



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.

This time last year my opening remarks were "Hello to everyone and may I wish you all a Very Happy and Prosperous New Year for 2021 - despite all the current restrictions. Hopefully, we will all be able to get back to normal before too long and - by that I mean 'Normal' as we all know it - and not the 'New Normal' whatever that might be."

All I need to say this Year is – "I hope you all had a very Merry Christmas. Please substitute 2022 for 2021 and have a Happy & Prosperous New Year.

So what did we do in 2021? We held the National Conference on Zoom as a face-to-face Conference was not possible owing to government restrictions - not the ideal way of doing business but better than no Conference at all.

The Family Weekend was split off from the Conference but it did go ahead at Kegworth – not as many Attendees as usual but at least we managed to stick to the programme - some late cancellations

(not surprising given the circumstances) but a most enjoyable weekend overall.

Some members of the NMC and a number of Branches plus Standard Bearers took part in the bi-annual Naval Associations Parade in Whitehall. The Remembrance Parade in the Middle Temple Gardens in London went off very well with a very good turn out of VIPs, Standard Bearers and Association Members. So, very many thanks to everyone who was involved with the planning of these events and to all those who took part!

So what is in the programme for first part of this year? Well, there is the National Conference and Family Weekend on 25th to 27th March – back at the Holiday Inn in Leicester - where we were three years ago! If you haven't booked your accommodation and meal choices yet - details are at Pages 24 to 26 but Iain Mackenzie need to know your requirements as soon as possible!

Two events programmed for May are the VC Blue Plaque unveiling for Donald Cameron VC at

Carluke and the unveiling of the new Submariners Memorial at the National Arboretum. Thursday 2nd June to Sunday 8th June will see the Ceremonies for the Queen's Platinum Jubilee at Southsea for which further details will be advised in due course.

So what have your NMC been doing recently? As well our normal meetings and business (mainly conducted on Zoom) Working Parties have been:

(1) Investigating and testing Voting Alternatives to work out whether the current system of 'One Branch One Vote' at Conference is still the best way of deciding Association business or whether an alternative method, perhaps 'One Man One Vote' would be fairer and should be introduced and, secondly:

(2) Reviewing 'The Submarine Family' (TSF) plans to determine if the suggested arrangements are of significant benefit to the Association and whether the Delegates at Conference should be invited to discuss and Vote on formally joining the Family. It will be recalled that the Delegates to the 2019 National Conference gave unanimous support to the suggestion for the Submarine Family arrangements to be investigated and progressed.

At that time it was anticipated that the arrangements would be reported back to the 2020 Conference in time for a decision to be made. However, it was not as easy as expected and no-one saw Covid coming over the horizon with all the associated disruptions and restrictions. This Submarine Family project has now progressed significantly and it is expected that Proposals and/or Recommendations for both matters will be on the Agenda for the 2022 Conference. Both these items – if supported by the Membership - will change the way the Association does its business and would require changes to the Rules and Constitution.

From an Editorial point of view this issue of In Depth includes all the regular items – New and Re-joining Members, Crossed the Bar Listings, news from the Flotilla and the Faslane Base (including

COSMs 'End of Year Report', Submarine Losses of WWII and the next instalment of the 'K26 Story' plus Recommended books. HMS ASTUTE gets a mention for both the return home from the Carrier Strike Group deployment and for the visit to Perth Western Australia – courtesy of the Australia Branch. There is also a report on the November Ceremonies at the Temple Gardens plus two requests for 'Assistance to Authors' on the Falklands Campaign and on the design of the UPHOLDER Class Submarines and their reactivation for service with the Canadian Navy.

Well, that's more than enough from me! Thanks to everyone who has sent in items for this issue. Take good care everyone – hopefully you are up to date with your Covid Jabs & 'Booster jabs - will we need a second Booster (?) - will it be an annual event like the flu jab (?) - who knows!

Regards

Barrie Downer

IN DEPTH No. 76

Issue No. 76 will be published on 1st April 2022. Contributions are required to be with the Editor by 15th March 2022 – please make sure I get them in good time!

DISCLAIMER

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Cover Picture: HMS ASTUTE returns to Faslane from the Carrier Strike Group Deployment

NEW & RE-JOINING MEMBERS 1st October to 31st December 2021

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

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
Peter Anthony Vallender	CPOWEA (AD)(SM)	Gosport	1975 to 2000	OTUS (1976 to 1978), ORPHEUS (1979), OSIRIS (1980 to 1981), TALENT (1992 to 1994) & TRENCHANT (1998 to 2000)
David John Archard	Chief Petty Officer	Scottish	Sep 1978 to Sep 1993	OCELOT, ORACLE & RESOLUTION
Iain Michael Thomas Nisbet	CPO WEM(O) (SM)	Scottish	1991 to July 2010	REPULSE (1992 to 1996), VICTORIOUS (1997 to 2000), VANGUARD (2001 to 2002) & VIGILANT (2003 to 2005)
Richard Mainwaring	RO(SM) - OM(CSM)	Gosport	1988 to 1998	ODIN, OSIRIS, VANGUARD, TRENCHANT & SCEPTRE

Peter Giles Hurford	Commodore	Basingstoke	Jan 1973 to Apr 2004	REPULSE (1973), SOVEREIGN (1974 to 1976), NARWHAL (1976) & SCEPTRE (1981 to 1983)
Nicolas Hodge	LS (S)(SM)	Sheffield	1975 to 1982	OSIRIS (Jun 1976 to Jan 1977), GRAMPUS (1977), ONSLAUGHT (May 1978 to Sep 1979), ORPHEUS (1979), OBERON (1979) & OPOSSUM (Jul 1980 to Aug 1982)
Paul Edwin Chaplin	CPO (TSM)	Plymouth	Jan 1987 to Oct 2009	SWIFTSURE (1987), SOVEREIGN (1987 to 1990), UNICORN (1992 to 1994), TRENCHANT (1996 to 1998), SPLENDID, TALENT (2000 to 2002), TRIUMPH (2001), TRAFALGAR (2004 2005), TORBAY (Loan 2005), TRAFALGAR (2005 to 2006), TIRELESS (2008 to 2009) & TORBAY (2009)
Ernest Victor Lethbridge	CPO WEA	Gosport	Jun 1975 to Jan 2000	ONYX (1975 to 1977), OPOSSUM (1980 to 1982), OPOSSUM (1983 to 1985) & OSIRIS (1989 to 1992)
Robert Dixon Walker	Lieutenant Commander	Plymouth	1974 to 2003	REVENGE (P), TORBAY (x 2), TIRELESS (x 2), TRIUMPH, SPARTAN & TRAFALGAR
Grant William Thomas Scott	CPO	Scottish	Dec 2006 to 20**	VENGEANCE (2006 to 2008), VIGILANT (2008 to 2012), VICTORIOUS (2012 to 2018), VIGILANT (2019 to 202*)
David Andrew Collins	Lieutenant Commander	Scottish	Jan 1986 to Jan 2009	SWIFTSURE (1986 to 1988), SCEPTRE (1988 to 1991), RENOWN (1991 to 1994), SPLENDID (1995 to 1997), SUPERB (1998 to 2003) & SCEPTRE (2006 to 2009)
John David Drummy	CPO MEA(L)	Dolphin	1975 to 1987	CONQUEROR, ONYX & OPPORTUNE
Paul Martin Cooper	MEM(M)	Dolphin	1988 to 1996	SWIFTSURE, SUPERB & SOVEREIGN
Brian Dickinson	Lieutenant Commander (E) (MESM)	Scottish	Jan 1972 to Apr 1996	REVENGE (P) (Jun 1972 to Sep 1976) & (Apr 1977 to Feb 1982), RENOWN (P) (Jul 1983 to Feb 1986), REPULSE (P) (AMEO Feb 1986 to Jul 1987), SEALION (Sep 1987 to Dec 1987) & OCELOT (Dec 1987 to Jan 1990)
Garry Michael Renner	CPO	Plymouth	2003 to 201*	TRAFALGAR (Dec 2003 to Jul 2007, TURBULENT (Aug 2007 to Jan 2013), TRIUMPH (May 2013 to Mar 2016)
David Tyson	CPO Cook	Plymouth	1982 to 2002	SOVEREIGN, SPLENDID, TIRELESS & TURBULENT
Nick Miller	CPO Coxswain	Gosport	1988 to Mar 2021	COURAGEOUS, SUPERB, RENOWN, VIGILANT, VICTORIOUS, VENGEANCE & VANGUARD
Ian Masterton Hill	PO	Plymouth	2009 to 20**	VICTORIOUS, VANGUARD, VENGEANCE
Malcolm James Nutty	PO MEM	Basingstoke	1975 to 1995	CACHALOT (1975 to 1977), OPPORTUNE (1977 to 1979), REPULSE (S) (1982 to 1985) & TORBAY (1985 to 1988)
Richard John Lindsey	AB (S)SM	Merseyside	1984 to 1991	SCEPTRE & TORBAY
John. A Davies	CPO (T)	Barrow in Furness	Oct 1985 to 20**	OBERON, SCEPTRE, SOVEREIGN (x 3), TRAFALGAR, VICTORIOUS (S) & SUPERB
Ray C Bruchez	CPO MEA (ML)	Morecambe Bay	1969 to 1988	NARWHAL, REPULSE (S), REVENGE, SOVEREIGN, SUPERB, SCEPTRE & TIRELESS
Michael R Howarth	CPO	Gosport	1977 to 1993	OBERON (1978 to 1981), SEALION (1983 to 1986) & OSIRIS (1990 to 1992)
Peter R Wells	LS	Barrow in Furness	1972 to 1993	RESOLUTION, OTUS, ORPHEUS, OTTER, SEALION & UPHOLDER
Denis S Thompson	LH	Barrow in Furness	Jun 2007 to Jul 2019	SCEPTRE (Apr 2008 to Jun 2010), AMBUSH (Jun 2010 to 201*) & AUDACIOUS
Allan Barr Collins	Sto Mech	Sheffield	Jun 1950 to Apr 1951	ALDERNEY, AFFRAY & TALLY HO
Paul Anthony Stock	CPO MA	Gosport	Mar 1976 to May 1996	VALIANT, REVENGE (S), TIRELESS, CHURCHILL & TRENCHANT
Craig A Elliott	WEM(O)1	Nottingham	1988 to 1993	ODIN (1988 to 1991) & OCELOT (1992)



Commodore J Le S Perks CBE RN
Commodore of the Submarine Service
Belmore House
HMNB Clyde
Helensburgh
G84 8HL

14 Dec 20

Dear Submarine Family,

The last 2 years have been years like no other in recent times and I remain immensely proud of the way that the Submarine Service has responded to the COVID-19 pandemic, whilst continuing to deliver our operational outputs. Both service and civilian staff as well as your families and loved ones have all risen to the challenges that this has brought. CASD has continued unabated, now approaching its 53rd year.

Our newest SSN, HMS AUDACIOUS has now successfully joined the Flotilla and has completed her sea trials programme in anticipation of being fully operational in the New Year. We have continued to deliver SSN operations in the North Atlantic and, for the first time in many years, an SSN has deployed to the Far East as part of CSG21, providing exceptional support to the Carrier Strike Group, whilst showcasing the utility of UK SSNs around the world.

We will launch the Submarine Family under the umbrella of the Royal Navy, Royal Marines Charity (RNRMC) early in the New Year. This charitable organisation will aim to better support the well-being of our submariners, our veterans and of our families, and promote the ethos of the service and our submarine heritage.

2021 has also been a significant year in establishing a fitting submarine memorial at the National Arboretum in Staffordshire. The Submariner Memorial Appeal which launched at a difficult time for charities in March 2020, has successfully met its target and the ground-breaking ceremony occurred on 6 Sep. All being well the Memorial will be officially opened next May by the Commodore in Chief of the Submarine Service, HRH The Duke of Cambridge.

Looking ahead to the future, our commitments will continue to place challenges on you and your families, but I have no doubt that the professionalism and can-do attitude that is the trade mark of all in the submarine family will ensure that we deliver all that is asked of us.

This festive period will, once again, be challenging for many of you and your families – I offer my most sincere thanks to you all for what you continue to deliver; I am immensely proud of you and your families.

Signed on Original

Cdre J Le S Perks CBE RN
Commodore of the Submarine Service
Head of the Submarine Service



SUBMARINE LOSSES OF WWII

OCTOBER 1941

One Submarine was lost in October 1941 and two other Submariner Casualties were reported.

The Submarine lost was Submarine **HMS TETRARCH**. After leaving Alexandria on 17th October 1941 en-route home to UK via Malta and Gibraltar the Commanding Officer, Lieutenant Commander Greenway, was requested to carry out a short patrol off Cavioli Island after leaving Malta and before proceeding to Gibraltar. Her last recorded position was established with Submarine HMS P34 as being 37 Degrees 28 Minutes North, 12

Degrees 35 Minutes East in the Sicilian Channel on 27th October 1941. No more was heard from Submarine HMS TETRARCH and the Submarine was presumed to have been lost in a minefield either in the Sicilian Channel or off the Island of Cavioli on 27th October 1941. There were no survivors from the Crew which was made up of the following:

Officers:

Lt Cdr George Henry Greenway	CO
Lt E J Cornish-Bowden	IL
Lt Kenneth Walter Mackenzie Meyrick	3rd Hand
Lt Douglas Riddell Stavert	4th Hand
Lt Charles Henry Walmsley, RNR	NO
Lt (E) Peter Royston Phillips	Engineer

Sub Lt Robert Bell Houston
Sub Lt Wilfred Edgar Evans, RNR

Ratings:

PO Frederick Brown C/JX 126889
PO James Nelson McBride, MiD P/JX 137696
PO William Henry Hearnden, MiD C/JX 142635
L/Sea Christopher Charles Cyril Whitehead C/JX 137530
AB Eric Richard Evans P/JX 167384
AB George Albert Hall P/JX 140549
Able Seaman Douglas Frank Kennett P/JX 149114
AB Leonard Enrico Tavolier P/JX 183394
AB Kenneth Morrison P/SSX 24391
AB William Edward Pepper C/JX 145671
AB Hugh McDowell Brown, DSM
RNVR/CDX/1885
AB Arthur Bancroft J98441
AB Charles Albert Molesworth D/JX 135674
AB Gerard Flint Sharples D/JX 152776
AB Harold Davies D/SSX 28076
AB Brinley Richards D/SSX 13791
AB Jacob Rowland, MiD D/SSX 14877
AB Kenneth Hamilton Spencer RNZN/1345
O/Sea Frank William Smith C/JX 199511
O/Sea Richard Burke Willcocks C/JX 199879
O/Sea Llewelyn Wyn Jones D/JX 198346
PO Tel Gordon Ross Livingstone, MiD D/JX 135448
PO Tel Edwin Hornsby C/JX 133738
L/Tel Geoffrey Lucas Lickiss, MiD D/JX 134641
Tel Sidney John Martin D/JX 138482
O/Tel Douglas James Kerry C/JX 155603
Yeo Sigs McKenna Tom Northover, MiD** P/JX 132658
LCook (S) Harry Heard C/MX 57453
LStd Henry Charles Chapman C/LX 14546
EA3 Victor Thomas Shinn P/MX 49544
CERA John Elliott, DSM M37034
ERA1 William James Newman M37676
ERA3 Walter Thomas Norris, MiD C/MX 52906
ERA4 Colin Wilson C/MX 76812
ERA William Parsons D/MX 60248
ERA William Joseph Davies S/MX 21
SPO William Pearson, MiD K55802
SPO William Scott D/KX 77897
L/Sto Ernest Hepworth D/KX 84655
L/Sto Arthur James Weetman, MiD D/KX 83542
A/L/Sto Harry Alfred Quedsted C/KX 86887
A/L/Sto Ronald Heriot Winter P/KX 91395
A/L/Sto Henry George Lucas P/KX 92569
A/L/Sto William George Bell, MiD C/KX 83886
Sto1 Stanley Deeley K16674
Sto1 James Anderson P/KX 92952
Sto1 Arthur Roy Jacobs P/KX 90693
Sto1 Thomas Cyril Jennings P/KX 90714
Sto1 Andrew Murdoch P/KX 92902
Sto1 John Frederick Simmonds P/KX 93419
Sto1 Robert Taylor P/KX 84702

Sto1 James Owen Parkes Campion C/KX 98186
Sto1 Cyril Percy Stone C/SKX 971
Sto1 Thomas Glyndwr Richards K65509

One member of the crew of **Submarine H43** died on Tuesday 7th October 1941. The circumstances of his death are not yet known but the Submarine Museum records indicate that he was a 'buoy jumper'. He may have been drowned after falling in whilst either the Submarine was mooring to a buoy or slipping a mooring. He was:
AB Arthur Hall D/JX 208267
He is noted as being buried in Londonderry thus the Submarine may have been operating from that Port.

One Member of the crew of Submarine **HMS URGE** died on 12th Oct 1941. He was:
Sub Lt Brian Neville Thornley Lloyd
He had been appointed to HMS St ANGELO in Malta and it is reported that he was killed on a Special Operations Mission when operating from HMS URGE on 2nd October 1941. No details of the operation are available. He was aged 20.

NOVEMBER 1941

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

DECEMBER 1941

Two Submarines were lost in December 1941 and one other Submariner is reported to have died. The first Submarine lost was:

HMS PERSEUS which was ordered to carry out a patrol off Eastern Greece whilst en route from Malta to Alexandria. The submarine is reported to have struck a mine in the late evening of 6th December 1941 and then to have settled on the bottom. It is reported that five of the crew (including one passenger) survived the initial explosion and made an attempt to escape. Only one man managed to survive and that was the passenger. – Leading Stoker John Capes - he reached the shore on the island of Cephalonia and was sheltered by the locals for approximately eighteen months before he reached Alexandria. The story of the passenger was disbelieved by many for a long time, but the wreck of HMS PERSEUS was discovered by divers and examination of the wreck tended to confirm information given by the survivor. The Crew were:

Officers

L/Cdr Edward Charles Frederic Nicolay DSO (CO)
A/Lt Andrew Spence Robertson (IL)
Lt Joseph Tait RNR (3rd Hand)
Lt Thomas Michael Geoffrey Codrington DSC (NO)
Wt Eng Alexander Johnson, DSM (EO)

Ratings:

Survivor:

L/Sto John Capes

Casualties:

PO Reginald Charles Fisher Meek, MiD P/JX 129408

PO Eric George Oxley J110824

PO Harry Geoffrey Deacon J113765

L/Sea Cyril George Richardson, MiD J114005

L/Sea Gordon Dobson C/JX 127847

L/Sea Percy Charles Hugh Chetham J92112

L/Sea William Albert Edward Gilbert P/JX 136821

L/Sea Leonard Henry Symons D/JX 140715

AB Andrew Mackie Craw D/SSX 29779

AB Frank Sangster Robertson RNR/X/10053/B

AB Donald MacDonald, MiD P/JX 131771

AB Alistair Andrew Beresford Mapstone P/JX 148951

AB Cyril Jones P/SSX 22128

AB William Joseph Burford P/SSX 28802

AB Norman Frank Hammond P/SSX 28564

AB Charles Ernest Mead P/SSX 28326

AB Abbott Moore Lloyd C/JX 159457

AB Crawford Henderson D/JX 143656

AB George Arthur England D/JX 183994

AB Herbert Robert Caselton D/JX 200382

AB Thomas Fraser Craig D/SSX 17358

AB Thomas Henry Craig (D/JX 136196)

OS Horace John Luckham D/JX 208475

CPO Tel Henry Vallance Wardrop, DSM J72812

Tel Jack Render C/SSX 29326

Tel James Williams Holden C/JX 151775

O/Tel Ronald F Dickerson D/JX 159406

L/Sig Peter Thomas Neale C/JX 143914

L/Cook George Albert Duell P/MX 50439

Std Albert Ernest Hartley D/LX 23842

EA John Whalley D/MX 48772

ERA Andrew Moffatt Whyte D/MX 60091

ERA John William J Wotherspoon P/MX 45661

ERA3 William Hull O/NP/MX 53813

ERA Claude Francis P/MX 60192

ERA Jack Stanley Griffin P/MX 69988

ERA 4th Class Douglas Frank Plant P/SMX 22

SPO Thomas Norman Preddy D/KX 80586

SPO Stanley George Lattimore P/KX 75890

L/Sto Alfred Bury C/KX 85297

L/Sto Henry John Carpenter C/KX 91062

L/Sto Francis Lehane C/KX 85218

L/Sto Frederick Albert Kearey C/KX 89086

L/Sto Charles Lullford D/KX 88705

A/L/Sto Roland Francis King D/KX 77851

A/L/Sto Charles Cranston Peacock D/KX 86396

Sto1 Alexander Storrie Law C/KX 116859

Sto1 Sidney James Stanley C/SKX 165

Sto1 Robert Frederick Gunter P/KX 112291

Sto1 Thomas John Rees D/KX 85461

Sto1 John McDonald Dickson D/KX 89139

Sto1 Frederick William John Oldridge D/KX 90881

Sto1 Raymond Edward Hodson D/KX 105140

The Submariner lost was **Lt Patrick Lainson Field**

He was a Command Qualified Officer on the Books of HMS DOLPHIN and he died on Thursday 16th Dec 1941. It is understood that he was a passenger in an aircraft en route to Gibraltar which was shot down. He was on his way to take up a Staff appointment in Gibraltar.

The second Submarine lost was

Submarine HMS H31

At the time that the German Battle Cruisers SCHARNHORST and GNEISENAU were expected to leave BREST Submarine H31 was sent to form part of a circle of submarines around the French Port. H31 was escorted as far as the Wolfe Rock and left her escort on 19th December 1941. Nothing more was seen or heard of Submarine H31 which was presumed lost in the Atlantic along the North-West Coast of Spain. There were no survivors from the Crew which consisted of the following personnel:

Officers:

Lt Frank Bridger Gibbs CO

Lt Alexander Ian Merritt IL

T/Lt Maurice Eynon, RNR 3rd Hand

T/Lt Peter Donald Nathaniel Campbell, RNR NO

Ratings:

PO Major Thomas Truckle C/JX 136099

PO Dennis Spencer C/JX 126519

L/Sea Levi Thomas Goodman J67558

AB Charles H B Champion, DSM P/JX 132918

AB John Bartle Hurley P/JX 236581

AB Albert Edward Ensby D/JX 212952

AB Harold Doughty P/SSX 23412

AB Sidney William Thomas Munns J91162

AB Alexander Smith P/JX 154288

AB James Conway Richards P/JX 141477

AB Arthur Edward Maynard C/SSX 32166

AB Kenneth Sylvester Jarvis C/JX 178820

L/Tel Wilfred Augustine O'Brien J20699

Tel Frank Harold George Dowdell P/JX 161520

Tel William Leonard George Harley C/JX 190830

O/Tel Ronald Benson C/JX 190448

O/Sig Norman Cyril Jones C/SSX 34101

O/Sig Robert Frederick Morse C/JX 233982

CERA Eric Newton Jarvis C/M 38815

ERA Allan Fraser C/MX 70093

ERA Stanley Edward Rollins C/MX 92306

ERA Alfred John Crager C/MX 76209

A/SPO E Bartlett K65556

A/L/Sto W Holroyd K64818 & RFR/Po/B.19482

A/L/Sto John McGregor Stamper C/JX 91029

A/L/Sto James Corry D/KX 90385

Sto1 Joseph Stanley Bailey C/KX 117457

Sto1 John Harris Carson P/SKX 224

Sto1 J Joseph James Grainger D/SKX 1220

Greek Divers find WW2 Submarine Torpedoed by Royal Navy

Reported 29th December 2021

Greek divers have discovered the sunken wreckage of an Italian submarine 80 years after it was destroyed by the Allied Forces in the Aegean Sea during World War Two. The submarine, which was named the Italian Navy JANTINA, sailed from the Greek island of Leros with 48 Crew members on board.

On July 5, 1941, the JANTINA sank after being hit by torpedoes fired by the British submarine HMS TORBAY.

Kostas Thoctarides, one of Greece's best-known divers, and his team discovered the Submarine south of the island of Mykonos at a depth of 103 metres below sea level.

To find it, they used a remotely operated underwater vehicle known as the ROV 'Super Achilles', which carried out a detailed visual examination of the wreckage.

Speaking to Reuters, Thoctarides, a maritime expert said: "Naval history is like a puzzle, and this is part of that puzzle."

HM NAVAL BASE, CLYDE & RN SUBMARINE NEWS

HOME IN TIME FOR CHRISTMAS

ROYAL NAVY MEDIA RELEASE - 27 December 2021

Submarine is final Royal Navy Vessel home from Carrier Strike Group



HMS ASTUTE returned to her home port of HM Naval Base Clyde on December 20, following a successful deployment with the Carrier Strike Group. The submarine – which is one of four Astute Class boats currently in-service – was the final Royal Navy vessel to return to the UK before Christmas.

Speaking during the submarine's return, Commodore Jim Perks, Head of the Royal Navy Submarine Service, said: "HMS ASTUTE has today returned to her home port on the Clyde. "Despite the challenges of deploying during a global pandemic, ASTUTE has demonstrated the flexibility and reach that a submarine can bring. Her ship's company can be justifiably proud of what they have achieved."

During her deployment with the Carrier Strike Group, HMS ASTUTE also visited Australia to help further cement links between the two nations following the announcement of the AUKUS agreement in September.

The trilateral agreement – between Australia, the United Kingdom, and the United States – will see the nations work to deepen cooperation and engagement in the Indo-Pacific. The first step will be to determine the optimum path for the provision of a flotilla of nuclear-powered submarines to the Royal Australian Navy.

The Carrier Strike Group deployment was a milestone in the development of UK Carrier Strike, providing an invaluable opportunity to gain further experience in operating the Lightning – F-35B – from the Queen Elizabeth aircraft carriers.

HMS QUEEN ELIZABETH was protected by a ring of escort warships during operations, with HMS ASTUTE providing an undersea defence against other submarines.

The other task group vessels, including HMS QUEEN ELIZABETH, returned to their home ports on December 9, while frigate HMS KENT and Royal Fleet Auxiliary Ship RFA FORT VICTORIA were slightly later, getting back home on December 10 and 12 respectively. ASTUTE was the final returner from the Carrier Strike Group, coming alongside the Home of the UK Submarine Service – HMNB Clyde – on December 20.

Sent by: Royal Navy Communications & Influence, HM Naval Base Clyde, T: 01436 677205

BASE PERSONNEL COMMEMORATE WARTIME TRAGEDY

HMNBC 54/21 Wednesday, 15 December 2021

ROYAL NAVY MEDIA RELEASE

Military personnel at HM Naval Base Clyde recently commemorated the sinking of the Wartime HMS NEPTUNE during a ceremony at the site's memorial to the tragedy.

Today's HMS NEPTUNE is the shore establishment at HM Naval Base Clyde, responsible for providing support and facilities to the personnel at the base.

A few took a moment out of their day to remember the Leander-class light cruiser which hit an Italian minefield off Tripoli on December 19, 1941, sinking with the loss of 767 lives.

During the outdoor commemoration, which was led by HMS NEPTUNE Chaplain, Reverend Mark Noakes, two Royal Navy Sailors from the Unit Personnel Office read the Survivor's story.

There was only one survivor – 20-year-old Able Seaman Norman Walton – who managed to clamber down the ship's anchor and find a nearby raft. He was eventually picked up by an Italian ship and spent the next 15 months as a prisoner of war.

When told that no-one else had survived Norman refused to believe it. It wasn't until he was repatriated in 1943 and the Royal Navy confirmed the story that the reality hit home; even then it was a reality that was "hard to take in".

Captain of HMS NEPTUNE, Captain Nick Gibbons, read the words of remembrance during the service.

"Eighty years ago, on the night of the 19 December, the Royal Navy suffered one of the most tragic losses of the Second World War with the sinking of HMS NEPTUNE and her escort HMS KANDAHAR. Of her ship's company of 765 sailors and marines, only one man survived." said Captain Gibbons.

"It is important that today, the current Ship's company of HMS NEPTUNE, based here within HMNB Clyde, remember and give thanks for those who made the ultimate sacrifice for their country.

"It's also important that we take time to think of those who will be serving throughout the Christmas period and remember their families and loved ones too. It is their collective sacrifice that protects us all and keeps the UK safe 365 days a year."

Sent by: Royal Navy Communications & Influence, HM Naval Base Clyde, T: 01436 677205.



HMNB Clyde staff gather at the site's memorial to the tragedy to pay their respects.



Sailors from HMS NEPTUNE at the HMS NEPTUNE memorial



Naval Base Commander, Commodore Bob Anstey lays a wreath at the event.



The Captain of HMS NEPTUNE, Captain Nick Gibbons reads the words of remembrance

HMS ROYAL OAK IS REMEMBERED BY THE ROYAL NAVY

ROYAL NAVY MEDIA RELEASE Thursday, 14
October 2021 HMNBC 33/21

Royal Navy Clearance Divers were in Orkney on October 14 to pay tribute to the 835 sailors who lost their lives during the sinking of HMS ROYAL OAK. The Royal Navy divers from HM Naval Base Clyde-based Northern Diving Group (NDG) travel to Orkney every year, to take part in the memorial events to remember those lost in 1939.

The most important part of the memorial for the Royal Navy divers is to carry out the solemn task of descending to the wreck to change the White Ensign and this year Able Seaman (Diver) Charlie Hopper, age 25, took part in the annual duty for the first time.

“I was honoured to be part of the team that carried out the Ensign change on HMS ROYAL OAK this year. It is the first time I have dived on the wreck and it was a wonderful and poignant opportunity to pay our respects to the 835 lost servicemen. It was a privilege and a dive I will always remember.”

Northern Diving Group personnel also joined relatives and friends of those who were lost during the sinking of the Revenge Class battleship, to pay

tribute and lay wreaths at a memorial service in the Garden of Remembrance.



Members of Northern Diving Group attend the memorial service for HMS ROYAL OAK.

The ship was anchored at Scapa Flow in Orkney when it was torpedoed by a German submarine during World War II on October 14, 1939, and for many years it was thought that 834 lives were lost in the tragedy however further research uncovered details of a crew member who died in hospital from burns two weeks after the tragedy. His name has been added to the Book of Remembrance, bringing the total loss from the attack to 835.

Brigadier Andy Muddiman ADC RM, Naval Regional Commander Scotland & Northern Ireland said: “The annual commemoration for the sinking of HMS ROYAL OAK and the loss of 835 lives is an event close to the hearts of many Orcadians, it is a part of their own history and many have heard recollections from their own families of that terrible event. “It is through community efforts and those of the ROYAL OAK Association, which runs commemorations elsewhere in the UK, that the memory of those sailors who perished and of survivors alike, is maintained.

The Royal Navy is very grateful for this collective remembrance effort and we are proud to be invited to take part.

He continued: “ I would also like to praise the efforts of the Kirkwall Branch of the Royal British Legion, Scotland who have ensured that the event remains as it always has, a simple and fitting tribute to the Fallen. It is they who have ensured that the 14th October never passes without acknowledging the sacrifices made on behalf of us all.”

A brief history of the sinking of HMS ROYAL OAK

On 8 October 1939 German submarine U-47 departed Kiel, Germany, to carry out ‘Special Operation P’ targeting the Royal Navy’s Home Fleet’s main base in Scapa Flow. It was believed to be a one-way mission. At high tide and under the

darkness of a moonless night six days later, U-47 threaded her way through block ships in the poorly defended Kirk Sound. At 00:27am on 14 October 1939, Prien entered in the U-boats log "Wir sind in Scapa Flow!!!".

Most of the Home Fleet had been ordered to sea leaving only a small number of ships in the Flow. Prien sailed towards Lyness, but finding no ships or resistance, he reversed course and a lookout spotted a Revenge-class battleship at anchor to the north. The ship was HMS ROYAL OAK.

At 00:58am U-47 fired a salvo of three torpedoes. The first two missed their target, but the third struck the bow of HMS ROYAL OAK at 01:04am. The muffled explosions awoke the sailors onboard, but not for an instant did they believe they were under attack; after all, they were in the safety of the home anchorage. Magazines were checked, but many sailors returned to their hammocks, unaware U-47 was repositioning for a further attack. Prien attempted a shot via the stern tube but missed. After re-loading his bow tubes, he turned towards HMS ROYAL OAK once again and fired a further salvo of three torpedoes. All three found their target.

At 01:16am the torpedoes hit HMS ROYAL OAK amidships and detonated. Explosions blew a hole in the armoured deck, immediately destroying the Stokers', Boys', and Marines messes. The battleship quickly listed to starboard and the open scuttles were submerged below the waterline, causing a rapid intake of water. HMS ROYAL OAK rolled further over, remaining there for several minutes before watertight hatches, left open due to the fine weather, rapidly flooded the ship. At 01:29am, just 13 minutes after Prien's second attack, HMS ROYAL OAK sank.

U-47 successfully escaped Scapa Flow and Gunter Prien returned to Germany a war hero. The loss of HMS ROYAL OAK was a significant propaganda coup for Germany and the attack sent shockwaves throughout the Admiralty. As a direct result the Churchill Barriers were built to block the Eastern Approaches to Scapa Flow. Subsequently the Landscape, Seascape and marine environment of Scapa Flow were changed forever.

Sent by: Royal Navy, Communications & Influence (RNCI), Regional Press Office (Scotland & Northern Ireland)

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.

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

CRANK CASE EXPLOSIONS IN EARLY (PETROL) SUBMARINES

Phil Scarfe Beckett sent in a story about his grandfather - Edwin (Ted) Ritchie - who served an engineering apprenticeship with Vickers/Barrow during their early Submarine years. He 'Ted' used to tell stories about his time there, some positively horrifying (when wearing an HSE hat a century or so later). Ted spent some time working in the Vickers submarine engine shop in the pre-diesel days - presumably on the Wolseley-derivative engine built by Vickers. (although Phil doesn't know which boat they were for).

A 'Barrow Submariners' web page describes the problem of gasoline piping leaks inside the hulls releasing vapour into the operational spaces, but that was not the only problem - carburation was a bit primitive, and there was a bit too much 'obb-gob' (a lovely old Yorkshire technical term!) between pistons, rings and cylinder, so petrol vapour tended to get pushed out of the cylinders into the crankcase. The pressure in the non-sealed crankcase then pushed the vapour out into the hull space.

Ted never mentioned the hull explosion described on the webpage, but there were several crankcase explosions in the engine shop; these were obviously caused in a similar way and were quite spectacular, but nobody could find a source of ignition and the evidence was, shall we say, damaged a bit!!!!

These engines were on test and, in order for the test programme to continue while a cause was found, the inspection covers over the crankcase were fitted 'loose' so that an internal explosion would just blow the covers off without damaging the engine. When this happened Ted's job was to go round the shop collecting stray covers (sometimes finding one on top of the roof next to a large hole), refitting them and then asking the foreman to come and inspect it

and start it up again. The cause was found after a few more incidents:

When the covers were off for periodical inspection with the engine running, the crankshaft-connecting rod-piston assemblies were visible, and here things get a bit technical:

*The engine design had two big-end bearings on each crank pin
one side of each big-end bearing was therefore rubbing against its neighbour,
the bearing material was brass,
brass-on-brass friction is not acceptable - it can 'drag' and cause surface galling,
but brass-on-iron or steel is OK,
there should have been an iron separating ring,
there wasn't,
so when there was a partial blockage in the oil feed, the friction caused intense heat,
they saw a red glow in a crankcase - a pair of big-ends was seizing up,
if left to happen, the temperature would exceed the vapour ignition point,
and bang goes the crankcase.*

The short-term solution was to check the temperature of the big-end bearings and shut down if any started to get hot. However, there was no way of attaching monitors to the big-end bearings, so Ted's duties were expanded. He had to lift every cover in turn and peer into the crankcase "to see if anything was looking hot" (presumably being sprayed with hot oil in the process). He also had to put his hand on the main bearing housings (also brass lined) right next to the oscillating connecting rods, to check for any heating there. Those were the days! Can you imagine an HSE Inspector's reaction today???????

Ted also had to check the engines for vibration but this could be difficult. Barrel forgings for 12" or 15" battleship armament were machined "in the rough" on huge lathes in a nearby shop and caused the whole area to shake. Regular vibration records were mandatory, so sometimes a wit would return them to the inspectors with just the word "Yes" written in the vibration column of the records - Ted didn't remember what was done to the guilty apprentice or to the records!!

Biographical Notes: Edwin Gladstone (Ted) Ritchie was born in Barrow in Furness on 26th February 1883 and he was one of the seven children of Duncan B Ritchie (a Lloyds Surveyor) and his wife Ann M Ritchie. At the time of the 1891 Census eight years old Edwin was at home with his family at 73, Hawcoat Lane, Barrow in Furness.

In his application for Membership of the Institution of Mechanical Engineers he reported that, after one year of an apprenticeship at R & H Green of Blackwall, London he completed a further four years with Vickers, Sons & Maxim at Barrow-in-Furness from 27th March 1899 to 21st October 1903 where he gained experience in 'Fitting, erecting large Marine Steam Engines & Internal Combustion Engines and for general experience of first-class engineering work'.

Note: Internal Combustion (Petrol) Engines were used in the 'Holland', 'A', 'B', 'C' & 'D' Class Submarines – all built between 1901 and 1914 but, given that he was only at Vickers for four years of his Apprenticeship (1899 to 1903) the engines he worked on were probably for the Holland and A class boats only.

After his Apprentice time at Vickers it seems he never worked on (or with) submarines again.

By the time of the 1911 Census he was married to Agnes and was living in Cheadle Hulme, Cheshire where he was listed as an Engineering Inspector of Engines & Boilers.

DONATIONS

For anyone thinking about making a Donation or leaving a Bequest in your Will please remember one of the following:

- (1) The Submariners Association
 - (2) The Submarine Fund – part of the Royal Navy & Royal Marines Charity (RNRMC) – details can be found on their Website.
 - (3) The Royal Navy Submarine Museum. Any Donations or Bequests for the Submarine Museum should be directed to either the 'Friends of the Submarine Museum' or to the 'National Museum of the Royal Navy'.
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THE SUBMARINERS REMEMBRANCE PARADE 2021

Following the very limited attendance Submariner's Remembrance Parade in November 2020, owing to the restrictions imposed by Covid 19 Rules, the Submariner's Association Annual Service of Remembrance for 2021 went ahead as planned at the Middle Temple Gardens in London on Sunday 7th November.

In perfect weather (sunny & dry) there was a large attendance of both Submariner's Association Members and Serving Submariners and family members. VIP attendees included the Submariner's Association Patron (Admiral of the Fleet the Lord Boyce), Baroness Goldie (Minister of State), Anne-Marie Trevelyan MP (Secretary of State for International Trade and President of the Board of Trade), Vanessa Nicholls (Director General Nuclear), Association President (Rear Admiral Niall Kilgour), Gill Molyneux, Brian Mooney (Chief Commoner of London), Andrew Hochhauser (Treasurer of the Middle Temple), the President of ISA and family members representing two Submarine Victoria Cross holders (Leading Seaman Magennis, VC and Commander Boyle, VC).

The Service was conducted by the Reverend Professor Stephen Dray (Honorary Chaplain to the Submariner's Association) - assisted by the Reverend Mark Noakes (Chaplain to HM Naval Base, Clyde.)

The Reading was given by the Commodore Submarines, Jim Perks CBE. The Act of Remembrance was read by the Association Chairman - Barrie Downer and, following the 'Last Post', a 'Two Minute Silence' - during which the National Standard and the Standards of nine Submariners Association Branches were 'Dipped' - and the 'Reveille' the Names of all Royal Navy Submarines lost in both Peace and War were read out by three Submariners Association Members whilst Wreaths and Floral Tributes were laid at the Drumhead Altar.

After the final Prayers and Blessing the Order 'Out Hip Flasks' was given by Parade Marshall - Iain Mackenzie - for the Toast to 'Absent Friends'.

On completion of the Service and Wreath Laying the Wreaths and Floral Tributes were collected by twenty-five Serving Submariners and Sea Cadets and taken across the Victoria Embankment to be placed on the National Submarine Memorial.



'Marching On' the Standards



The Reverend Professor Stephen Dray conducts the Service assisted by the Reverend Mark Noakes



Commodore Jim Perks CBE reads the Lesson



Reading the Submarine names (1) NMC Member Sandy Powell



Reading the Submarine names (2) Petty Officer Nick Carter



Reading the Submarine names (3) NMC Member
Mark Butchart



The 'Silence' and 'Dipping the Standards'



The Drumhead Altar & the Wreath

REMEMBRANCE AT QUEENSLAND SUBMARINERS MEMORIAL

War Dead Remembered

The mood was sombre as the war dead of all conflicts were remembered at the Remembrance Day Ceremony on November 11th at Submariners Walk, Teneriffe, Queensland.

In attendance were Central Ward Councillor, Vicki Howard, retired Senator Claire Moore, a representative of MP Trevor Evans' office, Members of the Submarines Association of Queensland and the public. SAA President, Commander Andrew Clowes addressed the Attendees.



From left: Don Currell, John McClean, Michael White, Gavin Clarke, Andrew Clowes, Ross Walters & Barry Affleck
Photo by Darko

Visit by HM S/M ASTUTE to HMAS STIRLING 30th October – 6th November 2021

The Australia Branch of the Submariners Association were proud to meet and entertain the crew members of HMS ASTUTE during her surprise port call to HMAS STIRLING at Garden Island, Western Australia.



The Coxswain, Tim Clifton, had contacted the chairman of the Gosport Branch (Steve Thorpe) to obtain our contact details, so it was with some pleasant surprise that our secretary received an email requesting the pleasure of our company over a beer or two.

The port call for the ASTUTE was a busy one, but with some juggling of dates and venues we were able to meet up at the Windsor pub in South Perth and in the Fenians Irish bar in Perth City, both occasions

reminding us of a 'real run ashore', so good to see the guys hadn't lost the skills of enjoying themselves and entertaining those around them.



A visit to the ASTUTE by a small group of the branch was most welcome, all of us astounded by the close confines of the vessel, a lot of guys (no ladies on ASTUTE) and a lot of equipment! A branch Plaque was presented to the OOD in the vessel's wardroom.



It had been ten years since HMS TIRELESS visited Australia in 2011, but we hope with the recent

AUKUS agreement we will see more UK submarines coming down under in coming years.

Our thanks to the crew of ASTUTE and we wish them a safe and speedy return to their home base.

BUILDING DEVELOPMENTS AT THE BARROW SHIPYARD

Submarine work is progressing rapidly at the Barrow Shipyard on both the 'Astute' and 'Dreadnought' Submarine building programmes, and on the further development of the Shipyard to support the 'Dreadnought' programme. The first photograph below, taken from the grounds of the Barrow 'Dock Museum' shows the progress of the Extension to the Devonshire Dock Hall.

Inside the Hall are the final two Submarines of the Astute programme – HMS AGAMEMNON and HMS AGINCOURT – not traditional 'A' Class Submarine names but, then neither are AUDACIOUS & ANSON!!

The second photograph shows the progress to date on the new Wet Dock Quay in the Devonshire Dock. This is required to be complete, tested, and ready for use before HMS DREADNOUGHT, the first of the four planned 'Dreadnought' Class, currently under construction elsewhere in the Shipyard, is lowered into the Devonshire Dock via the DDH Shiplift later this decade. Behind the new Quay HMS ANSON (the fifth 'Astute' Class boat) can be seen in the water and fitting out at the original Wet Dock Quay.

To support the Submarine building programme there are regular deliveries of Submarine components and other materials – some items are very large – to the Shipyard, with some arriving by sea at the Barrow Docks and the smaller components arriving by road

In a boost for the Submarine building plans a recent report in the Daily Mail indicated that Defence giant BAE Systems will create around 1,700 jobs in the UK next year, mostly in the north of England. The Company will take on more than 900 apprentices and create 750 graduate and undergraduate roles. This will be its largest ever intake of early-careers recruits and 25 per cent larger than its 2021 intake.

Around 800 jobs will be in the north-west, where BAE builds submarines at the country's largest shipyard in Barrow and is currently working on the design of a new Class of Submarines to replace the 'Astute' Class Boats later this century.

Charles Woodburn, BAE's chief executive, said: "Creating high-quality employment for young people across the country ensures we retain the critical capabilities we need to sustain our business for the long-term, while helping to drive growth across the UK's regional economies."



Still Growing – the Devonshire Dock Hall Extension



Progress on the New Wet Dock Quay – HMS ANSON in the background right

BOOKS

Only one new Book this quarter plus two recently 're-read' Books all well worth a recommend – if you can locate copies!

(1) The new book is '**A Falklands Family at War – Diaries of the 1982 Conflict**' by Neville and Valerie Bennett - edited by Rachael Simons © 2021. ISBN 978-1399-010238. Pen & Sword Military @ £25. This book is quite timely – given that this year sees the 40th anniversary of a conflict that many members were personally involved with and many other will know friends & colleagues who took part in the operations to recover the Islands. Nearly all books about the Falklands War are written by Military personnel (whether Army, Navy, RAF, or Royal Marine) - some very Senior, some quite Junior but all are written from their own Service and personal perspective and discussing how the conflict affected them. This book is different as the words are those of ordinary civilian personnel describing how the occupying forces dramatically affected and interrupted their day-to-day life. There is a lot of detail on how the sudden influx of thousands of occupying forces rapidly interrupted and overloaded local routines and resources. Well worth a read to see how ordinary people managed to lead a normal a life as possible in very difficult circumstances.

(2) The first of the 're-read' books (which might not be easy to find) is '**Stoker Greenwood's Navy**' by Sydney Greenwood © 1983 ISBN 0-85936-115-2 published by MIDAS BOOKS, Tunbridge Wells, Kent. It is one of a series of personal military experiences. After a brief encounter with the Territorial Army in the 1930s Sydney decided to join the Royal Navy signing on as a Stoker pre-WWII in the days when many ship were still fuelled by coal. He describes a Navy now long gone, training routines which would be unacceptable today, 'coaling ship', service in the North Sea, the Atlantic, the Mediterranean and the Caribbean. He progressed through from Stoker to Leading Stoker to Stoker PO and from small ships to Cruisers and from coal to fuel oil. Dodgy 'runs ashore', dodgy 'run ashore oppos' making firm friends all over the world. Serving all the way through the War he eventually retired and returned to civilian life. Although he was not a submariner today's 'Stoker' equivalents might be surprised to read how it used to be!

(3) The last 're-read' Book is '**Naval Accidents since 1945**' by Malcolm Maclean © 2008 ISBN 978-1-904459-32-3 published by Maritime Books. This one might be easier to find. Although the 'cut-off' date for the Naval Accidents described was prior to 2008 it is surprising how many accidents there were in the years 1945 to 2008. Many were down to the weather, sea conditions, 'the perils of the deep',

but many were unavoidable, some were down to inattention, carelessness, and some to pure stupidity. 'Radar Assisted' collisions are not a new phenomenon. Its' not just the Surface Fleet which has all the accidents – there are more submarines involved than you could imagine! Although all the accidents described are pre 2008 the rate of incidents and ship and submarine accidents doesn't seem to have slackened off. If it isn't already it is possible that this book should be compulsory reading for all Seaman Officers and Officers of the Watch! Mind how you go!

HMNBC 56/21 Thursday, 16 December 2021

ROYAL NAVY SAILOR CARRIES WEIGHT OF THE WORLD (CHAMPIONSHIPS) ON HIS SHOULDERS

A Royal Navy powerlifter based at HM Naval Base Clyde has represented Great Britain at the world powerlifting championships in Lithuania.

Petty Officer Catering Services (PO)(CS) Wesley 'Wes' McGuinness competed at the International Powerlifting Federation (IPF) tournament in the bench press discipline. The 32-year-old Submariner from Sunderland finished seventh, achieving a bench press of 167.5 Kg against some very 'strong' competition. PO McGuinness started his powerlifting journey in 2011, and within three years had represented England at the 'Four Nations' power lifting championships.

In 2016, PO McGuinness upped the ante (along with the weight) and joined British Powerlifting, the highest level of British power lifting association in the United Kingdom. PO McGuinness said, "Strength training over the last ten years has been no easy task. I took up powerlifting back in 2011, It was clear to me that if I wanted to reach the top of my sport it will take a lot of patience and consistency. The most important thing is to have a vision or a goal of what you want out of your training, whether that be a local competition in ten weeks or a national championship. I really struggle to get motivated if I don't have a target to meet, I can't just go through the motions in the gym.

" I must thank CPO (SM) Paul "Jakey" Foran, he has been by my side at nearly every competition since I first took up powerlifting over a decade ago, making sure I go into every competition with the correct mentality and attitude. He ensures I have the correct approach to be successful in my sport. He's a very strong motivator. He has the ability to get the absolute best from me on platform at every Powerlifting event."

As the weight increased the divisional records came tumbling down. Wes became the first member of the Armed Forces to be selected to represent England at the Commonwealth Powerlifting Championships. Held in South Africa in 2017, his haul of medals (two silvers and a bronze) also earned him a nomination for Royal Navy sportsman of the year.

With all these achievements in the bag you would find it hard to believe that in-between 'Wes' had

time for anything else, let alone his day job. Working in galleys and catering offices deployed both above and below the waves on submarines, on operations in Bahrain and onboard HMS Albion as retinue staff for Commander Littoral Strike Group (COMLSG). Speaking of his training whilst deployed he said, "I took for granted all the equipment available to me. When I deployed on a submarine for the first time you really must get creative with training. This is secondary to your job at sea. Working in the Catering Services Department onboard is an extremely demanding role, however also very enjoyable and rewarding".

This creativity and ability to improvise paid dividends. As gyms around the country closed their doors due to the pandemic, elite athletes (and the not so elite among us) were forced to get creative in order to reach fitness goals. PO McGuinness was no different. 'Wes', using his previous experience in strength and conditioning with limited equipment, got to work. Undertaking a training regime more at home in a Rocky Balboa montage, he used weighted ruck sacks, flipped, and pushed tyres and completed pull-ups on old traffic signs in order to meet his fitness goals.

After his achievements at the world championships in Lithuania, he is now currently ranked sixth in the world in his weight category.

Speaking of his achievements so far 'Wes' said, "If you can apply our Naval Core values to what you really love to do, in my case Powerlifting. I guarantee you will be successful at some point. It is very simple; the key is to not to lose focus. If you stop, it will never happen. But if you keep going you don't know what's ahead."

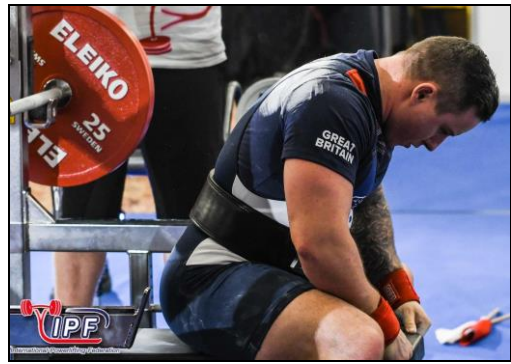
Whilst a lot of us will be regretting that extra slice of turkey over the Christmas period, Wes will be hard at work in the gym, starting his preparations in early January for the Commonwealth Championship's being held in New Zealand, and the World Bench Press Championships held in Kazakhstan (both in 2022).

He said, "This year was a real eye opener, I feel better going into the championships next year. At this year's event I felt like an attendee, however I have gained bags of experience and next year I'll be going back as a contender."

PO McGuinness has emphasised a huge part of his success over the last six years is down to the valuable contributions made by Naval charities. The Royal Navy Royal Marines Charity (RNRMC) which

provide elite sports grants, and We Remember Submariners (For which Wes is an ambassador). He said, "These grants have played an enormous part in my success in recent years, I am extremely grateful for the support and I am a true believer that you are only as good as the support around you. Because of the help from the RNRMC, We Remember Submariners and the Royal Navy. I have been able to persevere during these difficult times. I continue to fly the flag and I am extremely proud of representing the Royal Navy at the highest level of powerlifting within the UK."

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



PO Wesley McGuinness at the World Power Lifting Championships.

Royal Navy Press Office



SUBMARINE K.26 - THE STEAM SUBMARINE

By Jack Philip (Nick) Nichols J98553 (Continued from In Depth No. 74)

THE SPELL OF STEAM AND "HANDS TO BATHE"

If you have ever been to sea in a destroyer and stood on the upper when the telegraphs tinkle for increased speed, and you hear the increased roaring and the white wake widens, and the paint on the funnel or funnels starts to blister, you know something of the power and delight of steam. A ride in a Foden is good too, the UNITED STATES or Q.E.2 not as good because you are remote from the steam and the funnel gas. To stand on the tail of K.26 holding a guard rail and feeling every vibration of her screws was like flying with your own wings. The wake that stretched astern at twenty knots was an invitation to walk on the water, you had to be sensible. The short funnels puffed out hot gas at an enormous rate, it wafted back at you, slight alterations of helm and the stern turned like an eel. Stokers stood on the casing with a box of matches and an unlit cigarette just gazing, gazing aft. They had seen other sterns; what was the fascination? That it was the fastest sub in the world? That it was possible to see all the stern, the shape of the hull as rounded as a King Herring? That there were no verticals cutting the water except right for'd? I don't know, but any time we got up speed on the steam I felt that I was riding a fast whale, a whale on which some clever shipwright had built a nice little grey fort with three four-inch guns, and had flown banners from the fort, coloured flags that streamed out in the wind of her passage. On our steam trials I have seen Stokers come up from below, wiping their hands-on cotton waste. They have looked for'd to the funnels like stylized twin Etnas, and then turned aft. Speech came to them after a while. "Oh boy!" "Oh boy!" and sometimes, "See her go!" They would eventually throw the waste over the side, the boat zipped past it like a flash. "Oh boy!" "See her go".

I used to think of this when later I travelled in subs, with an all-out nine-knots. The diesel is a bad substitute for a turbine. And then out in the middle of the Mediterranean you hear the telegraph, you are slowing, you stop, you run on for the lovely, shaped hull keeps her way well. A ring down astern, a tremble of reversed propellers, K.26 is still on the water. "Stop Both." The Boatswain's Mate is told "Hands to bathe." He pipes it down for'd, in to the Tiffies mess, into the P.O.s Mess, the Beamery, the Stoker's Mess.

The O.O.W. remains on the Bridge, the Helmsman at the wheel in the lower conning tower. Leading Signalman on the bridge. Boiler Rooms manned, one E.R.A. at Turbine controls, a Sparker in the Office, one E.R.A. in the Control Room. In three minutes, the remainder, Officers, and men are swimming around the starboard side, we

are perhaps fifty miles from the nearest ship, one hundred miles from land. Everybody in the water is wearing a swimming costume, everybody. The polo ball goes here and there. There's a certain amount of shouting and chaffing, the water is clear and blue and warm. One by one people tread water and look at this submarine boat the safety valves popping, little wisps of soft smoke going straight up. You can feel a slight vibration some electric fan or pump. You see the Cook walk all the way aft to ditch a bucket of gash out of the way of bathers. A Stoker nips back climbs up the saddle tank remembering that he told his oppo he would relieve him. A minute later up comes the man for his swim. Little wavelets run the length of the saddle tanks, the Chief Q.M. takes the temperature of the sea. There are no gulls, only a long submarine, some men in the water, an ensign fluttering. Occasionally the ball is thrown heavily against the upper casing from which it bounces back readily. On the bridge the Leading Signaller is peering through his telescope. "No nothing there". After a while the Captain comes in-board, stands on the vents, takes his towel from Regan who has been in and also come out. The Officers start to come in-board, the First Lieutenant touches two fingers when he sees the Bosn's mate look his way, the call shrills, "Clear the water" then after he has marched down the starboard side "Clear the water". Bathers crawl up the saddle tank, the ball is thrown into a corner of the galley. The telegraph rings, the towels come out, the regulation costumes come off. Down the hatches they go. The boat moves ahead. Hands to bathe has finished - everybody feels fine. Mrs. Grundy would have approved; no watch committee would have disapproved. Stoker P.O. Creswick is already busy with needle and thread darning a hole in his swimming costume. Scotty is flexing his arm muscles. "Do you know what I'd like?" "No!" "I'd like a damned good game of football and about four bottles of milk stout." The boat shudders as the helm goes over "perhaps the day after tomorrow when we get to Gib." muses Gee.

SPORT

One thing submariner's have always liked, sporting process. As a new unknown addition to the crew treads tenderly across the gently bending gangplank, the Quartermaster, always himself a sportsman, stares hard at the new boy's gear. If a pair of football boots swing by their laces from the end of his hammock, or a cricket bat is carefully lashed to the outside of his kit bag, he is hailed as a prince. Complete strangers leap from behind the conning tower and give him and his gear a hand down the fore hatch. In the mess the word goes around. The football team wait agape for him to appear in the Mess and say what boat or ship he has played for. The Captain of the football team has a signal pad and a shadow side for Saturday already mapped out on it, "If only this bloke can replace our inside left". He is praying. My arrival caused no such stir, all I had in my kit that wasn't strictly kit, was a few old wireless components, that I hoped, in my spare time to make into a receiver. But in a boat's crew of sixty-three with many staid hands, in the Navy generally a chap dropped out of sports at 24, footballers were hard to come by. Scott found men time expired in the boat leaving to go home to England and no footballers joining in their place. One Saturday the count was ten, he had ten eager players and a League Match with L.18 at 3 p.m. He came down the Motor Room with a pair of boots rolled up in a football shirt and shorts. He looked like a man hoping to borrow a £1 note in blank week. "Er, Nick old man, will you help us out, it's for the boat Nick we are leading in the League, we can't turn out a man short." "But Scotty you know I can't play football, half the time I can't see the ball and if it comes for my head, I just dodge it instinctively, I'd never make a footballer and you know how the canteen crowd at Corradino take the mickey." He thrust the bundle towards me, "Go on Nick, we can't play one man short, just for me, you're not bad at water polo, it's the same sort of ball, go on Nick just this time, L.18 is a difficult one to beat." I groaned, "They'll have no difficulty in killing me I suppose." "Oh, all right, just this once." Scott's face changed, "Now Nick, all you have to do is to get on the field in your position and when you get the ball find the Centre Forward and then 'you-are-on-the-field-and-you-have-the-ball, -kick-it-along-to-him-along-the-ground.'" I nodded. Scott went on, "If you get in the way of any of the other side it will help." I nodded and opened my sweat smelling parcel. The knickers had a worn hole and I put a few homeward bound stitches in. The boots were stiff; with blue mildew between the lace holes, there were two knots in the laces. A couple of beer tops fell out of the striped football shirt. They both said 'Cisk Beer', I saw no omen in this. Two or three non-players jeered as I dressed up and glanced in the mirror. "What time stretcher-bearers Nick?" I smiled.

I remembered Scott calling me to the assistance of the boat before. He had coaxed me into the Flotilla Cross-country run, five miles in hot sunshine finishing 56th from last and gaining one point for K.26.

I had been unable to walk for three days after this display of athletic prowess - my muscles had rebelled.

As the boat was at Parlitorio Wharf we all walked along the jetty and up to the football ground, two liberty men I knew from a destroyer looked at me and glanced away. One said, "Can't be him, old Nick's got two left feet." They looked back; I waved a wan hand. They laughed out loud; they knew me from kickabouts on the coaling jetty at Gib. One of them said, "Don't score more dan four Nick". I laughed, and we turned to mount the slope to the canteen ground. I was left back and hoped that our forwards would see to it that the ball was kept in the other half. Luckily it was but from time to time I got near the ball and scuffled around with my elbows flailing. The ball hit my right leg and bounced back. I was debating as to the probable help that this had had, as the cry of

'Goal' went up. We were one up, and I had not yet been exposed as a fake. I had heard of actor footballers, but I was not even an actor. I rambled around peered towards the action and several times started little runs as if to intercept someone who had the ball. Long before I had gone a few paces the ball was somewhere else. I wondered if someone had seen me coming and had passed to stop me making a spectacular run. I helped shout 'Goal' at the second one. I meticulously placed myself as to ensure I didn't look out of place in the field as long as I kept still. In the second-half the ball came down from a high shot mid-way between Herridge and myself. He yelled "Leave it", ran forward and belted it back up field. I had moved reluctantly forward but I smiled as if I approved, which I very much did. We were three up and near to time. We crowded L.18's goal trying to make it four. In the melee I actually kicked the ball once. I don't think it noticed. The whistle sounded. The losing team called "Three cheers for K.26 - Hip. Hip. Hurray." We called back; I was all right at cheering "Three cheers for L.18." We streamed off the field Scotty was smiling, and members of the team were slapping his back. He saw me, dropped the ball, and tapped it lightly towards me. I executed a quick movement of the feet, tripped, and fell back on the ball. A big laugh. For about eight seconds I paused, rolled off the ball and sat up. Then I got up and walked down the slope with the team. At the gang way a Killick Stoker called Nutbeam was gallantly standing in as Quartermaster for Tims who had been playing centre half. He said, "Howdger get on?" Scotty said, "Oh we managed to beat them three nil". Nutbeam said, "in spite of Nick playing?" Scotty said, "You did all right Nick my bewty didn't yew?" I stumped down below and got old Bertram to rub my back. I turned out only once more for the 'Boat'; some good fairy in Blockhouse sent us a stoker football wizard and an ex-international schoolboy footballer. My services to 'make one' were never called on again, which suited me fine. But I had pleased Leading Seaman Scott and Bertram thought it a good thing.

It was some time after that, I was walking up and down on the coconut matting on the upper casing with Single. The tall angular Tiffy who had been the star of the match, he had scored two of the goals, came over. "Nick" he said "that's your name, isn't it?" I said "Well, Carter it is, but they call me Nick". "Yes, I see, I was going to have a word with you. I saw you in the team and on the field; it's all right for me I like football I have played it since school and I have a knack for it, but Scott said you hadn't a clue and just came and turned out so that we didn't play a man short." I replied, "Well, I thought that it was the best thing to do to make up the numbers so we could field a team." "Well done!" he said. I blurted out "Thanks" and that was that. But I noticed his tall form was always present at our water polo matches, and he rooted for me personally, all summer. I wasn't too good at water polo, but I scored occasionally, and that is something I could not do at football in five or fifty years. Practically the only other sport was boat-pulling and though I didn't make the racing skiff I had a lot of practice sweeping for torpedoes etc.

Cricket, I nearly forgot, this was a game that took everybody in its democratic stride, Captain, two Sub. Lieuts., Tiffies, a Stoker P.O. Yeoman, Coxswain, Telegraphists, Seamen and Stokers all. Once in flannels, with no head gear they were cricket team, and only that I sighed, but I could not see a cricket ball coming. At camp I would stand with my bat in the crease and see nothing but the bowler running up, then my bails would be off and that would be that. It amused me to see how the cricket bag was deftly passed from one to another, the manoeuvring usually being to try and get one of the Sub-Lieuts. to carry it.

The purely watching of sport never interested me at all. But I liked playing water polo matches against strong teams ashore, who habitually scored eight or ten goals against us, and improved our game until we won the Fleet competition. Our favourite team for a friendly was Senglea, a team recruited from houses in Senglea Creek. As our pitch was generally the north side of Fort St. Angelo in Bighi Bay, they formed up at the end of their creek, waited for the last member, and a couple of supporters and all dived in together into their creek and proceeded to swim in open formation round the end of the Fort, a distance of about three quarters of a mile, to come ashore after heaving two water polo balls about all the way at our steps. Big bronzed well-fed men in slips with their hand embroidered caps come to give us a game. "Ow, Scotty", "Sham G'Sepp", "Tayieb Taff". We knew little Maltese, they laughed, they waited for us to get into the water and then all seven lined up ran to the springboard and with a sigh of the cross made by the right hand dived neatly into the water to swim to join us for the game.

Although we strained every muscle, never did they beat us by a smaller margin than eight to one! "Three cheers K a twenty seext" "Hurray, Hurray, Hurray." "Three cheers for Senglea, Hurrah, Hurrah, Hurrah." Lots of hands reached out to shake yours as you climbed exhausted up the stone steps. They lined up again, the gallant seven in front the spectators, trainer, referee, and friends, all male; add at a wave from the Captain they all dived together and swam back to Senglea with us calling "Sahah", "Sahah", as they went, gambolling in the water and waving back, they did the three quarters mile back in good style. Other teams we played were Malta Banks and Malta Post Office. The 'Banks' were slimmer men, but they could beat us twelve to two at 'Chalet Gar il Dud', any evening we cared to call. And call we did. We learned not a little about the game from them. And when we played the various ships of the Fleet, we put it to good use. The Maltese can certainly answer the question "Can swim?" with a good Maltese word "Aiwa" meaning "Yes." Whilst we were in Malta a Maltese man named Rizzo was trying for a record number of hours swimming in the harbour. Hour after hour, day after day he struck out,

up and down, circles, figures of eight, swimming, swimming, with two or three boats in attendance. He did much better than the world's record, much excitement and gladness in Malta. But a few days later in another part of the world, another man did even longer in the water. Poor Rizzo, I know how he felt.
To Be Continued in 'In Depth' Issue No. 76.

Call for Assistance (1)- Can you help?

UPHOLDER CLASS SUBMARINES DESIGN & REACTIVATION FOR THE RCN

Paul T Mitchell has begun a multiyear study of the acquisition and operationalisation of the Upholder class submarines by Canada. While he has excellent support from the RCN, he would like to learn more about the history of the design of the class, as well as its reactivation post 1998 as they were prepared for sale to Canada. Records on these aspects are limited or entirely non-existent in Canada.

This is "putting out the word" of his project in the hopes of finding some who might be willing to share what information exists outside of public records, which are unlikely to be available any time soon!

If you can help Paul you can contact him as below.

Paul T. Mitchell

mitchell@cfc.dnd.ca

Professor, Canadian Forces College

National Defence

Government of Canada

Call for Assistance (2)- Can you help?

Calling anyone who was involved in the Falklands War...

To mark the 40th anniversary next year, the British Modern Military History Society (BMMHS) is compiling a book of memories and stories of those who served in the Falklands. The stories can be of any role, any of the services, civilians, Falkland Islanders, those based in UK or the families of those who served. We would also be interested in any stories from the Argentine perspective too.

All profits will go to the charity Blind Veterans UK as with our two previous Glimpses of War volumes, published this year. #blindveteransuk #glimpsesofwar

If you have a story to tell – whether a short anecdote or a longer piece - get in touch with me on andy.cockeram@bmmhs.org www.bmmhs.org

Thanks

Andy Cockeram, Chairman BMMHS

Me and Submarines

By S/M Ray Berry

A few weeks ago, I was given some pictures of old submarines. One of the pictures started bells ringing, which prompted me to help our editor out with a short article, which may or may not interest some of you, and tell something about my service.

Like many thousands of youths at the outset of WWII, I waited for my eighteenth birthday with some trepidation. Call-up papers would arrive - as they did in November 1940! My request for service in the Royal Navy was granted. I knew a lot who made the preference known who didn't get the service they wanted, so maybe I was just lucky. I was to report to HMS RALEIGH, Torpoint, for basic training. Following this, the next stop was the gunnery school HMS DRAKE (Gus Barracks). There I learned about guns, director tops, and many new drills, eventually qualifying as an OD Gun Layer 3rd Class and I felt pretty chuffed about it. But what happened next shook me a bit.

I volunteered for D.E.M.S. (Defensively Equipped Merchant Ships) but for some reason was drafted to Fort Blockhouse 'for submarine training'. Blockhouse being overloaded at the time, I was sent to Blyth, Northumberland to DOLPHIN II (and later named HMS ELFIN) and there learned how submarines worked, and something about how to work them. I must say I was intrigued and found the subject very interesting. Then came the days at sea in a training boat H49, a 1918 vintage boat. What has all this to do with some photo's I was given? Well, one of the pictures was of L26. My Class of Submarine Gunners was sent to Scotland to do shoots from this very boat, vintage 1919. It was then talking to one of the 'sea-daddies' that I thought about submarines in the first world war. They must have been even more temperamental and more crude than this one, a real

hazard. At every evolution, we were making mistakes all the time but luckily survived thanks to the patient and capable crew.

A question I have often been asked since I was demobbed is: "Were there really steam driven submarines"? The answer is yes. Between the wars the Admiralty regarded the submarine as an integral part of the fleet, the 'K' class boats were designed with this in mind. They were powered by steam turbines for surface running and could steam at an incredible twenty-four knots on the surface, and so were able to keep up with the fleet. Standard electric motors provided submerged propulsion. But the complexities of sealing the funnel, dousing the fires, and getting rid of surplus steam before diving was to prove the idea a failure. Many 'K' boats were involved in disastrous accidents and incidents. A book entitled "The Battle of May Island" tells of the worst that befell them. Next came four 'M' class - along with new ideas. They were built into discarded 'K' hulls which had been strengthened. M1 sported a twelve-inch gun and was thought to be a submarine monitor. But the loading of the gun could only take place after surfacing. Since this took some three minutes, the boat was very vulnerable. M2 had the gun removed and a small hangar put on. This was to house a Parnall 'Peto' seaplane. Again, this proved to be a flop. M2 was lost 'with all hands' off Portland in 1932.

Progress was made with later new Classes of subs. The 'O', 'P', and 'R's were successful, but proved too large and cumbersome for the last war - the same as the 'River' Class. Even so, they did great work getting submarine warfare underway.

Anyway, I was sent to Gib and there joined a 'S' boat - P211 - later to become S/M SAFARI. After several patrols and cargo runs into Malta, I was to report sick at Malta and was left there while SAFARI went her way. My service with the famous Fighting Tenth (10th Flotilla) based there was full of peaks and troughs.

The 'U' Class - I served with two of these great little boats, but too many were not returning. After 15 patrols in 19 months I was, eventually, sent home. I married my Geordie sweetheart whilst standing by a 'V' class boat at Walker Naval Yard. That was in June 1944. So, on my demob in January 1946, my navy days ended. But in 1952 I joined S.O.C.A. and by the end of 1959 my Navy Days started again when I joined the then Newcastle and Gateshead Branch RNA. There were times in the Med that I didn't enjoy at all, but since then my Navy days have always been a pleasure.

By Editor: As I had a bit of space to fill in this Issue I looked through some Obituaries that I was sent quite a few years ago – not sure now who sent them to me!

The title 'Me & Submarines' caught my eye so I thought I would choose that one to fill the gap. It is not actually an Obituary but more a record of Ray Berry's Submarine Service. There may be a few errors in his memories of Submarine Classes but not too many! Ray Berry says he joined SOCA in 1952, presumably at about the time that the North-East Branch of SOCA was formed at an Inaugural Meeting in the Bridge Hotel at Newcastle on Tyne on 30th October 1952 or shortly afterwards. There were two R Berry's listed in the October 1963 List of SOCA Members. One lived in Newcastle-on-Tyne and the other in Sunderland – so which one was it? Branch Records may provide more information.

Genealogists might like to investigate, a date of birth around November 1922 and a marriage year of 1944 should help to pin it down. Other clues are that he served in SAFARI, two U Class Boats and a V Class built at Walker on Tyne. This seems to pin him down as WWII Submariner Able Seaman (CR2) R Berry who served in SAFARI, UNSEEN, UNRULY & VOTARY – he seems to fit the bill

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 are two application forms, one for your Accommodation Requirement(s) and the other for the Saturday Reunion Dinner Meal Choices. These have been forwarded to your Branch Secretary but are also attached to this Newsletter. 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.

Packages	A	£140	Fri & Sat Dinner B&B (SHARING DOUBLE/TWIN) - Per Person	G	£60	Additional Night Thurs B&B (SHARING DOUBLE/TWIN) Per Person
	B	£190	Fri & Sat Dinner B&B (SINGLE)	H	£85	Additional Night Thurs B&B (SINGLE)
	C	£75	Fri Night Only Dinner B&B (SHARING DOUBLE/TWIN) - Per Person	I	£60	Additional Night Sun B&B (SHARING DOUBLE/TWIN) Per Person
	D	£90	Fri Night Only Dinner B&B (SINGLE)	J	£85	Additional Night Sun B&B (SINGLE)
	E	£85	Sat Night Only Dinner B&B (SHARING DOUBLE/TWIN) - Per Person	K	£46	Non Resident Saturday Reunion Dinner includes Tot, Wine & Port
	F	£90	Sat Night Only Dinner B&B (SINGLE)	L	£25	Non Resident Friday Buffet Dinner

[illegible]

All hotel cancellations , must be made to Iain Mackenzie as soon as possible and not direct to the hotel

Add any other supporting information or requirements on a separate sheet if necessary

Submit applications to Iain Mackenzie, Dolphin Cottage, 41 Grafton Road, Worthing, BN11 1QY. Telephone number 07403 433178

It is recommended that you pay by electronic/BACS: Sort code 60-13-15 Account No.52930645 put your membership number and 'Reunion 2022' as a reference

Make cheques payable to 'Submariners Association Reunion' and NOT to me

Note: I need a telephone number. I will not be acknowledging your application. If your cheque is cashed you are booked! Please allow 3 weeks for cheques to be cashed

I will not be sending tickets out, you will pick these up at reception upon registering

NOTE MY NEW ADDRESS: Dolphin Cottage, 41 Grafton Road, Worthing, BN11 1QY.

SUBMARINERS ASSOCIATION MEMBERS 'CROSSED THE BAR'

Reported 1st October 2021 to 31st December 2021 (***) WWII Service)

NAME	DATE/AGE	RANK/RATE	BRANCH	SERVICE	SUBMARINES
Ernest Colwell	August 2021 aged 90	C2SN4 RCN	SAOC Central	Not given	AENEAS, ORPHEUS, OSIRIS (on 'Commissioning' at Barrow in Furness) on Saturday 11th January 1964 & OJIBWA
Robin David Hastings Campbell	1st October 2021	Commander (E)	Submarine Officers Association	1988 to 2004	DOLPHIN (1988), REVENGE (1989/90), OSIRIS (1991 to 1992), CSST (1993/94), MoD Bath (1985/86), DCS Bristol (1997), TIRELESS (1998/99), SM2 (2000/01), FWO Devonport (2002), WSA & MCTA (2003/04)
Alistair Jonathan Lyall, MBE CO 16329S	2nd October 2021 aged 73	Commodore	Dolphin Branch	September 1967 to October 1997	ONSLAUGHT, PORPOISE, ANDREW, SOVEREIGN, ODIN, OBERON, ONSLAUGHT, SCEPTRE & SM2
Ian F Whittle P/SSX 871041	2nd October 2021 aged 88	Able Seaman UW3	Ex-Essex Branch	1954 to 1958	ALARIC, SPRINGER & TAPIR
Jim Thompson P/KX 902872	20th October 2021 aged 88	LME	Gosport Branch	November 1953 to July 1974	ALARIC, TELEMACHUS, THOROUGH, ASTUTE, ANDREW, ANCHORITE, AMBUSH, ALLIANCE, GRAMPUS, TOKEN, ASTUTE, ODIN & ALCIDE
Mike J Horne D099821B	25th October 2021 aged 72	Radio Operator 1 st Class	Ex Dolphin Branch	1969 to 1974	OLYMPUS & AENEAS
John Middleton K959334	29th October 2021 aged 79	M(E)1	Nottingham Branch	August 1961 to August 1965	SEASCOUT & TRUNCHEON
Thomas Christy Martyn K970414	17th October 2021 aged 84	Acting Petty Officer (Mechanical Engineer)	Northern Ireland Branch	June 1959 to April 1965	AENEAS (1959/60), WALRUS (1960/63) & ALARIC (1963/65)
David A Yeomans J957014	28th October 2021 aged 79	Petty Officer (RP2)	Gosport Branch	1962 to 1968	AUROCHS, ORACLE & VALIANT (1st Commission Crew) on 18th July 1966
Christopher J T Chapman CO 19313L	12th October 2021 aged 82	Lieutenant	Dolphin Branch	1971 to 1979	GRAMPUS (1972), ALLIANCE (1972/73), OTUS (1973/75) & RESOLUTION (1975/78)
Theo Bijster	4 th October 2021 aged 82	Not given	Scottish Branch	1958 to 1963	WALRUS (1958/59), ZEELEUW (1959/62) & ZEEHUND (1962/63)
Frederick John Lay P880824	28th October 2021 aged 80	Chief Petty Officer Mech 1	West of Scotland Branch	September 1965 to August 1972	PORPOISE (1966) & ODIN (1966/72)
Albert E Terry D066614A	24th November 2021 aged 76	Chief Petty Officer Marine Engineering Mechanic	Essex Branch	1965 to 1984	ONSLAUGHT (1965/66), AMPHION (1966/67), OTUS (1968/70 & 2nd Commission Crew on recommissioning on 1st December 1967), CACHALOT (1970/74) & OPPORTUNE (1977/79 & 1982/84)
David A Clutten D093319E	2 nd December 2021 aged 72	Radio Supervisor	Ex Colchester Branch	1969 to 1978	ONYX (1970), CONQUEROR (1970/74), OPOSSUM (1976) & ORPHEUS (1976/78)
Gerald Bevan D/SKX 833045	7th December 2021 aged 91	Stoker Mechanic	Wales Branch	December 1949 to December 1952	ALDERNEY, XE7 & XE8
Peter R B Greenfield	12th December 2021 aged 89	Leading Signalman	Australia Branch	1953 to 1958	SEASCOUT (1953), SENESCHAL. & TALLY HO (1953/58)

P/JX 836340					
Colin Leonard Hunt D/JX 361055	13th December 2021 aged 97	Telegraphist	Gatwick Branch	1944 to 1945 ***	UNRULY, U1105 & SURF
Stanley Goold D/JX581849	13th December 2021 aged 94	Leading Seaman (RP3)	North Staffs Branch	Jun 1947 to Jun 1957	SENESCHAL, ARTEMIS, TELEMACHUS & TACTICIAN
Anthony Richards P/J948882	17th December 2021 aged 82	Leading Seaman (RP2)	Australia Branch	1963 to 1967	OBERON & FINWHALE
Graeme Hall D221077F	29th December 2021 aged 49	Marine Engineering Mechanic (L)	Ex Blackpool Branch	1989 to 1998	CONQUEROR, ORACLE, SPARTAN, VANGUARD & VICTORIOUS
David J Macleod D124046Y	25th December 2021 aged 87	Chief Petty Officer MEM (M)	Scottish Branch	1974 to 1994	RENOWN (1974/77), REPULSE (1978/81) & RENOWN (1985/91)
William Hoy P/JX 581956	27 th December 2021 aged 94	Chief Radio Supervisor	Southampton Branch	July 1948 to March 1973	ALCIDE, TOKEN & REPULSE
John Arthur Francis Beams	31st December 2021 aged 96	Temp Sub Lieutenant (Sp Br) RNVR	Submarines Association of Australia Queensland	1943 to 1946 ***	VARBEL, BONAVENTURE & X-Craft including XE-3
Stephen Cashman	9th December 2021 aged 25	Engineering Technician	Serving Submariner	Not given	Vanguard Class
David William Ward	19th December 2021	Lt Commander (E) (MESM)	Submarine Officers Association	1980 to 1995	RNC Greenwich (1980), SUPERB (1981/82), TURBULENT (AMEO 1983 & on Commissioning on 28th April 1984 to 1985), MoD Bath (1986/89), SPLENDID (1990/93) & SM2 (1994/95)

OTHER SUBMARINERS 'CROSSED THE BAR'

Reported 1st October 2021 to 31st December 2021 (***) WWII Service)

NAME	DATE/AGE	RANK/RATE	SERVICE	SUBMARINE SERVICE
Peter J Maddox	10th October 2021	Radio Operator 1st Class (W)	Not given	Submarine Service including RESOLUTION (S) on recommissioning on 27th November 1976
Stuart Austen	20th October 2021	Not given	Not given	Submarine Service in OTTER, OPOSSUM & TRENCHANT
Raymond George	3rd November 2021 aged 79	Warrant Officer Coxswain (SM)	1962 to 1992	CACHALOT (1963/65), TACITURN (1965/66), TABARD (1966/67), TIPTOE (1968/69), FINWHALE (1969/73), RENOWN (1974/77), RENOWN (1979/81), CSST & NEPTUNE (SOA 10) (1989)
John (Joe) Spencer	9th November 2021	Chief Petty Officer Weapons Electrical Artificer	19** to 1989	OLYMPUS (April 1974 to May 1978), SCEPTRE (August 1978 to November 1981) & SPARTAN (June 1987 & 2nd Commission Crew at Devonport on 15th October 1988 to January 1989)
Colin Flood	11th November 2021	ME1	Not given	Not given
Danny Godfrey	November 2021	Warrant Officer MEA (L)	From 1970	VALIANT (on recommissioning at Chatham on 12th May 1972) & DREADNOUGHT on 'Recommissioning' at Chatham on 9th October 1976
Kenneth Jones D151369R	19th November 2021 aged 63	Not given	June 1975 to May 1979	Not given
Ronald Denley	23rd November 2021	Engineering Mechanic	1950s & 1960s	Including TACITURN (6th Commission from 24th October 1960)
Scott Phillip Wilson	27th November 2021 aged 45	Operator Maintainer 1	1996 to 2002	VANGUARD, VICTORIOUS & VIGILANT. Invalided 2002
Michael Berry	December 2021	Petty Officer (UW)	Not given	Not given
Noel Gillam	10th December 2021	NCOW	Not given	'S' Class

AS Chief of the Nuclear-Powered Submarine Task Force, my role is to advise government on the optimal pathway to acquiring a fleet of nuclear-powered submarines for Australia.

Nuclear-powered submarines will fundamentally change Australia's strategic personality in the maritime domain. They will allow us to hold potential adversaries at risk from a greater distance and influence their calculus of the costs involved in threatening Australia's interests. Nuclear-powered submarines have superior characteristics of stealth, speed, manoeuvrability, survivability, and almost limitless endurance compared to conventional submarines.

The 2020 Defence Strategic Update highlighted a rapid deterioration of the strategic environment of the Indo-Pacific region

Australia's region. Military modernisation is occurring at an unprecedented rate. Capabilities are rapidly advancing, and their reach is expanding. As a result, our technological edge is narrowing.

In response, the government has outlined a commitment to develop a more capable military force that will allow us to continue to help shape the region's future trajectory in ways that support security and prosperity for all Australians, our neighbours and partners. This includes a fleet of nuclear-powered submarines, the most technologically advanced underwater capability to ever be operated by the RAN.

Managing the delivery of this capability is a vital task – one that has my absolute commitment and that I consider of the deepest importance in its contribution to the defence of Australia. The delivery of a project of this scale is a national endeavour. We must get this right



“Nuclear-powered submarines will fundamentally change Australia's strategic personality in the maritime domain.

– VADM Jonathan Mead

and to do so, we must have the right people, with the right skillsets, in the right places.

Since the announcement of the AUKUS enhanced trilateral security partnership, the task force has grown in size, capacity and expertise. The multi-agency task force now comprises seven divisions: Capability, Executive, International Policy and Agreements, Program Delivery and Industry, Security, Technology, and Stewardship. We have recruited and continue to recruit – the best and brightest minds in Australia to contribute to the delivery of this historic capability. Our people will be the key enablers of success for the nuclear-powered submarine program.

There has been much speculation about the nuclear-powered submarine program since its announcement on September 16 – which boat design will be selected? How much will it cost? When will construction commence? How long will it take? It is important to understand that acquiring a fleet of nuclear-powered submarines is a multi-faceted task and requires significant input from a wide range of stakeholders. It is

not an overnight task. Australia has never undertaken a capability acquisition of this scale.

The 18-month period of intensive consultation, which has already commenced, is imperative. It is a defined period that will allow us to work through the key questions with experts in industry, academia and Australian nuclear organisations to inform the government's decision on the future nuclear-powered submarine program.

What I can assure you is that this nuclear-powered propulsion technology is safe. The nuclear propulsion system used by the United Kingdom and the United States has an enviable track record of safety and security. Their respective nuclear-powered submarines have never experienced any reactor accident or release of radioactivity that has harmed humans or marine life. Our AUKUS partners have set and maintained an exemplary safety record operating their submarine nuclear reactors. Australia will ensure it replicates this safety record by leveraging both countries' decades of experience as responsible stewards of this technology. Safety is our absolute priority.

Further, the 'nuclear' in nuclear-powered submarines refers only to the propulsion power source of the boat. Australia will not seek to develop or acquire nuclear weapons. We remain committed to our obligation under the Non-Proliferation Treaty not to acquire them.

Looking ahead at the next 18 months, the task force will work with our counterparts in the UK and US to deliver key outcomes. We will establish a framework around nuclear stewardship and safety and further policy requirements. We will define the nuclear-powered submarine workforce, including domestic and international training and education opportunities, and identify industry, security and infrastructure requirements. We will determine timeframes, costs and supply needs and we will select a submarine design.

The government has outlined its intention to build these submarines in Adelaide. This is with the backing of a strong sovereign defence industry. We can only move forward and contribute more to our region's stability, security and prosperity if we commit to build a robust, resilient and internationally competitive Australian defence industrial base. This will advance Australia's economy and create and sustain thousands of Australian jobs.

I am focused on expeditiously delivering to government an optimal pathway to acquire these nuclear-powered submarines. We must remain focused. We must deliver. We must remain committed to our mission to defend Australia and its national interests in order to advance Australia's security and prosperity for decades to come. That is mission success.

This was first published in a recent edition of *The Weekend Australian*.