



IN DEPTH

Official Newsletter of the Submariners Association

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

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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

I wasn't quite sure how to write the Editorial this month. Having watched all the comings and goings in London with the choosing, by the Government of a new Leader and Prime Minister and her formal appointment by the and Queen, I thought that things would get back to some sort of normality. However, as they used to say, no-one expects the unexpected and the loss of our Queen so soon afterwards was a bit of a shock to us all although, at ninety six years of age, I suppose it we should not have been quite so surprised. However, for most of us The Queen had always been there.

I, and some other Association Members, will remember the death of King George VI in 1952 followed by the Accession of the Queen and, then her Coronation in 1953, with the magnificent Coronation Procession and Crowning Ceremony which I watched (with my parents, brother and sister) on a very small black and white TV screen in a Hall at the British Legion in Poole - with dozens of other people - hardly anyone had a TV in their own house in those days. My parents didn't have an electricity supply to the house - let alone a TV! This time we were all able to witness events on a continuous basis

The events of the following ten days - the return of the Queen from Balmoral to London, the Lying-in-State at Westminster, the Funeral Procession, and the Funeral itself

was all done so well and, with the professionalism of all involved - especially of the Armed Service Personnel went like clockwork - as was only to be expected. The performances of the Coffin Bearers, the Royal Marine Band and the Naval Gun Carriage Team were particularly notable and it was good to see that there was at least one Submariner in the Gun Carriage Team - I expect there were a few more.

On the formal side of things at Barrow the Branch Chairman got a letter from the Town Hall inviting the Branch to be represented at the Formal Proclamation of the new King at the Barrow Town Hall - the Chairman, the Secretary and myself attended.

All the usual items are included in this Newsletter with more items than usual from the Branches - thanks very much!

There is an item by Jock Mclees (Vice Chairman of the Friends of the Submarine Museum) about a visit to the National Arboretum discussing planning for replacing/updating of the Wall of Remembrance at the Museum but also describing first impressions on viewing the new Submariner Memorial and on how well it has been received.

The item about the new 'Online Book of Remembrance' (OBOR) funded by and developed by the 'Friends of the Submarine Museum, accessed via the SMF Website and

which complements the new Submariner Memorial has been included again. If you have any information about any of the Submariners or Submarines listed in the OBOR please submit it so the records are as accurate as possible

Three Book Reviews this time. One book by Commander David Parry describes the 'Perisher' history and process and is reviewed by Rear Admiral John Lang. Another review is of R O Neish's book about the 'Bustler' Class Emergency Rescue tugs of WWII with a foreword by Captain Ken Day. The third book is the latest of R O Neish's History of the Leith Shipyards - 1945 to 1965.

In the last issue of In Depth I suggested that as the 'Submarine K26' story was concluded I would need to find a new Serial, however thinking about it, I realised that the K26 Story had introduced a wide range of interesting

submariners characters so, as they were all real people, it might be interesting to see what they had happened to them after leaving K26 – we start with the Officers!

That's about it for this issue. Hopefully you will find something of interest to read.

Please note that In Depth Issue No. 79 will be published on 1st January 2023. Contributions are required to be with the Editor by 15th December 2022 - see Contact Details on Page 3. Please make sure I get your contributions in good time!

Regards

Barrie Downer

CHAIRMAN'S REPORT

How sad that I have to include comments on the passing of Her Majesty the Queen. Like most of us it came as a shock, even though we knew the ultimate price she would pay for 70 years of total dedication to, not only this country but all members of the Commonwealth. I thought she might step down and relax for her remaining years, but that Lady was a powerhouse and died in office. She would never have been able to relax. I know you will join me in raising a glass "God bless you Ma'am".

Our Association President sent the following message to the Royal Family:

"I write on behalf of the Submariners Association to express our heartfelt condolences on the death of Her Majesty Queen Elizabeth II. From the days of the Tot and active service to our retired veterans in the many association branches throughout the United Kingdom, Her Majesty had always been the beacon which inspired our pride in the United Kingdom and the Submarine Service. That loyalty will always be there, and we offer all our loyalty and heartfelt sympathy to you and your family at a time of such loss."

I have the honour to be Sir,
your humble and obedient servant,

Rear Admiral Niall Kilgour CB
President of the Submariners Association

Like all submariners we adapt and overcome. "God save the King".

On your behalf I sent an email to Captain Bill Oliphant (General Secretary RBL) requesting that we parade our National Standard alongside the RNA National Standard at Her Majesty Queen Elizabeth's funeral on Monday 19 September. He sent me a very nice reply giving me the email address of whom to contact.

I duly sent the request but have been informed that HM the Queen, alongside the Royal Household, has for the last two years been planning her funeral (Op London Bridge). It was her wishes that "The selection of standards being paraded as part of Her Majesty Queen Elizabeth II state funeral is made by the Royal Household in line with the late Queen's wishes". I understand and fully support her wishes, there must be hundreds of Associations who would like to parade Standards. It is a disappointment for the Association and, in particular Frank Pas, our new National Standard Bearer.

Bill Oliphant has sent an invitation to the SA to take part in the Naval Associations Parade which will be conducted at the Cenotaph a year from now on Sunday 10 September 2023. This Parade will be dedicated to the remembrance of our beloved late Queen. Information to follow via Branch Secretaries.

Frank polish your brasses and shoes and put that date in your diary!

TSF. Their appears to be a misconception that all members are part of TSF because I signed the Contract. That is not so, individual members must log onto <https://submarinefamily.uk> and join in their own right. If you don't have a

computer get a member of family or phone a friend to sign you up. We are trying to get a paper form of joining so please bear with me.

I cannot stress too much the importance of Association Members joining TSF and making a donation. The more that join the greater the expectation of successful grant applications.

I am aware that TSF has teething problems. You don't build a new class of Submarine and expect it to complete Acceptance Trials without any glitches so, please be patient, these TSF glitches are being addressed as you read this article.

While we are on the subject of patience - the new SA Website and the Membership Database are being built. It's important that the Webmaster (Gary Strange), and the Membership Secretary (Roy Morden), give all the information and the correct guidance of how we want the Website to look and the contents required to Mindworks as any changes after it's built will come with additional costs to the Association.

As SA Chairman I intend to visit as many Branches that request one. I have already visited Northern Ireland and Gosport. This appears to be a popular move and gives me the opportunity to meet Members face to face and, hopefully, alleviate some of the doubts members have of the NMC. If you wish me to attend your branch Meeting please send an official request from your Branch Chairman to the National Secretary Ron Gordon sasecretary@submarinefamily.uk with details.

Despite an enormous amount of work put in by Dave Tremmil (our agent), Aoife McVeigh (Visit Belfast) and Davy George (NI Branch), I was forced to cancel Belfast 23. The hotel booked has had supply problems and their refurbishment program - due to finish September 22 has run over into April 23. A huge disappointment for all.

As stated before - we adapt and overcome - so Belfast 23 will become Belfast 24. Dave, and Aoife are on the case to ensure we get a hotel worthy of our status and Davy is working hard to make sure we are all entertained and have a good craic as the Irish say. It will be expensive but we have the £40pp from National funds to assist with the high costs of hotels, so why not make it a four or five day break.

The Holiday Inn Leicester were able to step in at very short notice and take our booking for what is now known as Leicester 23. I do urge you all to consider coming. Obviously the booking forms are late being sent out (see Pages 25 to 27) but your Secretaries should have all the information you need.

Iain Mackenzie
Chairman

DISCLAIMER

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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: WEST RIDING BRANCH – OLD SOCA & NEW SA STANDARDS

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

(202* = Serving Member)

Roy Morden – the Association Membership Secretary - tells me that the Association has had more than twenty new Members joining since 31st March 2022 and that more Applications are being received via The Submarine Family Website and which are currently being processed. Unfortunately, until the new SA Website and Database are in place he is unable to give me all the details of these New Members/Applicants (including their chosen Branches) at this time. New names and information reported so far is listed below:

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
Ian Robert (Emma) Peel D082285C	Charge Chief Marine Engineering Artificer (P)	Barrow in Furness	March 1972 to September 1986	SWIFTSURE (August 1972), SPARTAN (October 1977& 1st Commission Crew on 22nd September 1979 to January 1980) & SCEPTRE (October 1984 to December 1985)
David R Berry (Chuck)				

John Anthony Mullineaux (Mo)				
Glyn Charles Buttfield (Butts)				
Brian Charles Hope (Paddy/Bob)				
David Trelore (Dave)	Leading Seaman (Sonar) (SM)	Barrow in Furness	Not given	SWIFTSURE (1st Commission Crew on 17th October 1972) & SCEPTRE (1st Commission Crew on 14th February 1978)
Cliff Shipton	Petty Officer MEM	Barrow in Furness	Not given	REPULSE (S) (on commissioning at Rosyth in 1972 & SOVEREIGN (1st Commission Crew on 11th July 1974)
Rob Richards				
Ronald Wright (Ron)				
Peter James Mitchell (Mitch)				
Charlie McKee				
Jamie Molyneux				
Peter Richard Harris				
Graeme M Henderson				
Paul Anthony O'Reilly				
David Leaning				
Paul Fisher				
Roger Downs				
William George Kidd				
Stephen P White (Knocker)				

SUBMARINE LOSSES OF WWII JULY 1942

No Submarines were lost in July 1942, but one Submariner is reported to have died. He was:
Ldg Tel Lewis Lloyd Kerry O/N P/JX 155610
Lewis Kerry served in Submarine **HMS PORPOISE**. He is reported to have died from meningitis on 9th July 1942 in the 42nd General Hospital in Kantara in Egypt. Joel Blamey, who was the Engineer of PORPOISE, reported that Lewis Kerry had not been well for a number of days whilst at sea and died a few days after returning to harbour. Lewis Kerry was the son of Mr. G V Kerry MM & Mrs N Kerry, and the twenty-one-years-old husband of Doreen Jessie Kerry from New Cross in London. He is buried in the Ismailia War Memorial Cemetery in Egypt in Grave No. 4.B.5

AUGUST 1942

One Submarine was lost (With All Hands) on 7th August 1942 and two other Submariners are reported to have died – one on 2nd August 1942 and the second on 10th August.
The first Submariner lost was a member of the crew of **HMS TRUANT**, and he died in Colombo, Ceylon (now Sri Lanka) of a fracture of the base of the skull – the result of an accidental fall. He was:
L/Sto John David Ellis D/KX 77274

NOTE: Thirty-five-year-old Welshman John Ellis was the husband of thirty-two-year-old Mona Ellis (nee Clitheroe) of West View, Barrow in Furness, Lancashire. John Ellis is buried in the Colombo (Kanatee) General Cemetery in Ceylon (now Sri Lanka) in Plot 6c, Row A, Grave 6.

The second Submariner lost was a member of the crew of the Submarine Depot **HMS MEDWAY II** - the Submarine Base at Beirut in The Lebanon. It is reported that he was accidentally electrocuted on 10th August 1942 onboard Submarine **X-50** - which was the former Italian Submarine **PERLA**. He was:
AB (ST) Edgar Harold Swannick P/JX 221854
Harold was from Berwick in Shropshire and, pre-war, he had been a timber feller - as listed in the 1939 Register. Twenty-five-year-old Edgar Swannick is buried in the Beirut War Cemetery in Plot 3 Grave F1.

The Submarine lost was Submarine **HMS THORN** which was sunk 'With All Hands' on 6th August 1942 after an attack on an Italian convoy in the Mediterranean in position 34°25'N, 22°36'E. A Ju-88 aircraft had been seen to make a machine-gun attack ahead of the convoy. The Italian torpedo boat PEGASO then detected a contact and carried out a series of depth charge attacks. After seven attacks a large air bubble was seen, as was a large oil slick.

HMS THORN had been expected to arrive at Beirut but was declared overdue on 11th August 1942 when she did not arrive. The Crew was:

Officers:

Lt Cdr Robert Galliano Norfolk DSO, RN
Lt Chester James Parker, RNVR
Temp Lt Arthur St George Hawksworth, RNR
Sub Lt L J Ingledon, RN
Lt A E C Bell, RNR
Wt Eng Leonard Frederick Davies

Ratings:

CPO William James Eason, MiD J97357
PO Arthur James Hatchard, DSM P/JX 125830
PO Dennis Herbert Gossman C/JX 149240
Petty Officer Frederick William Hendren J105303
PO Henry Bernard Robert Burns Butcher D/JX 145695
PO William Stanley Magness, MiD D/JX 137447
L/Sea Frederick Boon, MiD D/JX 144535
L/Sea Kenneth Dodd P/JX 148630
L/Sea James Collier D/SSX 19469
L/Sea Joseph William Balshaw RNVR/M/DX 2547
L/Sea George Edward Cockwill, MiD D/JX 212772
AB James Burton Laird C/SSX 20927
AB Frederick Bernard Gibbons P/JX 189434
AB Walter William Gilmore Upton, MiD P/SSX 27533
AB Thomas Mitchell P/SSX 21743
Able Seaman Reginald John Chalcraft P/JX 235692
AB Joseph Jones P/JX 220357
Able Seaman Reginald Edward Porter P/JX 223838
AB Frank Harry Brodie D/JX 196780
AB Kenneth James Yardley D/JX 160450
AB Frank Albert John Webb D/JX 199782
AB Thomas Crompton D/JX 190274
AB James Barrow D/SSX 33705
O/S Claude Levi Hayler D/JX 199995
PO Tel Charles Donald Elphick P/JX 137927
L/Tel Cyril Maples P/JX 157413
L/Tel Leslie Edward Hayward, DSM TBA
Tel Alan Godfrey Bond P/JX 154890
Yeo of Sigs Herbert Torr, MiD J154890
PO Std Thomas Edward Milliken D/LX 21430
L/Cook Charles Neville Paul P/MX 50840
EA W Nuttall D/MX 60274
CERA E A Woods P/MX 51717
ERA T Price DSM P/M 22637
ERA R Moorcroft P/MX 47791
ERA C McInnes C/MX 73106
ERA G N Webster D/MX 58988
CSto P Hayes DSM D/K 58034
SPO J Freese MiD D/KX 85980
SPO T M Aitchison C/KX 83016
L/Sto J L Newland C/KX 88353
L/Sto R Reeson C/KX 94382
L/Sto S Burr C/KX 100265

L/Sto F C Detton P/JX 160578
L/Sto J A Smithson D/KX 92434
Sto1 J J Milburn D/KX 129666
Sto1 J Hay D/KX 118044
Sto1 P Cafferty D/SKX 910
Sto1 P Flockhart C/KX 113074
Sto1 B J Wood C/KX 138477
Sto1 J E Pope C/KX 111806
Sto1 J A Paterson C/KX 97396
Sto1 A Bell P/KX 76158
Sto1 D McCarthy P/KX 110877

SEPTEMBER 1942

One Submarine was 'lost with all hands' in September 1942 and one other Submariner is reported to have died.

One member of the crew of Submarine **HMS P512** died in Canada on Saturday 12th September 1942. It is understood that he was accidentally drowned. He was:

AB Colin Walter Forward D/JX 181211

Twenty-three-year-old Colin Forward was the son of James and Hettie Forward of Little Bay Island, Newfoundland. He is buried in the Pictou (St James) Cemetery, Nova Scotia in Lot No. 39B.

The Submarine lost was **HMS TALISMAN** which left Gibraltar on 10th September 1942 with stores bound for Malta. She reported sighting a U-boat off Philippeville, Algeria on the 14th, but was not heard from again. **HMS TALISMAN** is presumed to have been lost on Italian mines in off Sicily. She had been due to arrive at Malta on 18th September 1942.

Those lost were:

Officers:

Lt Cdr Michael Willmott, DSO
Lt Oscar Stephen Verity Waterlow, MID
Lt Michael John Brendon
Lt William Donald Heath Eves
Cd Eng William John McNally

Ratings:

PO Edward Morris P/JX 128030
PO Kenneth Patrick Abbott C/JX 146230
PO David Flynn, MiD D/JX 134042
PO John Henry Collins D/JX 136207
L/Sea Leonard George Coleman, DSM P/JX 129212
L/Sea Albert Edward Algar D/JX 137238
L/Sea James Fairfield D/JX 136787
L/Sea Stephen Jancey D/JX 127692
AB Arthur Robinson Bell P/SSX 20192
AB Patrick Mahoney P/SSX 25966
AB John Craig McEdward P/SSX 23361
AB Ronald John Merritt P/SSX 32643
AB Herbert William Abbott P/JX 274845
AB John Bousfield C/JX 148165
AB Frank Stanley James J109512

AB Ronald James Carey C/JX 203003
 AB William Robinson C/JX 147371
 AB Richard Deary C/SSX 30938
 AB James Thomas Milligan D/JX 198543
 AB William George Morse, DSM D/JX 202869
 AB Andrew Joseph Hayburn D/JX 160711
 AB Joseph Beckett D/JX 190290
 AB Francis Joseph Gormley D/JX 169386
 PO Tel Harry George Oakes, MiD C/JX 133119
 L/Tel John Main Beaton C/JX 157253
 Tel William Charles Musgrave P/SSX 29947
 Tel George James Bowers C/JX 155109
 Sig George William Tolley P/SSX 31689
 EA3 Richard Jackson, DSM P/MX 54422
 L/Std John Thomas Foley D/LX 22224
 PO Cook David William Mack D/MX 50509
 ERA1 Edward Thomas Bullock, DSM M34905
 ERA3 Donald Douglas Forsyth P/MX 57727
 ERA4 Arthur Edward Lewis D/MX 74704
 ERA4 George Wood C/MX 77710
 ERA4 Theofiel Robert Robson C/MX 59052
 ERA4 Thomas Paterson Neilson C/MX 77954
 SPO James William Wheeler P/KX 78798
 SPO James Foulger, MiD, C/KX 83317
 L/Sto Arthur Albert Aven, MiD, P/KX 93116
 L/Sto Patrick Brand C/KX 83617
 L/Sto Patrick John Sullivan D/KX 88242
 Sto1 Edward Humble Carlisle D/KX 132725
 Sto1 Frank Callaghan D/KX 122480
 Sto1 Herbert Stanley Haydon D/KX 81275
 Sto1 Maurice Willard Kirby P/KX 89474
 Sto1 Kenneth Hazzard P/KX 117737
 Sto1 Albert Arthur Thornhill P/KX 117421
 Sto1 Leslie Ronald Witham P/KX 112598
 Sto1 Stanley Freeman P/KX 100519
 Sto1 George Beattie P/SKX 220
 Sto1 Frederick Charles Alfred Street P/KX 135119
 Sto1 Jack Connolly C/KX 101049
 Sto1 William Henry Calvert C/KX 135226
 Sto1 Norman George Coulter C/KX 92557
 Sto1 William Job Grant C/KX 90653
 Sto1 Carl Edward Gall C/KX 114291
 Sto2 Albert Richard Marshall C/KX 144382

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 & ANSON

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'.

A Visit to the NMA by The Friends & the NMRN

By Jock Mclees

As some of you may already be aware, as Vice Chair of the Friends' Committee, I accompanied Matthew Sheldon (Executive Director of Operations, NMRN) and Jason Webb (Deputy General Manager (Projects), NMRN) to the Arboretum to discuss Memorials, their maintenance, materials and upkeep with the Estate Manager, Andy Ansell. The visit was very worthwhile on several levels. The reason for visiting was that the Memorial Wall at the RN Submarine Museum needs a significant upgrade, and it is now apparent that the best way forward is almost certainly to replace it.

We started with an hour-long discussion about the task of hosting multiple memorials of varied construction and materials, and we received plenty of good advice on many aspects – including problems that can arise from colour, materials, design, lettering, style and aspect of individual memorials. Andy then gave us directions to a number of

memorials where examples of both good and problematic design are evident - some with fundamental problems that make it difficult to understand the messages being presented to the onlooker. We were left with several messages that will be pertinent to any replacement Memorial Wall at the Royal Navy Submarine Museum. Andy also refreshed our thinking by suggesting some radical solutions, such as electronic presentation that reminded us of the importance of linking the Online Book of Remembrance (OBOR) to the Memorial Wall to enhance the information available to visitors thereby leaving only the most instructive and striking information on the Wall itself. The youthful age of so many who have died in boats is often commented on by visitors.

Our tour of memorials was just as educational. We discussed replacing the current Wall at the museum, including re-siting it (unlikely) or extending the area covered by the museum site as a whole. Some first proposals being examined include using thick slate or stainless steel as basic materials; this would require careful selection of the style of etching as this would be critical to clarity of presentation. We viewed many other materials, including stone and bronze.

It was hugely useful to have so many examples on hand to view and the last Memorial of the tour was the Armed Forces Memorial to those who have given their lives in Service since the Second World War. We had long discussions with the Volunteer Guides, some of whom work on the database for the Roll of Honour, used for the names displayed. Personally, I came away believing that stone is a difficult medium for such a display, as corrections (and there have been several over the years) are almost impossible without leaving lasting effects on the stone face. However, we gained an insight into the way the database is used and run.

I cannot finish without mentioning the Submariner Memorial! It was clear from Andy's reaction when we mentioned it, that it is a favourite with both staff and visitors. I, myself, expected to be "blown away" by it ... but I was surprised at the impact it made on me! Quite simply said, it was, a very moving experience! The Memorial puts a complicated message across in a simple but artistic way. One aspect that surprised me was that the simple raising of the ground around and under it (barely noticeable in photographs) really does give the visitor an impression of standing on the casing of a submarine with a pressure hull beneath my feet. The Submariner himself is enclosed between the two halves of the fin, giving the impression of confined space - but allowing the onlooker to see all clearly. The formidable words of Sir Winston Churchill state the sacrifice made, simply but clearly. But, for me, the inclusion of the families on the other side of the fin is a poignant reminder that a loss is also suffered by those the Submariner leaves behind.

The visit reaffirmed to me the importance of, and the additional impact made by, having a QR code connection to the Online Book of Remembrance ... and that the connection is a hugely important addition to a Memorial without names. The visit to the Submariner Memorial cemented the same realisation in the minds of all in our group.

The staff at the National Memorial Arboretum appeared to be impressed, not only with the Submariners Memorial itself but also with the whole project that brought it into being, from the competition to produce the basis for a design, through the fundraising campaign and the competition for an artist/sculptor to produce the final design, to the production and placement of the Memorial.

A well-managed project! And a moving monument to the Royal Navy Submarine Service!

THE ONLINE BOOK OF REMEMBRANCE (OBOR)

The 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

Australian Defence Minister confirms Submariners to train inside UK's nuclear subs

(From an Article in the Times)

It comes as HMS ANSON – the fifth of the Royal Navy's new Astute-class submarines – is commissioned into the Fleet on 31st August 2022



HMS ANSON - preparing for Trim & Incline trials

The Australian Defence Secretary Richard Marles has confirmed Australian submariners will train on UK nuclear submarines. Australian naval officers will be allowed to train inside Britain's nuclear-powered submarines for the first time giving them access to technology that has until now been a top secret to foreign countries, it has been reported.

In an interview with The Times newspaper, Australia's deputy prime minister Richard Marles said naval officers would be allowed to see nuclear engineering at work for the first time as part of plans under discussion by British and Australian ministers today.

UK and Australian political leaders met in September to discuss how to tackle shared global security threats as the attack submarine HMS ANSON was commissioned into the Royal Navy. Prime Minister Boris Johnson and Defence Secretary Ben Wallace attended a ceremony at Barrow-in-Furness with Australian representative – the country's new Deputy Prime Minister Richard Marles. They spoke about common defence interests, including their AUKUS partnership and the Type 26 'Hunter'-class warship programme, developed amid security threats in the Indo-Pacific region. The AUKUS deal involves the UK, Australia and the US working closely together and sharing technology. The Barrow visit in September marked Mr Marles' first trip to the UK since Australia's new government took office.

£1.3bn has been spent on developing HMS ANSON – the fifth of the Navy's new Astute-class attack submarines. Two more of the vessels are under construction at the Barrow-in-Furness site in North West England – part of an £11.2bn investment in the Astute-class programme, the MOD said.

Defence Secretary Ben Wallace said: "I'm looking forward to hosting Deputy Prime Minister Richard Marles. "We have lots of work ahead, responding to growing threats in the Indo-Pacific and progressing our ambitious defence programmes within the AUKUS initiative. "Hosting him in Barrow is testament to the importance of the North West for our shared security and prosperity."

OFSTED CHIEF INSPECTOR PAYS VISIT TO HOME OF SUBMARINE SERVICE

(ROYAL NAVY MEDIA RELEASE Monday, 3 October 2022)

Chief Inspector of Ofsted, Amanda Spielman, recently visited HM Naval Base Clyde's Submarine Escape, Rescue, Abandonment and Survival (SMERAS) facility where she reinforced family links with the Royal Navy Submarine Service. Amanda Spielman has held the post of Ofsted Chief Inspector since 2017, overseeing Ofsted's inspection and regulation of thousands of organisations which provide education and training to young people.

On September 22 she was at the Home of the UK Submarine Service where members of the Royal Navy's Fleet Operational Sea Training (FOST) showed her around the state-of-the-art SMERAS facility which helps train the country's Submariners.

"It was fantastic to be able to welcome His Majesty's Chief Inspector of Ofsted, not only to demonstrate the capabilities of the SMERAS facility, but also to provide an insight into how we train our Submariners," said Commander Gareth Batsford, Officer-in-Charge of the SMERAS facility. "We were excited to learn that Amanda Spielman has links to the Submarine Service through her grandfather who served with the Wartime submarine HMS THAMES. While she was visiting, we took the opportunity to present her with a set of Submarine Dolphins and a framed picture of her grandfather's vessel."

HMS THAMES was an ocean-going 'River' Class submarine, launched in 1932 and which served in the Mediterranean before transferring back to the UK in 1940. Part of the 9th Submarine Flotilla, based in Dundee, she patrolled in the North Sea and was involved in the sinking of German Torpedo Boat, LUCHS.

Onboard was Lieutenant Commander Brian Eoghan O'Brien, a Royal Navy Engineer and Amanda Spielman's grandfather. On August 3, 1940, HMS THAMES was tragically lost with all hands off the coast of Norway. It is thought that the boat struck an enemy mine.

Today the vessel and crew are commemorated at both the Dundee International Submarine Memorial and the Royal Navy Submarine Museum in Gosport, Portsmouth.

"My visit to HM Naval Base, Clyde was fascinating and gave me real insight into the thoroughness with

which Submariners are trained," said Amanda Spielman. "I was deeply touched to be presented with a photograph of my grandfather on the submarine in which he died, and with a set of Submarine Dolphins."

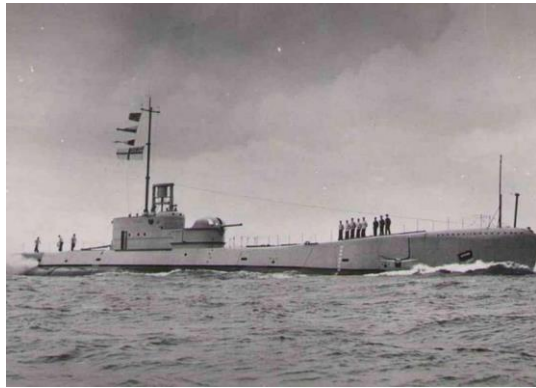
The Submarine Escape, Rescue, Abandonment and Survival facility was opened by Commodore-in-Chief of the Submarine Service, HRH Prince William, in June 2021. Also known as "THETIS Building" SMERAS trains hundreds of Submariners each year in how to safely escape a stricken submarine.

In 2019, HM Naval Base Clyde was singled-out for praise by Ofsted after a team of inspectors visited the Clyde. They assessed the provision of care and welfare of the Submariner trainees by FOST as "outstanding".

SMERAS features a realistic simulator which can replicate several weather conditions and sea states, and where naval personnel can practice leaving a submarine at sea in escape suits before reaching the relative safety of a life raft. Almost 3,000 Submariners have been trained through SMERAS so far this year. The facility is for both those training to become a qualified Submariner and those who have already earned their Dolphins and who require requalification.



Commander Gareth Batsford, Officer-in-Charge of SMERAS, presents Amanda Spielman, Chief Inspector of Ofsted, with a framed picture of HMS THAMES and Submariner Dolphins.



HMS THAMES, the Second World War submarine in which Amanda Spielman's grandfather, Brian Eoghan O'Brien, served

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

New Commodore Submarines in Post

Commodore Robert Paul Dunn OBE is now in post as Commodore Submarines (COSM) taking over from Commodore Jim Perks on 26 July 2022

Head of the Royal Navy's Submarine Service retires after nearly 40 years of devoted service.

Commodore Jim Perks handed over command to Commodore Paul Dunn in a ceremony at the home of the Silent Service at Clyde Naval Base in Scotland. It marked the end of a 38-year naval career, which saw Cdre Perks climb the ranks from junior rating to the Officer Corps before going onto command the Submarine Flotilla in 2016 and eventually becoming head of the service in January 2020.

Cdre Perks toured Clyde Naval Base with his wife Louise, visiting Valiant and Finger jetties where he has overseen countless submarine operations, before departing on Faslane Patrol Boat HMS RAIDER,

transporting him down the Gareloch for the final time.

Commodore Perks said: "Having been promoted to the Officer Corps in 1988, the nature of our business and the camaraderie of the Silent Service was a real attraction and I saw the Submarine Service as a perfect home for me – and I was right.

"It has been an absolute honour to serve my final six years as Commander Submarine Flotilla. I am, as ever, humbled by the fortitude, resilience and dedication of our fantastic people, and of course, their families.

"Having joined RALEIGH at 17 and now retiring after 38 years as Head of the Submarine Service, I can reflect that the Royal Navy has offered me fantastic opportunities throughout my career. I would do it again if I could – I am truly made in the Royal Navy.

Taking over from Commodore Perks is Commodore Dunn who himself has a wealth of submarine experience stretching back to 1989 when he joined the Royal Navy aged just 18 and volunteered for service on submarines.

During his career Commodore Dunn has served with HMS COURAGEOUS, HMS SOVEREIGN, HMS TURBULENT, HMS SUPERB, and HMS VENGEANCE (Port) and has commanded HMS VIGILANT. He has also spent time on shore as Assistant Staff Officer Operations at Clyde, with Fleet Operational Sea (Submarines), with the Maritime Warfare Centre as head of underwater warfare pillar, and with the operations team of the Naval Staff within the MOD.

He also served in Bahrain as Staff Operations Officer with the UK Maritime Component's Headquarters and in the US as UK Liaison Officer to US Strategic Command.

His most recent post was as Head of Nuclear Planning in the Director General Nuclear Organisation.

AUDACIOUS First Operational Patrol

The Royal Navy's newest and most advanced nuclear attack submarine has completed her maiden operational deployment. HMS AUDACIOUS is the fourth of seven new cutting-edge £1.3bn Astute-class submarines, all of them based at HM Naval Base Clyde.

The submarine, launched in 2017, joined her sisters – HMS ASTUTE, AMBUSH and ARTFUL – on the front line for the first time in January, having first arrived on the Gareloch in April 2020 and been commissioned last September. The boat's first operational deployment was spent in the Mediterranean and North Atlantic after training and final trials were carried out off the Scottish coast.

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. 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 Med, 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. The first vessel in the class, HMS ASTUTE, was commissioned in August 2010

HMS VANGUARD REDEDICATION

In a parade watched on by the Fleet Commander and families of her crew, HMS VANGUARD was rededicated into the Royal Navy on 16th July 2022 in a ceremony held at Devonport Naval Base. Commissioned in August 1993, HMS VANGUARD is the lead boat of a four-strong class of nuclear-powered submarines whose role is to provide our nuclear deterrent. At 150 metres the submarine is almost as long as St Paul's Cathedral, carrying out her duties silently and undetected, patrolling the world's oceans at depths in excess of 250 metres. With the capability to generate her own supply of water and oxygen, VANGUARD's range is limited only by the amount of food the submarine can carry onboard. VANGUARD's two separate crews take it in turns on duty while their opposite numbers are on leave or train at their home base of Faslane in Scotland.

HMS VANGUARD's Commanding Officer, Commander Ben Smith, said: “This is a great day for my Ship's Company as we rededicate the submarine and I look forward to delivering our upcoming Operations and future Deterrent Patrols. Having served previously on HMS VANGUARD as the Executive Officer, I am honoured to be the Commanding Officer as we move to the next phase of our maintenance programme which will bring the Submarine back into Fleet Time. It is fantastic to share this moment with so many of our families and friends in attendance today.”

VANGUARD's Deep Maintenance Period is one of the most comprehensive refit and refuelling projects undertaken at Devonport, involving complex and challenging engineering work. She is the first boat of her class to receive an extensive life extension package of works that will support the remaining Boat life without further refuelling. Paul Watson, Managing Director of Babcock's Devonport operations said: “Today marks an important milestone in the deep-maintenance programme of HMS VANGUARD as she is rededicated into the Royal Navy. This has been a complex programme which has seen Babcock deliver 5.5 million working hours, including renewing 38,000 anechoic tiles which are vital to the submarine's effective operation. This has only been possible due to the strong co-operation with the Royal Navy and Submarine Delivery Agency, alongside the commitment and expertise of our workforce here in the South West. I would like to thank everyone involved for all they have achieved in reaching this point and look forward to handing HMS VANGUARD back to the Royal Navy in excellent condition to continue her critical role within the UK's submarine fleet.”

Although today was a special day for all the Ship's Company, for one crew member it was an extra special day. Warrant Officer Richard Smith (Smudge) first joined HMS VANGUARD in 1991 when the boat was ‘in build’ as a young junior Marine Engineering Mechanic. Richard remembers: “When I joined the boat, she was still in three pieces and the Main Machinery Space was just a huge void. I am immensely proud once again to be part of HMS VANGUARD's Ship's Company and never thought at the outset of my adventure on board that I would be here in Plymouth bringing it back into service 30 years down the line.

I was a young 24-year old Stoker when I joined the boat in Devonshire Dock Hall in Barrow-In-Furness back in 1991. All the tubes were still being aligned and the hull was awaiting its final coming together and welding shut. It has been marvellous today, being a part of the rededication ceremony getting ready to get her back into the Fleet.”

HMS VANGUARD is part of the UK’s independent nuclear deterrent which has existed for over 60 years to deter the most extreme threats to our national security and way of life, helping to guarantee our safety, and that of our NATO allies. It is our ultimate security guarantee and the country’s number one defence priority. The risk of nuclear conflict remains remote, but the threats the UK faces are increasing in scale, diversity and complexity. That is why we must be able to deter the most extreme acts of aggression against us and our NATO allies.

The UK’s Continuous At Sea Deterrent would not be possible without the skill and dedication of the men and women of the submarine service. They place their duty to protect the UK above all else, missing out on many things we take for granted to help keep us safe.

Designing, building, maintaining and operating the UK’s independent nuclear deterrent is a national endeavour, directly supporting tens of thousands of jobs across the country. During her refit package, around 2,500 people have worked on the project, 21,851 items were removed and handled in Babcock’s site shops and factories, 38,000 tiles have been replaced and around 32,000 litres of paint has been applied to the submarine, making HMS VANGUARD the most extensive submarine refit ever carried out at Devonport.

FS SUFFREN Arrives at Faslane



The new French SSN - FS SUFFREN - which is the lead boat of the “Barracuda” Class, is shown above as it arrives for her first visit to Faslane on 22nd September 2022.

AROUND THE BRANCHES

DUNDEE INTERNATIONAL SUBMARINE MEMORIAL SERVICE 2022

By Andy Gillon (Scottish Branch)

On behalf of the Scottish Branch of the Submariners Association, I would like to thank all who attended the Dundee Submarine Memorial Service this past weekend.

The small, dignified service was particularly reverent at this sad time of the passing of Her Majesty Queen Elizabeth II and was carried out in line with the example of service set by her.

I wish to thank Ron Rietvelt for his assistance in keeping this Parade going despite everchanging scenarios.

Thank you for the support from:

Scottish and West of Scotland Branches of the Submariners Association

The International Submariners Association GB

The Dutch Submariners Association

The Royal Navy

The Norwegian Navy

The Royal Netherlands Navy

The Consul General of the Republic of Poland

Dundee City Council and Tayforth for hosting us at the Memorial.

Special thanks to Charlie Webster who once again made the day with his inimitable delivery the Roll Call of our departed Comrades.

WEST RIDING BRANCH STANDARD

The West Riding Branch, and our partners, came together after the sad passing of Her Majesty Queen Elizabeth II to raise a tot to her and to King Charles III. We decided to hold extraordinary meeting which, all who could, attended in full formal dress. We even had two members join the meeting via Zoom, one from Scotland and one from Cornwall. We all observed a 'minute's silence' and had "Up Spirits" and after we had a dit spinning and a general catch up with our buddies.

We also displayed our new standard, on the left, acquired this month and yet to be dedicated, with our old standard which was fifty-eight years old and was hand painted by Members of the Branch but had "Submarine Old Comrades" on it.



The new standard was achieved this by donations raffles football cards and BBQ's, we hope to take it to as many Parades as we can in the future and for it to be major part of any celebrations that we may hold as a Branch.



National Chairman Visit to Gosport Branch

By Ron Gordon (Gosport Branch)

At the Gosport Branch monthly meeting on 7th September 2022 we were pleased to have Iain Mackenzie as our guest speaker. Iain was made very welcome by the members and gave a comprehensive update on how he envisages the way forward with the Association and how he sees the development of TSF. A number of topics were raised in discussions with Iain after his presentation and he has taken those away to make further enquiries re members questions about TSF.

He has asked me to pass on to SA Members that his intention is to visit as many branches as he possibly can. So if your Branch would like a visit from Iain please contact him at sachairman@submarinefamily.uk

Gosport Branch Charity

In early 2021 the Gosport Branch decided to sponsor a local charity. Members agreed that it was a great way to achieve one of the objectives in its Branch Management Guidelines - "To promote the Branch within the local community". Members were asked to suggest a worthwhile charity and after trawling through several very good suggestions, FirstLight Trust was chosen. Although FirstLight is a national charity it has one of its five café hubs in Gosport.

FirstLight Trust provides the right support at the right time for those having trouble when leaving the services and moving into civilian life. Access to support can be difficult for some but their café hubs look like an everyday Café ensuring that no stigma is attached when walking through their doors. They also provide lots of outdoor activities including Allotment and Cycling and the chance for veterans to develop new skills in their kitchen with culinary cooking classes. From coffee and chat to model club they aim to cover an array of activities for veterans of the armed forces and emergency services and their Families to break down the barriers of isolation and

loneliness. Support can vary to each person's needs from financial assistance to housing that can affect mental health and finding a suitable positive support pathway that they will not walk on their own. The following case study, one of many successes, is a very good example of the work they do.

Veteran X came to the Hub to socialize and take part in activities. It was soon discovered this veteran was homeless and needing help with finding somewhere to live and claim benefits. FirstLight worked with local housing authorities and social services and helped the veteran secure a property. Veteran X now has a doctor and dentist and is taking part in weekly activities. Veteran X is settled and has gone on to hold a volunteer role within the community. Veteran X stated that, without the support of FirstLight Trust, they don't think they would be here today.



At the September Branch meeting the Gosport Branch presented a cheque for £900 to FirstLight. Hector MacCallum, on the right of the photo, initially proposed FirstLight as the Branch Charity and was also a major contributor to the fund when he rode the Scottish North Coast 500, which was a great achievement, especially for a veteran. Also in the photo are our President Chris Groves, our Chairman Steve Thorpe and Riah and Sam from the FirstLight Trust in Gosport.

HMS COURAGEOUS, COLD WAR CENTRE & NMRN – AUTUMN 2022 UPDATE

By Ian Whitehouse

In October 2021 the National Museum Royal Navy (NMRN) decided to formally adopt and lead Phase 1 of a programme to place COURAGEOUS in a permanent dry dock – No.1 Historic Dock, South Yard, Devonport. This Phase could last 3-5 years and will provide time for NMRN to work with the COURAGEOUS Management Group and Naval Base Commander to develop and market COURAGEOUS as a public visitor attraction.

A handover phase, to implement Phase 1, commenced in May this year. Work will soon start to develop Phase 2, the development of a Business Case for investing in the necessary dock and museum infrastructure to be fully assessed and, if approved, funds raised. At this stage total costs are estimated at circa £15M – with approximately one third for preparing and renovating the dock to accept COURAGEOUS with the remainder being the cost of creating a Cold War Centre based around renovated Bonaventure & Flotilla Houses.

Separately, the Cold War Project Team remain engaged with the Defence Nuclear Organisation and Navy Command to agree the principles of a Memorandum of Understanding between the Ministry of Defence and NMRN for maintaining the material condition of COURAGEOUS so that the submarine can be retained as a museum exhibit in dry dock for 50+ years.

The Cold War Project Team continues to engage other potential stakeholders in an effort to maximise opportunities and synergies across the UK. Work is underway to link digitally a new Virtual Reality & Augmented Reality version of the COURAGEOUS experience to other NMRN museums, the Scotland Submarine Museum, industry STEM initiatives and Plymouth County Council; we are also progressing video recording of submarine veteran experiences for posterity.

The COURAGEOUS Management Group with the COURAGEOUS Volunteer Guides are progressing actions to make the administration and management of public access to the boat simpler, while encouraging new

volunteers to join the team. It is anticipated that The Submarine Family, supported by the Royal Navy and Royal Marine Charity, will become more integrated with the NMRN instrumental in shaping the future delivery of the Cold War Centre project.

While efforts continue to develop the CWC, it is of particular note that COURAGEOUS is not yet open to visitors while certain aspects of accessibility are resolved. However, it is expected the submarine will re-open later this year. The NMRN is also extremely busy with a number of other national projects, each of which is more advanced in development than the CWC.

The CWC Project Team with NMRN will be hosting a dinner, in March 2023, for submarine related industry players, supporters and others to kick start fundraising to complete Phase 1 of the project and facilitate Phase 2. The future for COURAGEOUS and the proposed Cold War Centre is far brighter and more positive than has been the case, but the next 3-5 years of Phase 1 are critical if the NMRN, Submarine Service and Plymouth are to realise the opportunities and benefits of delivering COURAGEOUS and a Cold War Centre open to the public.

Melling Family Memorial Bench



Veterans, Melling Family and local Church members.

From Charlie Neve (Merseyside Branch)

"On Thursday 15 September a Memorial Bench was unveiled in Alexandra Park, Newton, Wigan for L/Sea Harry Melling. Harry died a year ago, 18 September 2021, aged 101. He had been the last surviving WWII submariner serving in HMS OSIRIS and in HMS TUNA. Since 2017 Harry has attended Submarine November ceremonies in London and Submarine Achievement Dinners at Faslane. Members of the Melling Family gathered with Veterans from Wigan Veterans' HQ and some of Harry's Church community to unveil the Bench. Matthew Melling, Harry's nephew, raised money with help from "We Remember Submariners" to enable Wigan Council to provide the bench in time for the first Anniversary of Harry's death."



Matthew Melling & Cdr Charlie Neve RN (Ret'd)



The Plaques on the Bench

HMS NARVIK

from an article by Peter Schofield (Barrow Branch)

October 2022 celebrates the 70th Anniversary of Operation HURRICANE, when Britain detonated its first nuclear weapon in the Montebello Islands off the NW Coast of Australia.

On 29th July 1945, Landing Ship (Tank) 3044 was launched at Barrow. In 1947 her name was changed to HMS NARVIK. After conversion to a Landing Ship Carrier (LST 3) HMS NARVIK was used as the Health Ship for the British Task Force for 'Operation Hurricane' and was extensively equipped with decontamination facilities. Her role also included technical control and monitoring of HURRICANE.

After the Montebello Test HMS NARVIK returned to Chatham and her return was reported in the press with the comment "*At Chatham a Royal Naval squad checked the vessel with Geiger counters for any traces of radio-activity*". HMS NARVIK then served as a Depot Ship at Malta for the 108th Minesweeping Group and Submarines.

From 1966 to 1968 NARVIK was based at Faslane on the Gareloch and was utilised as an Accommodation Ship during the construction of the Clyde Submarine Base. NARVIK was moored inboard of the Submarine Depot Ship HMS MAIDSTONE. After the Clyde Submarine Base was opened by Queen Elizabeth, the Queen Mother in May 1968 NARVIK became surplus to requirements and was 'Paid Off' for scrap and was broken up in Antwerp in 1970.



Lake District 'Field of Dreams' 2022

This was a camping event which took place in Haverthwaite, Cumbria on the 8th to 11th July for Veterans from all three Services. Field catering was provided by Veterans of the Army Catering Corps and a field kitchen was set up to provide evening meals with three choices per sitting.

An entertainment marquee was set up to provide excellent guitar, singers, a karaoke and quiz evenings. Members of the Royal Navy and Submarine Association attended, including Andy Bain - the National Treasurer of the Submariner's Association.

On Sunday morning on the 10th of July a Remembrance and Honour Service took place at the Haverthwaite War Memorial - with a Piper and four Standard Bearers - took place. Members of the Barrow Submariners Association - including the Chairman - Steve McKay - and past Chairman Richard Cambridge took part. Alex Webb and Des Murphy were among the Standard Bearers. David Smith - the Secretary of Barrow and District Submariners Association laid the Wreath on behalf of the Royal Navy and Andy Bain - the National Treasurer of the Submariners Association gave the Reading on behalf of the Navy veterans. A Parade took place afterwards led by Parade Marshall - Tony Eglin.



We hope that many more will attend next year's event and we look forward to greeting them.

By John Sullivan
Lake District 'Field of Dreams' Event Organiser
Associate Member, Barrow Branch

Submarines rather than ships could be the Royal Navy's future

(From the Daily Telegraph)

Submarines could be the future of the navy rather than ships, the Defence Secretary Ben Wallace: has said as he launched a major review of its fleets.

Ben Wallace has asked naval chiefs to assess the "balance" between the surface and submarine fleets. The study is expected to take no longer than six months. It may align with a wider review of foreign, defence and security policy that defence sources have said could be ordered by the new prime minister.

Mr Wallace pointed to the emerging threat of surveillance technology and long-range weapons in nations such as China and Russia as a cause for concern. Comparing Britain's twenty-seven major surface vessels and eleven submarines, Mr Wallace said: "We're planning on growing our surface fleet, but is our sub-sea fleet big enough? "If it isn't, do we trade one off against the other [or] do we find money from elsewhere?"

Speaking to The Telegraph in Barrow-in-Furness at the commissioning of HMS ANSON, Britain's latest hunter-killer submarine, Mr Wallace said: "We should ask ourselves what the role is for sub-sea in the future. "I'm commissioning a review to determine if we have the right balance between the surface and sub-sea fleets for the future.

"Our adversaries cannot replicate the skills we have in Barrow or the expertise of our submariners and they may well be the deciding factor in a future conflict." Submarines can remain undetected even when very close to an adversary's coastline, enabling covert eavesdropping of communications, the deployment of special forces teams or the launch of advanced technology such as reconnaissance or suicide drones.

Concern over other nations' long-range weapons

At present only the US and UK submarine services could get inside the defences of a country such as China, Mr Wallace said. "It's extraordinary what Royal Navy submarines do," he added. "Sub-sea has a barrier to entry that means all those proliferation challenges, that are going to threaten our air forces and our surface ships, don't present themselves. "The barriers to land, air and surface platforms are huge. Even the new stealth planes can eventually be seen when you're close to the target. But you can still remain undetected by submarines."

Military forces on the sea, on land and in the air are increasingly able to be targeted at long ranges from so-called Anti-Access Area Denial (A2AD) systems - but submarines are more able to evade attack. These missile and radar weapons, which are relatively cheap, are seen by Western defence chiefs as a threat of the future.

A defence source said: "The Ukraine conflict underlines that missile ranges and surveillance systems in space and on aircraft are now such that even surface ships still in harbour can be targeted and destroyed. "Submarines can

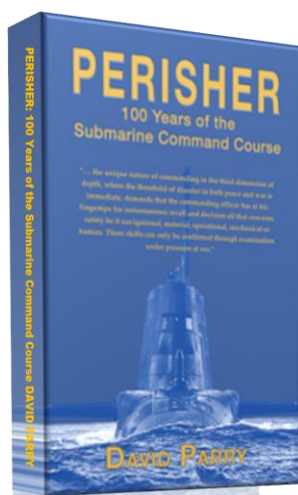
remain undetectable to modern space-based assets and long-range missiles and hypersonic [weapons]. “Even as capabilities to detect submarines improve, their greater depth, distances and deception plans keep them hidden beyond anything on land, or in the sky or space.

“Britain and its allies continue to have a significant industrial and technical advantage in sub-surface technology relative to our adversaries, developed over decades of specialisation in capability development and operations. “Our integration of capabilities as well as our torpedo and sonar technologies can fundamentally hold at risk any enemy maritime force and can pop up inside A2AD bubbles to engage surface targets in a way that no other assets can replicate.

BOOKS

Perisher: 100 Years of the Submarine Command Course.

by David Parry



Reviewed by Rear Admiral John Lang
Submariner, former Perisher and Teacher.

This is a unique book that records the history and story of, arguably, the world’s most rigorous, demanding, and formidable qualification course known as the “Perisher.” Today it is called the Submarine Command Course and lasts five months but, when it started in 1917, it was a five-day course designed to train suitable submarine officers of the Royal Navy to conduct a dived attack using a periscope at an establishment called the Periscope School. The name “Perisher” is derived from this humble beginning.

The catalyst for the book was its 100 years of delivering excellence that led to Dr Parry researching its history to hope that all those who have ever qualified for, or aspire to, submarine command, would discover compelling reading.

By its very nature, the narrative embraces the language, abbreviations, and acronyms of the submariner. In amelioration, the author seeks the reader’s forgiveness for this necessity and includes a comprehensive list of abbreviations. A good example is the rather curious order “Flood Q” that initiates a quick change of depth to duck under a rapidly approaching escort. Its inclusion, in both

English and, curiously, Latin, will bring back many happy memories to those who qualified in a diesel propelled submarine (SSK). To those who seek further enlightenment I suggest they seek out any submariner of the old school who will delight in telling tales of derring-do about life below the waves. The Perisher has a single aim. To qualify officers to command the most complex sea going vessel known to man, the submarine. As the nation’s most senior submariner, Admiral of the Fleet, the Lord Boyce reminds us in his foreword to the book, the submarine commander has to contend with an expansive underwater element, the operational independence, a way of life that necessitates living cheek-by-jowl and the continuance of responsibility for both vessel and lives under pressure and stress, not for hours or days, but for weeks.

Punctuated by touches of humour, the book will also appeal to a wider audience interested in how one branch of the navy qualifies its officers to master the responsibility, intricacies, and challenges of a highly complex warship for long periods at a time with very little material support.

The reader will judge for himself whether the ever-evolving Perisher is the best way to train officers for this extraordinary task but I was very struck by the last sentence in David Parry’s excellent book which relates a sentiment, probably apocryphal, of a post-Cold War Russian Admiral who felt moved to say that the best submarine would have American technology, Russian weapons, and a British Commanding Officer. This book neatly presents compelling evidence to support this final judgement.

The Book is available to purchase from:
perisher100@gmail.com £19.95 + £2.90 p+p

Or, to save the postage and attend one of the presentations listed below (book through perisher100@gmail.com)

10 Oct	Southampton ARNO
11 Oct	Lympstone: Exeter Flotilla
12 Oct	Devonport , Naval Heritage Centre

31 Oct HQS Wellington: link
<https://www.thewellingtontrust.org/events/live-eventthe-perisher-story/>
9 Nov (tbc) Barrow

10 Nov (tbc) Helensburgh Submarine Museum
21 Nov Bath
Jan (tbc) Portsmouth

BUSTLER CLASS RESCUE TUGS In War & Peace



This book by R O Neish describes the 'Bustler' Class of eight 'Ocean-Going' Rescue Tugs built by the Henry Robb Shipyard at Leith for the Royal Navy during the Second World War. Designed at Admiralty request to fill a shortage category these powerful Tugs provided an essential service during WWII accompanying North Atlantic and other Convoys. Their role included rescuing survivors from ships (both Merchant and Naval) which had been sunk from torpedo attack and mining, and salvaging damaged ships and towing them to safety at the nearest safe harbour. Another service was towing Admiralty Floating Docks to where they were required around the world. Post-WWII the 'Bustler' Class Tugs continued to provide valuable services world-wide to the Royal Navy and to various towage and salvage companies to which they were 'on charter' when not required by the Navy. The Foreword is written by Submarine Engineer Captain Ken Day – who many of you may know, and whose father, Lieutenant Commander P A C Day, commanded one of the Tugs, the MEDIATOR. Ken, therefore, has some first hand knowledge of these Tugs and describes some of the perils attached to towing Battle Practice Targets in the Mediterranean for the benefit of 15" and 16" Battleships. Other submarine interest includes the long distance tow of the 'T' class diesel Submarine TURPIN from the West Indies to UK following a major propulsion failure, CYCLONE towing the 'S' Class Diesel Submarine SERAPH to the shipbreakers and performing the same function for the 'A' Class diesel Submarine ASTUTE and the tow of AFD 59 from Portsmouth to Barrow to support the fitting out of SSN 101 DREADNOUGHT in the 1960s.

Some of the 'Bustler' Tugs continued to provide towing and salvage services up to the 1980s as RMAS Vessels notably the CYCLONE, working out of Gibraltar in the late 1970s, and towing the SSN HMS SUPERB from the Gibraltar Exercise areas to Gibraltar following a rudder failure. Some members may recall the maritime saga in 1952 of the unsuccessful salvage of the FLYING ENTERPRISE (Captain Carlsen) by the tug TURMOIL which filled the BBC news broadcasts for several days. Another notable event was the tow of the Battleship HMS VANGUARD from Portsmouth to Faslane for scrapping when VANGUARD decided to ground itself and pop into the 'Still and West' pub for a quick half before leaving harbour. R O Neish has managed to gather a wealth of information about these tugs and their people to make an eminently readable story.

ISBN 978-1-84995-504-1

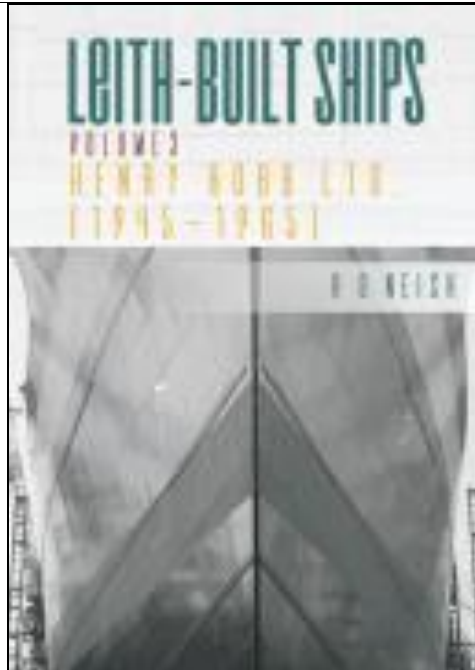
240 × 170 mm 145 pp liberally illustrated with photographs and ships' plans. Softback.

£17.99. 2022

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LEITH-BUILT SHIPS

VOL. 3, Henry Robb Ltd. [1945–1969]



LEITH BUILT SHIPS Volume 3

Leith Shipyards - HENRY ROBB Ltd (1945 to 1965) by R O Neish

This book, with a foreword by Captain Peter Wallace RN Retd, is the third in a series of four books about the part played by Leith Shipyards in our great maritime heritage. Volume 1 was reviewed in 'In Depth No.67' and Volume 2 in 'In Depth No 73'.

In this volume the author continues the history of the ships built in Leith shipyards, and in this case, the Henry Robb Shipyard. No specific Submarine work came the way of the Leith Shipyard in this period but there is still much to interest the submarine community.

The story covers the days immediately post WWII when shipbuilding was flourishing and a variety of designs was attracting orders including dredgers, tugs, barges, cargo ships, passenger ships, pontoons, tankers & bulk cement carriers – all for a variety of customers from home and abroad. None were particularly large ships in today's terms and, of the near 150 ships and vessels listed, the largest was only some 4,800 tons but most were individual designs by Henry Robb to meet the specific requirements of the Owners.

Diesel propulsion was the norm but there was a wide variety of engine types used – some with four cylinders, some with five and another type with seven cylinders. Submarine engineers will be interested to know that one design was fitted with an ASR1 submarine diesel engine but, there appears to have been a mismatch between the diesel and the propeller as, at high revs, severe vibration was encountered threatening to shake the after ends to pieces – this was overcome by limiting maximum revs used to 900 rpm.

'Leith Shipyards 1945 to 1965' continues the chronological story covered in Volumes I and II and provides a fascinating illustrated story that reveals the remarkable and ongoing story of shipbuilding for which Scotland and the UK were renowned.

The amount of information on the ships, shipyards, and personalities that the author has managed to squeeze into this slim volume (as he also managed in Volumes 1 & II) is quite remarkable. Many of those who worked on or served in these ships have provided memories and anecdotes and this mixture of information from both builders and users ensures that it is also very readable – this all bodes well for Volume 4 – '1965 to 1984' yet to come

ISBN 978-1-84995-507-2

240 × 170mm 144pp liberally illustrated with photographs and ships' plans. Softback.

£17.99. 2022

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Dunbeath

Caithness KW6 6EG Scotland

HMS UPHOLDER REUNION - 2023

Dates: 19th – 21st May 2023
Location: Barrow-in-Furness
Organiser: Barney Naylor
Contact: Steve (Daisy) May
email: snm18463@yahoo.co.uk

The year 2020 was the 30th Anniversary of HMS UPHOLDER being ‘Commissioned’ and sailing from Barrow-in-Furness for what was supposed to be the last time, although we now know she later returned, along with her sister vessels, to be laid up before being sold to the Canadians.

Ex LRO ‘Barney’ Naylor thought it was time that 30 years was a milestone that could not pass without a Reunion and where better to hold that than Barrow-in-Furness where UPHOLDER was built and to invite not only the Ships Company but also some of those who helped to build and test UPHOLDER in VSEL (now BAe) - particularly some of the DTO squad from the Yard who we got to know very well - especially considering how many times we were on Sea Trials.



Unfortunately, along came Covid-19 and scuppered the plans for 2020 so the Reunion was put on hold and Barney continued to plan to hold a Reunion which, eventually, took place 1st – 3rd October 2021.

The weekend started on the Friday evening with Mel (who is Landlady at The Blue Lamp Pub) hosting all the attendees and providing “Big Eats” and Karaoke for the evening. We discovered that most Submariners are as good at Karaoke as they are at Marching!!!

During the day on the Saturday was free time to do as they wish and, as some of the guys had not been back to Barrow since leaving with the Boat in 1990 they had chance to get about and see the changes and reminisce or independently meet up with some of the old shipmates for a few more wets.

The Saturday evening was spent at the Barrow Royal British Legion and we were joined by some members of the Barrow-in-Furness Branch of the Submariners Association for a casual evening for everyone to catch up with old shipmates properly without the noise of the Karaoke, and this went very well and a good time was had by all.

There had been no intention to set out to raise any money for any charities when the Reunion was planned but, as time progressed towards the reunion, some donations were received along with items that could be raffled off to raise a few quid and Alex Webb (Barrow SA Social Secretary kindly donated a few “Scratchcards” for us to raise a few more pounds. By the end of the weekend and, after the Raffle on the Saturday evening, we discovered that due to everyone’s generosity there £470 had been collected and this was donated to the Chelmsford Sea Cadets - who were our affiliated Sea Cadet Unit.

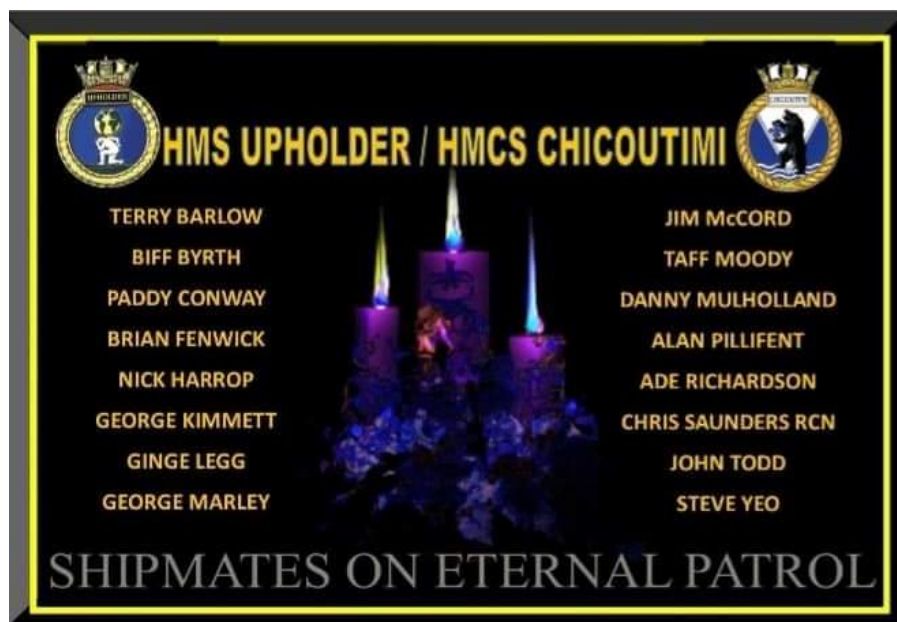
Following the 2021 Reunion everyone stated that they look forward to the next and hope that it becomes a regular occurrence - so the next UPHOLDER Reunion will again be held in Barrow-in-Furness as shown above.

Again the weekend is again not about making any money for charity but it is clear that peoples generosity does allow us to raise a few quid for a good cause(s), so there will again be a Raffle on the Saturday evening. If anyone has anything they would like to donate for the raffle then please bring it along at the Reunion Weekend -we will confirm nearer the time where and when any donations can be dropped off, and also nearer the time a decision will be made where any money raised will be sent.

We look forward to seeing everyone again next year.

Finally, there were, unfortunately, some who were unable to attend the Reunion in 2021 as they had "Crossed the Bar" before it took place and, since then, more have been added to the list of those who have CTB. Please all raise a glass to remember them – "To Absent Friends"

The List below includes Ships Company, DTO and the Royal Canadian Navy Officer, and we believe it is up to date but if anyone is missing from the List that you know of then please let us know.



SUBMARINE K.26 - THE STEAM SUBMARINE

The Aftermath!

In Depth No 77 I said that I would need to find a new Serial as that Issue included the last Chapter of the K26 Story. Thinking a little about it I realized that the story had introduced many different interesting and colourful characters (all real-life people) and some of my readers might wonder what became of them. So, I decided to find out what happened to them all and so, starting with the Officers, here goes:

The Officers:

Of the five Submarine K26 Officers mentioned in the K26 Story one retired as a Captain, one retired as a Rear Admiral, one retired as a Commander (E) and two were killed in action in WWII. They were:

Gerald Aylmer Garnons-Williams DSO DSC MiD** K26 Commanding Officer

He joined HMS *DOLPHIN* 'for instruction in Submarines' on 1st June 1917 and served in 'Submarine E51 as 1st Lieutenant' from 14th September 1917. He took his *COQC* (1st May 1919) and then commanded 'Submarine H34' (16th June 1919 to 10th October 1919), 'Submarine H43' (10th October 1919 to December 1919), 'Submarine H22' (1st February 1920 to 8th July 1920), 'Submarine L71' (9th August 1920), 'Submarine H32' (10th October 1921 to 23rd September 1922), 'Submarine H34', 'Submarine H43', 'Submarine X1 as the 2nd Commanding Officer' from 30th April 1923 (Note that the Crew of Submarine X1 included two 'Command Qualified' Officers), On 19 January 1926 Garnons-Williams was lent to the Chilean Navy, his appointment expected to last two years – this was 'for liaison duties with the Chilean Navy' who were buying Submarines from Vickers at Barrow, He was promoted to the rank of Commander on 30 June, 1927 and he was re-appointed to Chile until January 1928. 'Submarine K26 in Command' followed on 6th August 1928), 'Staff Course' at RNC Greenwich (13th January 1931), HMS *DOLPHIN* (30th January 1932), the Depot Ship HMS *ALECTO* (22nd February 1933) & *Commander Training Half Flotilla* & HMS *CORMORANT* at Gibraltar (24th July 1936). On 10th October 1940, he entered the basement of No. 21 Carlton House Terrace after

it had been bombed and was in a "very precarious and perilous state" and was instrumental in the rescue of women who were trapped in the debris. On 25th August 1942 he was awarded a D.S.O. for "bravery and enterprise in the successful operations which led to the surrender of the important base of Diego Suarez." He was transferred to the Retired List on account of age with the rank of Captain on 24th January 1943 and on 23rd February, he received a mention in despatches 'for bravery and resource in operations in Madagascar.'

Richard Ellis Butler

K26 First Lieutenant

Having joined HMS DOLPHIN 'for Submarines' on 27th April 1924. Richard Butler served in 'Submarine L7' in the 4th SM Flotilla from September 1924 to April 1927 firstly as 'the Navigator' and then as 'the 1st Lieutenant'. After Service in the Battleship HMS EMPEROR OF INDIA he served in 'Submarine K26 as 1st Lieutenant' from 15th November 1928 to 2nd September 1929 when he took his 'Perisher' and 'Submarine H34 in Command' followed. He returned to General Service on 30th April 1931 and, following service in Cruisers, River Gunboats and a spell as an 'Assistant Kings Harbourmaster' at Malta he joined the Cruiser HMS GALATEA 'as 1st Lieutenant' in January 1940. Richard Butler died, along with 469 of his shipmates on 15th December 1941, when HMS GALATEA was torpedoed and sunk by U-557 off Alexandria.

Edward Neville Vincent Currey

K26 3rd Hand

He joined HMS DOLPHIN 'for the Submarine Course' on 16th September 1928 and served in 'Submarine HMS L26' (30th October 1928 to 14th November 1928) and 'Submarine HMS K26' (15th November 1928 to 31st August 1930). Edward Currey next served in the Aircraft Carrier HMS COURAGEOUS from 24th April 1931. In July 1932 he was appointed to the Submarine Depot Ship HMS MEDWAY (4th Submarine Flotilla) at Hong Kong 'for Submarines' and then, on 27th April 1933, to HMS MEDWAY 'for Submarine HMS ORPHEUS as First Lieutenant'. Edward Currey then left Submarines on 24th April 1934 when he was appointed to the Cruiser HMS CORNWALL (5th Cruiser Squadron, China Station). He did not return to Submarines but had a successful Navy career retiring as a Rear Admiral Edmund Neville Vincent Currey, D.S.C., D.S.O., C.B on 25th May 1961.

Edward Christian Frederick Nicolay DSO

K26 Navigator)

Edward Nicolay joined HMS DOLPHIN 'for the Submarine Course' on 10th September 1928. On 25th February 1929 he was appointed to the Submarine Flotilla Leader HMS DOUGLAS in the Mediterranean 'for Submarine K26 as the Navigator'. In July 1931 he was serving in 'Submarine HMS H33 as First Lieutenant' (6th Submarine Flotilla) to which he had been appointed on 2nd April 1931. He served in Cruiser HMS CENTAUR between August 1931 and September 1932. His next appointment was to the Submarine Tender HMS PIGMY at Portsmouth 'for Reserve Group Submarines L16 & L20' before joining HMS DOLPHIN 'for Submarine L22'. In January 1935 he was serving in 'Submarine HMS PERSEUS as First Lieutenant' (4th Submarine Flotilla, China Station) to date 15th January 1934. He completed his 'Commanding Officers Qualifying Course' in 1935. His first Command appointment was 'Submarine HMS H33 in Command' in 1935. He was promoted Lieutenant Commander on 1st March 1938. He was then appointed to 'Submarine HMS SEAWOLF in Command' and then 'Submarine HMS OTUS in Command' on 14th June 1939. This was followed by an appointment to 'Submarine HMS TAKU in Command' on 22nd April 1941. He was awarded the DSO for his patrols in HMS TAKU – see London Gazette dated December 1941. Edward Nicolay was appointed to 'Submarine HMS PERSEUS in Command' in August 1941. Edward Nicolay died in PERSEUS on 6th December 1941 when the Submarine was sunk after hitting an Italian mine off the island of Cephalonia.

Harold Austin Asbury

K26 Engineer)

Harold Asbury served, initially, as an Engine Room Artificer O/N M6256 from 25th July 1913 to 3rd December 1920 - but not in Submarines. He was then promoted to Mate (E). After Officer's Courses he served in the Battle Cruiser HMS REPULSE from 15th May 1922. He joined 'Submarines' on 19th July 1923 serving in the Submarine Depot Ships 'HMS MAIDSTONE', 'HMS TITANIA' (from 21st January 1926) and 'HMS VULCAN' (from 27th April 1928) before serving in 'Submarine HMS K26 as the Engineer' (from 23rd October 1928 and in 'Submarine L52 as the Engineer' (from 14th May 1930). Harold Asbury then left Submarines and he next served in the Cruiser HMS VINDICTIVE 'for troop duties' from 18th February 1931 and then continued to serve in General Service ships until he was transferred to the Retired List as a Commander (E) on 13th December 1947.

AGM/FAMILY WEEKEND 2023

The Family Weekend (Only open to Submarine Association Members) including the AGM for 2023 will be held at the Holiday Inn, Leicester over the weekend of 24th – 26th March 2023. The AGM will be on Saturday 25th March.

General

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

Car Parking (NCP) is available next to the Hotel.

Accommodation

I have reserved 40 Doubles/20 Twins/25 Singles to accommodate 145. All rooms are of the highest quality.

I cannot stress the point too much to BOOK EARLY! Bedrooms are accessed by lifts that are well maintained.

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

Meals

The Friday evening meal will be a Carvery.

Saturday afternoon sandwiches and French fries will complimentary between 13:00 – 14:00.

The Saturday evening Reunion Dinner will be a 3 course dinner – the Choices are::

- S1 Mushroom & Chive Soup (v)
- S2 Chicken Liver & Cognac Pate
- S3 Goat Cheese & Cherry Tomato Tart

- M1 Pan Seared Lamb Rump
- M2 Herb Crusted Baked Salmon Filet
- M3 Spinach & Ricotta Ravioli (v)

D1 Dark Chocolate Pyramid

D2 Profiteroles

D3 Fresh Fruit Salad

with 1/2 bottle of Wine per person and Port for the toast.

The Bar

I am still trying to negotiate a discount, but will not know until January 2023

Room Rates:

Note all rates are per person

3 night package

Thu 23/Fri 24/Sat 25 Double/Twin DBB £380 per room (£190pp)

Thu 23/Fri 24/Sat 25 Single DBB £285 per room

Or

Fri 24/Sat 25/Sun 26 Double/Twin DBB £380 per room (£190pp)

Fri 24/Sat 25/Sun 26 Single DBB £285 per room

2 night package

Fri 24/Sat 25 Double/Twin DBB £290 per room (£145pp)

Fri 24/Sat 25 Single DBB £200 per room

1 night package

Fri 24 Double/Twin DBB £150 per room (£75pp)

Fri 24 Single DBB £105 per room

or

Sat 25 Double/Twin DBB £150 per room (£75pp)

Sat 25 Single DBB £105 per room

Friday night (Non Resident) Dinner (Carvery)

Fri 24 Dinner £30pp

Saturday night (Non Resident) Dinner (Gala)

Sat 25 Dinner £50pp

All packages including Non-Resident Saturday Dinner includes your tot, 1/2 bottle of wine and port for the toast.

Entertainment

Disco on the Friday night 20:00 – 23:59

[illegible]

SUBMARINERS 'CROSSED THE BAR' Reported 1st July 2022 to 30th September 2022 (WWI Service)**

(Please note that in future there will be only one list for 'Submariners Crossed the Bar' and will be compiled from CTBs reported from all available sources)

NAME	DATE/AGE	RANK/RATE	BRANCH	SERVICE	SUBMARINES
Thomas (Tommy) E Goddard	9th October 2021	Leading Rate	SAOC	Not given	OKANAGAN (on commissioning on 22nd June 1968) & also served in OJIBWA & ONONDAGA
Roy E Hemmings, DSM	23rd March 2022 aged 103	Acting Leading Seaman (LTO) D/BD/X/1647	Beds & Herts Branch	**** WWII	P511, VENTURER on 18th July 1944, X-24 & XE-7 DSM London Gazette 18th July 1944
Peter Quincey	23 rd March 2022 aged 94	Radio Electrician D/SMX 769539	Peterborough Branch	1949 to 1954	ALLIANCE & TRUNCHEON
John T G Harvey, BEM D068083J	31st March 2022 aged 75	Chief Petty Officer (TASI)	Dorset Branch	April 1966 to February 1987	DREADNOUGHT, SWIFTSURE, SOVEREIGN & SPLENDID
Michael H Simmonds	20th April 2022 aged 96	Commander (E)	Dolphin Branch	January 1950 to December 1955	TOTEM, ANCHORITE & TACTICIAN
Thomas Bissett Taylor Pirie P/MX 646012	31st May 2022 aged 93	Chief Electrician	None	February 1950 to June 1968	ARTEMIS on 1st June 1950 & September 1950, TIRELESS on commissioning at Portsmouth on 21st March 1955, SCOTSMAN, ANCHORITE & AENEAS
Maurice Rudd	30 th June 2022	Leading Hand	Not Given	Not given	ANDREW on Commissioning in Singapore in December 1964
Michael John (Mike) Kirk P059334K	3rd July 2022 aged 78	Leading Electrical Mechanic	Barrow in Furness	August 1962 to July 1970	EXCALIBUR (December 1962 to June 1964), ANDREW (July 1964), OLYMPUS (March 1966 & on 'Commissioning' on 21st October 1966 to October 1967) & OCELOT (October 1967 & on Commissioning to November 1969)
Alfred Ian Carlstrom (Carl) Haythornthwaite CO 04420E	3rd July 2022 aged 85	Commander (E)	Barrow in Furness	January 1963 to June 1979	OLYMPUS (1st August 1963 to 5th September 1965), OSIRIS (6th September 1965 to 13th December 1965), RENOWN (15th August 1966 to 20th September 1970) & RESOLUTION (12th September 1970 to 12th December 1972)
Ray W Howard P/SKX 884734	5 th July 2022 aged 87	Stoker Mechanic	Norfolk Branch (lapsed)	1950 to 1954	3SIDON, THULE & ACHERON
Brian (Blood) Reed D065272 & D136731P	23rd July 2022 aged 78	Chief Petty Officer Marine Engineering Mechanic	Barrow in Furness	October 1963 to May 1986	TRUMP (1964 to 1965), TABARD (on 'Commissioning' in Sydney 1965, TACITURN (1966), WALRUS (1967), ODIN (1967 to 1971), RESOLUTION (S) (1973 & on recommissioning on 27th September 1976 & DASO on 14th July 1977 to 1978) & WARSPITE (1982 to 1986)
Stuart Michael Thorpe	15th July 2022	Commander (X) (SM)		1963 to 1980	RORQUAL, ARTEMIS (on commissioning 10th September 1965 to 1966), ONSLAUGHT (1967), FORTH (1968), ANDREW (1969), OTUS (1970 to 1971), COQC (1980), GRAMPUS 1972), St ANGELO (1973 to 1975), SOVEREIGN (IL 17th September 1975 to 1977) & FOSM Staff (1978 to 1980)

Richard John Killick	24th July 2022 aged 86	Captain (E) (WESM)		1962 to 1988	OBERON 1962 (NL), VALIANT (1966 & on commissioning on 18th July 1966 to 1968), RESOLUTION (S) (2nd Commission Crew on Commissioning on 10th July 1971 to 1973) & NEPTUNE (1986 to 1988)
John David Smith BEng MD	31st July 2022 aged 77	Commander, RCN	SAOC	1970s	ACHERON, OKANAGAN & ONONDAGA (1970s)
Dan Gardyne	July 2022	Not given	None	Not given	TURBULENT (2006)
Cyril Raines P069884S	3rd August 2022 aged 75	Leading Seaman (UC2)	Hull & East Yorkshire Branch	January 1966 to July 1974	VALIANT (on recommissioning at Chatham on 12th May 1972) & CHURCHILL
Sir Robert Walmsley	4th August 2022 aged 81	Vice Admiral (E) (WESM)	None	1964 to 1978	DOLPHIN, OTUS (1966), NEPTUNE, CHURCHILL (1969 & on commissioning in Barrow on 15th July 1970 to 1972)
Gareth D (Harry) Harries	15th August 2022	Leading Seaman (Sonar) (Submarines)	None	Not given	TORBAY (1st Commission Crew) on 7th February 1987
Benjamin (Taxi) Carr D247016T	17th August 2022 aged 40	Steward	None	Not given	TIRELESS (2003), TORBAY & TALENT
John Williams P/K939981F	25th August 2022 aged 84	Chief Marine Engineering Mechanic	Ex-Eastern States Branch	1957 to 1977	ALDERNEY (November 1957 to April 1958), SCORCHER (September 1958 to July 1960), TALENT (July 1960 to January 1961), TOTEM (January 1961 to January 1963), OCELOT (September 1963 & on commissioning on 20th January 1964) & on Commissioning in January 1967 to March 1969) & ONYX (July 1973 to January 1976)
Tom Cosgrove P/M981622E	27th August 2022	Marine Engineering Artificer 1st Class (P)	None	Not given	OPPORTUNE, RESOLUTION (P) (2nd Commission Crew) on 10th July 1971, COURAGEOUS, WARSPITE & VALIANT
Charles Thomas Holloran	28th August 2022 aged 60	RCN	SAOC	Not Given	Not given
Russell Brumby	August 2022	Not given	None	Not given	COURAGEOUS
John Henry (John) Yates P/JX 778132	1st September 2022	Leading Signalman		1955 to 1959	STURDY, SCYTHIAN, AUROCHS, TELEMACHUS & AUROCHS
Peter Sanderson	2nd September 2022	Commodore MESM	None	Not given	RNC Greenwich, REVENGE (1976 to 1977), RNC Greenwich, DRAKE, SPARTAN (1981 to 1982), VULCAN (1983 to 1985), COURAGEOUS (1986 to 1987)
Martin La Touche Wemyss CB	12th September 2022 aged 94	Rear Admiral (X) (SM)		24th October 1949 to 1973	ALARIC (3rd Hand), TOKEN, XE-7, XE-12, SCORCHER, TABARD (IL), SENTINEL (CO), ALLIANCE (CO 18th January 1960) & SM3 (1970 to 1973)
Julian Montague Osborne	14th September 2022 aged 91	Commander (X) (SM)		1953 to 1970	TRENCHANT (March 1954), TOKEN (1958), TALENT (IL July 1959), TRUNCHEON (CO April 1961), FINWHALE (CO 1965), OPOSSUM (CO on commissioning on 29th January 1968), DOLPHIN (1970)
Brian L Goodwin P/SSX 899359	September 2022 aged 87	Radio Operator	Birmingham Branch	January 1956 to April 1960	ACHERON, ANDREW, ARTFUL, TUDOR, TRENCHANT, TALLY HO & RAHAV (Israel).

John Henry	September 2022	Leading Torpedo Operator		Not given	STURDY, SCYTHIAN, AUROCHS, TELEMACHUS
Thomas Anthony Smith	15th September 2022	Not given		Not given	WARSPITE & AFD60
Cliff Goring	22nd September 2022	Charge Chief Radio Electrical Artificer		Not given	TRIUMPH & TORBAY
Jacob Marcel Guy Lafranchise CD	22nd September 2022 aged 71	Lieutenant RCN	SAOC	Not given	RAINBOW & OJIBWA
James Terrance Oliver Jones	28 th September 2022 aged 80	Captain RCN	SAOC	Not given	ONONDAGA, OKANAGAN & OJIBWA (9th CO)
Brian E Phillips P/JX 911246	29th September 2022 aged 85	Fleet Chief Petty Officer		Not given	REPULSE (P) (1st Commission Crew) on 28th September 1968 & DOLPHIN
Roger Sparrow D051***	September 2022	Chief Petty Officer Weapons Electrical Artificer		19** to Jan 1984	Not given
Len E Wood P/J978669	2022 aged 83	Able Seaman (UC2)	Brierley Hill Branch	Apr 1963 to Jul 1965	ACHERON, TRUNCHEON, ORACLE & TIPTOE