUROCHS (1958 to 1959), TELEMACHUS (1959), TUDOR (1961 to 1962), ALLIANCE (1963 to 1966), TIPTOE (1966 to 1967 & on Commissioning at Chatham) on 24 th February 1967) & DREADNOUGHT (1967 to 1972 including North Pole trip on 3 rd March 1971)
Rupert Harrison D/JX288374	Aged 93	Able Seaman (SD3)	Exeter	Jun 1943 to May 1946	SPITEFUL
Richard A Barratt P/SKX 891449	28 th September 2021 aged 89	ME.1	Ex Gosport	Mar 1953 to May 1957	SCYTHIAN (1953 to 1955), ANCHORITE (1955 to 1957) & SEA DEVIL

OTHER SUBMARINERS 'CROSSED THE BAR'

Reported 1st July 2021 to 30th September 2021 (***) WWII Service)

NAME	DATE/AGE	RANK/RATE	SERVICE	SUBMARINE SERVICE
Richard Johnson	4 th December 2020 aged 74	Petty Officer Marine Engineering Mechanic (L)	Not given	OBERON (1992 to 1994)
Michael Tyndale Cooper	21 st December 2020 aged 83	Lieutenant (X) (SM)	January 1960 to 1967	AURIGA, ODIN (1962), PORPOISE (1964) & TIPTOE (1966)
John Q Glayzer C/SSX 908986	15 th April 2021	Leading Seaman	1951 to 1961	SUBTLE, ARTFUL & TABARD
Timothy John	9 th July 2021 aged	Captain	Not given	DOLPHIN, TALENT (1966 NL), OLYMPUS (1966 to 1967 NL), TIPTOE

Noman-Walker	80			(1967 to 1968 NL), VERNON (1969 NL), WARSPITE (1970 NL), OCELOT (1971 NL) & DOLPHIN (1972 NL)
Richard (Dick) Browning	10th July 2021 aged 90	Stoker 1st Class	1953 to 1957	SCORCHER
T J (Tom) Harrington	13th July 2021	Chief Petty Officer Marine Engineering Artificer (P)	Not given	SOVEREIGN, SUPERB, SPARTAN & TURBULENT
Paul Morman	18th July 2021	Not given	Not given	ALLIANCE
Douglas John James Gardner	21st July 2021	Lieutenant Commander (E) (WESM)	1967 to 1981	DOLPHIN (1967 to 1968 NL), NEPTUNE (1969 NL), ORACLE (1970 to 1971 NL), OSPREY (1972 to 1973 NL). RESOLUTION (on recommissioning at Rosyth on 27th November 1976), SCEPTRE (1977 to 1978 NL). RESOLUTION (1979 NL) & NEPTUNE (1980 to 1981 NL)
Steven Atkinson Young	July 2021 aged 64	Lieutenant Commander	1982 to 1995	RENOWN (1984 to 1985), RESOLUTION (1986 to 1987), DRAKE, SM2, SOVEREIGN (1990 to 1992) & Exchange RAN (1993 to 1995) RAN in Collins Class
James Ian Hume D058591Q	17th July 2021 aged 77	Warrant Officer Weapons Electrical Artificer		REVENGE (P) in 1970, WARSPITE & NEPTUNE RN Polaris School (1989)
Michael Awberry Phelp	26th July 2021 aged 93	Lieutenant Commander (MESM)		TABARD (1954 NL), DOLPHIN (1958 NL)
Ashley Cooper	7th August 2021	Marine Engineering Artificer (L)		SCEPTRE, TRAFALGAR (mid 80s), TIRELESS (early 90s) & DEVMAT
John Charles (Hoppy) Hopewell	8th August 2021 aged 84	Leading Marine Engineering Mechanic	1956 to 1966	DOLPHIN, THULE, TOKEN, PORPOISE & OPOSSUM (on commissioning in Birkenhead on 29th February 1964 to 1966)
John 'Alfie' Marks	12th August 2021 aged 60	Chief Petty Officer Marine Engineering Artificer (L)		TORBAY & UPHOLDER Class
W E (Trapper) Trow	18th August 2021 aged 82	Chief Marine Engineering Mechanic		ARTFUL, TAPIR, TABARD, TRUMP (1965), ONSLAUGHT & RAN SMs
Roger Briers Berry	22nd August 2021 aged 92	Commander (E)	1954 to 1966	DOLPHIN, ARTEMIS (MEO 1954 to 1955), Dreadnought Project (1955 to 1958), Dreadnought Liaison, Electric Boat, New London (1959 to 1960), Assistant Naval Overseer, Barrow (1960 to 1962) & DG Ships (1962 to 1966)
David William (Sid) Waller	1st September 2021 aged 88	Chief Petty Officer Mechanician	Not Given	DREADNOUGHT (1963 to 1968?) & SWIFTSURE
Ian David (Taff) Jones	5th September 2021 aged 64	Chief Petty Officer (Sonar) (SM)	1974 to 2000	REVENGE, REPULSE (P) on 20th February 1979, RESOLUTION (S) (on 1st October 1984) & REVENGE
Paul Todd	14th September 2021	Chief Petty Officer Weapons Electrical Artificer	Not Given	Not Given