



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

Hello Everyone

April already? This year seems to be slipping by quite fast! Anyway, perhaps a little later than intended, here is 'In Depth No. 76 to keep you informed and entertained.

Many of us travelled to Leicester recently for the SA Annual Conference and Families Weekend in the Holiday Inn. The Hotel, which the Association last used for the Reunion/Conference three years ago, looked after us very well! Although the SA Patron - Lord Boyce, the SA President - Niall Kilgour, and the Association Padre - Steven Dray couldn't attend on medical advice (vulnerability issues) everything seem to go of quite well. The food was well up to standard and it was good to meet up with many friends again.

The Conference on the Saturday morning was very lively and, at times, quite heated but the Delegates all represented their Branches well and put over their Branch's case for the Proposals and Recommendation in a very professional way. The Chairman discusses the outcomes in general terms in his report. There have been quite a few changes recently in the National Management Committee as

you will see from the Contact information listed above and the National Secretary will be sending a full list of all the changes to the Branches.

What else in this Issue? As usual there is the list of 'New and Re-joining' Members - but only those reported up to February - not a full list this time owing to the change of Membership Secretary whilst he is getting to grips with the database. The List of Members 'Crossed the Bar' includes all those departed Members reported to the National Secretary plus those reported on other sites.

Several articles provided by the PR Team at Faslane have been included with news from the Base, an item about the recent 'Trim and Incline Dive' of HMS ANSON in the Devonshire Dock at Barrow and some news from Australia about their future Nuclear Submarine intentions.

Most of you will be aware that this month sees the 40th Anniversary of the Falklands Campaign and quite few Association Members and others were at sea in the Boats involved whilst others of us were also at sea in other Submarines at the time. Much later, the Barrow Branch 'commissioned' a painting of the only RN 'Conventional' Submarine - HMS

ONYX (Lt Cdr A. P. (Andy) Johnson) which was involved in the Falklands War, and, on pages 25 & 26 there is a scan of the painting plus a brief summary of the history of HMS ONYX and the part she played at the Falklands and the names of her other Commanding Officers. Perhaps you should all raise a glass at your next Branch Meetings to remember all those who were involved at the Falklands.

The 'Submarine K26' story is continued in this Issue and there is one new book reviewed which, I think, will be of interest to our 'Back Aft' Engineering fraternity. It is the autobiography of a Merchant Navy Engineering Officer starting in his Cadet

days of steam propulsion in the 1960s and including his experiences of Steam Turbines and, also 'Up & Downers' (as he describes them) right through to some of the giant diesel propulsion units of today's merchant vessels. Plus, there are details of another book recently found in a second-hand shop which the Communicators might find interesting – if you can locate a copy. It is the story of a WWII Radio Officer in merchant ships in some of the earlier Convoys across the Atlantic. That's about it for this issue. Hopefully you will find something of interest to read.

CHAIRMAN'S REPORT

AGM/Family Weekend Holiday Inn Leicester 25th/26th March 2022

I felt like I was visiting an old friend when I arrived at the Holiday Inn Leicester (HIL) on the Thursday. The hotel had again put on a complimentary "Tot" for all those arriving over the weekend.

Friday night saw a superb spread at the Carvery, plenty of choice and all well presented. The Disco was a disco and attracted ladies onto the floor in a display of well-choreographed moves. The men a more basic "Slinging a wicked hoof"!

Saturday was a challenge - in more ways than one.

Church was officiated by Ian Vickers (Manchester) as our Association Padre Stephen Dray was unable to attend due to illness. Ian Vickers did a brilliant job at such short notice and even looked the part. £174 was collected and has been sent to Gillian Molyneux Wigan Cadet Force.

Unbeknown to most, before the AGM, Frank Pas (Sheffield) was being rigorously tested by Andrew Morgan (Wales) to be selected for the National Standard Bearer (NSB) a test he passed with flying colours. Well done, Frank on now being the NSB.

THE AGM

The AGM was challenging to say the least, again notable by the absence of The Lord Boyce - our Patron and Rear Admiral Niall Kilgour – our President. Both had been advised by their doctors not to attend due to vulnerability issues. We were, however, blessed with the presence of Rear Admiral John Weale, Commodore Jim Perks and Commodore Bob Anstey.

Not wanting to jump the gun on 'Official Minutes' of the AGM but Proposal No.1 (Gosport) for 'One Man One Vote (OMOV)' was passed and Recommendation 1 (NMC) was proposed with changes to join 'The Submarine Family (TSF)' and discontinue the payment of annual subscriptions.

Roy Morden (Blackpool) was voted as our new Membership Secretary and NMC. Steve Thorpe

(Gosport) was co-opted onto the NMC and Garry Strange (Manchester) is our new Webmaster.

Mark Smith (WOS) did not re-stand for NMC - A big thank you to Mark for support the NMC on your behalf.

Ian Vickers stood down as National Secretary. Again, thank you Ian, for all your hard work and taking on numerous extra duties in the course of his tenure.

WHAT NOW?

An Emergency Annual General Meeting (Zoom) will be called in 3 months' time (TDTBD). This will be to vote on the re-writing of the Rs & Cs – primarily taking into account the OMOV & TSF decisions and to fill various positions now available - including Chairman, Vice Chairman, Secretary and 2 NMC.

The Gala Dinner was a success. This year I decided not to have a Top Table but bring our VIP's down into the body of the Kirk!

The food again was 5* and plentiful. The only hitch was the port decanters were not decanters and didn't have stoppers to unstop!

I would like to thank Christine & Ian Waterworth (West Riding) and Janice Mazey & Mark Pugh (West Riding) for buying the raffle prizes (at short notice), selling the raffle tickets and running the raffle.

Thank you all

Iain Mackenzie

Acting Chairman

IN DEPTH No. 77

Issue No. 77 will be published on 1st July 2022. Contributions are required to be with the Editor by 15th June 2022 - see Contact Details on Page 2. Please make sure I get your contributions in good time!

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Cover Picture: HMS ANSON – ‘Diving Now! - First Trim & Incline Dive

NEW & RE-JOINING MEMBERS 1st January to February 2022

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

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
Ricky Allan 30294743	Able Seaman	West of Scotland	Mar 2020 to 20**	VENGEANCE
George David Banks D087704M	CPO Marine Engineering Artificer (P)	Scottish	Sept 1978 to Jan 1987	VALIANT (1978 to 1981) & COURAGEOUS (1981 to 1986)
David Banton D140707N	CC Marine Engineering Artificer (EL)	Burton on Trent	Feb 1974 to Nov 1996	SUPERB (1st Commission Crew), SPLENDID & SPARTAN (2nd Commission Cre)
George Wilkinson Bell D134299S	Leading Radio Operator	Bath	1974 to 1979	COURAGEOUS
Alan Brookes P061245	Able Seaman (Sonar)	Birmingham	Mar 1967 to Sep 1970	RENOWN (S) (1967 to April 1970) & RESOLUTION
Nigel David Bunn D188065U	Petty Officer	Birmingham	Sep 1981 to Jun 2021	ORACLE (1983 to 1987, ODIN (1987 to 1989) & (1989 to 1990), OPPORTUNE (1990 to 1992), VANGUARD (P) (1996 to 1998) & VIGILANT (S) (1998 to 1991)
John Burns D080595L	Leading Radio Electrical Mechanic	West of Scotland	1970 to 1975	RESOLUTION (S) (Sept 1970 & 2nd Commission Crew) on 10th July 1971 to Dec 1975)
David L Campbell D151199G	CPO Marine Engineering Mechanic (M)	Northern Ireland	Nov 1975 to Oct 2002	REVENGE (1976 to 1981), SOVEREIGN (198* to 1985), TRAFALGAR (1985 to 1988), TALENT (1991 to 1994), SPLENDID (1996 to 1998 & 2000 to 2001)
Vincent David Carr D165176W	CPO (OPS) (SM)	West of Scotland	1977 to 1999	RESOLUTION, REPULSE (twice), COURAGEOUS & SCEPTRE
Thomas S Cope 30045193	Leading Seaman	Lincoln	7th Feb 2010 to 201*	VANGUARD (2011 SMQ), VIGILANT (2011 to 2013), TORBAY (2013 to 2015)
Gerry Thomas Costello CO 25446X	Captain (WESM)	Bath	1982 to 2005	SUPERB (1982), SCEPTRE (1982), SOVEREIGN (1983 to 1986), CHURCHILL (1989 to 1990), SPARTAN (1990 to 1991) & VIGILANT (1994 to 1996)
Isaac Allan Cowan D167748C	PO Marine Engineering Mechanic	Scottish	Dec 1979 to Nov 1994	COURAGEOUS (1980 to 1983) & REVENGE (1985 to 1988) & (1989 to 1994)
Nigel Crocker D195396F	Warrant Officer 2	Wales	Mar 1987 to 20**	REVENGE (1987 to 1991), SOVEREIGN (1992 to 1997), SPLENDID (1997 to 2001), TIRELESS (2003 to 2005), TALENT (2008 to 2011), TRENCHANT (2018 to 202*)
Joseph A Crossland D21638 2	Petty Officer	Barrow in Furness	Nov 2008 to Sept 2014	VANGUARD (Aug 209 to Dec 2009), VENGEANCE (Dec 2009 to Aug 2010), VICTORIOUS (May 2012 to Jan 2013) & VANGUARD (Jan 2013 to Sept 2014)
Michael Leigh Davis-Marks OBE CO 25483T	Captain	East Kent	Jan 1982 to Jan 2013	OBERON (1982 to 1983), VALIANT (1984 to 1986), SUPERB (1987 to 1989), OTUS (1989 to 1990), TRIUMPH (1990 to 1992) & TURBULENT (1996 to 1999)
Duane Duggan D173182F	Chief Petty Officer	Wales	1984 to 2003	RENOWN, REPULSE & TIRELESS
Paul Ellison CO 26574F	Lieutenant (E)	Gosport	Sept 1985 to Sept 1990	RENOWN, REPULSE (P), RESOLUTION & REVENGE
Robert Goodall	Warrant	West of	Aug 1986 to	RESOLUTION, RENOWN, VANGUARD &

D205449W	Officer 1	Scotland	Nov 2018	VICTORIOUS
James Green 30232248	Sub Lieutenant	West of Scotland	Jan 2020 to 202*	AUDACIOUS (2020 to 2021), AMBUSH (2021 to 202*)
Paul Jonathan Holvey D185678A & CO 38974P	Lieutenant	Plymouth	Sept 1985 to Jun 2014	RENOWN, REVENGE, RESOLUTION, TALENT, TORBAY & TRIUMPH
Terry W Humphreys D066954A	Leading Marine Engineering Mechanic	Gosport	1965 to 1985	ALLIANCE, CACHALOT, OTUS (2nd Commission Crew), SEALION, OTTER & OPPORTUNE
Dean Alan Jones D227907S	Warrant Officer 1	West Riding	Oct 1990 to Jun 2019	SPARTAN, SUPERB, SOVEREIGN, VICTORIOUS, VENGEANCE & VANGUARD
Mark Kelly D172926U	LWEM(R)	Bath	1979 to 1988	ONSLAUGHT & REPULSE
Stuart Robert Lee D133982V	Radio Supervisor (SM)	Manchester	May 1977 to Sept 1997	RESOLUTION (S) (twice), REVENGE (S) (twice) & VANGUARD (S)
Duncan George MacLennan D241504T	Lieutenant	West of Scotland	Jan 2002 to 202*	VICTORIOUS (Jan 2002 to 2005), VIGILANT (2005 to 2008), VANGUARD (2009 to 2012) & VICTORIOUS (2014 to 2018)
Peter Merriman CO 25722D	Captain (E)	West of Scotland	1978 to Jul 2011	RENOWN (1983 to 1986), SEALION (1986 to 1988), OLYMPUS (1988 to 1989), SPARTAN (1991 to 1993) & TURBULENT (1994 to 1997)
Andrew Murray D252210F	Leading Hand	Scottish	Jan 2011 to 202*	VANGUARD (2011), ASTUTE (2016 to 2nd May 2020), VIGILANT (2020 to 202*)
Craig Pyatt D224851E	Leading Reg	Vectis	1991 to 1995	TRAGALGAR
Christopher G Rees D259688T	Leading Engineering Technician	Royal Berks	Nov 2004 to Nov 2016	SUPERB (2005 to 2010), ASTUTE (2010 to 2012), ARTFUL (in build) & AMBUSH (2014 to 2015)
Gary Smith D176636K	PO Marine Engineering Artificer (ML) (SM)	Plymouth	1990 to 1994	TURBULENT
Gary Strange D183292M	CPO Marine Engineering Artificer (EL)	Manchester	1984 to Nov 1989	SPLENDID (1984 to 1989)
Christopher Tarr D255639U	Petty Officer	West of Scotland	Feb 2004 to 202*	TIRELESS, TORBAY, TURBULENT, TRENCHANT & AMBUSH (2018)
Brett Ward 30162133	Leading Hand	Manchester	Apr 2012 to 202*	AMBUSH (2013 to 2017), ARTFUL (2019 to 202*)
Hugh Welsh D220837P	Warrant Officer 1 (MA) (SM)	West of Scotland	May 1989 to Mar 2021	TRAFALGAR (1990 to 1992), TORBAY (1992), TRIUMPH (1994), TRENCHANT (1995 to 1998), TALENT (2000 to 2001), TURBULENT (2001 to 2003), TIRELESS (2001), SCEPTRE (2005 to 2008) & ASTUTE
David A West D248473S	Leading Medical Assistant	West Riding	2003 to 201*	SOVEREIGN (2003 to 2006), SCEPTRE (2006 to 2007) & VICTORIOUS (2010 to 201*)

SUBMARINE LOSSES OF WWII JANUARY 1942

One Submarine was lost in January 1942. The Submarine was **HMS TRIUMPH** which was lost in the Aegean Sea on 9th January 1942. It is believed that the Submarine hit a mine and was lost with all hands. The Crew was:

Officers:

Lt John Symonds Huddart CO

Lt Robert William Douglas Don DSC**

Lt Michael Claude Janvrin DSC

Temp Lt Edward Arthur Collins RNVR

Temp Lt Alfred Kenneth Peterkin DSO, RNR

Mid George Desmond Waterall, Royal Navy

Lt (E) Geoffrey Michael Denys Wright, DSC, MBE

Ratings:

A/CPO Reginald Nott, DSM* J107537

A/PO Robert James Theobald, DSM, MiD J103645

PO TGM Frank Gerald Collison, DSM*, P/JX 131634

A/PO Colin Gordon Hugh Duffay, DSM D/JX 133011

L/Sea Frederick Arthur Lancaster, MiD C/JX 154342
 L/Sea John Hinds P/JX 141259
 L/Sea Alfred Edward Davies P/JX 139965
 T/A/LSea Donald George Hutchinson, DSM J93910
 L/Sea John Cairns D/SSX 18172
 AB John Edward Underwood, DSM C/SSX 27499
 AB William Henry Neville C/JX 182358
 AB George Frederick Clements, MiD C/SSX 24276
 AB Geoffrey Brown C/JX 190464
 AB Luther Jones, MiD P/JX 138985
 AB Richard Howard P/JX 155046
 AB Raymond Wilson P/JX 148363
 AB John Edmund Taylor P/SSX 32650
 AB William Hollingsworth Hall, MiD P/SSX 21160
 AB George Robert Hedrick Harrison MiD D/JX 130866
 AB George Henry Cross D/JX 168092
 AB Leonard Walter Esau D/JX 199788
 AB Edward Connor D/JX 204301
 AB George Newby D/SSX 33724
 PO Tel Archibald Kellock Cochrane, MiD P/JX 129493
 LTel Reginald Frederick Dennis Waye DSM C/JX 137731
 Tel William John White, DSM* C/JX 149044
 Tel Harold Stone C/JX 150128
 Tel Richard Thomas Crummey, DSM* D/JX 137472
 L/Sig Thomas James Kilty D/JX 138661
 L/Cook Cornelius O'Brien C/MX 50147
 L/Std James Walmsley C/LX 21728
 EA A I Bigglestone, DSM M35623
 CERA T Phillips, DSM* M27338
 ERA J Glen C/MX 76056
 ERA H F Russell, MiD P/MX 58033
 ERA F Wilkinson D/MX 48140
 ERA W Dempster P/MX 73711
 ERA H Stephens D/MX 74120
 Chief Sto W H Stockham, DSM*, BEM K65586
 A/SPO W Wickham P/KX 85211
 A/SPO G A Sheldon, BEM, MiD* K64020 & RFR/Po/B.19405
 LSto D Coakley, MiD D/KX 88094
 A/LSto R W Neville, MiD C/JX 182358
 Sto1 H Bowles C/KX 93859
 Sto1 W McGee C/KX 94368
 Sto1 W Ranson C/KX 96542
 Sto1 W E Harding C/KX 114393
 Sto1 C Baxter, MiD K58839
 Sto1 H J Gates K64340 & RFR/Po/B.18659
 Sto1 A Robinson P/KX 79424
 Sto1 E G Wilson, DSM P/KX 81816
 Sto1 C Kelly P/KX 91522
 Sto1 W J Goddard P/KX 109508
 Sto1 E Rosendale P/KX 109528
 Sto1 John James Turner D/KX 79918

FEBRUARY 1942

Two Submarines were lost in February 1942 – one lost with all hands. Also, one Free French Submarine operating under RN Control was lost with all hands in the Caribbean – including the three RN Liaison

personnel. Three other Submariners are reported to have died.

HMS DOLPHIN

An Officer appointed to HMS DOLPHIN is reported to have died on 6th February 1942. The circumstances of his death are not established. He was:

Lieutenant Thomas J Doyle, RN and he was the 49-years old son of Thomas and Mary Doyle & the husband of Jane Ann Doyle, of Copnor. He is buried in the Haslar Naval Cemetery.

Submarine HMS P31

One member of the crew of Submarine **HMS P31** died on Thursday 12th February 1942. He was:

Lieutenant Michael Humphrey Gardner, Royal Navy Michael Gardner was 'Officer of the Watch' on the bridge whilst on patrol in the Mediterranean. It is understood that an order was misunderstood, and the Submarine started to dive without warning. Michael Gardner was washed overboard and was lost.

He is commemorated on the Portsmouth Naval War Memorial on Panel No. 62 Column No. 1.

Submarine HMS TEMPEST

The first Submarine lost in February 1942 was **HMS TEMPEST** which was scuttled by the crew in position 39°11' North 17°47' East in the Gulf of Taranto on 13th February 1942 following a seven-hour depth charge attack by the Italian Torpedo Boat CIRCE (Capitano di Corvetta Stephanino Palmas). Of the crew of sixty-three there were twenty-four survivors (twenty-three out of sixty-two - according to the Coxswain). The remainder were lost.

Casualties

Officers:

Lt Cdr William Alexander Keith Napier Cavaye
 Sub Lt Michael Neel Neel-Wall

Ratings:

PO John Burns D/JX 140126
 L/Sea Christopher Frain P/SSX 23655
 L/Sea Ernest Thomas Joseph Lowin C/SSX 20128
 AB Hugh Pritchard C/SSX 33930
 AB Harry Cromwell Whitfield C/SSX 17514
 AB Joseph Anthony Meek C/JX 152623
 AB Andrew Waugh P/SSX 21188 (Po)
 AB Robert Charles Eales D/JX 203162
 AB David Isaac Williams D/JX 137378
 AB Allen George Worth D/JX 153135
 AB Christopher Paul Waters D/JX 206092
 AB John Hugh Paul Burns D/JX 167231
 AB John Leslie Winter D/JX 198481
 Ord/Sea Alfred John Cronin C/JX 266184
 AB Elijah Whitaker D/JX 208577
 PO Tel John Alfred Sanders D/JX 138319
 L/Tel Edward Lewis Bains P/JX 143981
 Tel Peter George William Jackson P/JX 157500
 Sig Frederick Drew P/JX 154013
 PO Ck Ronald Charles Gomer D/MX 49082
 L/Ck George Emmanuel Henry Parsons C/MX 54986
 L/Std Edward Shipley P/LX 21906
 CERA Frederick Arthur Stevens C/M 37007

ERA4 Donald Cameron C/MX 73098
ERA4 Douglas Edwin Alfred Loose P/MX 78277
Chief Sto Albert Spowart P/K 60766
SPO Reginald John Wainwright P/KX 85580
SPO Ernest Herbert Alfred Fiddes D/KX 82259 MID
L/Sto Archie Edward Jury D/KX 79574
L/Sto Christopher McTaggart Waddell C/KX 91739
Sto1 Albert Harry Collett P/KX 88439
Sto1 Thomas Smith Cope C/KX 114379
Sto1 George Frederick Hardy C/KX 93965
Sto1 Daniel Kelly D/KX 93894
Sto1 Fred Lavender C/KX 82135
Sto1 John Morrison D/KX 80906
Sto1 Frederick Rear C/KX 93380
Sto2 George William Davies D/KX 132023

Survivors

Officers:

Lt Cdr Herbert Dudley Bowker RNR
Lt Moran V H Caplet, RNVR
Lt (E) Reginald Walter Blatchford

Ratings:

PO Charles Graham Norton Ancomb, DSM, MiD J107352
PO (TGM) Eric Scott Campbell J113661
PO Jack Baines
L/Sea Thomstone
AB Michael Humphries
AB Victor Douglas Rhodes C/JX 198091
AB Samuel Isaacs
A/L/Tel Ian Robinson
Tel George Millward
Tel Robert Appleton C/JX 205674
EA John Winrow
CERA Room Artificer Fox
ERA Rogers
ERA Whitehead
L/Sto George Hobbs
Sto1 Class G F Hardy
Joe Wootton

HMS MEDWAY

One member of the crew of the Submarine Depot Ship HMS MEDWAY died on Sunday 12th February 1942. Lieutenant Charles Oliver Mansfield Vine, Royal Naval Reserve. Charles Vine was the twenty-seven-year-old, and only son, of Charles John and Nellie Olive Vine of Emsworth. He is commemorated on the Portsmouth Naval War Memorial on Panel No. 71 Column No. 1.

Free French Submarine SURCOUF

The Royal Navy Liaison Crew attached to the Free French Submarine **SURCOUF** died on 18th February 1942 when the Submarine was accidentally sunk in a collision with an American Merchant Vessel in the Caribbean. Those lost were:

Officers:

Temporary Sub Lieutenant Rodger John Gilbert Burney, RNVR

Ratings:

L/Sig Harold Frank Warner J87260

Tel Bernard Gough J107930

Submarine HMS P38

On 23rd February 1942 **Submarine P38** was detected by the Italian Torpedo Boat CIRCE which made a depth charge attack which blew the submarine to the surface. There was then a gunfire attack by the Italian Destroyer ANTONIOTTO USODIMARE after which P38 submerged again. Further depth charge attacks were made by both ANTONIOTTO USODIMARE and EMMANUEL PESSAGNO which, again, brought Submarine P38 to the surface before sinking for the last time. The Submarine was lost with all hands. The Crew consisted of the following personnel:

Officers:

Lt Rowland John Hemingway DSC
Lt David Airy Eustace
Lt Stephen Arthur Pidgeon
T/Sub Lt Henry Shaw Mordaunt Christopher, RNVR

Ratings:

PO George Edward Benfield P/JX 128783
PO Phillip Thomas Merkel P/JX 130551
L/Sea Ernest Robert Edwell J101500
AB Richard Eustace Gover C/JX 190485
AB Frederick Turnbull C/SSX 20030
AB Leonard Brightman J97384
AB George Henry Ronald C/SSX 26013
AB Peter John Alfred Lawler C/JX 221120
AB Charles Henry Salter P/JX 145845
AB Eric Oscar Scouse P/JX 139585
AB Leonard Atkinson D/JX 238569
AB Samuel Butler D/JX 188247
AB Arthur Sidney Hallsworth D/JX 186407
PO Tel Stanley Walter Beckett J112814
L/Sto Alfred Henry Robinson C/JX 133890
L/Sto Cornelius Abraham George Mercer D/JX 148281
Tel Arthur James Ferguson P/JX 153630
Sig James Thomas Weaver D/SSX 29182
CERA John Charles Schroder M35645
ERA Donald Leonard Marrable C/MX 50282
ERA Clarence William Durnell D/MX 75078
SPO Walter Thomas Kerr P/KX 81825
L/Sto John Wallace C/KX 75404
L/Sto George Guest D/KX 90669
Sto1 Leonard James Brown C/KX 96835
Sto1 Phillip Shipley C/KX 111361
Sto1 Kenneth Porteous C/KX 92187
Sto1 William Jackson D/SKX 1233

HMS TALBOT

A member of the crew of the Submarine Depot Ship **HMS TALBOT** died on Friday 27th February 1942. The full circumstances of his death have not yet been established but it is likely that he was killed in a bombing raid on Malta on that date. Twenty-year old Sub Lieutenant Vyvyan Howard Kelsey was Son of Capt. V. C. M. Kelsey, formerly of the Royal Marines, and Mrs. Kelsey, of Ealing, Middlesex. He is buried in the Malta (Capuccini) Cemetery in Malta in the Protestant Section (Officers) in Plot E, Joint Grave No. 17.

MARCH 1942

One Submarine was lost in March 1942. **HMS P39** was a 'U' Class submarine. During an air raid on Malta on 26th March 1942 Submarine P39, which was alongside at the Dockyard for repairs, was hit by a bomb from a STUKA dive bomber. The bomb exploded under the

Engine Room Artificer's Mess and almost blew the submarine in two. There were no casualties as the crew were all ashore in shelters. HMS P39 was later raised, beached and was 'written off' as a 'constructive total loss.'

HM NAVAL BASE, CLYDE & RN SUBMARINE NEWS

SECOND SEA LORD PAYS INAUGURAL VISIT TO HOME OF THE SUBMARINE SERVICE

HMNBC 7/22 Tuesday, 22 March 2022

ROYAL NAVY MEDIA RELEASE

Vice Admiral Martin Connell CBE was at HM Naval Base Clyde on Tuesday, March 22, for his first visit to the site since being appointed Second Sea Lord. The people-focussed visit saw the Vice Admiral meet with personnel from HM Naval Base Clyde's shore establishment, HMS NEPTUNE, as well as Submariners and Royal Marines from the Submarine Flotilla and 43 Commando, Fleet Protection Group.



Vice Admiral Connell during his first visit to HMNB Clyde since his appointment as Second Sea Lord

"I am delighted to be visiting HM Naval Base Clyde again, but this time as Second Sea Lord," said Vice Admiral Connell. "Our top priority as a Navy is to sustain our 'Continuous At Sea Deterrent (CASD)' while simultaneously planning for a smooth transition to the 'Dreadnought' Class in just a few years' time. Our people – sailors, marines and civil servants – along with our industry partners here on the Clyde will be critical to this national endeavour.

"I have made it a priority to support our people and their families through all of this, recognising their remarkable commitments today while also exploiting their knowledge and ideas for how we can evolve and innovate in the future." The UK's independent nuclear deterrent exists to deter the most extreme threats to our national security and way of life, and that of our NATO Allies. To ensure we have a credible, independent and capable nuclear deterrent for as long as the security situation requires, HM Naval Base Clyde will welcome four new 'Dreadnought' Class deterrent submarines from the early 2030s.

Designed and built in the UK, these new submarines will be some of the most advanced machines ever built, employing world-leading and cutting-edge technology to deliver an extremely capable and intensely formidable capability. The 'Dreadnought' Programme is a showcase in science and engineering, which highlights the prowess of British industry.

FAMILIES DAY IS A SUCCESS AT HM NAVAL BASE CLYDE

ROYAL NAVY MEDIA RELEASE

HMNBC 3/22 Wednesday, 23 February 2022

"It was better than the Ninjago ride at Legoland!" That is how six-year-old Rhuairidh McClement described the new state-of-the-art submarine training facility at HM Naval Base Clyde. Loved ones were invited into the Base on Saturday, February 19, when a new Royal Navy training facility held its first Families Day.

The Submarine Escape, Rescue, Abandonment and Survival (SMERAS) Facility opened its doors to the families of staff members allowing them to see first-hand where their loved-one's work and the training they deliver to Submariners on a daily basis. The building was officially opened in June last year by the Commodore-in-Chief of the Submarine Service, HRH Prince William, however due to restrictions at the time it was not possible for families to attend this event.

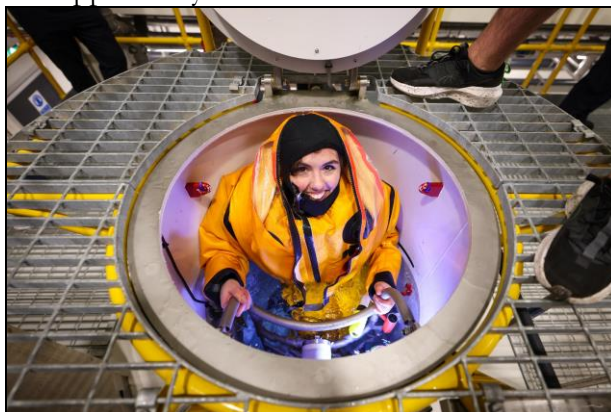
Around 44 visitors attended, including 22 children and they all enjoyed an action-packed day with a full demonstration of what the facility can provide. One of the highlights was watching the staff show how the state-of-the-art realistic simulator can mimic a variety of weather conditions and sea states.

Normally it would be students, however on Saturday, the staff had to jump in at the deep end and be put through their paces in the water, demonstrating to the group how to abandon a submarine and escape to life rafts. All of this while wind, rain and even thunder and lightning raged around them.

SMERAS training was relocated from SETT Fort Blockhouse to a new purpose-built facility in HMNB Clyde in November 2020. It brought a brand new, world leading dynamic SMERAS training solution, which needed to be designed, formatted and delivered at the height of the Covid pandemic.

The Families Day was organised by the SMERAS training staff to showcase the new facility and was enjoyed by adults and children alike. Warrant Officer 1, Patrick Sheekey, Head of Training at SMERAS, who coordinated the event, said: "It is not an understatement to say that the team's effort and commitment since moving from Gosport have completely modernised and reinvigorated the approach taken to Submarine Escape Rescue and Abandonment and is looked at enviously by other Submarine operating nations."

He continued: "Although the building was officially opened by Commodore-in-Chief Submarines last year, due to the restrictions, it was impossible to invite the most important part of the team, namely our families and loved-ones, to the event. As such, with the kind permission of the Naval Base Commander, we are taking this first available opportunity to show them what we do."



One family member tries out the escape hatches



Rhuairidh McClement with his Dad Commander Duncan McClement, Chief of Staff, Fleet Operational Sea Training (Submarines)



The staff demonstrate what the simulator can do



One little girl is given a guided tour



From: NAVYLOOKOUT.com

This brief photo essay shows Royal Marines of Surveillance and Reconnaissance Squadron, 30 Commando Information Exploitation Group conducting a small boat raid from a Royal Navy Astute class submarine.

In Lyngenfjord, east of Tromsø, a small team of Commandos rehearsed subsurface insertion using small inflatable boats from an 'Astute' class SSN (most likely HMS AMBUSH). The aim was to conduct reconnaissance missions on the rocky and icy shoreline while avoiding the multi-national 'enemy' force hunting them. The Surveillance and Reconnaissance Squadron are trained to gather information on the terrain, the enemy and suitable beach landing places for larger amphibious forces to come ashore, arriving by ski, snowmobile, boat, all-terrain vehicles, helicopter or parachute, depending on the situation and environment. Commodore Jim Perks, the head of the RN Submarine Service, said:

"The ability to operate undetected for significant periods of time with top quality kit ensures that a submarine remains a formidable delivery mechanism, in this case enabling the covert deployment of the Surveillance and Reconnaissance team as showcased in the exercises off Norway. Our ability to work together highlights the remarkable attributes of the team and the platforms in which we operate."



The serial involves floating the dingy off the submarine casing as it submerges very slowly



Casing Party



Disappearing Act



Spectacular surroundings.

The team are recovered by slowly surfacing the submarine under the dinghy. The 'Astute' class have a large flat after casing that makes them well suited to this activity. However, manoeuvring a large SSN in shallow and confined waters is demanding and although quite possible, is high risk and a task better suited to smaller conventional boats that the RN does not possess.

The training is a small but important phase of the Cold Response 2022 exercise – proved the usefulness of using submarines to access strategically important areas with small teams of highly-trained specialists without being detected. It was also part of wider intensive raiding and reconnaissance operations the UK's commandos have been carrying out in northern Norway during Cold Response.

The UK is one of very few nations capable of operating in this demanding environment. The Royal Marines have been conducting cold weather training in Norway for over 50 years and are the UK's force of choice for the region.

Brigadier Rich Cantrill, in charge of the UK's commando forces, said:

"Cold Response 22 provides an unparalleled opportunity to come together as a NATO force in the very harsh conditions of the high north and to operate across all the domains, land, air and sea. When you are in the high north and when you are in the maritime or ashore, it's real, you've got to cope with the environment first before you can then think about the adversary, and so there is no more realistic environment or harsh environment than up here, which is a huge opportunity for all of us."

ROYAL RETURN

HMS QUEEN ELIZABETH ONCE AGAIN VISITS FIRTH OF CLYDE

ROYAL NAVY MEDIA RELEASE Monday, 14 March 2020

The Firth of Clyde was witness to the striking sight of the Nation's flagship earlier today (March 14) as Royal Navy aircraft carrier HMS QUEEN ELIZABETH visited for the second time since her launch in July 2014. The giant, 65,000 tonne carrier was last seen on the Clyde in March last year when she sailed to Loch Long to be loaded with ammunition ahead of her successful deployment with the Carrier Strike Group. She returned to the serene waters of the loch today, berthing once again at Glen Mallan ammunitioning jetty which completed a £67M upgrade to accommodate the Royal Navy's 'Queen Elizabeth' Carriers last year. Captain Ian Feasey RN, Captain of HMS QUEEN ELIZABETH, said: "It is fantastic for the Fleet Flagship to be back in this spectacular region to make use of this upgraded facility supporting our role as the United Kingdom's Strike Carrier. "The ship's drumbeat of visits here over the coming years will punctuate the strong affiliation that we have with Scotland."

Construction of HMS QUEEN ELIZABETH began in 2009 with six shipyards around the UK involved in building different sections of the ship which were then transported to Rosyth dockyard where they were assembled. Her Royal Majesty the Queen officially named the carrier on July 4, 2014, with the vessel leaving the dry dock a few days later on July 17. A series of successful sea tests and sea trials followed to get HMS QUEEN ELIZABETH to where she is now – one of the most capable and advanced aircraft carriers in the world.

The largest and most powerful vessel ever constructed for the Royal Navy, HMS QUEEN ELIZABETH was at the centre of the Carrier Strike Group deployment in 2021. Supported by eight other ships, a submarine, five air squadrons and some 3,700 personnel, the seven-month long deployment saw the ship visit more than 40 countries. HMS QUEEN ELIZABETH is visiting Glen Mallan as part of a routine logistics visit, after returning to sea as the UK's Very High Readiness Strike Carrier. The ship is using the transit from her home at Portsmouth and follow-on programme to test newly refurbished equipment and to continue to train as a team. Part of that team is Leading Engineering Technician (Mechanical Engineer) (LET (ME)) Cook, who is continuing an Accelerated Apprenticeship with the ship. He said: "The ship has brilliant facilities and is so modern; it's a great place to put theory into practice. While we are alongside at Glen Mallan, this gives us a great opportunity to get into the hills for some hiking and maybe even arrange a visit to Glen Coe. "

Upgrade of the Glen Mallan jetty was overseen by the MOD's Defence Infrastructure Organisation (DIO) who worked with partners VokerStein and Jacobs. The work also benefited local suppliers and small and medium enterprises in Scotland to the tune of £20M. The work included the redevelopment of the jetty, installation of navigational aids, fender space units, mooring dolphins and two new ammunitioning cranes.





A selection of imagery of HMS QUEEN ELIZABETH sailing to the Glen Mallan ammunition jetty on Loch Long.

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

'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

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 RNRMC 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'.
-

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

FROM THE BRANCHES

Dear Barrie,

HMS TIGRIS

Just to inform you that Newbury once again commemorated the loss of HMS TIGRIS. This submarine was adopted by Newbury & District during Warship Week 1942, and was 'lost with all hands' in February 1943. In attendance was the Mayor of Newbury Cllr. Billy Drummond, a serving Naval Officer, Cdr Lucy Ottley MCGL MCIPD. (In full uniform and medals).

Also present were members of the RBL, RNA and the Submariners Association. The following Standards were on parade - the Royal Berkshire

Branch, Submariners Association, The Newbury and District RNA Association, and both branch standards of the Newbury RBL.

Yours aye, Bob McGuinness

Chairman and Standard Bearer of the Royal Berkshire Branch, Submariners Association

HMS AFFRAY MEMORIAL

The HMS AFFRAY Memorial Service will be held at the HMS AFFRAY Memorial on Gosport Waterfront on Sunday 17th April at 1045.

On completion all are welcome at the Gosport Conservative Club.

DEVELOPMENTS AT THE BARROW SHIPYARD

HMS ANSON – TRIM & INCLINE

HMS ANSON has been moved from Wet Dock Quay into the middle of Devonshire Dock and, on 9th February, the boat dived for the first time for Trim & Incline checks. The two photos below - taken from the Michaelson Road Bridge - show the Submarine prior to the Trim Dive and also show the progress with the construction work on the new Wet Dock Quay.

The 7,400-tonne, 97-metre-long HMS ANSON is the Navy's fifth Astute-class submarine - four of the seven other vessels are already in service.

Commanding Officer of ANSON, Commander David 'Bing' Crosby, said: "The trim and basin dive is a key step in the commissioning of HMS ANSON.

"This period will enable us to set the boat's internal weight, prove her water-tight integrity, test sensors and put some of our systems through their tests ahead of sailing for the first time."

A 'trim dive' is essential to help engineers establish the vessel's centre of gravity and precise weight, with more than 60 crew members and tonnes of ballast on board to help test stability.

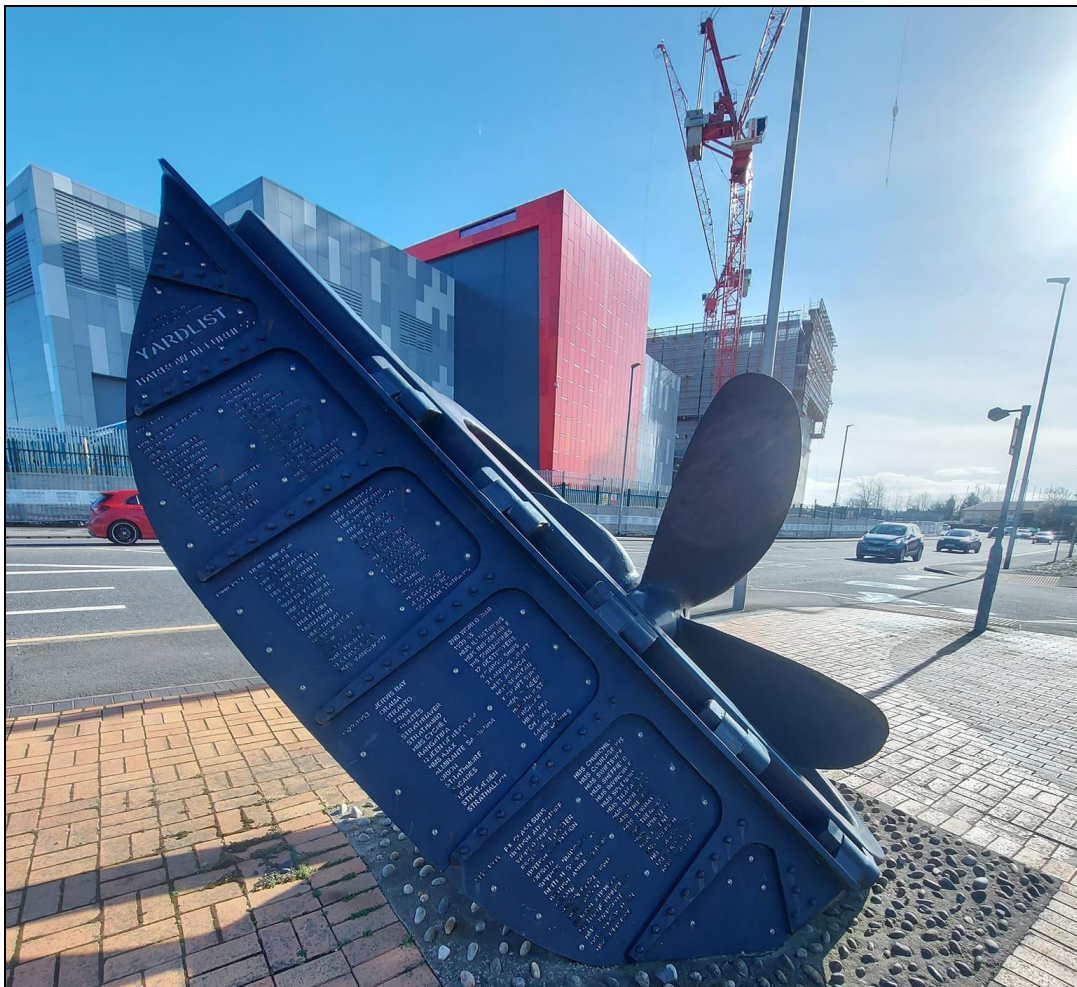
HMS ASTUTE, HMS ARTFUL, HMS AMBUSH and HMS AUDACIOUS are the other 'Astute'-class subs to have gone through similar testing before commissioning into the Royal Navy.



HMS ANSON IN DEVONSHIRE DOCK



PROGRESS WITH NEW WET DOCK QUAY & HMS ANSON IN DEVONSHIRE DOCK. DEVONSHIRE DOCK HALL IN BACKGROUND



The Northwest Shipyard & Devonshire Dock Hall Extension – Viewed from the Dock Museum Forecourt
(Picture: Edd Downer)

FAMILIES GATHER ONCE AGAIN TO WELCOME HOME SUBMARINE CREW

ROYAL NAVY MEDIA RELEASE

HMNBC 2/22 Thursday, 17 February 2022

There was much excitement, tears of joy and laughter recently, when families gathered to welcome home their loved ones onboard Royal Navy Vanguard-Class submarine, HMS VENGEANCE, as she returned home from patrol over Christmas.

The Vanguard class vessel and her 140-strong crew were re-united with family, friends and loved-ones at her home port of HM Naval Base Clyde.

For the last couple of years families have not been able to come together to welcome their loved ones home due to covid restrictions. However now, with the rules relaxed, mums, dads, brothers, sisters, partners, and children headed to Rhu to catch a glimpse of one of the giant ballistic submarines glide past.

The families, who had travelled from all over the UK, enjoyed rolls on sausage and bacon to keep them warm as they waited, and gift bags were handed out to the children to keep them amused.

After waving banners and cheering as the submarine passed by, the welcoming party of over 200 people, headed up to the Naval Base to be reunited with their loved ones. They were hosted in the Warrant Officers and Senior Rates Mess, where some refreshments and entertainment were laid on for everyone while they waited.

Commodore Jim Perks CBE, Commodore Submarine Service said: "It was a pleasure to welcome the families onto the Naval Base to welcome home HMS VENGEANCE after what has been a challenging period at sea, including being away from home over the festive period.

"We continue to ask a lot of our people and they consistently rise to those challenges. Having the families back on base for the first time since the start of Covid restrictions definitely makes the homecoming more special."

The homecoming event was organised by Royal Navy Family and People Support, Submarine Support Crew and HMNB Clyde staff to provide an opportunity for families to have fun and connect with one another. Volunteers were on hand to answer any questions and provide support, especially to those who were experiencing this for the first time.

HMS VENGEANCE is one of four Vanguard class submarines which, between them, maintain the country's Continuous At Sea Deterrent.

Since 1969, at least one Royal Navy ballistic submarine has been on patrol, a constant deterrent against the most extreme threats to our national security and way of life.

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



Families take their own pictures as HMS VENGEANCE sails past



HMS VENGEANCE with some of the crew on the casing



Families wait at Rhu Spit for a glimpse of the submarine



HMS VENGEANCE returns home to HMNB Clyde

AUSTRALIAN SUBMARINE NEWS

The Royal Australian Navy will establish a new Submarine Base on its East Coast to host its planned nuclear-powered submarines and to complement the existing Fleet Base West, Garden Island submarine base, Australian officials said on Monday. The government is considering three possible locations for the new base – Brisbane, Newcastle and Port Kembla – down from 19 initial candidates

Australian Prime Minister Scott Morrison made the announcement in a virtual address to the Lowy Institute, followed by a joint media release with Defence Minister Peter Dutton. Morrison stated in the address that the decision was made to support basing and disposition of the future nuclear-powered submarines, but at the same time stressed that the new base would not replace any existing Fleet Base West facilities, “This is about additional national capacity, not relocating any existing or planned future capacity for Fleet Base West. Fleet Base West will remain home to our current and future submarines, given its strategic importance on the Indian Ocean.” said Morrison.

Morrison said the decision to establish an East Coast submarine base has been many years in the making as part of Australia’s transition from the Collins-class submarine, and that establishing a second submarine base on the east coast will enhance Australia’s strategic deterrent capability; bring advantages in operational, training, personnel and industrial terms; and enable regular visits from of U.S. and U.K. nuclear-powered submarines.

The Fleet Base West will also receive significant funding to support Australia’s nuclear-powered submarines and enable regular visits from U.S. and U.K. nuclear-powered submarines, according to the media release. It also stated that the Australian Department of Defence estimates that more than AUD \$10 billion will be needed for facility and infrastructure requirements to prepare for the future nuclear-powered submarines, including the new East Coast submarine base. It also stated that Defence will engage with State and Local Governments to determine the optimal site, which will be informed by the ongoing work of the Nuclear-Powered Submarine Taskforce. This initial work is expected to be completed by the end of 2023.

In an interview with ABC Radio on Monday, Dutton said that Australia expects a future influx of ship maintenance and support works throughout Australia, not only from Australian ships, but also partner nation ships coming into Australia.

“We’re talking not only about Australian submarines, but we’re also talking about significant visits to our country from the ‘Astute’-class [submarines]. We had an ‘Astute’-class (HMS ASTUTE) in Western Australia only about two months ago. We have the prospect, I think, of significant visits from the United States fleet – not just their submarines – and also the Japanese visits, the British visits of their frigates. I think you’ll see more activity from the Indians. I just think this is the new norm, tragically, because of the uncertainty within the Indo-Pacific and we’ll see that ramp up over the next couple of years,” he said.

Dutton dismissed the prospect of an intermediate submarine class to bridge the gap between ‘Collins’ class and the future nuclear-powered submarine, saying it was not feasible, “What we don’t want to do is get into an immature design of a third class of subs. Navy is going to be stretched to run the ‘Collins’-class into the mid-2040s, on top of the new nuclear-powered submarines. To have a sort of ‘son of Collins’ or a ‘daughter of Collins’, as it’s been referred to, so a third class of submarines, I just don’t think it’s feasible,” he said, adding that a new class would take years to design and build.

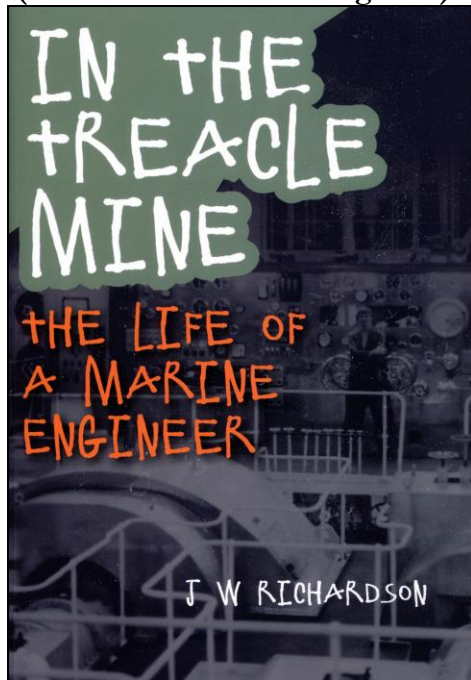
Dutton said that buying an existing nuclear-powered submarine design was not possible given that current nuclear-powered submarine construction capacity globally is now at full capacity. He added that the planned upgrades of the ‘Collins’ would be sufficient until the new nuclear-powered submarines entered service, which he believes will be earlier than the general estimate of a 2040 timeframe.

“There’s been speculation around the 2040s. That’s not my expectation. I think we can build, and we can put into service much sooner than the 2040s. But we’re going through an 18-month process at the moment with both the United States and the United Kingdom talking about the transfer of that [intellectual property], talking about the way in which we can build up that capability”, said Dutton who also stated that there would be more to say on the matter in the middle of this year with the next stage of the [Australia, U.K. and U.S.] discussions.

BOOKS

Two books for you in this Issue -one new Book for the Engineering fraternity and one for the Communicators.
The book for the Engineers is:

**"IN THE TREACLE MINE
(The Life of a Marine Engineer)"**



This time a book especially for the 'Back Afties', 'Clankies' and all you 'Steam Engineers'.

This review is of **'In the Treacle Mine - the life of a Marine Engineer'** By J. W. Richardson. J W. is a Marine Engineer whose career started as a 1960's Engineering Cadet in the steam propelled Merchant Marine and whose career timescale probably mirrors those of many Submariner Engineers. Ships he served in – tankers of all sizes, container ships, ferries, sludge carriers and one paddler were propelled variously by steam reciprocating (triple expansion) engines, steam turbines and compound paddle diagonal engines before the Merchant Marine propulsion was taken over almost entirely by Diesel propulsion systems. He is obviously a steam propulsion fan, and he has a fund of knowledge in operating, maintaining, and repairing engines of all types and is able to describe his experiences in fine technical detail whilst maintain the reader's interest.

In retirement J W Richardson obviously still hankers after steam propulsion and volunteers on heritage railways – even becoming a qualified train driver to keep his hand in. However, he appears to believe that the days of steam propulsion at sea are long forgotten. As all of you 'Back Afties' will know that is very far from the case and Steam Propulsion is very much alive and well in the Submarine world – with Steam Generators, Feed Water Chemistry, Primary & Secondary systems, Steam Turbines etc. and everything he would be familiar with, perhaps, the exception of the Nuclear Reactor.

Publishers Information

In his autobiography J W Richardson describes his life as a Marine Engineer in the Merchant Navy during the final years of steam propulsion and the transition to diesel power. There are many interesting anecdotes about incidents that occurred during the author's career, his fellow shipmates, and descriptions of the places he visited. There is a wealth of information for Marine Engineering enthusiasts about steam and diesel propulsion machinery, how it worked and details of some of the defects and deficiencies encountered and how they were overcome.

If anyone has ever wondered what happens in the engine room when the captain on the bridge rings 'Full Ahead' on the telegraph, then this book will enlighten the reader. This is a story of one man's life at sea, from his beginnings as a lowly Cadet to his qualification as a Chief Engineer.

There are many anecdotes about his experiences some amusing and some terrifying together with pen portraits of a few of his fellow seafarers and the places he visited. 'In the Treacle Mine' starts in the 1960s when steam power was still the preferred option for larger and more powerful ships but over the following decade, the availability of ever more powerful and more fuel-efficient, diesel engines sounded the death knell for steam propulsion. Now there are only a few preserved steamships left as a reminder of how things used to be down below in the 'treacle mine', which was how Geordie Marine Engineers described the engine-room.

Despite the fact that steam power has disappeared from everyday use, there are still a great many enthusiasts from all walks of life who are prepared to give up their spare time to ensure that steam lives on. This dedication means that heritage steam railways, steam traction engines and even the occasional preserved steamship, can continue to operate and give pleasure to millions of visitors every year.

One whole chapter is devoted to a voyage with an 'up and downer' (a steam reciprocating engine) and although the remaining steamers were all turbine vessels which may lack the same visual appeal, there will still be much that will be of interest to any steam enthusiast. Following his experiences with steam, the author eventually began working on motor ships, but these were also not without incident and there is much in this book that will spark the interest of anyone who enjoys stories of the sea and seafarers

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The second book (the one for the Communicators) I recently found in a second-hand shop in Barrow and is:

THE RADIO OFFICER'S WAR Ships Storms and Submarines

© Harry Scott 2013

This is the story of a WWII Radio Officer (a Scot from Galashiels) in merchant ships in some of the earlier events in WWII and in Convoys across the Atlantic. The story is told by Harry Scott and, as Harry says, *"it is an exciting first-hand account of the dangers faced by the sailors of the British Merchant Navy, seen through the eyes of Ian Robert Henry Waddell, a seagoing Radio Officer, during WWII, taken from his*

journals, letters and photographs". Ian's first ship was the Fleet Auxiliary Tanker OLEANDER when it was deployed to support the ill-fated Norwegian Campaign of 1940. Ian Waddell did not survive the War – the Submarines referred to in the title of the book are actually, the German U-Boats, one of which accounted for the 10,000-ton Motor Tanker NARRAGANSETT when it was on the way to join Ian's 4th and last ship for his 14th and final Convoy. NARRAGANSETT was 'lost with all hands' on 25th March 1942 – torpedoed by U-105'

ISBN 978-14936-97212

Printed in the USA

CPSIA information can be obtained from
www.ICGtesting.com

SUBMARINE K.26 - THE STEAM SUBMARINE

By Jack Philip (Nick) Nichols J98553 (Continued from In Depth No. 75)

'FLIT ME, TIMS!'

On the motors we shifted out of Pieta Creek, no steam in the boilers, just running on the main motors with the centre-line diesel charging set hammering away, the battery floating; out of the harbour Marmucetto, and round to the French Creek a creek off the Grand Harbour, with the help of old Vassalo, and his grandson Paulo in their Dghaisa we secured to buoys and tidied up.

The First Lieut. Mr. G. Tanner, RN. had been corresponding with a firm in England who made neon lights to order, not the big tubular type that looks like stretched elephant's entrails, but just large sized clear glass electric lamps. In due course these lamps came out from England in a big wooden box stuffed with old newspapers. We smoothed a lot of the newspapers out for later reading, not much in the way of the printed word got out to K.26 in the ordinary way, except things noting that something we had got used to using in just such a manner should now be treated in a different and much more difficult manner. The three neon lamps were found by a Maltese Customs Official, who claimed to recognize them in a directive as, "Articles of a semi-valuable description used in public worship." I could not argue, or even understand the print in the Custom's Regulations, as it was Maltese. I tried dumb show which was so enjoyed by this Customs man that he invited me to repeat it to two of his Senior Officers. But no, as the French are said to say, and which I doubt, the First Lieut. could only obtain his neon lamps on payment of fifteen shillings import duty. Jimmy cleverly tried to argue with a higher-grade Customs Official who spoke good English, splendid Italian, and immaculate French. He maintained that the lamps were to be used on a British warship there was no need for duty, they were not to be used on shore, and so now could he have his fifteen shillings back? The Senior Official smiled, "My dear Lieutenant, it is not so simple as that, if you had met the ship bringing these articles for public worship at sea and taken them into your charge yes." "But now regretfully the articles have landed in Malta and are subject to the Customs Regulations of our island.

But from the description of the lamps, after all they have no religious significance." The Senior Customs Official took the book from his junior, a short discussion in Maltese followed. "Lieutenant, I am sorry, my subordinate was absolutely correct in the duty charge, I will translate; "each neon lamp will carry a duty of five shillings." "You cannot deny that they are neon lamps?" "But my dear Sir, they are not articles of a semi-valuable description used in public worship." "Ah my dear Lieutenant, it is a peculiarity of the Maltese language, it really means articles of the type used in public worship, or similar articles thereto." Jimmy paid his fifteen bob, all smiled, the junior man most, he was introduced before we left as Mr. Zammit, the senior man told us his name was Caruana. They shook hands. I shouldered the box once more, and we embarked in our own dghaisa to go back to the ship.

As Paulo pushed the oars and smiled at the world a happy boy, the First Lieut. said to me, "Carter, have you ever thought which came first the smuggler or the Customs man?" I said, "No Sir". He then said, "I think Ali Baba must have set up the first Customs Office with a staff of forty." "Aye, aye, Sir." I answered.

Now the amenable shipwright in the CYCLOPS was given a drawing of a little wooden box with a glass front and a wooden slightly sloped top. Bud Fisher was sent aboard CYCLOPS to get it when made and told not to pass down the same street as a Custom's man in case it was taxed for export and import and export again from CYCLOPS to Valetta to boat to K.26. The box arrived, the First Lieut. told me he wanted three lamp holders and a two-core cable fitted in this little case where the neon lamps were to stand, the magic letter K on the left then

the two, then the six. Thus, the boat's number after dark would guide the wanderer back to the boat, his hammock, ten million cockroaches, and a few hundred un-attached mosquitoes. If the amusement in the Smiling Prince Bar palled, he could call a dghaisa and embark for the dull red star in the distance that slowly loomed up as the dghaisa plunged slowly forward, K.26, Queen of the Underseas.

It was said at one time Jimmy had considered a second box. When we rigged it every evening, we found as with all neon lamps on direct current that the lamps plugged in one way gave a tiny light, but when polarity was reversed, they lit clearly and well. We always put them on in the din manner, leaving the First Lieutenant or the Officer of the Watch to unplug them and put them in the other way around. The Quartermasters would not touch them on a demarcation argument, maintaining that they were not flaming electricians. After a while the First Lieut. saw the light and took to sending the Q.M.s to tell the Duty L.T.O. to reverse the polarity of the Ship's number. As this meant sometimes a call when you were having a bath with the aid of a canteen bucket half full of rapidly cooling hot water, we plugged them in, right first time. Unfortunately, a dghaisa came alongside and a badly handled oar knocked out the neon light that said 'Six', and as the showing of the other two would have meant a lie, K.2 having been scrapped in 1926, the box was put down the after-battery tank to keep the 'Garnons-Williams Submarine Attack gear' company. It was when we were in Senglea Creek at these buoys that Tims gave his best performance, which he repeated without the Star later.

It was summer, late at night Malta has something in common with Venice, the black water, the lights, the music streaming out of the swinging half-doors of the waterside pubs, occasionally a string of boat-to-boat Italian, for it was their second language then and of course the dghaisas, a totally different shape perhaps, but still propelled by almost silent oars, with a little oil lantern showing a number. Across the water the violins wailed as sailors danced with Maltese girls, the usual volunteer, forerunner of the pop star of today sang his song at the honky-tonk piano, the steam ferry passed at regular intervals smelling like an English railway train, a pleasant smokey, oily, sulphurous scent, that set people thinking about "Six and two to Waterloo, Five and nine the Brighton line; "All alone on the tellerphone" went the vocalist in the "Morning Star" slightly overriding the well-known Stoker singer Hamish Grant.

Tims was listening to both and wondering if they were singing parodies of the actual words, which they sometimes did. The dghaisas passed by on various courses, somebody had declared the beer was better somewhere else, it couldn't be, it was all brewed in the island by Cisk. But at half past ten rumour takes the place of reason and off goes your Ullyses in search of wine of quality such as the gods may once have drunk. The arrival of the Captain on the vents in his white waistcoat bow tie, short jacket and a half-smoked cigar evoke a longing in Tim's breast. Two longings in fact. First one to be a Naval Officer, any sort of Naval Officer, even a lowly Warrant Officer with a ring and curl about a quarter of an inch wide, but just like the Captain, a white waistcoat, gilt buttons, perhaps a few miniature medals, and well if not a Corona-Corona, a cheroot, they swelled quite good, especially those at a little shop in Strada Mercanti. The dream faded. Tims knew it couldn't happen, unless by some miracle he saved the whole of the British Navy from destruction and was photographed doing it, with eyewitnesses too. So Tims shifted his ambition, it now became a strong calling to be a Valet, a gentlemen's, gentleman, to fill the master's cigarette case, and incidentally, his own each day, with Grays or Abdullas or you name it if you have a better memory than me. The Captain had dined well, he was struck by the resemblance to Venice. He liked Tims. He said, "Quite like Venice, Tims". Tims mind clicked, he had read them all. Bertie Wooster was no stranger to Tims. Jeeves a kindred soul. "I was thinking the same thing Sir". The Captain did not know Tims was playing a part at that particular moment. If he had said "Jeeves!" quickly Tims would have come back with "Yes, Mr Wooster" pat. What he did say was, "Make up my bed on the vents, Tims." "Very good, Sir." Of course, he should have said "Aye, aye Sir" which is laid down clearly in the Manual of Seamanship, Volume One. The Captain walked down the starboard or dark side where the high stone wall kept a pool of darkness. He was gone just long enough for Tims to realise that he had pumped ship over the starboard main ballast tank. He took no stand on that from Captain down to youngest member it was done, not seen to be done, and urine instantly diluted. The Captain returned he took a long slow drag of his cigar. Jeeves, sorry, Tims saw him stretch his arms up. Tims felt his body trying to go forward, it was of course the Jeeves in him trying to bow. He straightened up; it was quite an effort. He asked, "Now Sir?" The Captain said, "Might as well." Tims nipped down the fore torpedo hatch, Regan was cracking a few spare walnuts in as quiet a manner as he could. "Captain is going to sleep on the vents." Regan picked up the meat of the nut he had just shattered, threw the shells in the bucket, and put the remaining whole nuts in his pockets well distributed. "Roight" he said. In about six- and three-quarter minutes the camp bed was rigged square above the vents, a little canvas and wood stool held a pair of pyjamas, a flitgun, a flashlight, an ashtray. At the side of the bed a pair of soft slippers, on the bed a Chinese silk dressing gown. Oh yes, the Captain had been up Bubbling Well Road in Hong Kong. Under the bed, except for the vents, nothing. The chamber-pot was deleted from Naval Stores in 1893 so my Historian says, and with all those miles of ocean. On yes, I know, you know, and Jeeves, I mean Tims knew. The Captain looked at his cigar saw that one third was yet un-smoked, patted it out on a convenient ringbolt and threw it carefully along the port

side where perhaps the dghaisa man might find it next day. He felt it would be unkind to throw it into the water. He started to undress, Tins took the opportunity to go the rounds, first into the Galley, stir the night watch cocoa, take sea temperature, a look at the water level at the tail, Tims knew about one 'K' Boat alongside the Conquest having slowly slid underwater, no one being drowned of course and this one, K.26, was the only one left.

By the time he came back the Captain was in bed, rolling a little to get comfortable position. Tims switched off the yardarm group at the gangway leaving the neons on to provide a beacon for any late homecoming boatmate. It seems, Tims said, that the Captain slept for an hour, two Stokers came off in a Senglea dghaisa, No. 7548, you can't be too careful said Tims to himself as he put it in the log. The two Stokers crept past the Captain and down the starboard tank tops (in just such a manner as Guido Fawkes is said to have crept under the Houses of Parliament) and over the upper casing where the four-foot painted letters declared 'K.26.'

Never mind the argy bargy, the purist pointing out that K.26 was really one letter and two numbers, I could argue that it was one letter, i.e., 'K' and a number Twenty-six. Where were we? Ah yes, Tims leapt forward. Jeeves or Tims at the moment the same willingness to serve was there. "Sir." He answered. The Captain, an agile man, a well-built man leapt out of bed, "Tims, the Flit-gun" he cried. Tims reached down, pulled the plunger out. The Captain raised his hands in very much the way of an Archbishop about to bless an assembly of six thousand souls. "Flit me", he ordered. Tims worked the Flit gun, the spray emerged, the vapour rose, the not unpleasant odour of Flit pervaded the night air. The Captain rotated slowly, "Flit my arm", Tims flitted it. "Flit my feet", Tims duly anointed his feet. The Captain threw off his pyjama top, "Flit my back" he said and turned around to make it easier for Tims. "Turn the bed back, flit the bed." A drooping Tims did as his Lord commanded. "Flit the pillow". Done. "Flit under the bed". The rapidly emptying container of the Flit-gun hit one of the vents with a metallic ring, he flitted away. The Captain put his pyjama top on again "Damned mosquitoes, Tims!" "Yes Sir, as you say Sir, very annoying." He stopped pumping. "Will that be all Sir?" "Yes Tims, good show". Tims laid down his gun and retreated down the starboard side to the Galley. The clock, which in harbour resided on a long piece of spunyarn said five to twelve, time to shake his relief Hames. A previous clock had hung on the piece of spunyarn and had been overlooked when diving once. Once only had it taken the plunge into great waters. 100 ft. down actually if you are bent on knowing. It had been returned a few days later to the dockyard as unserviceable, and a new one had been drawn in lieu. Tims went below and shook Hames. To get Hames to a sense of reality he said, "Bob, there's a cow in your garden and he's chewing your Chrysanthemums." Hames sat up quickly, he had failed to take it all in and examine it for truth. Hames did have a garden at Alresford in Hampshire, but a cow is surely a she, and it was nowhere near the chrysanthemum season. Hames grunted, "I'll give it cow" and then realized he was in the Beamery, was dreaming of walking down a long lush green garden carrying a letter on a silver salver, it was of course, as any good Psychiatrist will tell you for three guineas, a fore projection of his previous day dream sequence, it would now; be known as 'a touch of the Walter Mittys.'

At a minute to four Hames called Tims with a cup of cocoa and the surprising news, "During the middle watch it happened: the Dutch". He paused. Hames lowered his voice, "It's terrible they've taken Holland". Tims laughed, leaning over the side of his hammock he said in a gruff voice, "Raise steam for 15 knots, Hames, I'll not stand by without doing something." It is said that it's easy to be funny overnight with the beer frothing in your glass, at four in the morning, even a splendid Maltese morning, it is more difficult, but with men like Hames and Tims and a few others, not impossible. Tims on the upper casing watched the dawn break, admired it, took the sea temperature, cautiously made up the Galley fire. A glance at the sleeping Captain, a cautious plimsolled stroll up and down the port tank tops, no sleepers below the part selected, a quiet shave of the long humorous chin and all was well. At six a.m. the Captain was up. Tims could tell from his stance in the galley, a little running trickling sound further for'd told him. With dignified politeness and courtesy, Tims said five or six lines of poetry to himself, listened carefully and came gaily cut of the Galley. Behind him the copper boiled, and steam filtered up through the free-flood gratings. He walked smartly along to where the Captain was dragging on his dressing gown. "Would you care for a cup of tea, Sir?" The Captain smiled back, "Especially Sailor's tea Tims, strong, lashings of Ideal milk, sweetened almost to the point of cloying." Tims turned sharp right about, the Navy training uppermost. The spirit of Jeeves returned. "In two minutes, Sir". It was probably three minutes, but it was hot, it was milky, it was delicious. Commander Garnons-Williams thought so as he stood monarch of all he surveyed beside the vents. Tims took his tea in the Galley as befits a gentlemen's gentleman. Regan came up the fore hatch and started to dismantle the Captain's bed.

Tims went through the dumb show of lifting a teacup to his lips, little finger extended, then pointed to the Galley. Regan understood.

The smell of the steam ferry drifted across on the morning breeze. In Senglea an early goat's milk seller was calling what sounded to the English like, "Harleek", "Harleek." It meant goats milk, straight from the goat outside the front door from the udder into your glass. Tims, Regan and no doubt the Captain too, preferred the Service milk, condensed un-sweetened in nice tall cans, with a pretty label: so pretty in fact that natives in out-of-the-way places found themselves in possession of these same labels under the impression that they were currency.

They had given oranges, figs, and even nuts in exchange for them. Mark you, "The white thieves" as they called our Jack tars at the time, did not specifically declare that this was paper money. They rather inferred that the rectangular piece of paper was a souvenir of their visit, which it was, in a way. You see the language problem prevented a full explanation. Later, at curiously enough the places where this unofficial currency appeared there was a slight outbreak of a game called "Rolling white thieves in the mud." Completely misunderstood because the victims of this unexplained prank were two teams of E.R.A.s going to play cricket, and as I have, I think, explained Tiffies are not the sort of people that proffer worthless milk labels for delicious oranges, figs, and nuts. But there you are, the innocent suffer for the guilty. It was the subject of an intelligence report of many pages and as intelligence reports grow yellow but never go out of date it could almost certainly be consulted today. Well give the Records Department a chance, say, in less than a month, if you were really interested, which I can see you are not. However, to get back to Tims, a full performance of "Flit me Tims" was given to a delighted audience in the Beamery Mess, on two occasions, that celebrated actor and comedian Francis Tims playing all the parts, except of course the mosquitoes who had to be imagined. I was at both, I am a patron of the arts, and almost a critic. I said after the second performance that I thought the line, "Flit the pillow", had been given too emphatically.

Fine fellow; Tims. Francis Tims was never a member of the Stratford Shakespeare Company, but he damned well should have been. We were no doubt a good audience, but a man who can get so much laughter out of three characters and a few mosquitoes could play Olivier off the stage. Any stage, "Bravo Tims, Encore Tims." One dark night at sea Tims was steering the boat from a wheel in the control room, it being a little inclement up top. I was acting as messenger of the watch, standing watching Tims steering which was very good. He said, eyes on the ticking compass "You know Nick, you have; to be tactful in my job". Of course, I knew he was using his Jeeves part of the split. "I really doubted at the time if they really were mossies, you see we hadn't been out of dock long, and they might easily have been fleas, but would a gentleman's valet dare to suggest that his master had fleas? "No, no" I replied, "You did right, you wielded the flit gun, it was a case of death to the enemy." He nodded, "She's a good boat for steering Nick." "Yes", I answered, "She knows where she's going".

To Be Continued in 'In Depth' Issue No. 77.



SUBMARINERS ASSOCIATION MEMBERS 'CROSSED THE BAR' Reported 1st January 2022 to 31st March 2022 (*) WWII Service)**

NAME	DATE/AGE	RANK/RATE	BRANCH	SERVICE	SUBMARINES
Eugene Joseph Sheplaw	13th December 2021 aged 90	Petty Officer Cook RCN	SAOC		Three years including TRUMP on Commissioning at Neutral Bay, Sydney on 8th April 1963
Paul William (Sticky) Hartley P072435	14th Jan 2022 aged 74	Leading Ordnance Electrical Mechanic	Ex-Merseyside Branch	1966 to 1974	CACHALOT (1966 to 1969) & SEALION (1969 to 1974 on 'recommissioning for 3rd Commission' at Rosyth in 1970)
Michael J Taylor J925209V	16th Jan 2022 aged 85	Chief Radio Supervisor	Wales Branch	1966 to 1976	OPOSSUM & FINWHALE
Clive Gregory Cooper K975133L	17th Jan 2022 aged 83	Petty Officer MEM	Gosport Branch	1958 to 1979	RORQUAL, AMBUSH, TEREDO, TOTEM on 'Commissioning' at Gosport on 23rd January 1963, TALENT, TOKEN, TRUMP on 'Commissioning' at Sydney on 1965, GRAMPUS & PORPOISE
Ian Hugh Pirnie, CB, DL, ADC CO 07773E	17th Jan 2022 aged 86	Rear Admiral (E) (WESM)	Ex-Barrow in Furness Branch	November 1965 to February 1993	RESOLUTION & REPULSE (S) on Commissioning on 28th Sept 1968
Selwyn Andrew Rushton D/KX 894734	20th Jan 2022 aged 89	Leading Stoker	North Staffs Branch	July 1954 to June 1958	TIPTOE
David Edge D050338G	24th Jan 2022 aged 80	Petty Officer Cook	Exeter Branch	1967 to 1981	REPULSE (P) (1st Commission Crew 28th Sept 1968), RESOLUTION, WARSPITE on recommissioning at Chatham Nov 1973, SOVEREIGN, SPLENDID (1st Commission Crew on 21st Mar 1981) & VALIANT
A J (Andy) Verdi J978686W	27th Jan 2022 aged 81	Chief Petty Officer Coxswain	Gosport Branch	1959 to 1979	SENECHAL, ACHERON, TIPTOE, WALRUS, AMBUSH (on commissioning in Singapore 26th Mar 1964), AENEAS, OTTER, NARWHAL, ONYX, OLYMPUS & RESOLUTION
Lionel (Tex) Ranger 18793-H RCN	4th February 2022 aged 87	Chief Electrician (C2ET)	SAOC	Aug 1955 to 1976	AMPHION (1955 to 1956), ALLIANCE (1956 to 1957), ASTUTE (1963 to 1964), OJIBWA (1964 to 1966), ONONDAGA (1972 to 1978) & OKANAGAN (1976)
Nicholas Oliver Gunning Knox CO 16413V	10th Feb 2022 aged 75	Commander MESM	Ex-West of Scotland	1972 to 2001	DOLPHIN (1972), REPULSE (S) (2nd Commission 1972), CHURCHILL (1973 to 1975), OTTER (1975 to 1977), RNC Greenwich (1979 to 1980), COURAGEOUS (MEO 1980 to 1982), NEPTUNE (1984 to 1986), TRENCHANT (SEO 1986 to 1988), SM3 (1991 to 1992), NEPTUNE DSQ (1998 to 1999) & FOSM Faslane Staff (2000 to 2001)
Lloyd Wilkinson D087302F	15th Feb 2022 aged 78	Chief Petty Officer WEA	Scottish Branch	July 1972 to November 1986	RESOLUTION (1974 to 1978), RENOWN (1978 to 1982) & REPULSE (1983 to 1986)
Tom R Truman K894431F	19th Feb 2022 aged 89	Chief Petty Officer MEM	Vectis Branch	August 1952 to January 1973	AURIGA, AMPHION, TACITURN, TRUNCHEON, ARTEMIS, TRUMP, ANCHORITE (on Commissioning at Singapore 11th Oct 1962), RESOLUTION & OCELOT
David W Rosson P/JX 864004	21st Feb 2022 aged 89	Petty Officer (2nd Coxswain)	Dolphin Branch	1953 to 1963	TRUNCHEON, ANDREW, ASTUTE, SENECHAL & TUDOR
Timothy John Windham Hale	26th Feb 2022 aged 86	Commander	Friend of Submarine Museum	1955 to 1976	SUBTLE (1955), TOTEM (1957), TALLY HO, SANGUINE, TACITURN (NO), USS SCORPION, DREADNOUGHT (TO 17th Apr 1963), OSIRIS (IL), COQC (1965), TIPTOE (CO 1966), ARTEMIS (CO 1966 to 1967),

					WARSPITE (XO on commissioning 18th Apr 1967), FORTH (SOO SM7 1969 to 1970), DN Plans (1971), NEPTUNE, SWIFTSURE (CO on commissioning 17th Apr 1973), DOLPHIN (1974 to 1976) & FEARLESS (1977)
Peter Dermot Hurford	8th Mar 2020 aged 90	Lieutenant Commander	Australia Branch	1953 to 1969	SEASCOUT (29th Jun 1953), AUROCHS, TIRELESS, ARTEMIS (17th Oct 1955), SCORCHER, TALLY HO (1958), ADAMANT (Jan 1960), MESSINA (1962), TRENCHANT (IL), TACITURN (CO 17th Jan 1964), ORACLE (CO 20th Feb 1967) & NEPTUNE (1969)
Alan Nye D129626X	12th Mar 2022 aged 68	Leading Marine Engineering Mechanic (M)	Leicestershire & Rutland Branch	1972 to 1994	DREADNOUGHT (1973 to 1978), CHURCHILL (1978), DREADNOUGHT (1978 to 1979), WARSPITE (1980 to 1982) & VALIANT (1983 to 1992)
Lyall David Plant	28th March 2022 aged 67	Radio Operator	We Remember Submariners	Not given	Submarine Service including ONSLAUGHT & SEALION

OTHER SUBMARINERS 'CROSSED THE BAR' Reported 1st January 2022 to 31st March 2022 (WWI Service)**

NAME	DATE/AGE	RANK/RATE	SERVICE	SUBMARINE SERVICE
Stephen Hadgkiss	8th Dec 2021	Not given	Not given	ALLIANCE (10th Jan 1972 to 18th Mar 1973) & OCELOT (24th Jan to 18th Mar 1973)
Peter (Jan) Berry	4th Jan 2022	Petty Officer Stores Accountant	1966 to 1978	RESOLUTION (S) (1st Commission Crew) on 3rd Oct 1967, CONQUEROR & VALIANT
Iain B Reid	7th Jan 2022 Aged 85	Chief Control Electrician	Not given	REVENGE (S) (1st Commission Crew) on 4th Dec 1969 & REVENGE (S) (on recommissioning at Rosyth in Aug/Sep 1975)
'Buster' Browne	13th Jan 2022	Leading Writer	Not given	CHURCHILL
John B (Happy) Haywood	16th Jan 2022 aged 64	Radio Operator (SM)	Jan 1977 to Mar 1982	ORACLE & OTTER (on commissioning at Gosport on 17th May 1980)
Anthony (Tony) Janku	22nd Jan 2022	Electrical Artificer	Not given	DREADNOUGHT (1st Commission)
Colin Braxton Moore	23rd Jan 2022	Lieutenant Commander (WESM)	1966 to 1989	OBERON, DOLPHIN, ORPHEUS, DOLPHIN, AUWE, NEPTUNE, CUWA & MoD
R (Ronnie) Boyd	24th Jan 2022	Not given	TBA	AURIGA, CACHALOT, OPPORTUNE & OBERON
Michael Griggs	25th Jan 2022 aged 85	Radio Operator	Jan 1954 to Jul 1961	DOLPHIN, SEA SCOUT, ARTEMIS, SENTINEL, TRENCHANT, TOTEM, TABARD & ASTUTE
Michael Patrick William Halden Paine	2nd Dec 2021 aged 82	Surgeon Rear Admiral	1966 to 1970	DOLPHIN & REPULSE (P) (MO 19th Jun 1967 & on Commissioning at Barrow on 28th Sept 1968 to 1970)
Darren Pedler	2nd Feb 2022	Chief Petty Officer Weapons Engineering Artificer	Not given	VICTORIOUS (S) (1st Commission Crew) & VENGEANCE (1st Commission Crew)
Paul Rowlinson	4th Feb 2022 aged 66	Chief Marine Engineering Mechanic	Not given	Not given
David Radstock D079123M	8th Feb 2022	Chief Petty Officer MEM (M)	Not given	RESOLUTION (P) (1st Commission Crew), RESOLUTION (S) (2nd Commission Crew), SPARTAN (1st Commission Crew) & SUPERB
Adrian Richardson	Feb 2022	Not given	Not given	Not given
Martin Andrew Keith Cropper	5th Mar 2022 aged 64	Lieutenant Commander (S)	1985 to 2001	DOLPHIN, TIRELESS (1986 to 1989), NEPTUNE, DRAKE & SM2

HMS ONYX AT THE FALKLANDS - 1982

THE PAINTING overleaf shows the Cammell Laird built Submarine HMS ONYX (Lieutenant Commander Andy Johnson, Royal Navy) close inshore at night off the Falklands in May 1982 about to launch a Special Forces Operation. HMS ONYX is included in the Barrow in Furness Submariner's Association '**SUBMARINE HERITAGE PAINTINGS COLLECTION**' because the Submarine had been brought to Barrow in 2006 to form the centre piece of a '**Submarine Heritage Centre**' after the previous plans to bring HMS OLYMPUS back from Canada as the centrepiece were unsuccessful. HMS ONYX was bought by Mr Joseph 'Joe' Mullen – a Barrow born businessman – instead of OLYMPUS and as a gift to the people of Barrow. Joint efforts by Barrow Borough Council, Associated British Ports, British Aerospace (Submarine Solutions) and Volunteers were aimed at establishing a permanent home for HMS ONYX at Barrow. These plans were, ultimately, unsuccessful and HMS ONYX was later transferred to owners on the Clyde where she was, later, broken up in the Gareloch.

HMS ONYX was originally 'Laid Down' at the Cammell Laird Shipyard in Birkenhead on 16th November 1964 as HMCS OJIBWA for the Royal Canadian Navy. The Submarine was 'Launched' on 18th August 1966 and was 'Completed' on 20th November 1967. A Canadian Crew 'stood by' the Submarine during the Build but, before the Submarine was handed over to the Royal Canadian Navy, there was a change of plan. At the same time as OJIBWA was being built at Birkenhead another 'O' Class Submarine was being built at the Royal Dockyard at Chatham for the Royal Navy. This was the original HMS ONYX which had a Royal Navy Crew 'Standing By' for the build. The change of plan resulted in the Submarines changing names and the Canadian Crew moving to Chatham to take over HMS ONYX as HMCS OJIBWA and the Royal Navy Crew moving to Birkenhead to take over HMCS OJIBWA as HMS ONYX. The full reasons behind this change are unclear. The Commanding Officer on Commissioning on 20th November 1967 was Lieutenant Commander Michael Everett, Royal Navy. During the first 'Commission', HMS ONYX visited Swansea in South Wales at the time of the Investiture of Prince Charles as Prince of Wales and, in 1976, HMS ONYX visited the United States as part of the celebrations for the 'Bi-Centennial' of the United States.

In July 1978 HMS ONYX was the firing Submarine in a 'Live Firing' Exercise in the Atlantic (West of Ireland) in which the hulk of the Type 15 Frigate HMS RAPID was sunk using Mark 8 Mod 4** torpedoes.

Later, in 1983, HMS ONYX was again the firing Submarine in another 'Live Firing' Exercise with the hulk of the Type 14 Frigate HMS HARDY as the target - this time in the Western Approaches. The submarine related aspects of this 'Live Firing' Exercise were organised by the Submarine Tactics and Weapons Group from the Faslane Submarine Base. A Team joined the Submarine from the 'Leander' Class Frigate HMS PHOEBE on Thursday 7th July 1983. Following Exocet missile firings by HMS CHARYBDIS and PHOEBE, Sea Skua missile firings by CHARYBDIS, AS12 missile firings by the HMS DIOMEDE Helo and 4.5-inch proximity firings by HMS DIOMEDE HMS ONYX fired one Mk 24 Mod 1 TIGERFISH torpedo and two Mk 8 Mod 4** torpedoes which resulted in the hulk of HMS HARDY being blown in two. The target sank later after more firings of 4.5-inch shells, 20-mm shells and Mortar Mk 10 depth charges.

In 1982 HMS ONYX (Lieutenant Commander A P 'Andy' Johnson, Royal Navy) was the only Royal Navy 'conventionally' powered Submarine to take part in the Falklands War - first entering the Exclusion Zone on 28th May 1982 after calling at Ascension Island on the way to store ship and to refuel. Details of HMS ONYX's Operations at the Falklands are still 'Classified' but it is known that the submarine conducted Special Forces Operations at the Falklands and another SAS team planned an 'insertion' into Tierra Del Fuego using Gemini inflatables launched from the deck of HMS ONYX, surfaced off the coast. The SAS men planned to access onto the Rio Grande Air Force Base and place explosives on the parked planes (Super Etendards), Exocet Missiles and in the Pilot's Mess. They would then escape on foot to Chile. Before the plan could be carried out, the Argentinean Forces surrendered at Port Stanley and the War was over.

At some time whilst in the Falklands Operational Area HMS ONYX hit some uncharted rocks damaging the bow and the lower (No. 5 & 6) torpedo tubes. The Submarine returned home to Gosport after a record 115 days at sea with live Tigerfish Torpedoes jammed in the damaged tubes. These were later removed very carefully in Portsmouth. Following a final Refit in the mid-1980s HMS ONYX was 'decommissioned' in 1991 and was then sold to the Merseyside Maritime Museum where she became a Display Submarine and was open to the public until 2006.

In her twenty-four -year career with the Royal Navy, and four full 'Commissions', fourteen different Commanding Officers were appointed to the Submarine. Apart from the first Commanding Officer -Mike Everett the other Commanding Officers were Roy Newman, Roger Trussell, Nigel Goodwin, Richard L P Jones, Gavin Lane, Charles Tibbits, Andy Johnson, David Morris, Paul Boissier, Tom Herman, Nick Harrap, Simon Shield and, finally, Paul Lambert who was, later, Rear Admiral, Submarines (RASM).



Tom Murphy
1/17

