



IN DEPTH

Official Newsletter of the Submariners Association

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

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THE NATIONAL SUBMARINER MEMORIAL
AT
THE NATIONAL ARBORETUM, ALREWAS



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

You will see a slightly different layout at the start of this Issue of 'In Depth'. On the Front Page is a photo of our Commodore in Chief – HRH The Duke of Cambridge – at the dedication and unveiling of our new Submariner Memorial at the National Arboretum at Alrewas on 18th May. On Page 2 is a view of the unveiled Memorial which looks most impressive.

There is a lot about Memorials in this Issue including Reports on the Alrewas Memorial, a new Memorial in Malta commemorating the loss of HMS URGE in the Mediterranean in 1942, the unveiling of a Submariners Association Blue Plaque in Carlisle commemorating Lieutenant Donald Cameron VC and a Cold War Submarine Memorial – all we need now is the long awaited 'Cold War Medal'!

Commodore Jim Perks has very kindly supplied a report on the Submarine Service over the past year. There is a report on the decommissioning of HMS TALENT and HMS TRENCHANT and another report about HMS AUDACIOUS – now fully operational!

Vice President Dave Barlow tells all about the 'In Depth' Newsletter – celebrating its 20 Year Anniversary with this Issue - and how it came into being in the first place.

Also there is an item about the RAN's AUKUS project and another about the decommissioning and dismantling of redundant Nuclear Submarines (SSNs and SSBNs).

I have included an item about the new 'Online Book of Remembrance' (OBOR) funded by and developed by the 'Friends of the Submarine Museum' and accessed via the SMF Website and which complements the new Submariner Memorial.

No Book Reviews this time but the 'Submarine K26' story is concluded in this Issue – as this is the final instalment I will need to find a new Serial for you.. That's about it for this issue. Hopefully you will find something of interest to read.

Please note that In Depth Issue No. 78 will be published on 1st October 2022. Contributions are required to be with the Editor by 15th September 2022 - see Contact Details on Page 3. Please make sure I get your contributions in good time!

Regards

Barrie Downer

CHAIRMAN'S REPORT

Quite a turbulent time for the SA and myself as "Local Acting Chairman!

After our previous Chairman, Barrie Downer, had to stand down due to health concerns, I as Vice Chairman took over as Chairman. I would like to thank Barrie for the splendid work he did in his tenure as Chairman.

What an introduction the Chairmanship!

Firstly came the AGM on the 26 March at Leicester. Quite a controversial AGM by past experience.

The AGM saw some major changes to the structure of the Association:

The introduction of a new voting system, using modern technology in providing each member a personal vote on Recommendations and Proposals as opposed to Branch votes. This new system "One Member One Vote" (OMOV) will come into force after the 2023 AGM when a new renamed and much reduced Rules and Constitution (R&C) has been passed by members at the 2023 AGM.

The main change was for the SA to become a member of "The Submarine Family" (TSF). I can't tell you how exciting this change is. Not without teething problems it promises to be an important way ahead of involving Serving submariners, SA, We Remember Submariners (WRS) and Friends of the Royal Navy Submarine Museum. As it says on the tin, a true Submarine Family.

The old SA website and membership database will be integrated within TSF website. If you have not signed into this very professionally built website I urge you to do so. I will take this opportunity to thank Dave Woolterton - who built our previous Website and Membership Database and ran it with gusto.

The NMC have been under some considerable strain over the last few months, yet they have remained dedicated and demonstrated a willingness to give up more and more of their time in EGM's/Zoom meetings/Working Groups and projects to get the association back on its feet, despite unfair comments and a general lack of trust from some members. For that I thank them.

It would be remiss of me not to say thank you to the following who have left the NMC: Ian Vickers, Sandy Powell, and Mark Smith.

A person who hardly ever got mentioned for his unstinting commitment to parades is Trevor Thomas who had to stand down as National Standard Bearer due to ill health. Thank you Trevor

I welcome the following onto the Committee, Ron Gordon (National Secretary), Roy Morden (Membership Secretary), Steve Thorpe (NMC), Graeme McCabe (NMC).

Welcome to Garry Strange (Webmaster) and Frank Pas (National Standard Bearer).

There's more folks:

It's here, it's fabulous and it dominates, rightly so the Arboretum in Staffordshire. I was privileged enough to be invited to the opening on 18th May by our Commodore-in-Chief HRH The Duke of Cambridge. I didn't get to speak to him, I don't think he has forgiven me for announcing him as the Duke of York at November Ceremonies a few years ago!

Back to the memorial, I don't think the drawings did it justice in the building phase.



But when you see it in all its glory! A true tribute to those that paid the ultimate price. As submariners we are known for underselling ourselves. Well that monument has a lot to say yet tells a story in simple terms.

Our next important gathering will be the Embankment Parade (November Ceremonies) Sunday 6th November 2022. I look forward to seeing you all there

The past couple of years have not been easy for our members, nor does it look like getting easier. So to end on a high note I would urge you to join me in the Holiday Inn Templepatrick, Belfast, BT39 0DD (please note NI Branch!!). On the weekend 24-26 March 2023. Booking Forms will be put online shortly.

Iain Mackenzie
Chairman

DISCLAIMER

This Newsletter is published by the Submariners Association and is © 2022. The opinions expressed in these pages are not necessarily the opinion of the Editor, the Submariners Association, the MoD, or the Submarine Service unless otherwise stated. The Submariners Association may not agree with the opinions expressed in this Newsletter but encourages publication as a matter of interest. Nothing printed may be construed as policy or an official announcement unless so stated. Otherwise, the Submariners Association accepts no liability on any issue in this Newsletter.

Cover Picture:

HRH The Duke of Cambridge dedicates the new National Submariner Memorial at the National Arboretum, Alrewas on 18th May 2022

NEW & RE-JOINING MEMBERS February 2022 to 30th June 2022

(202* = Serving Member)

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES

Roy Morden – the Association Membership Secretary- tells me that the Association has had nine new Members joining since 31st March 2022 and that there are at least a further twenty (20) Applications received via The Submarine Family Website which are currently being processed. Unfortunately he is unable to give me details of these New Members/Applicants at this time.

SUBMARINE LOSSES OF WWII

APRIL 1942

Four Submarines were lost in April 1942. The first loss was:

Submarine HMS P36 which was a 'U' Class submarine. During an air raid on Malta on 1st April 1942 Submarine P36, which was alongside at the Submarine Base at Manoel Island, was hit by a bomb, which breached the pressure hull. The submarine sank but there were no casualties as the crew were all ashore in shelters. The wreck of Submarine P36 was raised in August 1958 and sunk in deep water off Malta.

The second Submarine lost was:

HMS PANDORA. During an air raid on Malta on 1st April 1942, HMS PANDORA, which was alongside at Grand Harbour, Malta off-loading stores, was hit by two bombs, which sank the submarine in less than four minutes. Twenty-five of the crew were killed in the sinking. The wreck of PANDORA was later raised and beached in Kalkara Creek. Those lost were:

Officers:

Lieutenant Lyndon Walford, Royal Naval Reserve
Wt Eng Frank John Hickman DSC M38354

Ratings:

CPO Arthur Vernon, MiD J103781
CPO Edward Charles Breen J89821
L/Sea John Herbert Thomas Paton C/JX 136388
L/Sea Arthur Edward Grummitt C/JX 144446
L/Sea George William John Smith P/JX 145167
L/Sea Phillip West J105383
L/Sea Desmond Thomas Worth D/JX 151384
AB Ronald James Heseltine C/JX 199487
L/Sea George Henry Cockwill D/JX154246
PO Tel John Francis Lynch, MiD P/JX 128952
L/Tel Thomas Benoni Jones P/JX 151718
Tel Stanley William James Watts J80287
Tel Stephen John Charles Cook P/JX 162713
Ck (S) John Phillip Kirton C/MX 62679
L/Std Henry Seeley C/MX 22470
Electrical Artificer P D Slade O/N TBA
CERA William James Colbourne DSM M38811
ERA4 Robert Douglas Hitchcock P/MX 55833
ERA4 Peter Donald Slade D/MX58175

SPO John Garland P/KX 75494 (RFR)

SPO George Henry Hogben P/KX 82690

Leading Stoker John Arthur Hughes P/KX 91147

Leading Stoker Arthur Collis Lewin D/KX63629

Sto1 Leslie Marsh P/KX 86061

Sto1 Reggie Legg P/SKX 216

Sto2 William Thomas Mechen P/KX 134592

NOTE: In 1957 the submarine was broken up as she lay and during the breaking up the skeletons of two of two crew members were found. These remains were buried at sea from the Submarine HMS TUDOR on 1st July 1957. The burial Service was read by the former Commanding Officer of HMS PANDORA – Captain R L Alexander DSO, Royal Navy.

The third Submarine was lost on 14th April 1942 and was:

HMS UPHOLDER. Those lost were:

Officers:

Lt Cdr Malcolm David Wanklyn, VC, DSO**

Lt Peter Russell Hay Allen RN

Lt Francis Ruck-Keene, DSC RN

Temp Sub Lt John Harsent Norman RNVR

Ratings:

PO John George Swainston, DSM* P/JX 125082

PO Frederick J Martin, MiD D/JX 134305

L/Sea Robert W Davidson, DSM P/JX 143409

L/Sea John E Partleton DSM, RFR J108856

L/Sea Lambert Saunders, MiD D/JX 147943

L/Sea William Robert Turner, MiD J110765

AB Thomas Cyril Brown, MiD C/JX 125029

AB George John Foster, MiD J113636

AB Gwilym Hughes C/JX 208360

AB Seiriel Francis Lane, MiD D/JX 208153

AB David Andrew Miller, DSM* D/JX 164986

AB George Edward Richardson Smith D/JX 203092

AB James Smith C/JX 208095

L/Sig Rex Simmonds DSM J108490

PO Tel William Eric Anderson, DSM D/JX 136036

L/Tel Leopold Blake, DSM P/JX 142985

Tel Patrick McCann Newlands, MiD P/SSX 28994

Ord Tel Edmond Gregory, MiD C/JX 211752

A/CERA Frederick J Frame DSM D/M 38773

ERA2 Charles L Burgoyne DSM C/MX 51007

ERA3 Norman D Board P/MX 55599

SPO Frederick W Gregory, DSM C/KX 80267

L/Sto Frederick W Perkins P/KX 84691
A/L/Sto Alfred T Heath, MiD, RFR C/KX 75161
A/L/Sto John Rowe P/KX 84337
A/L/Sto Fred Topping P/KX 84500
Sto1 F W Perkins O/N TBA
Sto1 Ernest Edward Self, MiD D/KX 80123*
Stoker 2nd Class Edward Munday C/SKX 1500

The fourth Submarine lost was:

HMS URGE The Submarine sailed from Malta for Alexandria in Egypt on 29th April 1942. At the time of the loss the submarine was carrying ten ratings as passengers - in addition to the normal crew as part of the evacuation of the 10th Submarine Flotilla from Malta to Alexandria.

The crew of the Submarine, who were all lost, were:

Officers:

Lt Cdr Edward Philip Tomkinson, DSO * RN
Lt James Malcolm Stewart Poole, DSC*, RN
Lt David Bennett Allen, MiD, DSC Royal Navy
Temp Lt John Sandeman Deane-Ransome, DSC, RNR

Ratings:

CPO Coxn Charley John Jackman, DSM*, MiD** J110919
PO (TGM) Henry Ronald Joseph Watts, DSM, MiD P/JX 129967
L/Sea Herbert George Arthur Osborn, DSM C/JX 134094
L/Sea Laurence Frank Groves, DSM J101563
L/Sea Jesse Norris, DSM C/JX 142500
AB John O'Neill, MiD P/JX 217252
AB Leslie Gordon Baxter RNVR L/DX 2971
AB John Kenneth Rowley, DSM C/SSX 21371
AB Frederick Day C/SSX 20578
AB Ronald Henry Goss, MiD D/SSX 20989
AB Robert Davison D/JX 190316
AB Richard Wildman D/JX 204322
AB John Leslie Parkinson D/JX 204152
PO Tel Peter Dugdale Wiseman, MiD D/JX 134000
A/L/Tel John Maidment P/SSX 22031
L/Tel Harold George Ashford D/JX 127562
L/Tel Reginald William George Rogers, DSM SS26082
Tel Henry Ernest Twist, DSM D/SSX 26005 & D/JX 225829
L/Sig Eric Charles Law, MiD C/JX 145120
CERA Charles Herbert Toms, DSM M35358
ERA3 Reginald Hellyer, DSM C/MX 47775
ERA3 Eric Varley, MiD D/MX 52497
SPO William George Ashford, DSM C/KX 82966
L/Sto James Wilfred Lamb P/KX 94635
L/Sto John Edward Woolrich P/KX 90716
Sto1 Albert Edward Bryant, MiD K61633
Sto1 Cyril Brown P/KX 84490

Sto1 Joseph Creswell Dixon McMillan, MiD D/SSX 32970

Sto1 Marcus Stanger D/KX 90258

Passengers:

PO Henry John Botting C/JX 137747
L/Sea Frederick Harold Morris P/JX 145545
L/Sea Sidney William Chamberlain P/SSX 22878
AB Frederick McDiarmid P/SSX 32644
L/Sig Ronald William Leeke P/JX 154364
EA Ronald Frederick Rutter C/MX 59915
ERA4 William Peter White C/MX 76840
ERA4 Stanley Gordon Harman C/MX 76070
L/Sto Samuel Cornelius Wilkes C/KX 81223
Sto1 Robert Henry Attewell D/KX 11645
Also onboard was an unofficial passenger - the War Correspondent Bernard

MAY 1942

Two Submarines were lost in May 1942 and an Officer serving in HMS DOLPHIN also died
An Officer appointed to HMS DOLPHIN is reported to have been drowned in a diving accident on 6th May 1942. He was:

Temporary Lieutenant Patrick Charles Annesley Brownrigg, RNVR

Patrick Brownrigg was appointed to HMS DOLPHIN. It is understood that he died whilst undergoing training for working with Chariots. Twenty-seven-year-old Patrick Brownrigg was from Pirbright in Surrey. He is buried in the Royal Naval Cemetery at Haslar.

The first Submarine lost was **HMS OLYMPUS** which was lost after striking a mine shortly after leaving Malta for UK on 8th May 1942. The submarine was carrying a large number of passengers from submarines which had been sunk at Malta in bombing raids. There were only nine survivors out of the ninety-eight crew and passengers.

Officers:

Lt Cdr Herbert George Dymott
Lt Brian Hugh Band, DSC
Sub Lt John Francis Wilford, RNVR
Lt R A Milne-Thompson
Lt (E) William (Bill) Keeping
Wt Eng Harry George Howes

Ratings:

CPO William Stanley Burton, MiD J83485
PO Richard Albert White P/JX 152155
PO James Wilfred Highmore C/JX 129077
PO William Patrick Davis C/SSX 28400
PO Alfred Victor Hale O/N D/JX 136297
PO John Collinge O/N D/SSX 17483
L/Sea George Edward Frederick Pike P/JX 164965
L/Sea Harry James Hall P/SSX 28505 (Po)
L/Sea Geoffrey Laister C/JX 149546 (Ch)

L/Sea David Wickford White RNVR L/DX 4866
 AB Ronald William Poxon P/JX 149626 (Po)
 AB Frederick Robert Jones C/JX 207963 (Ch)
 AB Edward Jack Stovell C/JX 175288 (Ch)
 AB Peter Noel Bertram Lewis Hill C/JX 209826
 AB James Alma Rescorla RNVR L/DX/4792
 AB Frederick Henry Holt D/SSX 16872 (Dev)
 AB Paul Arden Harrison D/JX 238495 (Dev)
 AB Arthur Fox O/N D/JX 217807
 AB Frank Carty O/N D/SSX 24853
 AB Albert Edward Hurlock O/N D/SSX 27585
 AB Harry Bayley O/N D/JX 237586
 AB Frank Trueman O/N D/JX 217221
 PO Tel Stanley MacDonald Berwen Hammond D/JX 134886
 L/Tel William H Marchant D/JX 144895
 Tel Maurice William Gumbrell P/JX 159116
 Tel John Staff P/JX 156217
 Tel Stanley Martin P/JX 161153
 L/Sig Stanley Ashton D/SSX 31775
 L/Std Kenneth Albert Edward Jones P/LX 22896
 L/Ck Frederick G Wilson C/MX 63385
 EA H F W Edmunds P/MX 57729
 CERA E A Puttick P/MX 46180
 CERA W C Guest D/M 34918
 ERA Frederick G Talbot P/MX 49956
 ERA P Rayner P/MX 60486
 ERA Samuel Plant D/MX 56532
 ERA F Collins D/MX 60260
 ERA R N Butterworth C/MX 49924
 ERA J Goodier C/MX 73121
 SPO W E Arnold P/KX 76142
 SPO N Law C/KX 75431
 SPO A R Best P/KX 80753
 SPO James Alfred Jackman, DSM P/KX 80753
 L\Sto R J W Piper P/SS 122212
 L\Sto W G Pearson C/KX 111617
 Sto1 Class W Over P/KX 1103024
 Sto1 Class F T Mowbray P/KX 95905
 Sto1 B Reeve P/KX 11588
 Sto1 P Butterfield P/KX 119811
 Sto1 P R Dawson RFR C/KX 63387
 Sto1 F R Thompson D/KX 90159
 Sto1 I T Price D/KX 107742
 Sto1 J Ripley D/KX 90797
 Sto1 R Boothroyd D/KX 92235
 Sto1 G Garston C/KX 115035
 Sto1 L Leigh C/KX 112012
 Sto1 E Pearson C/KX 111617
 Sto1 J S Hoath P/KX 110858
 Sto1 W T Davis P/KX 112372

Passengers from P39:

Officers:

Lt Norman Marriott DSC, Royal Navy
 Sub Lt Geoffrey Paul Bulmer, Royal Navy
 T/Lt R P Gowen, Royal Naval Reserve

T/Sub Lt Douglas Hawkyard, Royal Naval Reserve

Ratings:

PO Arthur John Davey J108330
 L/Sea Frederick Makin Crowe P/SSX 24969
 Able Seaman William Robertson C/SSX 19870
 AB Gordon Arthur Peck O/N C/JX 133494 (Ch)
 AB Richard William Jarvis J48947
 AB Albert Ernest Knott C/SSX 29489
 AB William Sidney Harland Walton D/SSX 26689
 AB George Edward Ellis P/JX 193943
 PO Tel Raymond Joseph Regan C/JX 141885
 Tel William Henry Graham C/JX 148786
 Tel Jack Smith D/JX 134036
 Sig Ernest John Robert Cordrai C/SSX 32667
 AB Albert Edward Collins C/JX 208347

Passengers from P36

Officers:

Lieutenant Harry N Edmonds DSC,

Ratings:

PO Albert Frank William Neale P/JX 138304
 Tel Albert Edward Hadley P/JX 128290
 Able Seaman Peter Roy Beale P/SSX 27869

Passengers from PANDORA

Officers:

Lt James Anthony Lindsell

Passenger from HMS PENELOPE

Ratings:

Wtr Richard Thorpe D/MX 71555 (Dev)

Polish Submarine JASTRZAB

Two Royal Navy Liaison Crew members were lost when the Polish Submarine JASTRZAB was sunk on 25th May 1942. Two Officers and twenty-eight sailors rescued. Those lost were

Ratings:

L/Sig Thomas Askern Beard, MiD D/JX131762
 L/Tel Martin Dowd, MiD J70746

JUNE 1942

One Submarine was lost in June 1942 and six other Submariners died.

Submarine HMS P514 was lost on 21st June 1942 whilst on passage from Argentia to St John's, Newfoundland escorted by the Corvette PRIMROSE. The Minesweeper HMCS GEORGIAN (Lieutenant Commander Stanley, RCN) was waiting to pick up a convoy to be escorted to Sydney, Cape Breton Island. GEORGIAN sighted P514 in the early hours and, not being aware that there was an Allied Submarine in the area Stanley rammed and sank P514. The Submarine was lost with all hands. Submarine P514 was one of a number of old US Navy Submarines which had been loaned to the Royal Navy. In US Navy service, the Submarine was designated as Submarine R19. The loss of Submarine P514 is commemorated on a plaque in the Church of St Mary at Swinbrook in

Oxfordshire. The Plaque reads '*To the honoured memory of the Officers and Ships Company of HM Submarine P514*'.

The majority of the crew of Submarine P514 were members of a party of 23 Officers & 112 Ratings who took passage in SS CHATEAU THIERRY from Gourock to New York from 4th to 16th February 1942. The crew of HM S/M P514 when lost consisted of the following personnel:

Officers:

Lt Cdr Richard Michael Eames Pain RN

Lt Walter Augustus Phillimore RN

Temp Lt C A Bentley RNR

Temp Lt Joseph Taylor RN

Temp Lt (E) J F Magil, RCN

Ratings:

PO James McAlister P/SSX 15157

PO Harry Henwood Bowden D/JX 140944

Ldg Sea James Gillan P/JX 144930

Ldg Sea Reginald Francis Burgess J113499

AB George Robert Mason C/JX 235233

AB Arthur William Stanley Chambers J95485

AB David Reginald Wilson C/JX 152747

AB William Henry Gilbert Worlock P/JX 127791

AB Richard William Walter Powell P/SSX 25448

AB George Beal P/JX 204924

AB George Laing P/JX 272526

AB Ronald William Allen P/JX 157893

AB Leonard Nelson England D/SSX 20438

AB Herbert Goodwin D/JX 204300

AB Frank Holt D/JX 200550

Ord Sea Albert Edward Lidstone P/JX 200114

PO Tel Richard Harris Carter C/JX 139509

Tel Frederick Charles Ward C/JX 157848

Tel Arthur Musgrave D/SSX 31922

Tel Hugh Patterson D/JX 156607

Ldg Sig Thomas Barron C/JX 145688

ERA Cyril Tall D/MX 49836

ERA Jack Maurice Steele D/MX 7576

ERA Norman Cyril Bennett C/MX 68816

SPO Bruce James Black C/KX 75061

SPO John Gray K58483

L/Sto Ronald Stanley James C/KX 90535

L/Sto James Landless Binns, MiD C/KX 87964

AL/Sto George Dickson P/KX 84898

AL/Sto James Ronald McDowall P/KX 85897

Sto1 Thomas Battensby C/KX 114345

Sto1 Edward Curran C/KX 115867

Sto1 John Ross Milford C/KX 85065

Sto1 Anthony Frederick Barnes C/KX 132331

Sto1 William John Dawson C/KX 134744

Sto1 Francis Bakis C/KX 134670

Sto1 Robert Murray C/KX 134458

The six other Submariners were members of the crew of the Barrow Built **Submarine Depot Ship HMS MEDWAY** who died when the ship was torpedoed

and sunk in the Mediterranean on Tuesday 30th June 1942. They were:

Ratings:

CPO Thomas Quaife J93794

Ldg Sea Kenneth Gordon Coates J94731

AB Albert Tarbuck J31444

AB Rennie Sutcliffe C/JX 207986

Sto2 Frederick William Bradbury D/KX 138547

Sto2 Walter Eden D/KX 134890

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

DONATIONS & BEQUESTS

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 Submarine Family
 - (4) 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 ONLINE BOOK OF REMEMBRANCE (OBOR)

The long-awaited Online Book of Remembrance is now live. It all started with a need for a complete and accurate record of all those who had lost their life during submarine service, which could be easily updated to correct any inaccuracies – which have been found to be all too plentiful on the current Memorial Wall at the Museum.

You can access the OBOR at submarinefamily.uk/remembrance or by simply pointing your smartphone camera at this QR code. You will then be able to read the story of the development of the OBOR, a short history of the



Submarine Service, by Iain Ballantyne, and browse the contents.

The OBOR contains the names of over 5,900 submariners and over 450 units in which they served, including 174 submarines which sank in peace or wartime. Each unit and each submariner has their own page which can contain pictures and stories. Each unit page lists those from that unit who died. Any visitor to the OBOR is also able to submit comment and pictures to enhance the entries about an individual submariner or a submarine. Do have a look.

The OBOR is an element of The Submarine Family (TSF)'s new Website and hosted on their Servers. Its development is being funded by the 'Friends of the Submarine Museum'. Both the TSF site and OBOR have been created by MindWorks

Marketing and managed by the huge efforts of our Digital Lead, Tom Herman.

The 'Friends' Treasurer (Peter Jeanneret) has been responsible for collating the data that is now contained within OBOR. This started nearly a year ago by entering into a database all the names on the Submarine Museum Memorial Wall, assisted by Jock McLees. There has been considerable checking to iron out the many errors, omissions, and duplications. In this work there has been a major contribution by Barrie Downer and Malcolm Blenkinsopp, both of whom have been researching details of deceased submariners for many years.

We think that the data is now close to being as accurate as it could get but please contact us by email to obor@submarinefamily.uk if you can provide any further information, particularly stories and pictures of people and units where we currently don't have them.

We hope that work will soon start on the Project to replace the Submarine Museum Memorial Wall with better quality engraved stone or slate panels, and the effort to get the OBOR data in good shape will allow us to provide an accurate list of names for this new wall.

HM NAVAL BASE, CLYDE & RN SUBMARINE NEWS

LOOKING BACK OVER THE LAST YEAR

By Commodore Jim Perks, CBE – Commodore Submarines

Looking back over the past year, CASD has continued unabated, now in its 54th year. Our newest SSN, HMS AUDACIOUS has now successfully joined the Flotilla, having completed work up and is currently on deployment and HMS ANSON_ is due to join the Flotilla later this year further bolstering our SSN Force. 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 Carrier Strike Group 21, providing exceptional support to the Carrier, whilst showcasing the utility and reach of UK SSNs around the world. We have also de-commissioned HMS TRENCHANT and HMS TALENT after each completing over 30 years' service protecting our nations interests. 2022 has 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 with the ground breaking ceremony occurring last September. The new Memorial is undoubtedly a worthy tribute in recognising the sacrifices the service has made in the past.

The Submarine Awards Ceremony took place last month in Glasgow giving personnel the chance to reflect on all that has been achieved over the past year and to recognise and reward the outstanding performances in a range of individual and team categories. This was also the launch of the Submarine Family under the umbrella of the Royal Navy, Royal Marines Charity. This new charitable organisation will provide support to the well-being of all Submariners, Veterans and more importantly, to our Families, and it will continue to promote the unique ethos of the service and our submarine heritage.

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

Today (20th June) marks my 6th year as Commander of the Submarine Flotilla and I have seen the Submarine Service change dramatically during that time, I am shortly moving on to civilian life and I am due to hand over the reins to Commodore Paul Dunn OBE RN, I feel confident that I will leave the Submarine Service in safe and capable hands.

Dedication Ceremony of the new Submariners Memorial at the National Arboretum 18th May 2022.

From Dave Smith, Secretary, Barrow Branch

It was a warm and sunny day for the dedication of the new memorial by HRH the Duke of Cambridge. The National Arboretum staff put on a warm welcome with the Aspects Building used as a reception for the invited guests. Other submariner veterans were also there showing their support for service and the day. Admiral of the Fleet the Lord Boyce, Sir James Perowne, Admiral Burnell-Nugent, and Admiral Kilgour, the SA President, were amongst the many dignitaries present.



Commodore Jim PERKS CBE

The Submariner Memorial - The Churchill Quotation



The Submariner Memorial



The Submariner Memorial - The Families



The Standard Bearers



On arrival guests were checked in and given wrist bands to facilitate entry into the enclosed area and Aspects Building. Tea and coffee were served whilst waiting for the proceedings to commence. Many took the opportunity to stroll through the grounds to view the new Memorial before the ceremony. It stood splendidly in the Arboretum grounds with its black coat encircled in a red ribbon ready to be cut. On one side of the memorial are the Submariners' Dolphins with the immortal words of Winston Churchill '*of all the Branches of the men in the forces there is none which shows more devotion and faces greater perils than the Submariner*'. On other side is a moulded picture representing the Submarine families, which was very much the theme of the day. Standing tall between the two segments of the memorial is The Submariner in an image that many would associate as the traditional Submariner.

A Royal Marine Band entertained the guests as they assembled at the memorial with lots of handshakes and hugs between old and familiar friends as they greeted each other. Once seated, Commodore Jim Perks CBE, Commodore Submarine Service and Chair of The Submarine Family gave a brief welcome before 'Marching On to The Standards'. After a brief pause HRH The Duke of Cambridge arrived, and proceedings commenced.

Readings, Prayers, The Naval Hymn, and Blessing followed. Vice Admiral Peter Wilkinson addressed the assembly outlining the efforts made by several people to get the Memorial ready for the day. He then invited the Duke of Cambridge to say a few words and formally open the Memorial. The Duke of Cambridge acknowledged the importance and continued dedication of the Submarine Service to the Nations security and that it cannot be achieved without the professionalism of those who serve, the technical support of industrial partners and sacrifice of those who are left at home and that the Monument expresses that sentiment in its form.

The winners of the design competition were invited to accompany the Duke of Cambridge to cut the ribbon. A photo opportunity followed for the press and television before the Duke of Cambridge and invited guest retired to the Aspect Building for lunch and discussion with the guests. The Standards were Marched Off once the Duke of Cambridge had left the assembly. Commodore Perks addressed the guests and thanked them for their attendance and gave a special thanks to Tom Herman for his efforts and management - not only for the day but his drive to raise the funds, organising the design competition, finding a designer and successfully get the Memorial built. A Service of Dedication was read out highlighting the 120 years of the Submarine Service and the sacrifice made by so many in the service of protecting the Nations interests and the ethos unique within the Armed Services. It also recognised the sacrifice and suffering of the Submariner's family. The day was as much about the family as it is the men and women of the service. Ten children of the Royal Navy Family and People Support Youth Forum, Scotland read out their thoughts and feelings on the impact of their parent being away on a submarine. This culminated in poem written and read by Jacob.

This is normal for me.

By Jacob Mason aged 10 (Serving Submariners son)

This is normal for me, but some people don't know how it feels.
It can get rough sometimes, children tease because I'm different.
Dad is not there.
I watch the sea for him, I stand still and stare.

This is normal for me, but it might be different if you stayed around a lot.
Christmas, birthdays, holidays, New Years, when we have been apart.
Missing someone so much I have no words for being so sad.
Separation and silence.

This is normal for me, counting days until you are gone,
No mark on the calendar to count down your return.
You had to leave me in hospital, I knew you had to go.
You do such a good job, and you were hurting too I know.

This is normal for me, it would help if you knew how it feels.
To feel special, to be part of my family and community.
Every time I see you I am filled with such joy.
You're important to me, you're important to everybody, our country.
I still watch the sea. This is normal for me.

Many of the guests took time view the Memorial and to take photographs. The Standard Bearers mustered at the Memorial which allowed the Submariners Association to be focal point in many of the follow up pictures. The Service went without a hitch and the weather held to make it an enjoyable day for all. As the South Atlantic Falklands memorial was on the way to the New SM Memorial many paused to pay their respects to those who fallen 40 years ago.

TALENT & TRENCHANT De-commission as new Submarine Fleet sails forward

20 May 2022

As the Royal Navy's new Astute class sails on operations around the globe, submarines HMS TALENT and TRENCHANT were decommissioned at the Devonport Naval Base today. Crews from both nuclear-powered attack boats paraded in Plymouth for the final time in front of HRH The Princess Royal – HMS TALENT's patron – as well as high-profile guests and former Commanding Officers.

TRENCHANT's operational career came to an end last year, while TALENT completed her final patrol earlier this spring. Both boats served for thirty-two years with distinction. As hunter-killer submarines, it was their mission to protect first Polaris, now Trident – the country's Strategic Nuclear Deterrent – and to detect, track and classify targets.

The boats are capable of gaining intelligence, covertly inserting troops ashore, or striking at enemy submarines and ships with Spearfish torpedoes and targets ashore with Tomahawk cruise missiles.

HMS TRIUMPH remains in service, but the 'Trafalgar' class has been replaced by the seven state-of-the-art Astute-class submarines. Four Astutes have been commissioned, soon to be joined by number five, HMS ANSON, which has completed successful diving checks. Like the T-boats before them, they are deployed around the globe daily: HMS ASTUTE sailed to the Pacific and back with the Carrier Strike Group last year; HMS AMBUSH launched furtive raids by Royal Marines in Norway's fjords as part of wider UK/NATO operations in the Arctic this spring; and newly commissioned HMS AUDACIOUS has been on patrol in the Mediterranean having reached full operating capability on 4th April.

Commodore James Perks, Commodore Submarine Service, said: "The Trafalgar Class developed a world class reputation and defended UK interests unstintingly across the world's oceans. The Astute submarines have now taken up the baton, continuing to protect the UK from threats with deeply professional submarine crews.

"As we look back with appreciation at the service provided by HMS TALENT and HMS TRENCHANT, we can also look forward with excitement to the future. We have some of the best attack submarines in the world in the Astute class and developments in submarine training mean that we will continue to have the best men and women sailing and fighting them, protecting our nation far into the future."

Following Talent's initial workup period, in 1991 she sailed straight to the Mediterranean and played an active role in the first Gulf War, with the boat's efforts praised by the US officer commanding the submarine task group, Admiral Ryan, who personally congratulated the crew.

Lieutenant Commander David 'Freddie' Fox, TALENT's last commanding officer, said: "This was an emotional day for many of the ship's company. I am well aware of the bond shared by all who have worked onboard TALENT throughout her time in the Fleet. Numerous port visits, exercises, memories, and stories are all interwoven into the rich and inspiring history of a submarine which has maintained a steady vigil on the forefront of the defence of the United Kingdom and indeed, the world. The dedication, fortitude and commitment shown by the ship's company over the years is commendable and TALENT will be sorely missed now her Ensign has been lowered for the last time."

Both boats have spent much of their time away from her base port of Devonport – without the regular access to communications with loved ones back home that their colleagues in the surface fleet have enjoyed, especially with the advent of email and phone calls at sea.

"All of this success would not be possible without the unwavering support of families and loved ones back home – it's often an overlooked sacrifice, but nevertheless one which the men who have served on her will not forget," Lieutenant Commander Fox added.

Members of TALENT's affiliates that the boat has built up over the years were represented at the ceremony, among them Hope House Hospices, the boat's chosen charity, the Intelligence Corps, and the town of Shrewsbury.

TRENCHANT's career has been no less impressive, the memories imprinted on her crews just as vivid. Commander Gareth 'Bats' Batsford said she had provided "sterling service to the RN over an illustrious career. "As a previous member of her ship's company I can attest to the durability and reliability of the 'Tiddly T'. Whether gathering information on global warming or being deployed at short notice, this marks the end of an outstanding career, and she will be missed by all those who have served in her over the years."

Royal Navy's newest and most capable Attack Submarine completes NATO Security Operations in the Mediterranean

15th June 2022

The Royal Navy's newest and most advanced nuclear attack submarine carried out NATO security patrols in the Mediterranean on her maiden operational deployment. HMS AUDACIOUS is the fourth of seven new cutting-edge £1.3bn Astute-class submarines, which are the largest, most advanced, and most powerful attack submarines ever operated the Royal Navy. The submarine joined her sisters – HMS ASTUTE, AMBUSH and ARTFUL – on the front line for the first time in January after formally being commissioned in September 2021, spending months in the depths of the North Atlantic and Mediterranean.

AUDACIOUS left her home of Clyde Naval Base in Scotland and, after two months of intensive sea training designed to test the boat's equipment and sailors to the limit, left the waters close to the UK bound south for the Mediterranean. After loading Tomahawk missiles – just one part of the Astute-class's powerful armoury alongside the Spearfish heavyweight torpedo – in Gibraltar, AUDACIOUS sailed into the Mediterranean and completed exercises with NATO allies, including training with Greek, Turkish and United States allies.

The training tested AUDACIOUS' ability to evade, track and engage her foes underwater and on the surface. It offered NATO allies the chance to pit their wits against a nuclear attack submarine – a relatively rare training opportunity for many navies, as they looked to hunt down AUDACIOUS beneath the waves. "These exercises helped HMS Audacious to demonstrate her prowess as the newest, most capable SSN that the UK has to offer while also strengthening NATO capability and interoperability and demonstrating our resolve towards NATO Missions," said Commanding Officer, Commander Jim Howard.

AUDACIOUS followed this up by carrying out a period of NATO operations to provide security to the region, something the Royal Navy regularly carries out alongside allies and partners. Before her foray into the Mediterranean, AUDACIOUS carried out essential training off the coast of Scotland, during which submariners were put through a range of mock crises on board, from fires to floods, to ensure they are ready to work together and respond calmly in a real emergency. Final trials were completed, too, which thoroughly tested systems on the cutting-edge boat to make sure they will stand up to the stresses and strains of extended operations.

The Astute class are capable of circumnavigating the globe while submerged, producing their own oxygen, and drinking water to sustain the crews on arduous and lengthy deployments.

Making sure all equipment is ready for long-term action is vital before AUDACIOUS stepped off on operations. AUDACIOUS' first deployment also marked the completion of qualifications for many crew members, which sees them learn the location and function of hundreds of valves aboard and 'earn their dolphins' to become fully-fledged submariners.

Fresh from her own deployment to the Arctic, in which she carried out a number of missions including sub-surface stealth raids with Royal Marines Commandos, sister submarine HMS AMBUSH joined AUDACIOUS as she limbered up for full operations off the Scottish coast. The two submarines went head-to-head in underwater battles, going toe to toe in a range of warfare scenarios and training together.

LIEUTENANT DONALD CAMERON VC, ROYAL NAVAL RESERVE **BLUE PLAQUE REPORT**

By Sandy Powell

On Thursday the 5th May 2022 SA Vice President Rick Elrick and I (Sandy Powell) travelled to Hamilton (Holiday Inn Express), Lanarkshire to commence arrangements for the Submariners Association dedication of a Blue Plaque to Lieutenant Donald Cameron VC, RNR. On the Friday we visited the chosen site in Carluke and mounted the plaque on the side of a shop in the High Street in order that the mastic could set in time for the dedication ceremony the following day. The plaque was mounted on the side of a shop in Carluke High Street, which was owned by the Scotmid Cooperative Society Ltd.

On Saturday the 7th May 2022 at 1400 the Submariners Association conducted the Service for the Dedication of the SA Blue Plaque to Lt Donald Cameron VC, RNR. Approximately 150 people attended the event including Lady Haughey CBE, Lord Lieutenant of Lanarkshire, members of Carluke Community Council, Carluke Rotary, West of Scotland & Sheffield SA Branch members, six serving sailors accompanied by HOFA Staff Captain, members of the press, eighteen members of the Cameron family and various other VIP's. The sponsors of the event included Scotmid Cooperative Society, Thales Optronics (funding of reception) and St. John's Masonic Lodge (venue for reception).



The ceremony was led by the Reverend Iain Cunningham, Minister of Kirktown Church and the welcome introduction given by the Vice Chairman of the SA, Andy Knox. The Blue Plaque was unveiled by the President of the SA, Rear Admiral Niall Kilgour CB, and Mrs Amanda Prideaux (Cameron's daughter). During the blessing of the plaque standards were dipped and the piper, Colour Sergeant Alexander McBroom, played "Scotland the Brave".

Following the dedication of the Blue Plaque approximately 100 guests attended a reception in St. John's Masonic Lodge Assembly Rooms. During the reception commemorative framed pictures of Donald Cameron VC and the Blue Plaque were presented to the Cameron family, Scotmid Cooperative Society, Thales Optronics and St. Johns Masonic Lodge by the SA President.

I consider that the event was a great success and all guests thoroughly enjoyed themselves. The NMC should note that this was the 13th Blue Plaque that the SA has commemorated to Submariner VC recipient. Mrs Amanda Prideaux (Cameron's daughter) has expressed her profound thanks to the SA for arranging such a memorable event.



UNVEILING THE CAMERON VC BLUE PLAQUE

MARITIME MYSTERY PUT TO REST WITH SUBMARINE MEMORIAL UNVEILING

ROYAL NAVY MEDIA RELEASE Thursday, 28 April 2022



The HMS URGE Memorial

An 80-year-old maritime mystery has finally been put to rest with the unveiling of a memorial to a Royal Navy submarine lost off Malta. Serving Submariners from HM Naval Base Clyde and relatives of the crew of HMS URGE travelled to the Mediterranean island on April 27th for a memorial service recalling those who perished when the Wartime submarine struck an Axis mine off the coast. Thirty-two crew, eleven naval passengers and one civilian were lost in the tragedy. For almost eight decades the final fate of HMS URGE was unknown and it was only thanks to a remarkable feat of historical detective work that the mystery was solved.

The U-Class submarine, which was commissioned in 1940 and initially based at Dundee, was assigned to the Tenth Submarine Squadron in Malta in April 1941.

During her time in the Mediterranean she served with distinction, completing some 18 patrols, torpedoing an enemy battleship, sinking an enemy cruiser, and attacking enemy ships supplying the Axis troops in North Africa. The submarine was even involved in top secret missions to land intelligence agents and some of the earliest Special Boat Service (SBS) Commandos on enemy-occupied soil. But the intensity of attacks on Malta during this point in the War forced the Royal Navy to eventually move their vessels to Alexandria in Egypt. Out of the five submarines which sailed only four made it to their destination. HMS URGE was never heard from again.

It was assumed that the Commanding Officer of URGE, Lieutenant Commander Edward Tomkinson DSO* and his crew fell victim to enemy action. But it wasn't until Francis Dickinson, the Lieutenant Commander's grandson, teamed up with the University of Malta and a Canadian naval researcher that their final fate was known. "Malta was among the most heavily bombed places during the Second World War and it got to the point that it was safer to be at sea than in harbour there," said Francis Dickinson.

"In my search for HMS URGE, naval researcher Platon Alexiades and I contacted Timmy Gambin at the University of Malta and together we formed a search project." He continued: "Records of HMS URGE's patrols are held in the National Archives, including records of the route which she was to take on leaving Malta. "Using these, and my grandfather's Wartime letters, we began putting together the answer to what happened.

"Timmy Gambin's expert knowledge of the waters and wreck sites around Malta and search capabilities were vital, and Platon Alexiades provided invaluable research on Axis plans which revealed that they had laid a minefield on the route HMS URGE was to take, just a few days before she sailed for Alexandria." Using this knowledge, in October 2019 the University of Malta team pinpointed what they believed was the wreck of Urge a few miles off the Maltese coast. Although they were almost certain, a dive of the wreck was needed to confirm it. Unfortunately, the COVID-19 Pandemic interfered with plans and it was only in 2021 that Timmy Gambin could coordinate the dive team which made the 300-foot descent to the resting place of the submarine. The team were

able to positively identify lettering on the hull confirming that it was HMS URGE and also confirm evidence that she had been damaged by a maritime mine.

The new memorial to HMS URGE is situated at Fort St Elmo, facing out to sea in the direction of the remains of the submarine. The solemn unveiling was also attended by President of Malta, George Vella, and British High Commissioner, Katherine Ward. Members of the Armed Forces of Malta performed a gun salute in honour of HMS URGE. There was also the opportunity for families and Submariners to lay wreaths in the sea above the wreck of HMS URGE and a service at St Paul's Protestant Cathedral on the island. Head of the Royal Navy Submarine Service, Commodore Jim Perks, also gave a talk at the University of Malta the day before the memorial unveiling.

Francis Dickinson said: "One of the best things about the discovery of HMS URGE has been the way it has brought together families of crew members. About 35 of us have made the journey to Malta for the memorial service with many more following in the UK and beyond. "It is a privilege to remember all those who were lost in HMS URGE," he said. "This is also a story of appreciation for Malta and the Maltese people. I would like to pay tribute to them and their endurance and spirit during the War years and the connections formed with Malta today through this work."

Commodore Jim Perks, the Head of the Submarine Service, who also attended the memorial unveiling, said: "It has been an absolute privilege and an honour to be able to represent the Royal Navy Submarine Service at the commemoration events held this week. "To meet the families and the team from the University of Malta and Malta Heritage who have made this possible has been genuinely humbling. Our heritage and history remain important to all Submariners today.

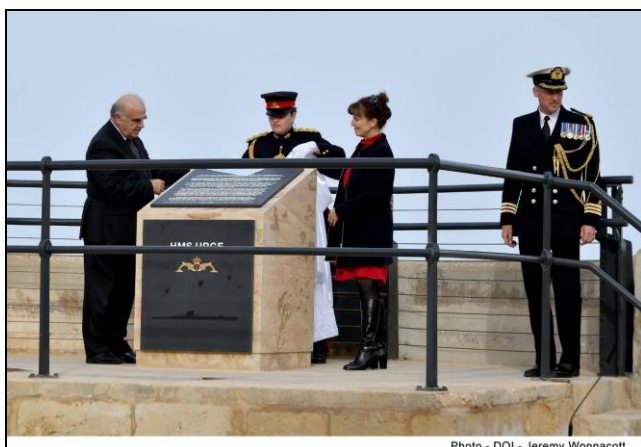


Photo - DIO - Jeremy Wonnacott

President of Malta, George Vella, & British High Commissioner, Kathrine Ward, unveil the Memorial
Picture courtesy of DIO – Jeremy Wonnacott



Families of those lost in URGE cast 45 lilies into the sea in memory of the 44 crew lost, and one officer who died the year before the sinking
Picture courtesy of Heritage Malta

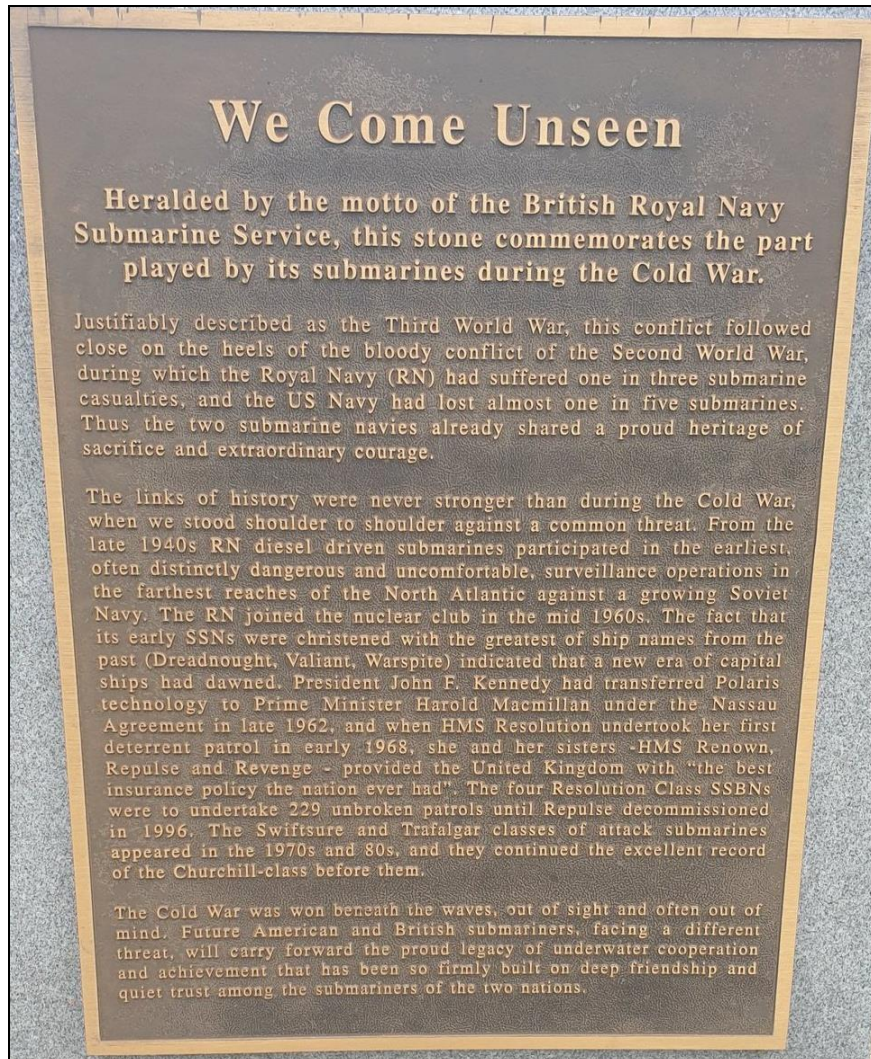


Commodore Jim Perks, Head of the Royal Navy Submarine Service, lays a wreath on the sea above the resting place of HMS URGE
Picture courtesy of Heritage Malta



The wreaths on the surface above HMS URGE
Picture courtesy of Heritage Malta

THE 'COLD WAR' SUBMARINE MEMORIAL



IN DEPTH HOW DID IT ALL START?

By Dave Barlow, Vice President

Our Association Newsletter 'In Depth' is 20 years old this issue, but how did it all start?

I started the In Depth in 2002 to follow on from a glossy publication called SUBMARINERS NEWS (previously SOCA NEWS) which was edited and published by Ray Gritt - a past Chairman.

In March 1983 Issue 1 of SOCA NEWS was produced and printed by Ray Gritt as PRO to SOCA. This was funded by SOCA for SOCA. Initially it was intended to print it every 6 months and distributed to each secretary, funded by SOCA and be available to all members at a cost of 20p per copy. This newsletter was obviously 'hard copy' as email hadn't come on the streets back in 1983. It was a very professional glossy magazine and mainly in colour.

At Issue 2 the price was adjusted to 25p to cover the outlay. Ray Gritt then started adverts to assist with the costs with this cash going to SOCA. At Issue 8 circulation was up to 1,500 copies, now at 30p per copy and was going out to 45 branches on regular orders for their individual subscribers.

At Issue 13 the SOCA GPC (now called the NMC) decided that the Association was losing too much money on SOCA NEWS and decided to discontinue production at that issue without any warning to the branches or members. Ray decided to continue producing SOCA News from Issue 14 by himself for SOCA after gaining the consent of the GPC.

At Issue 15 the cost rose to 80p to cover costs but still the circulation stayed stable. At Issue 24 (June 89), after over six years of publishing the cost rose to £1 to the increased costs of publication. We were now printing 4 times per year.

In June 2001 at Issue 72 Ray had to increase to £1.50 per copy (the first increase in 48 issues or 12 years. There were so many members moaning that he decided to cut the free at Issue 75 after 19 years of publishing SOCA NEWS - renamed SUBMARINERS NEWS when the Association name changed.

After many years, in 2001 Ray Gritt decided to call it a day. It was a good magazine but due to the increased costs the distribution was falling to the point that Ray decided he couldn't continue as it wasn't cost effective.

This came out of the blue so no contingency plan was in place. At the National Management Committee meeting on 6th April 2002, it was debated how we were going to fulfil our obligation and ensure that you, the members, are kept informed of Association business. Several ideas were discussed, and it was decided that it was imperative that a National Newsletter of some sort be produced and distributed free of charge to all branch secretaries, boats, inboard messes etc to ensure that the submariner both serving and retired are kept abreast of what the Submariners Association is up to. I, Dave Barlow, volunteered my services on the understanding that it was kept relatively simple, could be produced cheaply and most importantly could be produced whilst still holding down a normal job. I suggested using the same style as for my own Scottish Branch newsletter – 'Tartan Topics'. This was agreed and the first edition was published in May 2002.

Where did the name come from? I researched various branch newsletters to find a suitable title that wasn't being used but must admit I was struggling a bit to find a unique but relevant name. A chap some of you may know who has a grand title of Maddog came up with IN DEPTH and so it was born. It was sometime later that we discovered the New Zealand Branch's newsletter was also called In Depth and I apologised profusely to them. It is sad that they have since disbanded. Naturally, I blamed Maddog.

As you will be aware and, for those that knew the Submariners News, it is not a nice glossy publication. It was intended as simply a news medium with the target to publish an issue during the month following each NMC meeting i.e. four or five times a year.

So, having decided to give it a shot what should I include? The important thing was to make sure that all Association news and information is disseminated to you the members. Initially it also included members letters, but as time went on this fell by the wayside. Any we do get does get an airing. I also intended to include the activities the branches were up to. Advertise your branch functions, that sort of thing. Again, the feedback was poor and this fell on stony ground too but any information we do get is included.

The first few pages included news and items that you need to be aware of and the rest included dits, stories of yesteryear, and current articles from the serving submariner. It is your way of letting off steam, within reason, telling us what you want, telling us what you are up to, but most importantly it is our way of keeping you the members and potential members what is going on nationally.

Also included was a regular article from the Squadron, or Flotilla as it is now called, sometimes from the serving member of the NMC but usually directly from Faslane.

Basically, the idea is that the Newsletter is for Submariners by Submariners.

I was elected as the National Chairman in 2003 and coupled with a new job on the Astute Class Submarine in build I was finding it more difficult to devote the time to produce the In Depth. By Christmas 2007 Barrie Downer said he would step in and edit the newsletter and his first was April 2008. This was a great deal off my mind although as Chairman I did contribute a fair bit. Barrie has continued to edit and publish In Depth to this day and I am indebted to the work he puts in to make it a very interesting read.

The newsletter has evolved quite a lot since those early beginnings, especially as Barrie is a Naval Historian so it now includes articles of Submarine History and a Crossed the Bar section..

So, we are now up to Issue 77 and long may it continue.

THE LINK BETWEEN THE COUNTY OF STAFFORDSHIRE & SUBMARINERS

By Rodney Hodge
Birmingham & District Branch Secretary
Submariners Association

It was only when the date of the New Submariners Memorial was to be unveiled, I remembered that I had read about the connection between Submariners and Staffordshire where the National Arboretum, Alrewas is situated - the site of the new Submariners Memorial.

On 1st 1939 June the Submarine HMS THETIS sank in Liverpool Bay whilst on sea trials, with the loss of 99 men onboard, consisting of workers from Cammell Laird and serving submariners.

The Staffordshire link is that when the THETIS was recovered from the water it was beached at Traeth Bychan, Moelfre, Anglesey, and later at Holyhead docks. The task of removing the bodies were taken on by a mixed team of Mine's Rescue miners from Cannock Collieries, Staffordshire, and Submariners taught how to use the miner's equipment, with instruction from Mr C .H. Burwood of Siebe-Gorman and one of the miner's team.

Extract from report by Mr J. PAYTON, Superintendent, Hednesford Rescue Station, 14th Feb 1940.

After consulting with the Rescue Committee Chairman, permission was given, and it was left to the Superintendent to select one man from each Colliery, and they received special training by him and his staff, and awaited orders.

- | | | |
|----|-------------------------|-----------------------------|
| 1. | T. Forsyth (Captain) | Brereton Colliery |
| 2. | H.J. Wall | Conduit Colliery |
| 3. | J. Hyden | Cannock & Rugeley Colliery |
| 4. | H. Saffell | Cannock & Leacroft Colliery |
| 5. | J.B. Calow | West Cannock Colliery |
| 6. | C. Holgate (Lieutenant) | Mid Cannock |



On 10th November 1939, the THETIS was put into dry-dock at Holyhead. The team were told to stand by at 1.30 pm., ready to enter the vessel and examine the sealed compartment, where the bodies lay. Two of the team, Mr T. Forsyth, captain and C. Holgate, lieutenant, went aboard wearing the Mk IV Proto Self-Contained Breathing Apparatus. Two-hour type.

were bought out to the bottom of the Engine Room hatch, along the narrow 21-inch-wide Engine Room gangway, between the huge Diesel engines, and hoisted by crane, to the Harbour side.

The work was very heavy due to the weight of the bodies. Seven were got out on Saturday afternoon by Cannock Chase men, then the Naval men whom the Cannock Chase men had trained, went in, and bought out nine more.

On Sunday Morning at 6am, the Chase team were down at the harbour ready to continue. Everyone was as keen as mustard and, at 12.40 pm., after six hours continuous work, the last of the remaining 19 bodies was out, during which time the men had worn three sets of Apparatus without a break, and not a single hitch.

Letters and correspondence were sent by the Admiralty, the Home Office, various Mining Agencies, and the Fire Services, thanking those who took part in the removal of the bodies for their valuable services on this sad occasion.

On the 40th anniversary of the disaster, November 1979, the Branch members of the Burton on Trent SOCA presented an HMS DOLPHIN crest/plaque to Les Hyden, member of the Mines Rescue team at the Lea Hall Colliery Club.

On the 18th May 2022 the Submariners Memorial will be unveiled at the National Arboretum Alrewas Staffordshire.

Resurgam

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“HMS THETIS. Secrets & Scandal. Aftermath of a Disaster” by David Roberts, 1999. ISBN: 0952102005

Hednesford Mine Rescue Station Notable Call outs. Mick Drury

Acknowledgements:

Cannock Chase Mining Historical Society

Museum of Cannock Chase for their help, advice and access to records and archive material.

Report of Mine Rescue Team assisting recovery. J. Payton

Charles T. Ellis Collection

Life is not measured by the number of breaths we take but by the moments that take our breath away. CCMHS.

PROJECT TO DISMANTLE EX-ROYAL NAVY NUCLEAR SUBMARINES INCHES FORWARD

FEBRUARY 7, 2022

TECHNICAL BRIEFING

There are currently 21 former Royal Navy nuclear submarines awaiting disposal -7 in Rosyth and 14 in Devonport. Here we look at the process and the modest progress in efforts to dismantle them.

Kicking the can down the road

Since the 1960s, nuclear submarines have become arguably amongst the most important defence assets of the UK. An outstanding industrial, and political effort during the Cold War provided the RN with a formidable nuclear submarine force. Unfortunately, successive governments failed to make arrangements for the timely disposal of these boats. In a less environmentally conscious era, filling the boats with concrete and sinking them in the deep ocean was the original plan, but the disposal of nuclear waste at sea was banned by the London Dumping Convention in 1983. Planning for the dismantling of these submarines should have been started at that time, but only in the last 10 years has there been a serious effort to grip the issue.

Small reactors sealed up and contained within the boats do not represent a great hazard but maintaining them safely while they await dismantling is a growing drain on the defence budget. More than £500M has been spent on submarine storage and maintenance since the RN's first nuclear boat was withdrawn.

Over time the nuclear regulatory frameworks have become ever-more demanding than when the submarines were conceived. Stricter rules have added more complexity and cost to the dismantling process, ironically adding delays, and increasing the amount of nuclear waste awaiting appropriate disposal. HMS DREADNOUGHT decommissioned in 1980, has now been tied up in Rosyth far longer than she was in active service. In the civil nuclear industry, operators are required by law to put aside funds and make plans during the life of the plant to pay for decommissioning. It would be prudent if a similar principle was applied by the MoD to all new nuclear submarine construction.

Besides the attraction of deferring costs in the short-term, a major cause of delays has been the selection of a land storage site for radioactive waste. Low-Level Waste (LLW) is stored at Sellafield in concrete-lined vaults and in 2017 URENCO Nuclear Stewardship Ltd at Capenhurst in Cheshire was selected as the interim site for storing

the more dangerous Intermediate Level Waste (ILW). The Reactor Pressure Vessels (RPV) removed from the submarines are classed as ILW and will temporarily be stored in purpose-built buildings above ground. They will eventually be moved to a permanent underground Geological Disposal Facility (GDF) but successive governments have failed to agree on a site for the GDF that needs to be built in the 2040s.

Afloat Storage

While awaiting dismantling, decommissioned submarines are stored afloat in a non-tidal basin in the dockyard. The 7 submarines in Rosyth have all had their nuclear fuel rods removed but of the 14 in Devonport, 10 are still fuelled. This is because in 2003 the facilities for de-fuelling were deemed no longer safe enough to meet modern regulation standards and the process was halted. Submarines that have not had fuel removed have the reactor primary circuit chemically treated to guarantee it remains inert and additional radiation monitoring equipment is fitted.

Apart from regular monitoring, once every 15 years each boat has to be dry-docked for a Survey and Docking Period (SADP) which involves hull inspection and preservation work.

Reasons to accelerate disposal

Cost. The expense of afloat storage and maintenance of decommissioned boats is rising – currently costing approximately £30M per year. Every further delay adds to this and will have to be funded from a defence budget that is much smaller in real terms than when the boats were ordered and built during the Cold War. The total disposal cost will be at least £3bn over 25 years and continue into the 2040s - This is for the 27 boats listed above – Astute-class dismantling is not yet being considered. All this effort and expense is a drain on precious MoD resources for zero operational gain with each delay adding to the cost.

Legacy. It is unacceptable to leave waste for future generations to deal with and it is simply common sense to dispose of old equipment at around the same time their replacements come online. Responsible care of the hulks afloat means they pose minimal risk to the environment or local population but, a tiny risk does remain. This makes some people living nearby uneasy and provides another grievance for those ideologically opposed to nuclear submarines and Trident. The minimal environmental hazard they pose is sometimes exaggerated by media, politicians, and campaigners to suit their own agenda. The old boats are also a rather uncomfortable reminder of the time when the RN had an SSN force approximately double the strength it is today.

Space. When HMS TRENCHANT is moved to 3 Basin at Devonport for storage, the basin will be at its licensed capacity. Currently, the MoD only has permission from the nuclear regulator to store 14 boats. Approval to hold 16 will be needed in order to accommodate HMS TALENT and TRIUMPH when they decommission. Storing more boats in Rosyth is not an option because of limited space in the basin which is also used for civilian vessels as well as by the Aircraft Carriers to access the dry dock. Once the purpose-built disposal facility at Devonport is up and running in the early 2030s it will be more efficient (and likely deemed politically less sensitive than anything in Scotland).

Progress at Rosyth

The Submarine Dismantling Project (SDP) finally started at Rosyth in December 2016, around 15 years behind schedule. A team of around 150 people are working on the site pioneering the two-stage process to remove radioactive waste. SWIFTSURE was the 'pilot' submarine for the project and stage 1 – the removal of LLW. This work was completed and the boat was sealed up and returned to afloat storage in the basin during August 2018. So far, 129 tonnes of mainly metallic LLW have been removed from SWIFTSURE and RESOLUTION. Many of the older boats have asbestos lagging around pipes, which also has to be removed with exceptional care and disposed of in sealed containers. Stage 1 work on RESOLUTION was completed on time in March 2020 and on budget.

Stage 1 work on REVENGE started in March 2020 but was suspended on the 24th due to COVID lockdown and (almost) normal working was not resumed until June 2020. Stage 1 work should normally average about 18 months per boat and by late 2021 the project had involved 600,000 man-hours with no accidents or environmental incidents.

Work on the first boat to undergo stage 2 – removal of ILW, will start in late 2025 and should be complete by 2026/7. This will be a notable achievement as the first Pressurised Water Reactor (PWR) anywhere in the world to be dismantled. Other nations use a much simpler process and cut the entire reactor compartment out of the submarine and transport it structurally complete for burial in land storage facilities. The US has successfully disposed of over 130 nuclear ships and submarines since the 1980s. The Russians have disposed of over 190 Soviet-era boats (with some international assistance) since the 1990s while France has already disposed of 3 boats from their much smaller numbers.

From submarine to razor blades. To completely dispose of an active nuclear submarine there are several steps. The boat is formally decommissioned in a ceremony to celebrate its service. The majority of the ship's company

leaves and the vessel is handed over to Babcock. The boat is fully de-stored, internal fixtures and fittings are removed along with all classified systems and items that can be re-used by other boats. Flammable materials are removed together with rudders, hydroplanes (and in some cases the propulsors) while the hull is given treatments to help preserve its life.

During the lay-up preparation phase, a small RN duty watch is retained on board for around 2 years supporting the civilian contractors as the boat is prepared for storage in order to manage reactor decay heat, secondary and hotel systems until they can safely be fully shut down. When the boat has been stripped and no longer requires personnel on board, it is towed to the basin for storage. At the current rate of disposal, the average hulk will spend approximately 40 years afloat in the basin, undergoing SADP every 15 years.

When ready to begin the 2-stage radioactive waste removal process the boat is taken into the dry dock that has been prepared for this work. All LLW is removed, including large components such as steam generators, pressuriser, and secondary circuit pipework. All radioactive material removed from the Reactor Compartment and machinery spaces is taken out through openings cut in the hull, labelled, and packaged in suitable containers for dispatch to the disposal facility. This work is done in the active waste accumulation facility (AWAF) adjacent to the dock. The boat is then sealed up and returned to afloat storage.

When ready for the second stage, it is brought back to the dry dock and ILW removal begins. The primary circuit pipework and coolant pumps can then be removed. The Reactor Pressure Vessel (RPV) head is classed as LLW and is removed separately and a temporary head put in place. The primary shield tank (PST) which surrounds the RPV has to be drained of hazardous chemicals before the RPV is then attached to a lifting cradle. The RPV is then lifted out and placed in a special container ready on the dock bottom. Once the RPV is sealed in the container, it is lifted onto a transporter to be taken away. The remaining parts of the PST are also removed and cut up into manageable sizes. All liquids and materials removed during the process have to be sorted, segregated, size-reduced if necessary and packed into appropriate containers ready to be stored, reprocessed, or recycled.

Only about 1% of each submarine is the more radioactive ILW. Around 4 % is LLW and 5% is non-radioactive hazardous waste. The remaining 90% is mostly steel that can be sold for recycling - depending on the class of boat, anything between 3,000 – 7,000 tons. The non-radioactive hulk will be made seaworthy and either towed to a conventional shipbreaker in the UK or possibly broken up in the dockyards. In 2020, the cost of preparing an SSN for tow and the tow itself was estimated at around £2M with the scrap metal worth a similar figure. Submarines are notoriously difficult to tow, even with a crew and working steering gear. There is very little shipbreaking done now in the UK - most ex-naval vessels are scrapped up in Turkey.

Disposal at Devonport. Progress at Devonport is considerably behind that of Rosyth. The unplanned refuelling of HMS VANGUARD added a six-month delay as Babcock engineers were diverted from the SDP to work on the more urgent SSBN refit. The MoD also deferred the interlinked upgrades to Devonport infrastructure to support dismantling by another two years as a cost-saving measure. The Disposals and Devonport Infrastructure Team is now working on preparing Number 14 Dock to become a dedicated SSN dismantling facility building on lessons learned at Rosyth. In the early 2000s, a major upgrade to the nuclear refitting facilities at Devonport was completed (Project D154), to support both the maintenance and future dismantling of submarines. The giant 80-ton crane at the centre of the Submarine Refit Complex that used to dominate the dockyard skyline was used for lifting reactor components but this has been dismantled and replaced with a safer and more efficient Reactor Access House (RAH). The RAH is a moveable enclosure that spans the dock and is mounted on rails on the dock walls.

Number 14 and 15 dock floors were raised, multi-cellular, impact-resistant caissons now seal the dock entrances and new isolating submarine cradles have been installed along with seismically qualified dockside cranes. In addition to the docks, there is the only seismically qualified railway in the UK and the Low-Level Refuelling Facility (LLRF) which can store spent reactor cores and fuel rods, prior to being sent for storage at Sellafield. Despite this enormous investment, further improvements are required to 14 Dock to meet the latest regulations before the dismantling project can begin. There have been significant problems with the nuclear enterprise in Plymouth, Babcock-owned Devonport Royal Dockyard Limited (DRDL) was put into 'special measures' by the Office For Nuclear Regulation (ONR) in 2019 due to safety concerns and has been served several other notices for H&S failings. The dismantling work in 14 Dock is supposed to begin with ex-HMS VALIANT in 2023 but it is far from certain if this start date will be met.

For de-fuelling operations, the RAH will be placed over the submarine reactor compartment and provides a stable, protected area that houses the crane and de-fuelling tools from which the operators can work safely while removing the RPV. The RAH concept has been used successfully across the basin in Number 9 dock for refuelling the Vanguard-class for some years.

No 15 Dock is being developed as the facility for Astute Class submarines fleet time and refits. Currently, this is done in the ship lift at Faslane. On completion of the last major Trafalgar class refit, surveys are underway to establish the material state of the dock and key enabling services. The Submarine Waterfront Infrastructure Future (SWIF) project will see the conversion of 10 Dock and a 5 Basin berth to support Dreadnought class SSBN maintenance. Number 9 Dock is likely to be the site for the eventual dismantling of the four Vanguard-class boats.

End game

To some extent, the MoD is stuck in a vicious circle whereby the cost of storing submarines eats into the budget for their disposal. The modest progress at Rosyth in the last 5 years is encouraging but the glacial pace of work in Devonport is more concerning. There are always more pressing priorities for defence expenditure and the dismantling project has been continually delayed. In the meantime the nuclear and health and safety regulatory requirements that must be met are getting stricter, adding further costs. There is almost complete reliance on Babcock for UK submarine support activity and there is a very finite number of SQEP with nuclear expertise available to recruit in the UK.

Like so many problems in defence, the failure to dispose of the boats cannot be blamed on one person, government, or company, rather a series of decisions made by many individuals that seemed justifiable at the time. There must be some sympathy for those working to deal with this legacy today, although the thrust of 2019 HoC Public Accounts Committee report on submarine disposal efforts can be summarised as saying “this is simply not good enough”

US Navy Attack Sub Programme Executive Officer Goggins to Lead American AUKUS Effort

By: Heather Mongilio

June 22, 2022



Rear Adm. David Goggins

The admiral who oversees U.S. attack submarine construction has been appointed to lead the Australia-United Kingdom-United States (AUKUS) partnership that promises to develop a nuclear-powered attack boat for the Royal Australian Navy, the Department of the Navy announced Friday. Goggins, who currently serves as the program executive officer for attack submarines, will report to the assistant secretary of the Navy for research, development, and acquisition, according to the sea service's news release. He will turn the PEO over to Rear Adm. Jonathon Rucker.

As the special assistant in support of AUKUS, Goggins will lead the planning and stand-up of the Navy's implementation of the approach selected by Australia after a consultation period, Secretary of the Navy Carlos Del Toro said in the release. “Adm. Goggins selection to lead AUKUS will further our efforts to strengthen our strategic partnerships with Australia and the United Kingdom,” Del Toro said in the release. “Dave comes to us at a critical time in the consultation period of AUKUS and is the right person to spearhead the analysis of the submarine development production and testing efforts. Under his leadership, I'm confident the AUKUS team will help meet the objective of determining the best path toward equipping the Royal Australian Navy with a nuclear-powered, conventionally armed class of attack submarines by March 2023.”

Goggins previously served as the Virginia-class program manager. He oversaw the delivery of three submarines for the Navy and started the design for the Block V Virginia Payload Module and Acoustic Superiority upgrades as part of the Virginia-class submarines. He also previously worked on the Columbia-class submarine as the program manager.

The AUKUS partnership, announced in September and formalized in December, allows Washington and London to share technical secrets of nuclear submarine propulsion with Canberra. The move caused Australia to abandon its deal with the French to buy conventionally powered submarines that would replace the RAN's Collins-class

boats. The AUKUS effort is now in the middle of an 18-month study period to determine the best way to move forward with the effort.

In addition to nuclear propulsion, the agreement is designed "to spur cooperation across many new and emerging arenas: cyber, AI – particularly applied AI – quantum technologies and some undersea capabilities as well," according to a summary of the agreement.

SUBMARINE K.26 - THE STEAM SUBMARINE

By Jack Philip (Nick) Nichols J98553 (Continued from In Depth No. 76)

'TRIVIA'

I see by my diary I attended a Schoolmaster's Lecture in the CYCLOPS, the subject was the Dutch Wars, etc. Wasn't that old Van Tromp's little struggle, "A broom at the mast said he, a broom is the sign for me." I can tell old Van Tromp that I probably handled more brooms and scrubbers, and squeegees than average. The lecture was on Tuesday, 12th August 1930, it must have been hot. The weather I mean - I can't remember the lecture. Thus, do kind men do the best they can to educate us, and a mere 43 years later I could not quote the name of a single ship that got clobbered in the Thames or Medway. I can remember the THAMES though - whacking girt Submarine 'River' class, and H.M.S. MEDWAY, Submarine parent ship.

On the night of September sixth, all I can find to say is that the mosquitos were very active, and I turned out and applied lotion. Lotion. eh? I wonder where I got it from. For some reason on Sunday, 7th September and only one day after the mossies' had punctured my hide, I see I swam for 1 ¾ hours continuously. That's the effect of that man Rizzo. I think he swam for about three days, so he had nothing to fear from me. On the ninth I must have got a touch of the warlike because I borrowed a short history of the Great War from H.M.S. EGMONT library, and I swam for 1 ¼ hours. On the 23rd of September grave doubts must have entered my otherwise serene mind, for this day I borrowed a book from H.M.S. EGMONT Library. A book on Electricity! Having been through the VERNON and a Submarine Course, kept a lot of old gear going with loving care, what was I doing reading a book on electricity so late? I hope no Stokers saw; me. On July 29th, the after-ballast pump had a leak in its suction pipe. I see we nobly cobbled it up with black tape and string. The best string, and high-quality black tape no doubt.

On the 22nd July for devilment I suppose, I swam under Submarine L.23. I expect someone dared me. On Independence Day we were unable to dive because the stern glands were leaking. I see that we detected Italian Subs, playing around, and we stopped our exercises so that they had nothing to see, see under MATAPAN for sequel. On one occasion we saw eight separate waterspouts off Malta, very impressive. And when in dry dock a small earthquake shook us in the tail part like peas in a bottle. We thought that the dock supports had fallen, but no, some tension in the globe had eased.

The C. in C. left the Mediterranean Station and we put to sea to cheer him off the Station. The function was chiefly remarkable for the rush round to get clean submarine sweaters and a large enough crowd of people up top on the upper casing to wear them and, of course, to cheer the retiring C. in C. Nice chap I understand, I don't remember his name unfortunately, but someone in the Flag Ship took a lovely picture of us sailors dressed like goalkeepers cheering. I still have it.

About this time somebody picked up an Opera Hat, and it being an easy object to conceal - flick the top and it went flat and could be actually slid up your white Jersey. Tims being at the for'd end of the after part of seamen used to go over to the port side to get the gangplank ready, and because of the slight overhang on the top casing he could not be seen from the bridge nor could he be seen by the Sub. Lieut, of the after part whose view was interrupted by the after end of the casing. On occasion men on the 'L' Boats waiting to take our lines .and hawsers could be seen to be convulsed, and as no Officers appear on an 'L' Boat just to see K.26 tied up, it being a job for Seamen only, our Officers on the bridge were aware that something funny was going on but unable to see the cause. Tims had another prop, a bit of stiff wire bent into the semblance of a monocle. Of similar type were the harmless jokes that made us simple sailors laugh. Some stupid Ordinary Seaman with a 'box brownie' leaned out of a port hole in H.M.S. CYCLOPS by accident, took a beautiful snap of Tims with his opera hat and monocle standing upright alongside the five-foot high K.26 over on our port side. After passing the print around the CYCLOPS and Submarine Mess decks for a while the O.D. gave a print to an Officer's Steward.

A week later an enlargement appeared in our Wardroom. The Captain is said to have declared (so my informant Nelson tells me) that he was going to have piped one day, "Rig of the day, Opera Hats and wire monocles," and there'd be trouble for those who were out of the rig of the day!

THE END, OR TO BOY SCOUTS EVERYWHERE - I HAVE GONE HOME!

Well, the big centre-line dynamo, the reiz pumps, various leaks, short circuits etc. drew the attention of the Admiralty to the cost of running an old one-off job, they couldn't get a spare bit for us off an

Old 'L' Boat, and likewise destroyer's spares didn't fit us, so the Malta dockyard were told to examine us - not the crew - the boat, and report. This is how it goes. A dockyard foreman (clean light brown overall, trilby hat) with lots of knowledge in his noddle, comes aboard. He says at the gangway to the Q.M. "Drill test". This establishes his integrity, his status in the dockyard and hierarchy, and one or two other things that I am too ignorant to cope with. The Q.M. - Berkshire - actually an L.T.O. but doing a turn as Q.M. as Tims is sick, (only a feverish cold he's not going to die). The Q.M. puts it in the log, "Dockyard official aboard for drill test". He doesn't know what it means. Tims would not have known, but Tims, with a merry quip would have asked. However, I was going to say 'Well' but 'However' besides being three letters longer, is more dignified don't you think? However, off goes the dockyard gentleman with the clean overall, which proves he is more in the brains side than the brawn, and indeed his only tool is a piece of white chalk. He goes around the boat on the outside, the portion that contacts the 'cruel sea' as some-one described it. From time to time he stares fixedly at a spot, then quick as a flash he draws with his piece of white chalk a six-inch circle. He's good at it I watched him do at least a dozen and I don't think they varied half an inch from being perfect circles. In the exact centre he puts a dot. Now before joining the Royal Navy I was in the boy scouts, and for a brief period, I don't want to brag about long service I was in the Wolf Cubs. In both these pleasant organizations this sign meant something, it meant from scout to scout or from wolf-cub to wolf-cub or for that matter from wolf cub to scout, and from scout to wolf-cub it meant one thing and one thing only. It meant, "I have gone home". In fact, it was in my Scout diary in black and white near the instructions for getting stones out of horses' hooves, and how to find the north star easily without the help of the Cub Mistress. Alongside each circle & dot combination he put D.T. always at the right. He did it all over the place then put the chalk in his pocket and down the gangway he went.

Berkshire said, "Cheerio", the bloke replied "Cheerio", and that was that, almost. It is curious how imitative human beings are, and the number of people, even sailors, who carry bits of chalk about must be well up in the thousands. About that time there had been a bit of a clamp-down on artistic activities, as someone had invented a quickly drawn figure of an angular looking bird, known as the Fu Fu Bird. Wags used to whip out a piece of chalk, "swish-swish-squeak-swish-squeak-swish-squeak" and there was this bird in chalk with the words "Fu Fu" alongside it. I can't explain all about the Fu Fu bird, it was chalked quickly, at night sometimes, sometimes in a place where it would be revealed suddenly like on the piece of corticine in the Wardroom immediately under the Captain's arm-chair to be revealed only when he shifted his arm-chair nearer to the fire. The Fu Fu bird had lived for a while, but now was subject to a big penalty. You could, in other words, draw Fu Fu birds only at a risk of fourteen days 10A. This of course left many sailors with a piece of chalk, and no message for posterity if you follow me.

Well, not however, this time, copyists who no doubt knew of the penalty for Fu Fu bird's artistry saw the chalked circle and the dot and the letters D.T. spread well around, they considered that their work was as good, so choosing nice pieces of background they copied the original? On the hull of K.26 this. A day or two went by, a workman, (much lower grade, dirty overall two tears in seat, pocket hanging off, flat cap, half cigarette behind left ear) came aboard dragging a long air hose and a windy drill; a drilling machine activated by compressed air. He went from mark to mark; at the centre of each; right on the chalk dot he drilled a five eighths hole. It took him all day. As we went to evening quarters, he rolled up his air hose, shouldered his drill and silently, like the Arabs, stole away. It seems that the D.T. meant "Drill Test", the metal of the hull, the tanks, the upper casing, the gun-shield was to be drilled here and there and a gauge inserted to see how much metal remained, how thick, what was between us and the sea, in other words, we were like the proverbial colander. The test men came, queried, went, officials in ascending order of importance came, our 1st. Lieutenant looked, our Captain looked (laughed in private), we looked, laughed in public, but not for long, quite a schermozzle. An argument ensued when the test men would not test the fraudulent holes, the man who had put the original marks was now on annual leave and not available, to say which were originals, and which forgeries. Eventually all the holes were measured for depth, tapped with a thread, a screw-plug inserted, ground off and the data sent off to the proper department, where it is said, I have a slight doubt myself, that the measurements were lost. Anyway, this is a fact that cannot be disputed. Several weeks later, the first man, he of the clean light brown overall, trilby hat, came across the gangway, said to Tims, "Drill Test" and started to draw these rings and dots in red paint with a little camel-hair or it may be some other hair, brush. Following him up was a man with a hose and drill. Which proves that while the Royal Navy live, the dockyard live and learn. A little while after that I suppose our punctures had proved the thin nature of our skin, the Admiralty made their mind up. Oh, alack a day Saturday, 13th December 1930, those cruel words, "H.M. Submarine K.26 is to pay off today into material reserve". In other words, except for a war breaking out in

the next six months or so, my love becomes razor blades, pogo-sticks, child's bicycles, needles, hairpins, souvenirs from Margate, anything, anything, of steel. With the sort of hurry that used to be used to shuffle unwilling convicts to Australia, the crew and a few time-expired men from the L Boats were loaded aboard the S.S. Barrabool on her way from Australia to England, to take passage home. We all regretted leaving, we would all have loved to steam K.26 home, to be towed home in her, but it was not to be. Once aboard the liner we settled down. As I was a more or less skilled electrician I was allocated to a small squad of men that guarded a young sailor mental case, going home from one of the big ships, his trouble melancholia. Poor, poor lad, the Royal Navy was not for him, I hope he recovered. My love was in Malta, I went on leave, my best friends asked me when I was going back, and if they really gave us anything in submarines for if we got sort of stuck down there, as they put it. I said, Yes'. "What is its name?" I said, "I'm not supposed to say, it would get me into trouble most likely". "Go on tell us", she said, all giggles and slap me. "Well don't tell anyone else", I whispered, "it's a stuff in a little steel cylinder and its O.K. for cockroaches and fleas too". "What's it called Nick, go on tell us two, just us two girls". I looked serious. "It's called Deddly Gas Mark two, and it's made by a secret process in Wigan out of Manchester tram-tickets." D'you know one of those girls believed it, and went home and told her mother, about the deddly gas, I mean.

Back off leave, I was put into a little submarine about as big and as slow as a Corporation bus. H.32 she was and in June '31 we tied up to a ship in Grand Harbour and there, there, up French Creek was K.26 next door to the floating crane. Old 'Watts' the Asdec-Rating, Telegraphist was in H.32 too, I nipped down and brought him up, I was so mysterious he thought I wanted to borrow some money. I pointed excitedly, "Look Watto, Steam Pig." "Well, I'll be bound" was old Watts' answer to any surprise. There she was old Watto's dream, my dream, high out of the water, her battery must have been out, still clean looking, guns out, her shapely bow facing towards us. Either side of the conning tower of K.26 there were two, one on either side black vertical streaks. It looked as if two of the portholes were eyes, and that they had been crying. Watts said, "A war now, could still save her, a threat of war and she'd be docked tomorrow, we could both volunteer. We knew we were wishfully thinking. Watts mused, "Over there in that lovely boat there's a practically brand-new type 180 Asdec set, and down below in this damned dinky toy what have we got, a bloody old 113A tied up with string and insulating tape." I groaned, "Oh for my Motor Room I'd like to swim over there break the rotten padlocks and pinch the biggest souvenir I could find." Old Watto lit his pipe: pretty grisly with ship's tobacco, I'd never noticed his eyes water before.

H.32 sailed on the day of the Invergordon Mutiny, I never saw K.26 again. I've looked at Canterbury Cathedral, built to the glory of God, I have marvelled at it, but forgive me if I say I prefer a picture of the late K.26. In the autumn of 1931 she was towed round to Sliema and a contractor broke her up on the hard. It is said an Italian firm bought the scrap, all two thousand tons of it. If this is indeed so, Malta would have received quite a portion of it back in the shape of bombs. However, that may be, I am more than glad that I spent two years inside the Steam Pig with my friends. We may have been lucky, no one died, many were promoted, no one asked to be sent to another boat. I used to dream about her, she had been miraculously saved from scrapping, she was about to rise like a Phoenix. But there you are, you dream almost, anything after tinned salmon and clearing up a plate of macaroni. I remember saying to Bertram, good old Bert, "I'll write about this boat one day, if I can only find a villain". Well, no villain turned up, only a lot of nice ordinary chaps. So, I had to do without a villain. Some of those nice ordinary chaps are spread around the bottom of the sea, they are there because they believed something fine about their own country. May they sleep as soundly they as they did in their hammocks in the old steam pig. Alongside old enemies perhaps who believed too that their country was right and fought to prove it.

POSTSCRIPT

When the Admiralty cause a ship to be broken up, they get suddenly sentimental. They order that the bell of the ship shall be returned to the nearest Royal Dockyard. Then, they allow persons with an interest in such things, to purchase these bells. Their claim for a certain bell, or even any bell, is carefully considered. Several people may want to purchase the same bell. Eventually, the Admiralty decide on the relative importance of such claims. If you had been for three years, the Captain of a particular ship your claim would naturally be good for her bell. But, if a stronger claimant asked for it the Admiralty would decide, and mayhap you would be asked if you would care for some other bell. I have a bell purchased in this way, the bell of the late H.M.S. "ROYSTERER" a rather large bell cast in 1919 when the ship was built. Somewhere however, there must be a small bell marked H.M. Submarine K.26. It may well be in the possession of someone indifferent to bells - it may not. But I would readily swap, my big bell for the K.26 one, on the principle of 'New lamps for old.' Like Abanazer in the pantomime I am unprincipled; at least with regard to K.26's bell. It rang out the hours of the two happiest years of my life, I would dearly like to hear it again.

SUBMARINERS ASSOCIATION MEMBERS 'CROSSED THE BAR' Reported 1st April 2022 to 30th June 2022 (WWI Service)**

NAME	DATE/AGE	RANK/RATE	BRANCH	SERVICE	SUBMARINES
Richard Yorath Cooper Sharp	8th April 2022 aged 90	Lieutenant Commander (EL)	Dolphin Branch	June 1955 to October 1970	DOLPHIN, THERMOPYLAE (LO), DOLPHIN, RORQUAL (LO on Commissioning at Barrow in Furness on 24th October 1958), DOLPHIN, ADAMANT & DOLPHIN
Michael Geoffrey Carlisle Tanner, OBE	3rd May 2022 aged 85	Commander (MESM) CO09551P	Dolphin Branch	September 1962 to May 1989	ALLIANCE & CHURCHILL
George Rhodie	5th May 2022 aged 83	Chief Petty Officer OPS (Sonar) J976678X	West of Scotland Branch	January 1961 to November 1989	TIRELESS (1961), TEREDO (1962), ANDREW (1963), GRAMPUS (1964), VALIANT (1965 to 1966), OTUS (1966), TIPTOE (1966 & on Commissioning at Chatham on 24th February 1967), REPULSE (S) (1st Commission Crew) on 28th September 1968, REPULSE (P) (on commissioning at Rosyth in 1972), RESOLUTION (1977 to 1979) & RENOWN (1982 to 1984)
Peter A (Rod) Gearing	28th May 2022 aged 82	Chief Petty Officer Marine Engineering Artificer (P) D188529H	Ex Plymouth Branch	1967 to 1987	ODIN, OSIRIS, SWIFTSURE (1st Commission Crew) on 17th October 1972 & SUPERB (on recommissioning at Devonport on 28th September 1985)
J Mark (Bosso) Bosson D162287Q	29th May 2022 aged 61	Chief Petty Officer Marine Engineering Mechanic (M)	Ex Dolphin Branch	July 1979 to 201*	TIRELESS, TRENCHANT, VANGUARD, TURBULENT (1st Commission Crew) on 28th April 1986, RESOLUTION & RENOWN
John Imrie	May 2022	Warrant Officer WEM (R)	West of Scotland Branch	1970 to 1999	REVENGE, RESOLUTION & REPULSE
Christopher J Booker	June 2022 aged 74	Petty Officer (WEM) (R) D080301C	Nottingham Branch	August 1967 to April 1988	REPULSE (P) (1st Commission Crew) on 28th September 1968, RESOLUTION & REVENGE (P) (on recommissioning at Rosyth in 1975)
R W (Bob) (Pop) Purves	13th June 2022	Leading Radio Electrical Mechanic	SOCA	Not Given	FINWHALE & AMPHION (former SOCA Secretary)
Robert Ian (Bob) Cremin	June 2022 aged 69	Leading Seaman (Sonar) D105013B	Middlesex Branch	November 1970 to August 1979	AURIGA (1970 to 1971), ANDREW (1972 to 1974). RESOLUTION (S) (1973 & on recommissioning at Rosyth on 27th November 1976 to 1977) & RESOLUTION(P) (1977 to 1979)

OTHER SUBMARINERS 'CROSSED THE BAR' Reported 1st March 2022 to 30th June 2022 (WWI Service)**

NAME	DATE/AGE	RANK/RATE	SERVICE	SUBMARINE SERVICE
Douglas Alfred (Alfie) Marks	4th April 2022 aged 91	Fleet Chief Radio Supervisor	Not given	DOLPHIN, RG (P), SEASCOUT, SENESCHAL, THULE, TELEMACHUS & TACTICIAN
A (Tony) Noble	6th April 2022 aged 59	Marine Engineering Mechanic	19** to 1986	including OCELOT (1983)
Nicholas (Nick) Breakspear Kirby	9th April 2022 aged 82	Captain (E) (WESM) CO 05541T	1965 to 1977	DOLPHIN, WALRUS (1965), GRAMPUS (1965 to 1966), VALIANT (1967) & SWIFTSURE (1972 & on commissioning on 17th April 1973 to 1975)
John (Paddy) Daly	13th April 2022 aged	Petty Officer MEM (L)	Not given	Not given

	64			
David Blacklaws	16th April 2022 aged 75	Not given	1955 to 1957	TUDOR & TOTEM
David Wheelband	April 2022	Leading Weapons Electrical Mechanic	Not given	Not given
Keith Douglas, MBE	April 2022	Lieutenant (SD (E) (MESM)	197* to 1988	RESOLUTION (S) 1971), RNC Greenwich (1977), WARSPITE (1978), VALIANT (16th February 1980 to 1981, DREADNOUGHT (1982), CFM Devonport (1983), DEFIANCE (1984 to 1985). SCEPTRE (1986 to 1987) & Devonport Naval Base (1988)
Michael Nield Collis	4th May 2022 aged 95	Commander (E)	Not given	DOLPHIN, TRUNCHEON, PORPOISE, AMBROSE & DOLPHIN
Brian Alan Needham	19th May 2022	Commander (X) (SM)	195* to 1973	TACTICIAN, AMBUSH, TURPIN, TACITURN, THERMOPYLAE (IL) & CACHALOT (CO)
Kieran A O'Connell	20th May 2022	Leading Marine Engineering Mechanic (M) D141616Q	1974 to 1994	SWIFTSURE (1974 to 1978), (1979 to 1986) & (1988 to 1992) & SOVEREIGN (1992 to 1994)
Timothy John Kay Sloane OBE	26 th May 2022 aged 81	Commander	From 1963	PORPOISE, VERNON, REPULSE, OSIRIS, ORPHEUS, WARRIOR, DOLPHIN & FOSM Staff
David (Dave) Marshall	31st May 2022 aged 76	Marine Engineer	March 1965 to 3rd March 1986	ARTEMIS on 'Commissioning' at Chatham on 10th September 1965, AMBUSH, ALARIC, CACHALOT, FINWHALE, ORPHEUS & OPOSSUM
Harry Paling	May 2022 aged 89	Marine Engineer	1951 to 1973	ACHERON (on commissioning at Portsmouth on 7th February 1955) & R Class
Michael (Mick) J Fish	May 2022	Leading Stores Accountant	Not given	PORPOISE, ONYX (4th Commission Crew) at Rosyth on 23rd November 1985), OCELOT & ONSLAUGHT
M (Micky) Foot	May 2022			
Philip J Sinkinson	May 2022	Medical Technician 1 (HP)	Not given	CHURCHILL on commissioning at Barrow on 15th July 1970 & SWIFTSURE
Terence (Terry) (Brum) Cockbill D113946A	April 2022	Warrant Officer Radio Supervisor (SM)	Not given	Northwood (CTF345), SM2 & DEFIANCE
Lewis Friel	4th June 2022	Able Seaman (WS) (TSM)	Not given	VANGUARD, VIGILANT & VICTORIOUS
Mark W Wilkie	11th June 2022	Marine Engineering Mechanic (L)	Not given	SUPERB on re-commissioning at Devonport on 28th September 1985
Jeremy Houston	11th June 2022	Lieutenant (X) (SM)	1968 to 1975	DOLPHIN, ALLIANCE (1968 & 1969), ORPHEUS (1970 & 1971), RENOWN (1972) & NEPTUNE (1973 to 1975)
Albert Tatlock	24th June 2022 aged 78	Leading Seaman (RP2)	Not given	WALRUS on recommissioning at Devonport on 3rd December 1969 & RESOLUTION
Maurice Rudd	30 th June 2022	Leading Hand	Not Given	ANDREW on Commissioning in Singapore in December 1964
Nick Nicholson	June 2022 aged 53			