



IN DEPTH

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Patron: Admiral Sir James Perowne KBE

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Commodore Jim Perks 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

Spring is here already! I hope you all remembered to alter your clocks & watches for British Summer Time. The main Barrow Shipyard news this Issue is that HMS ANSON – the fifth ASTUTE Class boat (Commander ‘Bing’ Crosby) - has left Barrow and is now at HMS Naval Base Clyde ready for Sea Trials and Work Up to Operational Readiness. There were the usual very big crowds on Saturday to see the ANSON leave Devonshire Dock and transit the Dock System to the Entrance Lock and, again on Sunday, to see the Submarine exit into the Walney Channel and head off past Piel Island into the open sea. Those who followed proceedings on Facebook will have seen the message from Commander Crosby thanking all Barrovians for their support and for the turn out to watch the departure from Barrow.

No doubt very soon we will be seeing the sixth ASTUTE Class boat - HMS AGAMEMNON - ‘Rolled Out’ and lowered into the Devonshire Dock and going alongside at the Wet Dock Quay. Other Barrow news is that the first steel has now been cut for the third DREADNOUGHT Class Boat - HMS WARSPITE - to join HMS DREADNOUGHT and HMS VALIANT currently under construction!

Not sure which Boat this will be for - ASTUTES or for DREADNOUGHTs but road closures were in force on Barrow Island on 1st March for more equipment deliveries from ABP facilities to the Central Yard Facility and the Top Yard.

Several Press Releases from Faslane in this Issue - one covering the Passing Out Ceremony from Initial Training for nineteen VANGUARD Trainees and thirteen ASTUTE Trainees – all being presented with Certificates and Cap Tallies by Commodore Submarines. The second Press Release covered the recognition of Long Service by four Naval Base Personnel totalling 168 years of Service. Another Release covers the recent cookery competition in Belfast in which Submarine Chefs competed.

I have also included a report discussing the AUKUS programme and the possibility of building a Nuclear powered submarines for the Australian Navy at Barrow in Furness. I expect some of you are already putting your names forward for ‘Exchange Postings’ to the RAN!

Regards to all!

Barrie Downer

CHAIRMAN'S REPORT

A year under my belt as your Chairman, it's actually 18 months but a full productive AGM 22 to AGM 23. Sir James Perowne graciously accepted my invitation to step into the enormous steaming bats left by the sad passing of our Patron Lord Boyce. Sir James has, as many of you will remember already proved his worth to the Submariners Association when he preceded 'Chuckles' as our President. As they say, "Promotion is quick in the Mob". Welcome back Sir James. On a sad note Niall "Chuckles" Kilgour announced his retirement as our President at this year's AGM. Time to put his feet up and give 100% off his attention to Janie.

Niall, you gave so much to the Submarine Service when you were serving, you continued in that vein as a Veteran and, most of all as our President. Thank you Niall.

Jim Perks is our new President. I served with Jim as his Coxswain and know full well of how supportive he is in everything he does. Jim was also a major player in the concept and eventual forming of The Submarine Family (TSF). - Welcome Jim.

Due to Covid, one could say I was conspicuous by my absence at this year's AGM. But not so! Thanks to modern imagery my photograph magically appeared on the AGM PowerPoint presentation. Not only that, but all the VIP's were also blessed with their own copy to stare at whilst eating dinner! I apologise to Lady Nicola, Janie, and Lulu.

A Nuclear First - we got the AGM done and dusted in under an hour - 46 minutes I think? It was presented well and thanks to 'One Member One Vote' (OMOV) was fairer, democratic, gave each member a chance to reflect on the Recommendations and Proposals and make their own choice. It is hoped that at next year's Conference we will have technology on our side in making it available to all via a video link.

Covid proved one thing, it showed that the Submariners Association Committee (SAC) works well as a team and if one team member falls by the wayside others step up to the mark. Taking advantage of that link, my heartfelt thanks goes to Ron Gordon the National Secretary. Ron you have supported me in the difficult times when I first became Chairman, we discuss all issues presented and encouraged each other to the correct path. But most of all you staff my written word. Ron was my Divisional Officer when I served as a 'Swimboy' in the SETT, the difference is now you don't use the RED pen!

I wish I could be better versed to explain the importance and hard work the National Secretary does. Branch secretaries will have some idea of what I am trying to say. For those who are concerned of Ron's ability he did not staff this, so blame me for spelling and grammatical errors.

The good news on the Website, it is up and running. You may look at it and think 'Really'? But I can tell you this is just the basic website. Garry Strange has spent a lot of his personal time building the website. For the critics amongst you I have a few questions:

1. Who owns the Website?
2. Who decides what contents goes on the Website?
3. Who can improve the Website?

The answer to all those questions is YOU!. It is unfair to expect Garry to take responsibility for questions 2 & 3. It's your website and we must all take responsibility for how it looks. Garry is passionate about making this Website one of the best, most informative and most of all, appealing to sign into. He cannot do it alone. If you have any ideas please contact Garry direct on sawebmaster@submarinefamily.uk or Graeme McCabe on graememccabe@icloud.com.

TSF is progressing, with one downside. Because it is an online service, to join you have to have an email address. There is no way round this as your email address is your identifier to link you into the system. If you do not have an email address or don't want to get one, as stated you cannot be a member of TSF. BUT, you are still a member of the SA, that will not change. Due to the complexity of us belonging to TSF we cannot charge annual subs, but you can make a donation to the SA if you wish. The SA is still open to new members who don't have email addresses.

The biggest advantage of TSF is that it introduces the young serving Submariners to the SA. I'm not saying they will join branch meetings but when they retire it is a more natural progression to become involved with the SA.

When I first joined the committee 15 years ago, I remember the biggest challenge then was how do we encourage leavers from the service to join the SA. In fact WO COXN John Hendren - as the then Serving Rep on the Committee, used to visit every boat and explain to the crew about the SA. In those days most serving submariners had never heard of the SA! We were constantly trying to get recognised on the Discharge Routine. TSF has solved that problem!

Final word (hoorah). Belfast 24 AGM/Reunion details will be sent to all branches, posted on the SA and TSF Websites shortly.

Iain Mackenzie
National Chairman
Submariners Association

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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: HMS ANSON exiting Barrow - on her way to HM Naval Base Clyde

NEW & RE-JOINING MEMBERS 1st January 2023 to 31st March 2023

(202* = Serving Member)

Roy Morden – the Association Membership Secretary – tells me that the SA currently has some 1,503 Members. He also reports that 50 recent applicants to join The Submarine Family also ticked the box to join the SA. Until the new SA Website and Database are in place full details of their Submarine Service are not available.

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES

SUBMARINE LOSSES OF WWII JANUARY 1943

One Submarine was lost with all hands in January 1943. Also, two 'Charioteers' were lost during Operations in the Mediterranean. The Charioteers were:

Lt Harold Faulkner Cook, RNVR

Twenty-four-year-old Harold Cook was lost during Operation PRINCIPLE. He was the No. 1 Crew of a Chariot launched from Submarine HMS TROOPER on 2nd January 1943 as part of a 'Chariot' attack on Italian shipping in the Northern Sicilian port of Palermo. He died on 2nd January 1943 and was the son of Herbert and Edith Millicent Cook of Leigh on Sea, Essex. He is commemorated on the Portsmouth Naval War Memorial on Panel No. 80 Column No. 1.

AB Walter Robert Simpson D/JX 204223

He was the No 2 Crew of 'Chariot' No. XXIII suffered a battery explosion and went out of control in a rapid dive. His No. 1 Crew managed to reach the surface, but the No. 2 Crew was lost. Walter Simpson was twenty-two years old, and he was the son of Walter and May Simpson of Blackburn,

Lancashire. He died on 3rd January 1943 - his body was recovered, and he was buried in the Catania War Cemetery in Sicily in Grave No. II. F. 18.

Submarine HMS P311

Submarine P311 an un-named 'T' Class submarine took part in an 'Operation' to take 'Chariots' to attack Italian shipping at the port of La Maddelena. Submarine P311 was allocated three 'Chariots' for this task and completed the passage through the Sicilian Channel. No further reports were received from the Submarine and P311 was presumed lost in a minefield near La Maddelena on (or about) 2nd January 1943. There were no survivors from the crew of the Submarine. Also lost were the three Chariots (Nos. X, XVIII and X**), the three Chariot Crews (six personnel in all) and the team of four 'Dressers'. The date of the loss of the crew of Submarine P311 and her passengers is taken as 8th January 1943 which is the date that the submarine was due to arrive back at Malta.

Officers:

Commander Richard Douglas Cayley, DSO**RN
Lieutenant Richard Hele Spencer Silver RN
Lieutenant Cecil Buckley, RNVR

Lieutenant Ian Norman MacRae RNR
Lieutenant (E) John Hudson Gordon RN

Ratings:

CPO Arthur Stephen Kingston Lee, DSM J113443
PO Christopher Iddiols J100591 &
RFR/Po/B.19269
PO William Edward Dye C/JX 126605
PO Cecil Ernest Carr C/JX 144742
L/Sea John William Redman C/JX 132535
L/Sea Richard Ribbands P/JX 338299
AB Desmond Arthur Jack Feltham P/SSX 32278
AB William Henry Burton P/SSX 22991
AB Cecil William Evans P/JX 164117
AB Clarence Howard Rudge P/JX 276519
AB Leonard Auty P/JX 237486
AB Arthur Key P/JX 275312
AB Robert Warner Clarke P/JX 321879
AB James Clark C/SSX 23851
AB William Frederick Nesbitt J99511
AB William Frank Sutherland C/SSX 23885
AB Bernard Cross C/JX 157739
AB George Lord D/JX 287256
AB Robert William Johns D/SSX 21077
AB Charles Edward William Brock D/JX 138882
AB William Cooney D/SSX 28081
AB Richard John Foulkes D/JX 212864
AB Alfred Stanley Newton D/SSX 13847
Ord/Sea Walter McLean P/JX 362264
Ord/Sea Donald Barry Bennett D/JX 305625
PO Tel Andrew Adams D/JX 147935
L/Tel Jim Lord D/JX 161659
L/Tel James Malcolm Brown P/JX 139969
A/L/Tel John Meyerhuber, P/JX 155251
Ord/Tel Bernard George Cheeseman C/JX 236264
Yeo of Sigs Thomas Harold Moon, DSM C/JX 133998
EA John Leslie Lyth P/MX 66284
PO Std James Crisp King, MiD P/LX 22336
L/Cook Geoffrey Leonard Skippon D/MX 69037
CERA Cyril Kimberley M38795
ERA Class Percival Leo James Down D/MX 53618
ERA Harry Hillyard 3rd Class P/MX 60318
ERA Reginald Charles William Martin P/MX 55884
ERA Class Edmund George Hunt C/MX 77300
CSto Arthur James Squire D/KX 75929
SPO John Vernon Milligan P/KX 86292
SPO John McClure, MiD P/KX 80404
SPO Patrick John Donohue P/KX 84220
L/Sto Henry Charles Short O/K P/KX 97695
L/Sto Charles Henri Vokins P/KX 85119
A/L/Sto Thomas William Bulford P/KX 88120
Sto1 Thomas Neil McShane P/KX 130669
Sto1 Henry Reginald Foxon P/KX 114941
Sto1 Harry Herbert Blackwell P/KX 132332
Sto1 Wilfred Foundling C/KX 132645
Sto1 Wilfred Bruce C/KX 118719

Sto1 Thomas William French C/KX 95964
Sto1 John Gee D/SKX 1266
Sto1 Matthew Quinn D/SKX 1238
Sto1 John Norbert Griffiths D/KX 144769
Sto1 Leslie James Bond D/KX 132332

Chariots Nos. X, XVIII & X (?)

Crews and Dressers:

Officers:

Lt Charles Ernest (Chuck) Bonnell DSC, RCNVR
Lt Guy Stretton-Smith, RNVR
Lt Jack Sargent, RNVR
S/Lt Gilbert George Goss, RNVR
Lt 156102 Kenneth Stewart Kerr, Royal Scots, HLI

Chariot Ratings:

AB Bernard Trevethan P/JX 149522
L/Sea Bertie George Sidney Rickwood P/SSX 25205
AB Paul Mapplebeck P/JX 180968
Ord/Sea Robert Anderson D/X 18907A RNR
Sto1 Ronald William Buller Pridham D/KX 145916

FEBRUARY 1943

Three Submarines were reported as 'lost with all hands' in February 1943 and five other submariners are reported to have died:

One Submariner was lost on Monday 1st February 1943. He was, apparently a passenger on the Fast Minelayer **HMS WELSHMAN** (Captain William Howard Dennis Friedburger, Royal Navy – also a Submariner) which was torpedoed by U-167 (Fregatten Kapitän Albrecht Brandt) some 45 miles east of Tobruk. HMS WELSHMAN was on passage from Malta to Alexandria at the time. Several of the survivors were killed when in the water by a depth charge which had not been set to safe. The Submariner lost was:
PO Thomas Harlow C/SSX 18872

Two Submariners died on board the Canadian Corvette **HMCS LOUISBURG** (K143) when the Ship was sunk on Saturday 6th Feb 1943. The Corvette was part of the escort for Convoy KMS8 (from Gibraltar to Bone) when she was sunk by German aircraft. It is not yet established why the Submariners were on board the Canadian Ship. They were:
AB Charles James Adams, C/JX 155111
AB Thomas William Sheppard, D/JX 147250

One Submariner on the Books of **HMS DOLPHIN** died on Saturday 6th Feb 1943. The circumstances of his death are not yet established. He was:
Ordinary Seaman James Duncan D/JX 283621

Submarine **HMS VANDAL (P64)** - a 'U' Class Submarine - had just been completed by the builders (Vickers at Barrow in Furness) and was carrying out her 'Working Up' in the Clyde areas. The Submarine was lost whilst carrying out the final three day independent exercise under war conditions. HMS VANDAL was last seen leaving the anchorage at Lochranza, Isle of Arran at 0830 on 24th February 1943. The Submarine was planned to carry out a deep dive in Inchmarnock Water before returning to the Base at the Holy Loch at 1900 on the same day. It was assumed that the Submarine was lost whilst carrying out this deep dive. HMS VANDAL was lost with all hands

NOTE: The wreck of HMS VANDAL was not found until discovered by divers in 1996. It is designated as a War Grave.

The Crew of HMS VANDAL were:

Officers:

Lt John Stirling Bridger, RN
Temp Lt M S Ebel GM, RNVR
Lt J B Portman, RN
Sub Lt J H Hickley, RNVR

Ratings:

PO Geoffrey Vincent Cowlam C/JX 125316
PO John Henry Ronald Phillips P/JX 146334
L/Sea Ronald Sidney Earles P/SSX 20686
L/Sea Aubrey Frank Fox C/SSX 21369
AB Joseph Hutchison P/JX 153045
AB Kenneth Allerton P/JX 157650
AB Joseph William Coffee C/SSX 30251
AB William Ronald Aries C/JX 159515
AB Harold Shepherd C/JX 187092
AB Joseph William Allinson C/JX 156964
AB Ernest Forster Miller D/JX 212983
AB William Williams D/JX 291213
Ord Sea Abraham Bettany D/JX 287881
Ord Sea Charles James Menzies D/JX 305275
Ord Sea John William Higgs P/JX 330618
Ord Sea Ronald Roy Stapleton P/JX 337767
Ord Sea Frank Revington P/JX 355125
CPO Tel Alfred Charles Hinds, DSM J104901
L/Tel James Firth D/JX 146758 (Dev)
Tel George Oxley D/JX 230037
Tel Robert George Coulthard C/JX 166429
Sig Walter William Palmer Berry D/JX 151217
ERA1 Herbert Walter John Shepherd M37021
ERA4 William Charles Andrews C/MX 92171
ERA4 Stanley Moss C/MX 79667
SPO Cyril Ernest Jones C/KX 85368
L/Sto Thomas George Dowde C/KX 94289
L/Sto Thomas Dodson P/KX 76011
Sto1 Thomas Jakins P/KX 110871 RFR
Sto1 Leonard George Frappell C/KX 147941
Sto1 William Henry Stanton D/KX 136901

Sto1 David John Wood D/KX 137365

His Norwegian Majesty's Submarine **UREDD (P41)** was a 'U' Class Submarine built by Vickers at Barrow in Furness. The Submarine was launched on 24th August 1941. The submarine was handed over to the Royal Norwegian Navy and manned by a Norwegian Crew. A small Royal Navy liaison team (one Officer and two Ratings) was attached to the submarine. On 18th October 1942 UREDD attacked and sank the German Ship LIBAU (3,700 tons) in Vilnes Fjord off the west coast of Norway. In the two attacks made one hit was achieved out of two fired in the first attack. Only one torpedo was fired in the second attack and this one missed. Later UREDD was tasked to land a party to blow up a power station near Bodo on the Norwegian Coast just inside the Arctic Circle. The Submarine had to cross a gap in a known minefield to land the party. Unknown to the Commanding Officer of UREDD, the gap had been closed by the Germans. Submarine UREDD did not return and is assumed to have been sunk after striking a mine and was lost with all hands on (or about) 10th (24th?) February 1943. The crew consisted of the following personnel:

Norwegian Officers:

Lt R O Roren, Royal Norwegian Navy
Lt C Weydahl, Royal Norwegian Navy
Lt A Knudsen, Royal Norwegian Navy
Sub Lt B Aas, Royal Norwegian Navy

RN Officer:

Sub Lt Edwin Conde, Royal Navy

RN Ratings:

L/Sig Victor Albert Alexander Habgood P/JX 150619

L/Tel Jack Barker P/JX 140054

The names of the Norwegian Ratings are not established.

Submarine **HMS TIGRIS** was lost with all hands on 27th February 1943. In the morning of 27th February was on patrol in the Mediterranean south east of the Island of Capri. HMS TIGRIS was detected by the German Anti-Submarine Vessel UJ2210. A series of four depth charge attacks was made and the final one of these attacks brought wreckage and oil to the surface. The Crew were:

Officers:

Lt Cdr George Robson Colvin, DSO, DSC, RN
Lt A R Sabbe-St. Leger, RN
Lt Richard Morton Powell Eaton, RN
Lt Roderick Graham Sampson DSC, RN
Sub Lt Thomas Roger Crawley-Boevey, RN
Lt (E) Gordon Stanley Nicholson, RNR

Ratings:

CPO Scott Lyon Richman, DSM, MiD C/JX 130103
 PO William Harold Quarrell, DSM P/JX 134174
 PO William Edward King P/SSX 14893
 PO Ronald Charles Chalk C/SSX 28190
 L/Sea Charles Dennis Batten P/SSX 134220
 L/Sea Cyril Henry Baker C/JX 158465
 L/Sea Percy Hurst D/JX 165403
 Act L/Sea Norman John Rundle D/JX 150670
 Act L/Sea Leonard John Raynor D/JX 153422
 AB Leonard Stanley Allen P/SSX 17575
 AB William Frederick Adams P/JX 217652
 AB James William Soames P/JX 217643
 AB James Alfred Hill, MiD J96009
 AB James O'Connor, MiD* P/JX 104615
 AB Leonard Horace Wells P/JX 261993
 AB Eric Albert Andrews C/JX 157400
 AB Lawrence John Atkins Rouse C/JX 129612
 AB James Donachy C/JX 204200
 AB Maurice Charles William Wiles C/JX 149469
 AB James Aloysius Peter McCarron C/SSX 21711
 AB William John Pym C/JX 187612
 AB Frank Rowlett C/JX 279122
 AB Herbert Abrahams, BEM D/JX 135969
 Ord Sea Jack Bovington P/JX 357310
 Ord Sea J D Hall P/JX 350069
 Ord Sea William John Andrews C/JX 327133
 Ord Sea Charles Mark Rennie D/JX 303875
 PO Tel Mervyn Benjamin John Dufty, MiD D/JX 139269
 L/Tel Owen Mountford Tucker D/JX 159152
 L/Tel James Fernley Thomas P/JX 16128
 Tel Frederick Roberts P/SSX 28265
 Sig James Richard Farrington D/JX 232506
 EA2 William Golden Lincoln, DSM C/MX 47423
 PO Cook Samuel Frank Forsey, MiD D/MX 50299
 L/Std Woodrow Craig Douglas, MiD D/LX 24527
 ERA3 Alfred James Florence, DSM P/MX 56191
 ERA4 Ralph Hartley Lea C/MX 76004
 ERA4 Harold Lees, MiD C/MX 92123
 ERA W D Culvert TBA
 ERA4 George Smith D/MX 74893
 SPO Frederick Mervyn Tanner P/KX 81529
 SPO William Brown C/KX 81221
 L/Sto William Henry Moon P/KX 90370
 L/Sto Donald Percy Tooke C/KX 86106
 L/Sto Harry Charles Bennett C/KX 91515
 L/Sto Robert Stanley Vines, MiD D/KX 90328
 Sto1 J Ernest Outhwaite P/KX 139396
 Sto1 John Lewis Allbrighton, MiD P/KX 78057
 Sto1 J David Dempster C/KX 93086
 Sto1 J Wilfred Nutt C/KX 93871
 Sto1 J Lawrence Frederick Nicholson C/KX 121329
 Sto1 J Michael Cassidy C/KX 118554
 Sto1 J George Leslie Lock D/KX 134195
 Sto1 J Charles Eric Hyde D/KX 118388

Sto1 J Francis Leslie Coulson C/KX 117084
 Sto1 J Arthur Robert Thomas Brown C/KX 132389
 Sto1 J Daniel Clark C/KX 115875

One member of the crew of Submarine **HMS REGENT** died on Saturday 27th February 1943. The circumstances of his death are not yet established. He was:
 AB Albert Edward Pickers C/JX 266322

MARCH 1943

Two Submarines were lost in March 1943 'with all hands' and one other Submarine Command Qualified Officer was lost.

Submarine HMS THUNDERBOLT (previously HMS THETIS) was 'lost with all hands' in the Mediterranean off Cap San Vito, Sicily on 14th Mar 1943. HMS THUNDERBOLT was detected, in the early hours of 14th Mar, by the Italian Destroyer CICOONA (Lieutenant Augusto Migliorini). Following a three-and-a-half-hour pursuit the CICOONA made a depth charge attack at 0845. This brought the stern of THUNDERBOLT to the surface before the submarine finally sank. The Crew were:

Officers:

Lt Commander Cecil Bernard Crouch DSO*
 Lt Reginald Peter Webb
 Lt Gerald Peter Horlick
 Lt John Edgar
 Lt Edmund Phillip Maw
 Lt (E) Dudley Abel Montague Woodcock

Ratings:

CPO Fred Ringham J97099
 CPO Harold Percy Walters, DSM, MiD P/J98724
 PO James Alfred Cale, DSM P/SSX 26425
 PO Henry James Webb Whitbread, DSM C/JX 106284
 PO Thomas Curry, MiD C/JX 138437
 PO Charles Stanley Elliott D/JX 139568
 PO James Augustus Lee D/JX 143469
 L/Sea Eric Heathcote P/JX 157609
 L/Sea Charles Henry Arthur Crane P/JX 149527
 AB Richard Edwin Mitchell P/JX 221806
 AB Douglas John Preece P/JX 162089
 AB Donald Harvey White P/JX 179118
 AB Stanley Gilroy P/JX 187751
 AB John Kenneth Hughes P/JX 173883
 AB Samuel Rice P/JX 214984
 AB Frank Saunders C/JX 190657
 AB Raymond Kelsey C/JX 161166
 AB Leonard Jack Moore, DSM C/JX 179027
 AB Ronald Keenan C/JX 155544
 AB William Michael McKinley Bradley C/JX 204483
 AB William Thomas Galloway, MiD* C/JX 136132

AB Sidney Leslie Johnson C/JX 186158
 AB Horace Dent Wilson D/JX 287111
 AB Leslie David Hussey-Yeo, DSM D/JX 134450
 AB Victor Randolph Harris, MiD D/SSX 17822
 Ord Sea William Joseph Trayler P/JX 353799
 PO Tel Stanley Reginald Freeman P/JX 141452
 L/Tel Thomas Tonar Blane P/JX 159608
 L/Tel George Nicholas Murray D/JX 159124
 Tel Alexander William Japp D/JX 157609
 L/Sig Reginald Stanley King C/JX 155695
 EA4 Stanley Cook C/MX 51807
 PO Ck (S) Ernest William Bird P/MX 49264
 PO Std Thomas York C/LX 21793
 CERA George William Curtis, DSM, MiD P/M 39537
 CERA Roderick Lynch, DSM C/MX 51374
 ERA3 James Edward Newcomb P/MX 58510
 ERA4 Ronald Wilfred Spice C/MX 76114
 ERA4 Albert Edward Downham D/MX 74036
 SPO Thomas Aldous Boulton, DSM D/KX 81414
 SPO Frederick Lowe D/KX 82007
 L/Sto Richard Newton D/KX 90151
 L/Sto Samuel Cooper D/KX 92324
 L/Sto Michael Alphonsus Daly D/KX 103259
 L/Sto Victor White Hines C/KX 91728
 L/Sto David Brister C/KX 92825
 Sto1 Frederick Waller Prince P/KX 132450
 Sto1 Edward McGow O.N P/KX 126874
 Sto1 William Henry Golding P/KX 108144
 Sto1 Daniel McNally P/KX 116725
 Sto1 Ronald John Norwood C/KX 133877
 Sto1 Daniel Archibald McLeod C/KX 112961
 Sto1 William George Doughty C/KX 102107
 Sto1 Clifford Stanley D/KX 118463
 Sto1 Frederick Charles Newman D/KX 129348
 Sto1 Martin Cannon D/KX 120019

Submarine HMS TURBULENT was presumed to have been sunk 'with all hands' on or about 14th March 1943. The Submarine had sailed from Algiers on 24th February 1943 for what was to be her last patrol in the Mediterranean before returning home. A signal was sent to TURBULENT on 20th March giving a route back to Algiers. No reply was received concerning this signal. It is thought that there were two likely reasons for the loss of TURBULENT. These were a depth charge attack by a Ju88 and the Italian Destroyer ARDITO on 6th March 1943 in the Bay of Naples or striking a mine in the minefields north and east of Sardinia between 12th and 14th March 1943. The Crew was made up of the following personnel:

Officers:

Cdr John Wallace Linton, VC, DSO, DSC
 Lt Brian Clement Wilson Clements DSC
 Lt John Priestley Blake DSC

Lt Arthur Osmond Baker
 Lt J M Lawson
 Lt (E) Clive Frederick Evelyn Chartres

Ratings:

CPO Albert Roy Lyfield, MiD J91592
 CPO George Harold Wilkes, DSM C/JX 125656
 PO Henry Frederick Walker, DSM, MiD C/JX 129558
 PO William Hogg, DSM, MiD J102496
 L/Sea Leonard Charles Oates P/SSX 24653
 L/Sea William Henry Joseph Biddlecombe P/JX 152619
 L/Sea William Edward Farrow C/SSX 20124
 AB Frederick George Newhouse Bennett J104115 & RFR/Po/B.19424
 AB Robert Ridley Ridley, MiD P/JX 191213
 AB Geoffrey Alwyn Williams P/JX 295817
 AB Brian Hunnisett P/JX 235817
 AB Charles Ogden P/JX 219262
 AB Frederick Percival De Maine Stone, DSM C/JX 135333
 AB Robert Herbert Reeves, DSM, MiD C/JX 129071
 AB William Arthur Glester, DSM, MiD C/SSX 32771
 AB William Henry Glover C/JX 208273
 AB Cyril Davis Ford C/JX 199416
 AB Harold Walter Wheldon C/JX 198111
 AB John Albert Deller C/JX 200606
 AB John Stead, MiD C/JX 194867
 AB Leslie Walton D/JX 208533
 AB Charles Henry Pearce, MiD J101914
 AB Morgan Ensor Billingsley D/JX 212938
 AB Cyril Edward Morris D/JX 213565
 AB Henry Brokenshire D/JX 155487
 AB Maurice Ormerod D/JX 200569
 AB Norman Edwin Jones D/JX 333005
 CPO Tel William Kerby Hadley, DSM J107992
 L/Tel William Richardson, DSM P/JX 154518
 L/Tel Ronald Arthur Dennis P/JX 155585
 Tel Norman Brown, MiD C/JX 162871
 Tel Bernard Gorman C/JX 156512
 Yeo of Sigs William Carton Peebles, MiD C/JX 142798
 EA Frederick Charles Morris, DSM M38173
 PO Ck Thomas Gardner, MiD* P/MX 49964
 PO Std James William Weatherley, MiD P/LX 22249
 CERA Harry Bromby, DSM P/MX 50465
 ERA Arthur Stanley Crowston, DSM, MiD P/MX 54553
 ERA Malcolm Simpson, MiD P/MX 72069
 ERA Frederick Charles Wallis, DSM C/MX 64815
 ERA Hugh McLaren Whyte D/MX 72694
 ERA George Leonard Mason D/MX 74845
 SPO William Edward Sharp, DSM D/KX 66108

SPO Christopher Albert Lloyd, MiD D/KX 82609
 L/Sto Harold Stranaghan, MiD D/KX 89193
 L/Sto Albert Ernest Maynard C/KX 99264
 L/Sto Frederick Thomas Wheeler, MiD C/KX 94979
 L/Sto Charles Alfred Tod C/KX 80479
 Sto1 Victor Cornwall Boyce P/KX 93352
 Sto1 Walter James Dye, MiD P/KX 90571
 Sto1 Albert Edward Bourne P/KX 146418
 Sto1 Cecil Darling, MiD C/KX 132024
 Sto1 Joseph William Thomas Tunnell, MiD C/KX 110965
 Sto1 James Michael Boyce C/KX 114884
 Sto1 Richard Hall C/KX 112418
 Sto1 George Hay C/KX 113319
 Sto1 Cyril Frank Courtneall C/KX 120654
 Sto1 Joseph Sweeney D/SKX 1219
 Sto1 Thomas John Willicombe, DSM D/KX 95054
 Sto1 Cyril Stanley Thomas Down D/KX 86557
 Sto1 Andrew Goldsworthy RNR/Dev/SR/59417

An Officer appointed to the Submarine Depot Ship **HMS MEDWAY** died on Tuesday 23rd March 1943. The circumstances are that he was reported to have been killed when a LIBERATOR aircraft, in which he was a passenger, was shot down. It is understood that he was travelling to take up a Submarine Command appointment.
 He was:
 Lieutenant Paul Seymour Skelton, Royal Navy
 He is commemorated on the Portsmouth Naval War Memorial, Panel No. 72 Column No. 3

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 Family Donation details can be found on RNRMC Website.
- (3) The Royal Navy Submarine Museum. Any Donations or Bequests for the Submarine Museum should be directed to the 'Friends of the Submarine Museum'

THE ONLINE BOOK OF REMEMBRANCE

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 the 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 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

SUBMARINERS RECOGNISED FOR SERVICE IN OPERATION 'LONDON BRIDGE'

The following Submariners have been recognised for their service during 'Operation London Bridge' - the funeral arrangements for our late Sovereign: Queen Elizabeth II - with the award of the Royal Victorian Medal:

ET (WESM) 2 Kieron Lee Caldwell
 ET (WESM) 1 Dylan McKenzie Dugdale
 LET (MESM) David Eastcroft
 ET (WESM) 2 William James Forgan
 ET (WESM) (CIS) 2 Liam Hollands
 ET (WESM) (CIS) 2 Alun Christopher Hughes
 ET (WESM) 2 Shanon Ann Page Jones
 ET (WESM) 2 Charlie Lawrence Knight
 ET (WESM) 2 Ethan James Layburn
 ET (WESM) 2 Dael Nicholas Lett
 LWS (SS) Darran Miles
 ET (MESM) 2 Leon James Morris
 ET (WESM) 2 Emerson Richard Parkinson
 LET (WESM) Rizwan Qadir
 ET (WESM) (CIS) 2 Mason Myers-Roberts
 ET (WESM) (CIS) 1 Joshua Strang
 ET (MESM) 1 Teddy Enow Tabe
 ET (WESM) 2 Warren Jay Tobin
 ET (WESM) 2 Lawrence Andrew Turner

LET (MESM) Robert David Turner
 AB (WS) (SS) 1 Calum Frank Fleming Webster
 ET (WESM) (CIS) 2 Brandon Connor Wood

ROYAL NAVY SUBMARINER TRAINEES 'PASS-OUT' AT HM NAVAL BASE CLYDE

ROYAL NAVY MEDIA RELEASE

HMNBC 08/23 Monday, 27 Feb 2023

Two classes of Royal Navy submariner trainees recently passed-out from the first phase of their Submarine Qualifying Course (SMQ) at HM Naval Base Clyde.

The two groups of students – being trained for service on board Vanguard and Astute Class submarines – reached the culmination of their ten-week “dry phase”, the classroom part of the course conducted on dry land at Clyde's Fleet Operational Standards and Training (Submarines) (FOST)(SM).

Naval Base Commander, Commodore Sharon Malkin, presented each student with their certificates in the HMS Neptune Supermess.

There were 19 students completing the Vanguard Class course with 13 qualifying for the Astute Class, each of them delighted to have reached this milestone in their training. As well as their certificates, each submariner trainee received the much-coveted HM Submarine cap tally.

Naval Base Commander, Commodore Sharon Malkin said: “It was a privilege to present both classes with their HM Submarines Cap Tallies as they complete ‘Dry Phase’ training and continue their journey in the Submarine Service. This is an important first step for them on their road to becoming fully fledged Submariners and each should be proud of their achievements to date.”

There are more than 100 roles to choose from in the Royal Navy, with the Submarine Qualifying Course providing future submariners with the knowledge essential for joining their first Royal Navy submarine. The course instils the absolute professionalism demanded by the Submarine Service with trainees required to demonstrate an intimate understanding of more than 30 complex engineering systems which operate the nuclear submarines and keep the crew safe.

One of the youngest students, Engineering Technician (Marine Engineering) Bailey said: “I found the Submarine Qualifying Course very challenging but also very enjoyable. Today was a great achievement for me and I am happy to have passed the course. I am now looking forward to starting the next part of my career and qualifying as a submariner and receiving my dolphins.”

In addition to the presentation to students, Leading Hand Supply Chain (LSC) Lockyear, an instructor at

SMQ, was presented with his Long Service and Good Conduct (LS&GC) medal in recognition of 15 years of service.

Commodore Malkin continued: “I was also able to present the LS&GC to LSC Lockyear. The award is given for 15 years unblemished service in the Armed Forces, and it was evident that LSC Lockyear has contributed significantly in both the submarine operational and support environments, as well as setting a fine example whilst supporting and leading the trainees in his current role.”

Prospective submariners join FOST (SM) at HM Naval Base Clyde for the “dry phase” of their training. After successfully completing this, the second phase of training begins – known as the “wet phase”. Students complete their SMQ training at sea on board a Royal Navy submarine and it is only then that they are entitled to wear the coveted “dolphins” badge – the mark of a qualified submariner.



Commodore Sharon Malkin addresses the two classes of submariner trainees at their passing-out.



Commodore Malkin presents Engineering Technician Bailey with her certificate and cap tally.



Leading Hand Jeffries is presented with his certificate and cap tally.



Leading Hand Lockyear receives his Long Service and Good Conduct medal from Cdre Malkin.

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

ROYAL NAVY RECOGNISES 168 YEARS COMBINED SERVICE AT HMNB CLYDE

ROYAL NAVY MEDIA RELEASE Friday, 3 February 2023

Royal Navy personnel at HMNB Clyde were recently recognised for their outstanding service and contribution to the Royal Navy and Continuous at Sea Deterrence. Naval Base Commander, Commodore Sharon Malkin, attended the award ceremony in the Warrant Officers and Senior Rates’ Mess where she presented the awards to the Superintendent Faslane Site community.

The awards were given for Long Service and Good Conduct (LS&GC) and between them, the four

individuals receiving the awards, have clocked up over 168 years of dedicated service. Naval Base Commander, Cdre Sharon Malkin, said: "On behalf of the Royal Navy and the nation it was a pleasure to be able to award the recipients with their respective LS&GC Bars and Valedictory certificates today. "Often unseen, often far from home and in challenging circumstances, they have all served very long and distinguished careers in the Royal Navy and should be rightly proud of their achievements."

Among those receiving an award was Warrant Officer (WO) 1 Glenn Male who was presented with his third Long Service and Good Conduct (LS&GC) clasp and his gold valedictory certificate for a remarkable 45 years of service in the Royal Navy. Glen joined the Royal Navy in 1977, aged 17, and on completion of his initial training began his first deployment, joining HMS ARK ROYAL for her final deployment. In 1981, he married his wife and in 1982 served in the Falklands on-board HMS PENELOPE, which was one of the last ships to come under attack during the conflict. He returned home from the Falklands in September of that year to meet his first daughter who was born in July and was already two months old. Glenn said: "I signed up for the Royal Navy after chatting with my best mate from school who was home on leave and telling me all about the places he had visited. So, initially I signed up for three years, however after 18 months I withdrew my 18 months' notice and decided to give it a bit longer."

Glenn went on to complete the Artificer Candidate Course at HMS SULTAN in 1983 before volunteering for the Submarine Service. He joined HMS DOLPHIN for basic training in 1985 and later that year welcomed the birth of his second daughter. "When I had seen some of the world, I joined the Artificer Candidates Course at HMS SULTAN where I learned about the 'Silent Service' from a Submariner on the course. Having a family and looking for more stability, the patrol life of the Polaris submarines really appealed to me, so I volunteered," explained Glenn. He enjoyed a varied career in the Submarine Service, a total of 36 years, completing patrols on all four Resolution Class submarines, joining his first, HMS REPULSE in 1986. He went on to serve on HMS VICTORIOUS and VENGEANCE and completed his final sea draft on VANGUARD in 2009.

One of the highlights of his time as a submariner was receiving the Herbert Lott Award while serving as Nuclear Chief of the Watch on HMS VENGEANCE in 2003. The Herbert Lott prize is given in recognition of exceptional efficiency and dedication to individuals or units who stand out from the ship's company for demonstrating marked

efficiency in their duties and commitment to the unit and the Service.

He was recognised, not only for his professional performance and technical knowledge, but also for his contribution to the overall wellbeing and morale of the Ship's Company. He was responsible for organising a whole range of activities including a nine-hole golf tournament which ran the length of the submarine and a garden fete complete with fortune teller. Glenn continued: "I always felt it was important to keep morale raised especially in situations where we are separated from our families, and I was delighted to be recognised for the part I played in encouraging team spirit and a bit of friendly rivalry whilst also raising some cash for good causes." "I have enjoyed my time in the Royal Navy, and I am truly grateful to the unique group of people who have supported me throughout. I would like to give special thanks to my wife and two daughters who have been there with me every step of the way. Without this support I would not be where I am today." Glenn will leave the Royal Navy but will still be a familiar face around the Base as he takes up his new post with Babcock in the Spring.

Also achieving an outstanding 45 years' service and receiving his third LS&GC clasp was Chief Petty Officer (CPO) Ian March. Ian joined the Navy when he was only 16 and joined his first submarine in 1979, HMS Otus. It was on this Oberon Class Submarine he earned the right to wear the coveted "dolphins" badge – the mark of a qualified submariner. Three others also received awards: CPO David Allan, another submariner, received his second clasp to his LS&GC medal for almost forty years of service, CPO Ian March also received his second clasp, and WO1 Leslie Giffen received a silver valedictory certificate for having completed 34 years of service.

Photos credit PO Andrew Wells



WO1 Glenn Male, WO1 Leslie Giffen, Commodore Sharon Malkin, CPO Ian March, and CPO David Allan.



WO1 Glenn Male receives his award from Naval Base Commander Clyde, Cdre Sharon Malkin.

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

BELFAST CATERING STUDENTS COMPETE WITH ROYAL NAVY TO FIND TOP CHEFS

ROYAL NAVY MEDIA RELEASE
HMNBC 11/23 Thursday, 23 March 2023

Belfast catering students recently pitted their culinary skills against Royal Navy Submariner Caterers during a “Cook and Serve” competition at the Belfast Met. The Submarine Flotilla’s Belfast Shield “Cook and Serve” competition, provides students and submariner chefs the opportunity to demonstrate proficiency in front of a panel of judges.

On March 22nd, six teams from across Belfast came together to compete at the Belfast Met, going head-to-head with RN Submarine Flotilla Teams.

The challenge was to produce a delicious, high-quality, three-course meal, with “front of house” students also being tested on their knowledge and technical serving skills.

The teams were given a budget of £120 and worked under tight time constraints to come up with their creations.

Some of the delicious dishes the inventive chefs created for the competition included: Honey Glazed Duck Breast, Sous Vide Cod with Curried Mussels, Pan Fried Saffron Cod, and Lamb Rump with Anchovy & Wild Garlic.

Chief Petty Officer Cartwright, who was part of the judging panel, said: “This has been a fantastic opportunity for Royal Navy Catering Services personnel to demonstrate their culinary skills and showcase their talents in hospitality, alongside the College teams.” “It was a pleasure to sample and judge the delicious dishes which were beautifully presented and served. The guests and judges were very impressed with the flair and professionalism demonstrated by the teams.”

As well as cooking for the boat’s crew while at sea – a submarine is always a “boat” – submariner chefs are also expected to be able to serve a fine dining experience. Food is an enormous part of the morale on board as the crews are sometimes deployed for months at a time without surfacing.

Petty Officer Christopher Tarr, an experienced submariner chef who helped organise the cooking competition, said: “When at sea, people enjoy the meals they have at home – Sunday roasts, Friday’s fish and chips, and of course theme-nights such as steak and chips, or curry and pizza nights.

“It is a close knit ‘family’ onboard and people have their core roles but can quickly switch to utilise their training to fulfil other duties. This can include firefighting, first aid, or even ‘driving’ the submarine. “The chefs really look forward to opportunity such as this to showcase their full range culinary skills. Competitions like Cook and Serve are a great way of keeping skills honed.”

Although training and development continues throughout a submariner chef’s career, trainees complete ten weeks of basic training before going on to the Defence College of Logistics, Policing and Administration. This is followed by a further eleven weeks of submarine training where they learn about the vessels including warfare, weapons, propulsion, and escape training. After this they go to sea on a submarine before hopefully qualifying as a Royal Navy submariner.

The winner of the Belfast Cook and Serve competition was South Eastern Regional College, with South West College and Northern Regional College coming in second and third place respectively. The teams were presented with their gold, silver, and bronze place medals by Lady Mary Peters (RN Honorary Captain).

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



Royal Navy chefs get set to work in the kitchen.



A few of the guest diners being served their dishes.



One of the many delicious creations on camera



Royal Navy chef focussing on the job in hand.



Delicious desserts are beautifully presented ready for judging.



One of the competition judges keeps an eye on things in the kitchen.



The winners from South Eastern Regional College, Nadia Rainey, Eimer McCarthy and Erin Horner, receive their gold medals from Lady Mary Peters.



Everyone involved in the RN Cook and Serve competition gathers for the presentation of medals

Progress on Dreadnought Submarine revealed by Government

13th March 2023
By Dan Taylor, Chief Reporter
@DanTaylorJournro



An artist's impression of one of the planned Dreadnought nuclear submarines (Credit: BAE Systems)

The Government has provided an update on the progress of the four Dreadnought class submarines being constructed in Barrow.

The boats will form the UK's at sea nuclear deterrent, carrying Trident nuclear weapons, and replace the current Vanguard class.

An official update has revealed the progress made in the last year on the programme following concerns over potential delays.

The update to parliament said the programme was still within budget and on track for the first submarine, HMS DREADNOUGHT, to enter service in the early 2030s.

It said: "As previously reported, all 12 missile tubes for DREADNOUGHT have been successfully delivered to the BAE Systems Barrow shipyard; these have now been integrated with the relevant parts of the pressure hull to form the missile compartment unit, a significant milestone in the delivery of the programme.

"We continue to work closely with our United States (US) colleagues to ensure missile tube deliveries for the remaining boats in a timely manner.

"The 2015 Strategic Defence and Security Review estimated that the programme is likely to cost a total of £31 billion (including inflation, over the lifetime of the programme) and set a contingency of £10 billion.

"The programme remains within this overall budget and, as of 31st March 2022, £12.5 billion had been spent on the concept, assessment, and early delivery phases of the Dreadnought Programme, of which £2.2 billion was spent in financial year 2021-22."

The update also described the progress on new buildings at the shipyard being used for the programme.

It said one of the buildings connected to Devonshire Dock Hall, where the fabrication of the submarine reactor pipework and the final assembly of the reactor is carried out, was ready for use in July 2021.

Another building 'remains on track' to become operational this year.

Reports have suggested Rishi Sunak is preparing to announce a multibillion-pound cash injection into Britain's nuclear deterrence programme as part of a new defence funding package in the wake of the Ukraine war.

The prime minister is said to be due to unveil up to £5 billion of additional cash for defence over the next two years on a visit to America next week. A large portion of the new money will be earmarked for the Dreadnought programme, The Times reported.

Construction Starts on the Third DREADNOUGHT Class Submarine

BAE Systems 9th February 2023

BAE Systems has today marked the start of construction of the third DREADNOUGHT Class submarine, WARSPITE, at its shipyard in Barrow-in-Furness, Cumbria. WARSPITE is the third of four DREADNOUGHT Class ballistic missile submarines being designed and built by BAE Systems. Due to enter service from the early 2030s, the boats will carry the UK's nuclear deterrent and be the biggest, most powerful, and technically advanced submarines ever delivered to the Royal Navy. Construction of the first two boats, DREADNOUGHT and VALIANT, is already well underway.

Steve Timms, Managing Director of BAE Systems' Submarines business, said: "Today's milestone is a really significant moment for the thousands of employees here at BAE Systems and across the submarines enterprise who are working together to deliver the DREADNOUGHT Class. "We are

immensely proud of the role we play in delivering this truly national endeavour for the Royal Navy and our contribution to protecting national security.”

Attending today's ceremony, Defence Procurement Minister Alex Chalk KC MP, said: "Our nuclear deterrent protects every UK citizen from the most extreme threats, every minute of every day and progress on the DREADNOUGHT Class is crucial to maintaining our national security. "This milestone is a significant step forward in the DREADNOUGHT programme, supporting thousands of jobs and apprenticeships across the country and protecting the UK and our allies for decades to come.”

BAE Systems Submarines makes a significant contribution to the UK economy, supporting more than 11,000 jobs, the vast majority of which are in Barrow-in-Furness, in the north west of England. The business is continuing to grow its workforce and this year it expects to recruit more than 2,000 new employees. In addition, a record number of apprentices and graduates will join the business with more than 800 roles available in 2023. This early careers population will learn their trade working on one of the world's most complex engineering programmes.

Over the life of the DREADNOUGHT programme, an estimated £7.5 billion will be spent with UK suppliers, supporting upwards of 11,800 jobs in the supply chain. Alongside the DREADNOUGHT Class, BAE Systems is delivering seven ASTUTE Class hunter killer submarines, four of which are in-service with the Royal Navy. Design and concept work is also underway on the Submersible Ship Nuclear Replacement (SSNR) programme, the eventual replacement to the ASTUTE Class.

AUKUS DEAL - US, UK and Australia agree on Nuclear Submarine Project

14 March

By Kathryn Armstrong, Frances Mao & Tom Housden in London, Singapore, and Sydney

The US, UK and Australia have unveiled details of their plan to create a new fleet of nuclear-powered submarines, aimed at countering China's influence in the Indo-Pacific region.

Under the AUKUS pact Australia is to get its first nuclear-powered subs - at least three - from the US. The Allies will also work to create a new fleet using cutting-edge tech, including UK-made Rolls-Royce reactors. Beijing has strongly criticised the significant naval deal. Its foreign ministry on Tuesday accused the three nations of "walking further and further down the path of error and danger".

China's UN mission had earlier also accused the Western allies of setting back nuclear non-proliferation efforts.

But US President Joe Biden said the deal was aimed at bolstering peace in the region and stressed the submarines would be "nuclear-powered, not nuclear-armed".

Speaking alongside the UK and Australian prime ministers - Rishi Sunak and Anthony Albanese - in San Diego, California, Mr Biden said the deal would not jeopardise Australia's commitment to being a nuclear-free country.

For Australia, it is a major upgrade to the US ally's military capabilities. The country becomes just the second after the UK to receive Washington's elite nuclear propulsion technology.

The submarines will be able to operate further and faster than the country's existing diesel-engine fleet and Australia will also be able to carry out long-range strikes against enemies for the first time.

Under the deal, Australian navy sailors will be sent to US and UK submarine bases from this year to learn how to use the nuclear-powered submarines.

From 2027, the US and UK will also base a small number of nuclear submarines in Perth, Western Australia, before Canberra will buy three US-model Virginia-class submarines in the early 2030s - with options to purchase two more.

After that, the plan is to design and build an entirely new nuclear-powered submarine for the UK and Australian navies - a model that is being called SSN-AUKUS.

This attack craft will be built in Britain and Australia to a British design but use technology from all three countries. The US, Australia and UK will jointly build a new class of submarines

President Biden said all three countries were committed to ensuring the Indo-Pacific region would remain free and open.

"Forging this new partnership, we're showing again how democracies can deliver our own security and prosperity... not just for us but for the entire world," he said.

He also pledged of \$4.6bn (£3.7bn) to expanding the US' submarine construction capacity and improving maintenance of its current nuclear-powered Virginia-class submarines.

Australia's PM said the plan - which will cost Canberra up to A\$368bn (£201bn) over 30 years - marked the "biggest single investment in Australia's defence capability in all of its history".

Anthony Albanese said building the submarines in Australian shipyards would also create thousands of local jobs. The UK PM also said thousands of jobs would be created in Derby and Barrow-in-Furness, where some of the construction would take place.

Mr Sunak said that in the 18 months since the Aukus alliance was unveiled, the challenges to global stability had only grown.

"Russia's illegal invasion of Ukraine, China's growing assertiveness, the destabilising behaviour of Iran and North Korea - all threaten to create a world codefined by danger, disorder and division," Mr Sunak said.

As part of his visit to the US, Mr Sunak has also pledged to increase defence spending by nearly £5bn (\$6bn) over the next two years to counter threats from hostile states.

The Aukus security alliance - announced in September 2021 - has repeatedly drawn criticism from China. Beijing's foreign ministry last week reiterated its position that the pact risked creating an arms race.

But the three Western countries say the security deal is aimed at shoring up stability in the Indo-Pacific.

While all three leaders have stressed how the deal will strengthen their co-operation, it hasn't been without its political fallout.

In 2021, Australia scrapped a multi-million dollar diesel-powered submarine agreement with France in favour of the trilateral agreement - causing a political rift with Paris.

Australia also faces a delicate diplomatic situation with China - its largest trading partner. Analysts say the question will be whether it can continue to strengthen its military ties with US, while fostering commercial ties with Beijing.

ROSYTH SITE SECURE AFTER TRANSFER BACK TO ROYAL NAVY

ROYAL NAVY MEDIA RELEASE Friday, 31st March 2023

From Carr, Gavin (NAVY DNS-COMMS SCOT PRO NNPP)

The future of Ministry of Defence site MOD CALEDONIA is secure after transferring back into the hands of the Royal Navy. Following a period when the site was run by the Defence Infrastructure Organisation (DIO), the establishment will be recommissioned as "HMS" CALEDONIA on April 1st, with His Majesty The King approving the move.

"The recommissioning of HMS CALEDONIA preserves the strong and historic links between the Royal Navy and the Rosyth and wider Forth communities," said Brigadier Andrew Muddiman ADC RM, Naval Regional Commander Scotland and Northern Ireland. "These links date from both World Wars to Rosyth's role preparing for the Falklands Conflict, through to the ship building and maritime innovation activities today. "The continuation of CALEDONIA as a support base proves the ongoing commitment by UK Defence to

revitalise local communities and promote prosperity across Scotland."

The return of the site to Navy Command will see HMS CALEDONIA refreshing its role of a Naval Support Activity to the growing Royal Navy presence at nearby Babcock Rosyth. The site also supports Scottish shipbuilding both on the Forth and Clyde.

Currently, Scottish shipyards have orders to build 13 Royal Navy frigates, with five Type 31 ships being built by Babcock at Rosyth. There are another three Type 26 vessels under construction at BAE Systems on the Clyde, including the first of class, HMS GLASGOW, with a contract in place to build another five securing around 4,000 jobs throughout the UK supply chain. This, and the potential future opportunity of the Forth Green Freeport initiative, herald an exciting time for Rosyth and the wider Forth area.

HMS CALEDONIA will also continue to support the Royal Navy Headquarters Scotland and Northern Ireland, Maritime Reserve units HMS Scotia and Royal Marines Reserve Scotland, the Royal Marine Scotland Band, the Royal Navy's Candidate Preparation Centre-North, as well as RN and RM Cadet training facilities and other Youth organisations. The establishment will also continue to provide support to a range of critical resilience activities in support of the civil authorities, via the Joint Military Commander for Scotland, as it did throughout the pandemic.

The Royal Navy has a long and proud history at Rosyth. Work on constructing the dockyard began in 1909 with the site used as a Naval Base during the First and Second World Wars.

HMS CALEDONIA was originally commissioned in 1946 as a Naval artificers training establishment. The closure of HMNB Rosyth in 1995, as well as its tender establishment HMS COCHRANE, saw CALEDONIA become a RN Support Establishment to the naval activity in Rosyth Royal Dockyard.

The site was eventually transferred to the Defence Infrastructure Organisation in 2011 as "MOD CALEDONIA", coinciding with Babcock Rosyth taking ownership of the nearby dockyard.

From 2014 through to 2019 CALEDONIA provided a vital base for the build programme of the Queen Elizabeth Class aircraft carriers. With the transfer back to Navy Command the site will do so again for the new Type 31 Inspiration Class frigates, starting with first of class, HMS VENTURER.

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

Research puts Submarine Service in the Spotlight

24th March 2023

What is it to be a submariner – and what does it mean to the spiritual home of the Silent Service?

Those are questions answered in an impressive online repository of interviews, photographs, and memories of submariners – and their families – to bring the Service past and present to life... and shed light on its impact on Gosport.

For 95 years, the Hampshire town was regarded as the home of the Submarine Service with HMS DOLPHIN at Fort Blockhouse its alma mater.

Even when it closed in 1999, the association with boats continued through the escape training delivered at the SETT and the landmark tower on the sea front.

It closed in 2020 when replaced by the new emergency training complex in Faslane, the 21st Century home to the UK's submarine fleet.

That leaves just the Submarine Museum in Gosport... plus memories, which have been scooped up by the submarinersstories.uk project – a collaboration between the local council, historians from the National Museum of the Royal Navy and oral history experts Meeja.

They've recorded interviews with 15 people connected with the service, most of them from the local area, to preserve a vital part of Gosport history for future generations. They also collected personal and archive imagery and commissioned new portraits.

The subjects covered span all aspects of (un)classified life in the Silent Service – from the isolation and separation from families to the bond between crew, the challenge of the Perisher command course and being in charge of a nuclear submarine, and differences with the Surface Fleet, to the importance of food on board (stressed by more than one interviewee).

"This is a superb local history resource which highlights HMS DOLPHIN's vital contribution to the defence of this country and – by training submariners from around the world – many other countries," said Councillor Peter Chegwyn, Leader of Gosport Borough Council.

"This story is a crucial part of our borough's rich military heritage, and this project will help to make sure it is never forgotten."

Lesley Ure, who worked as a waitress at HMS SULTAN as a teenager and vowed never to settle down with anyone from the military... fell in love with a submariner and found herself raising two children with a partner frequently deployed for long periods.

"There are massive highs and lows," she says of being a 'naval wife'. "It's like an emotional rollercoaster. I feel for me that's made us stronger. We're very close, we appreciate each other, we've never taken each other for granted."

Her husband Midge (not that one) spent 24 years as a marine engineer on boats and recounts at length life in the Service, some naughty goings on by the crew of HMS SUPERB in Diego Garcia (which apparently earned the boat an ASBO...), camaraderie and receiving good and bad news via terse 'familygrams' (40/80 word messages sent to crews on deterrent patrols).

Lieutenant Ami Burns – who is still serving – was one of the first three female marine engineers in the Silent Service. She wondered if she and other female submariners would be accepted in a male-dominated world. "All of those questions, and I think the anxiety was probably greater than the event because it transpires that submariners only care if you are competent at your job," she says. "It's difficult physically because the long days, it's difficult mentally because you're away from your families, without contact from you to them, or sometimes without contact at all, depending on where you're operating."

Jim Perks joined the RN as a writer and ended up as head of the Submarine Service in a career spanning more than three dozen years. Gosport is intertwined with both his personal and professional lives - he got married in Alverstoke, enjoyed his wedding reception in DOLPHIN's wardroom, loved his time on O-boats operating out of Fort Blockhouse, the anxiety/excitement of completing submarine escape training and the misery of being stuck in traffic on the A32.

He left the RN on the cusp of the deal with Australia to build a new generation of hunter-killer boats ('SSN-AUKUS') as the ASTUTE programme draws to a close and the replacement for nuclear deterrent submarines, the new DREADNOUGHT class, moves into full swing.

"It's going to take another 10 to 15 years but we're on the up, we're on the ascendance again. So I see a bright future," he says. "I think submariners past and present need to help in that journey and just telling people what it is that we do and how much fun it is and what great people we are and help that journey."

As for food, says Lt Burns, "it really is a source of morale, not only is it a source of morale. It's how you know what time of day it is. You might wake up because of the watch patterns and go, 'I don't know what day it is and I don't know what time it is' and you think 'OK, well there's a curry on so it's Wednesday teatime.' "And people look forward to it

– it's part of the countdown for, seven fish Fridays until we get home.”

As well as the website, the recordings will be held by the Wessex Film and Sound Archive and the National Museum of the Royal Navy, while material from the project will soon be showcased on screens at the Submarine Museum.

AROUND THE BRANCHES

West of Scotland Branch

K13 CREW ARE REMEMBERED AT HM NAVAL BASE CLYDE

ROYAL NAVY MEDIA RELEASE Monday, 30
January 2023

HMNBC 02/23

Royal Navy submariners past and present gathered on Sunday, January 29 to remember those who lost their lives when Royal Navy submarine, K13, sank in the Gareloch on the same day in 1917.

It has been three years since there was a proper and deserved memorial weekend, with only small ceremonies taking place each year that Covid restrictions were in place.

This year's memorial service held at Faslane Cemetery in Garelochhead saw things return to normal and was attended by serving members of the Royal Navy, West of Scotland Submariners Association and Helensburgh Sea Cadets.

Reverend Rob Church, Chaplain of the Submarine Flotilla led the service at Faslane Cemetery, which was attended by Commodore (Cdre) Paul Dunn, Commodore of the Submarine Flotilla and Commander (Cdr) Peter Noblett, Naval Base Executive Officer.

During the poignant service Cdre Dunn and Cdr Noblett laid wreaths on behalf of the Royal Navy. In addition, the K13 ship's bell was rung 32 times – once for each person who lost their lives in 1917.

Cdre Dunn said: “This weekend is a poignant reminder of the sacrifice previous generations of submariners made and how we must ensure their legacy is never forgotten.

“As we commemorate the loss of K13, it is with real pride that I represent the serving submariners who owe a deep gratitude to those who came before us and helped shape the modern submarine force of today.”

There was also a gathering at Elder Gardens in Govan where K13 was built and launched on 11th November 1916. A member of the Royal Marine Band Scotland played the bugle while wreaths were laid at the K13 memorial by members of the West of Scotland Submariners Association and representatives from HMNB Clyde.

The steam-propelled submarine K13 sank in the Gareloch on January 29, 1917, during sea trials. On

board at the time were fifty-three Royal Navy submariners, fourteen employees of Govan shipbuilder Fairfield's, five Admiralty officials, a pilot, and the captain and engineer from sister submarine K14.

Andy Knox, former Submarine Service Warrant officer and Chair of the West of Scotland Submariners Association said: “The K13 memorial weekend is the biggest event held by the West of Scotland Submariners Association and is of great importance to not only veteran submariners but serving as well.”

“It remains imperative that as a community we continue to remember those that gave the ultimate sacrifice for our country. This year's event was by far the best attended by, not only the submarine community, but the local people of Helensburgh and Garelochhead. The event was supported by the newly formed Submarine Family who kindly awarded a generous grant to assist with the weekends' events.”

The crew of K13 were trapped beneath the icy waters of the Gareloch for some 57-hours before help arrived. Captain of the vessel, Lieutenant Commander Godfrey Herbert, and K14's captain, Commander Francis Goodhart, made a desperate attempt to escape the stricken submarine in order to get help. The pair used the space between the inner and outer hatches as an airlock, but only Herbert made it to the surface alive, Goodhart sadly dying after striking his head during the escape. An airline was eventually attached to the vessel allowing the submarine to bring her bow to the surface where a hole was cut allowing the survivors to be rescued. Unfortunately, by that time 32 submariners had already perished.

The submarine was later raised from the Gareloch and returned to service as HMS K22.



Members of the Royal Navy, The Submariners Association & HMS NEPTUNE Sea Cadets at Faslane cemetery for the K13 Memorial Service.



Reverend Rob Church leads the K13 Memorial Service at Faslane Cemetery.



Serving members of the Royal Navy stand beside veteran Submariners during the service.



Commodore Paul Dunn pays his respects at the K13 Memorial.



HMS NEPTUNE Sea Cadets ring the K13 Bell in memory of those lost in 1917.



The Bugler plays at the K13 Memorial

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

SUNDERLAND BRANCH

To mark the 16th anniversary of two serving submariners, Anthony Huntrod (20) and Paul McCann (32) who both sadly lost their lives in a tragic incident that occurred on the 21st March 2007 on board HM Submarine TIRELESS. A short, but poignant service was held at the National Arboretum, led by the Rev. David Chadwick, in the presence of Anthony's parents, Alan Huntrod and Brenda Gooch, Paul's parents Brian and Pauline McCann, family members and friends from both families supported by members of the three North East Branches of the Submariners Association, the Derbyshire Submariners and the Royal Naval Association, as well as some former crew members from HMS TIRELESS who served with both Anthony and Paul.

The group travelled by coach, organised by the Sunderland Branch, with generous assistance from the Royal Navy Royal Marines Charity, The Submarine Family and Keith's Coaches. An informal gathering took place at the Submarine Memorial and a service was conducted by the Rev. David Chadwick, during which Branch Standards were in attendance and were dipped as a mark of respect in memory of both Anthony and Paul.





A SUBMARINER AND ACTORS JACK HAWKINS, STANLEY BAKER & FILMING 'THE CRUEL SEA'

Frederick William Simpson, DSM



Frederick William Simpson was born in Hull, Yorkshire on 7th October 1904. His father was a hairdresser by trade but, during the Great War served in France with the RASC. It was whilst his father was on the Western Front that his mother died of TB. Bill Simpson, as he was known to his friends, was brought up by an aunt. He sold newspapers and firewood to make a little money and help buy his clothes.

After leaving school he went to sea as a trimmer with the Hull fishing fleet, his first ship was the KITE owned by the Gamecock Fishing Company, followed by the BONA and SAVITTRA of the Trident Company. Bill often said that a trimmer was the lowest form of life known to a fisherman and saw no future in working six hours on and six off for days on end with very little time at home. So, he decided to leave the industry and enlisted in the Royal Navy on 9th March 1923 as a Stoker Second Class.

He underwent his initial training at HMS PEMBROKE. On completion he was drafted to HMS REPULSE – a Battle Cruiser built in 1916. It was whilst he was aboard REPULSE that his life really started. He went round the world on the British Empire Tour in company with HMS HOOD and several other Cruisers. HMAS ADELAIDE joined up with the force at Sydney, Australia but her crew mutinied in Fiji!

On 17th January 1925 he joined he joined HMS DOLPHIN 'for Submarine Training', during the next several years he served on the L25, L22, L56, H24, HMS THAMES, HMS ROVER, and HMS OTWAY. During the General Strike of 1926 the L22, in company with L26, left DOLPHIN under sealed orders and joined up with the destroyers HMS WALLACE & HMSVANCOUVER, the L26 going to Hull and the L22 further north to Newcastle to form a communications link. There was no shore leave granted but the submariners were allowed to exercise on the Jetty.

On 13th October 1936, now a Stoker Petty Officer, he re-joined General Service and an old Destroyer called HMS WRESTLER. 1936 saw him aboard HMS GREYHOUND, a 'G' Class Destroyer built in 1936 by Vickers Armstrong, her main armament was four 4.7-inch guns, she had a speed of 36 knots. The following year HMS

GREYHOUND was off the coast of Spain during the Spanish Civil War. She evacuated hundreds of our Nationals from Spanish ports and repatriated the crew of a Royalist Destroyer sunk off Gibraltar.

Prior to the outbreak of War in 1939 HMS GREYHOUND was serving a two-and-a half year Commission in the Mediterranean. When war seemed imminent the Fleet left Malta and based itself at Alexandria. HMS GREYHOUND was ordered to Toulon – a French Naval Base to test liaison, (he assures me that even in those early days it was non-existent). She then returned home and served at the Western approaches. Incidentally, HMS GREYHOUND put to sea in such a hurry from Gibraltar she left behind the Ship's postman and the Captain's servant, they didn't catch up with her again until November several months later and were still dressed in their tropical whites.

In the month of April 1940 during Operation "Wilfred" HM Ships GREYHOUND, GLOWWORM, HYPERION and HERO were on a mine-laying sortie. HMS GLOWWORM commanded by Lt. Commander Roope rammed the German Cruiser ADMIRAL HIPPER, only 38 of GLOWWORM's Ship's Company survived. Roope was awarded a posthumous VC – the first to the Royal Navy during the War. In late May and Early June HMS GREYHOUND was once again in action, this time at Dunkirk.

'We did two very successful trips and brought several hundred men back. Our third trips was disastrous, we were hit by dive bombers and lost a lot of the crew. We were towed back to Dover by a Polish Destroyer; we couldn't pronounce her name so we called her 'The Bottle of Whiskey'.

After temporary repairs at Chatham it was back to the Mediterranean, Italy had now entered the war. *'Our main task was convoy and escort duties, either Gib. To Malta, Alex. to Malta or to Tobruk when it was surrounded by Rommel, we also escorted convoys to Greece and Crete. Many of our ships were lost on these occasions because of the confined waters. The supplies to marooned Tobruk and Malta had to be carried out by fast Naval vessels during the period when there was very little or no moon. HMS KELLY eventually arrived on the scene with Mountbatten, and as he was Senior Captain "D" he changed all that and would have an extra run or two when the moon was filling. Obviously, we sustained more casualties. At one time Malta became almost impossible to maintain and aviation fuel had to be transported by submarine in barrels lashed to their casing. They'd travel on the surface at night and submerged by day, releasing them off the coast when the tide was favourable. One task force I remember was quite a large one leaving Gib. to assemble at Freetown, Sierra Leone. We were to go to Dakar where there was a large Vichy French Fleet assembled. We wanted them to change sides and join the Free French Forces. A Plenipotentiary went ashore under the protection of a white flag. But we received a very hostile reception and all hell broke loose. We suffered a lot of casualties and a Battleship was torpedoed but managed to limp back to Freetown with about a 15 to 20 degree list to port.'*

The above action described by Bill Simpson was Operation 'Menace' the attack on Dakar, French West Africa on September 23rd/24th 1940. The Vichy French Submarine BEVEZIERS did manage to put to sea during the action and fired four torpedoes at HMS RESOLUTION one of which hit her amidships causing serious flooding and a 12 -degree list. He was taken in tow by HMS BARHAM. Whilst serving in the Mediterranean HMS GREYHOUND sank the following Italian Submarines, the NEGHELLI on 19th January 1941 and the ANFITRITI off Crete on 6th March of the same year. Petty Officer Simpson was awarded the DSM for his part in the action against the ANFITRITI. The Citation appeared in the London Gazette on 6th July 1941. He was invested at Buckingham Palace by King George VI on 13th October 1942.

Regarding the sinking of the ANFITRITI, we got positive signals on the ASDICs at about six thirty am and brought her to the surface with several patterns of depth charges. As she broke surface we scored a couple of direct hits on her conning tower killing a number of her crew. They waved a white table cloth and surrendered. Being an ex-submariner, I went in the whaler with the First Lieutenant (Lt. R Scott) and the Boarding Party to try and salvage her. Once aboard the First Lieutenant stationed an Able Seaman to guard the Conning Tower Hatch. The After Ends and Motor room were almost flooded, and the Engine Room had several feet of water. The First Lieutenant went to the Wardroom and salvaged all the Confidential Book, and I kept taking them to the Bridge. When we got them all up, we realised that the whaler had gone back to the GREYHOUND which was lying about half a mile away. Before the whaler returned the Submarine sank beneath us. We had to swim back to the GREYHOUND and all our efforts had been in vain.'

At the Battle of Matapan, on 28th March 1941, GREYHOUND also took a very active part. The WARSPITE, VALIANT and BARHAM opened fire at 4,000 yards on the Italian Fleet passing from Starboard to Port of our task force – the leading cruisers being illuminated by GREYHOUND's searchlights. The targets FIUME and

ZARA were both destroyed. Also sunk during the action were the Cruiser POLA and Destroyers VINCENZE GIOBERTI, MAESTRLE and ALFIERE. Damage was also inflicted on several other ships including a six-inch gun cruiser of the COLLEONE Class

I was down the Boiler Room at the time on watch. I knew what was about to happen then the gunfire started and the manoeuvring. The ship was heeling over as we altered course at high speed. The next thing I knew we had stopped and, minutes later, about forty Italians were led down on to the gratings. They were very excited and chattering away in Italian. I was a bit apprehensive so I asked for an armed guard but one couldn't be spared so I had all the heavy spanners collected up and put under the boiler foot plates in the bilges. But there was no trouble – I suppose they were more frightened and grateful at being picked up than anything else. Our sister ship the GRIFFIN claimed to have fired the first shot but I can't verify that. I do know that they kept the shell case as a souvenir.'

GREYHOUND's war came to an end on 22nd May 1941, during the Battle for Crete. She was sunk by German aircraft along with the cruisers FIJI & GLOUCESTER and destroyers JUNO, KELLY & KASHMIR.

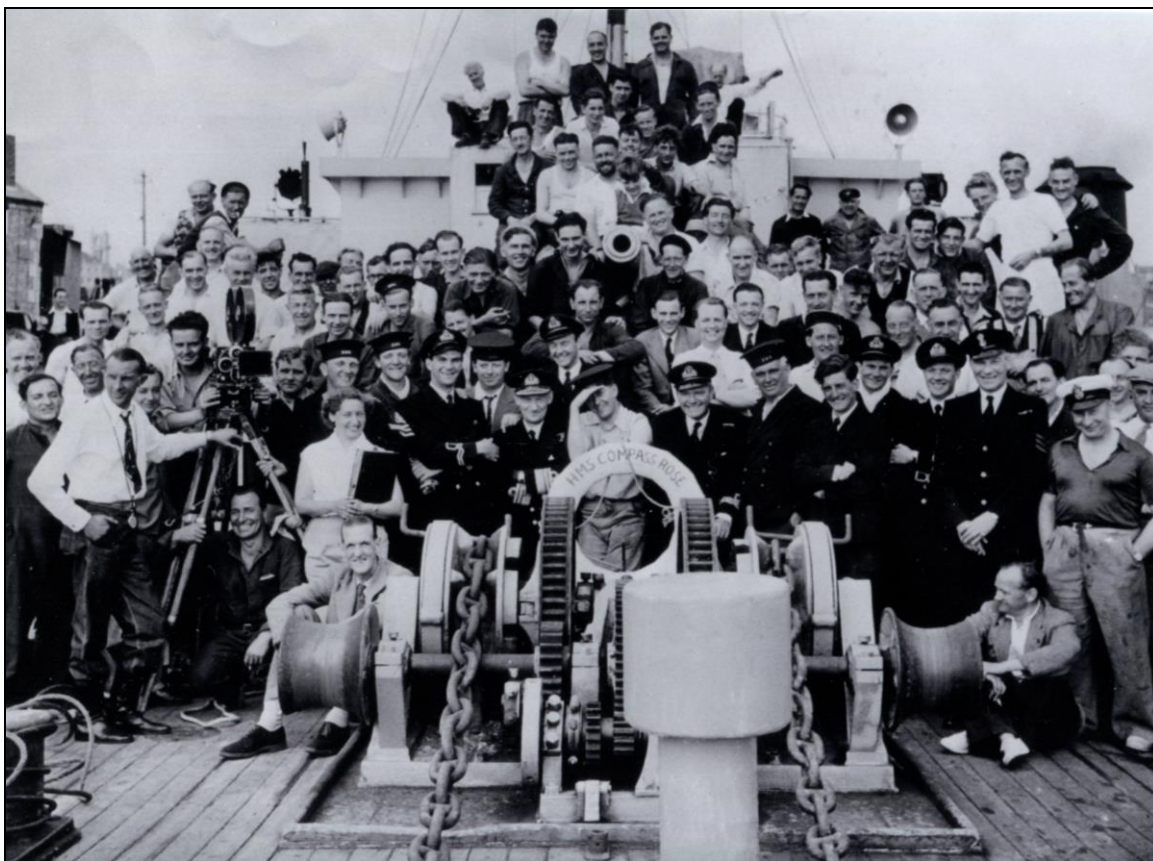
'When the GREYHOUND was sunk in May 1941, I was lucky being off watch at the time. We'd just stopped to investigate some small vessels suspected of ferrying German troops to Crete and we were stacked by dive bombers. Many of the survivors were machine gunned in the water and one boat load were completely wiped out. The KINGSTON, FIJI and KANDAHAR were ordered to stay behind and pick up survivors. It was a hazardous task but after about four hours I was picked up by the KINGSTON. Our Captain – Commander Walter Roger Marshall A'Deane was picked up by the KANDAHAR. Later that afternoon the FIJI was sunk, and our Captain dived overboard to rescue one of her crew struggling in the water. He was never seen again.'

Commander Walter Roger Marshall A'Deane was awarded the Albert Medal (Posthumous) for this last gallant act. The Citation appears in the London Gazette Supplement 4th November 1941. During the two years that the GREYHOUND was at War Marshall A'Deane was twice Mentioned in Despatches and was awarded the DSO and DSC. He was a gallant Officer and Bill always kept a portrait of the Captain on his living room wall. After the GREYHOUND Petty Officer Simpson was posted to the Destroyer 'Spare Crew', then to HMS TUMULT (a 'T' Class Destroyer) as Chief Stoker. TUMULT was still being built at the time at John Brown's Shipyard on the Clyde. In March 1943 on completion of her acceptance and work up trials she was commissioned into the Royal Navy and sent out to the Mediterranean with the remainder of the Class to form the 24th Destroyer Flotilla.

'It was a different Med. to the one I'd left the year before - success was in the air and we savoured every moment of it. The war carried on for us, the victory in North Africa, the invasion of Sicily and Italy, the set back at Casino, the surrender of the Italian Fleet and the taking of all the ports up the coast of Italy till there was nowhere else for us to go.'

On 30th March 1944 HMS TUMULT in company with the BLENCAETHRA, HAMBLEDON and LAFOREY sank the U-233 north of Palermo (LAFOREY was hit by three torpedoes by U-223 and sank in three and a half minutes, taking with her most of the crew). In December of the same year TUMULT returned home for a major refit and to re-equip for the Far East. Before the refit was completed Chief Stoker Simpson was drafted to HMS EXCELLENT as a Fire Fighting and Anti Gas Instructor. He was discharged from the Royal Navy on 27th November 1945 after completing twenty-two years' service. Before I finished this brief narrative of his life one experience I was thrilled to learn about was his part in the film 'The Cruel Sea'.

'I think it was in the early spring of 1952/53 I was asked by Captain 'Jackie' Broome whom I knew from my time in submarines if I would Chief Stoker the COMPASS ROSE for the film 'The Cruel Sea'. It was an old corvette we'd supplied to the Greek Navy and had it towed back from Greece. We had to make her ship shape and get her mobile. To make matters worse all the instruments and valve tallies were in Greek. The ship was in a bad way and Lloyd's wouldn't allow us to stay at sea during the night, neither would they allow us to proceed to Liverpool where some of the filming should have taken place. So it was all filmed at Plymouth and Portland. We did manage to coax 17 knots out of her and that's what she was built to do. It was a marvellous experience I can assure you, something I'll always remember.'



Film Crew and Extra's aboard HMS COMPASS ROSE

Captain 'Jackie' Broome in sailor's cap next to Jack Hawkins, Stanley Baker behind Starboard anchor windlass, Bill Simpson – front row standing far right with hands in pockets



Bill Simpson with Jack Hawkins and Stanley Baker at the premiere of 'The Cruel Sea' in Portsmouth on 19th April 1953

Bill Simpson spent the remainder of his life in Southsea and ran a small hotel overlooking the Solent. He retired in 1969. Sadly, he died on 1st October 1987 – six days before his 83rd birthday

THE MAGNETISM OF ANTARCTICA

The Ross Expedition 1839 – 1843

By John Knight

This book will be of interest to Seaman Officers of the Navigating Specialisation – particularly those who have navigated in Arctic or Antarctic Waters and are aware of the peculiar effects relating to negotiating the upper latitudes. More up to date Navigators might not be aware of any particular difficulties now that Satellite & GPS Navigation and WECDIS systems are in place.

Back in earlier times (or should I say 'olden times') - when ships were reliant on magnetic compasses, chronometers & sextants etc., things were very much more difficult and dangerous.

The Royal Navy has always been interested in exploring and navigating in the far Northern and Southern water with many Expeditions such as those searching for the North West Passage, the North and South Magnetic Poles, charting the various islands and the Antarctic Continent – some of these Expeditions failed - sometimes with near fatal (Shackleton) or fatal consequences – the Franklin Expedition and Scott in the Antarctic for example. In modern times with steel ships and all the modern technology and instant communications these things are seemingly easy and large Cruise ships explore these areas without difficulty.

But just imagine trying to find the North West Passage in a wooden ship with canvas sails, no engine, no communications, no charts, virtually no navigational equipment and being totally reliant on whatever stores were onboard, your own resources and limited manpower. However, with the determination and back up of the Admiralty successful Expeditions were mounted of which the Ross Expedition is an example. However, the Expedition lasted the better part of four years and was carried out many thousands of miles from any hope of relief or rescue had things gone badly wrong.

John Knight has done a remarkable amount of detailed research resulting in a very readable account of an ultimately successful Expedition, the preparations for it and also covering some of the less successful previous Expeditions.

As is usual with such books there is much detail concerning the primary characters but he has also researched into the lives and backgrounds of some of the lesser crew members without whose efforts the result might well have been different.



The first thorough account of this expedition. Never before or since has the Antarctic pack ice been breached by two wooden warships powered by wind alone without the aid of charts or any prior knowledge of what they were about to carry out and discover.

Includes stories about the crew members:

This under-documented expedition was a pivotal moment in the annals of polar exploration and was the starting point, in historical terms, of revealing the great unknown continent of Antarctica. It was the first time in nearly 70 years since Captain James Cook had circumnavigated Antarctica, that a Royal Naval voyage of discovery had ventured so far South. They set a new 'furthest south' record in the process beating the one set up by James Weddell in a whaling ship in 1823.

The expedition set sail from Greenwich in 1839. It consisted of two wooden sailing ships commanded by Captain James Clark Ross and Commander Francis Crozier. The ships were manned exclusively by Royal Naval personnel and each ship had a complement of 64 men and officers. Their primary task was of a scientific nature to study the Earth's magnetic field and build up a set of results that could provide a greater understanding of the effects of magnetism on compasses and their use in navigating the world's oceans. This voyage had a set of planned targets and all were accomplished. In the process a vast amount of scientific information was collected.

Many exotic places were visited during the voyage amongst them Madeira, St Helena, Cape Town, Kerguelen Island, New Zealand, Australia, and the

Falkland Islands but the pinnacle was the discovery of the Ross Sea, The Ross Ice Shelf and the mighty volcanoes of Erebus and Terror (named after the two ships). The crews experienced the dangers of navigating in ice-strewn waters and narrowly escaping being crushed by icebergs. Illness was kept at bay although several lives were lost due to accidents. It would be another 60 years before the scenes of their greatest discoveries were visited again and then the Age of Discovery was ushered in with the likes of Scott, Shackleton, and Amundsen.

Contents: **Part 1** The Expedition, In the Beginning, Targets and instructions; James Clark Ross and Francis Crozier, Setting sail to Madeira and the Atlantic Islands; Cape Town and beyond; Next stop Hobart, Tasmania; First taste of the ice; Amazing discoveries and wonders to behold, Turning North,

South again to the Great Ice Barrier, Impending Disaster; Wild cattle hunt and a third winter away, Return to the Antarctic. **Part 2** The sailors' stories **Part 3** The ships and their sailors, Muster list for HMS Erebus, Muster list for HMS Terror. **Postscript**

Readership: All those interested in exploration, adventure and natural history, maritime and naval history and anyone with a particular interest in the Antarctic will find this a hugely enjoyable and informative read.

ISBN 978-184995-501-0. 240 × 170mm. 240pp. Illustrated with 7 maps, c.85 photos, drawings and paintings. Full colour throughout. Softback £18.99 December, 2022

A BOOK OR TWO

From Phil Marsden A review of a couple of books.

Beneath the Waves

Some poignant reminders:

I can't recall where I first saw this book, but I thought it would make a useful source. And indeed that was my first foray into the text, to check for a friend on the end of HMS THAMES. Sadly, as with a number of losses during both World Wars, the exact circumstances of her sinking are not known.

Although I bought the book as a reference, I tried starting at the beginning to see if it would hold my attention as I moved deeper into the pages. I'm not renowned for my reading ability – never have been – but it turned out to be fascinating. Of the 153 or so submarines we have lost in the life of the Royal Navy Submarine Service, I think it's fair to say that no two losses are the same, nor are any two accounts the same.

Perhaps most striking is just how poignant each incident is. The author generally begins with a one sentence summary – boat name, date, place. There then follows the details, such as they exist. Many are taken from personal accounts by the survivors and others involved – some from official Enquiries. At the end, where relevant, the author describes the CO – much loved, married with two daughters, that sort of thing.

A great sadness is that many of the losses, even during the two World Wars, were simply accidents. In fact, we tell our guests at the museum that, of the 153 we have lost, 59 were accidents – in war as well as in peacetime. The circumstances vary widely, but some are ones we have, sadly, managed to repeat, such as poor communications and bad seamanship. There are some well-known stories, such as the K and M classes, PERSEUS, H47/L12 recently

discussed on the Friends website and the surrender of SEAL (see 'Will Not We Fear' by Warren and Benson), but here are some which were new to me and were striking:

- The repeat accidents of A3 surfacing in front of HMS HAZARD in 1912 and H42 surfacing right ahead of HMS VERSATILE in 1922.
- G11 struck rocks off Northumberland in 1918 in thick fog because of crude navigation.
- In 1918, G8 and H10 simply did not return. In the main, I think, those who just did not return fell foul of mines, or so it is assumed.
- Very telling was the efficiency of the Italian submarine hunters in WWII – many were the cases of our attack swiftly followed by ruthless retribution.
- Common themes were, as one might expect, low profile, low buoyancy, and crude navigation.
- So many stories of heroism and of tragedy.

I guess every book of this type will inevitably cover particular aspects of the subject so in a strange way, it presents a slightly skewed view of history. In this case, the exploits of the boats which returned home safely are omitted – like it says on the tin, they weren't losses. So therefore not covered are for example TORBAY after her patrols in the Med and TALLY HO! in the Far East. Further, there are a number of boats which were lost, but without loss of life and these are included. Of course ARTEMIS would fit that category, repeating the loss of K15 alongside, probably caused by a hot day followed by a cold night dropping the hydraulic pressure.

The book contains some 424 pages, including around 100 photos. The history of losses is arranged chronologically, with sections for each year and a comprehensive index. My only comment is, having read Paul Chapman's book about TORBAY's

WWII patrols, track charts or maps would have been nice, but then you can't have everything! So, a very enjoyable read, a salutary reminder, a great epitaph as well as a very helpful historical reference.

Beneath The Waves – A History of HM Submarine Losses 1904-1971. By A S Evans. Pen and Sword. First published 1986, republished 2010.

Resurgam – the unpalatable truth

As I was browsing a second hand bookshop, I came across one titled “Father of the Submarine – The Life of the Reverend George Garrett Pasha” by a William Scanlan Murphy. Resurgam, which I think most of us have heard of, has always intrigued me, particularly as she still exists – sleeping peacefully on the seabed off Great Orme's Head, North Wales. There is also a replica at the Mersey Ferry pier head on the Birkenhead side – just beside U-534.

Having read said book, I can now award marks for the accuracy of the title. It scores around 60% by my calculations. So here's how I got to my assessment.

The book does indeed describe Garret's life, so it's OK on that one.

As for Reverend, well that's a bit harder. He was indeed accorded that title, but what was the truth behind it? His Dad, the Reverend Dr John Garrett sadly got himself into debt, following abortive litigation. To ease the pain and elicit help, he inveigled his young son, George, into being ordained and becoming his budget curate.

However, as we will see later, the Reverend George did not live up to his Reverend title, well not this one at least. Basically, in keeping with a number of other 'gentlemen' in the arms trade of the day, he was about as economical with the truth as one could be. (I could say he lied and cheated his way through, but I don't want to be sued.) Had his inventions stood even the remotest chance of working, he might have been able to resist the temptation. You see, his 'submarine' had a series of fundamental design flaws, which rendered it pretty much useless. Garrett's first boat, RESURGAM herself was a half (no, make that a quarter) decent attempt. As you will see from photos, it had hydroplanes, but these were amidships and were the means of 'pulling' the vessel underwater as she made way, thus overcoming her positive buoyancy. So that was flaw No 1, because it generally assumed that the vessel (carefully avoiding the term submarine), would not require for'd and after planes and would remain stable longitudinally. A bad assumption.

Enter flaw No 2. Garrett had failed to understand free surface fluids. (Remember the Herald of Free Enterprise?) RESURGAM's arrangement of tanks

allowed water to flow fore and aft, ie she was inherently unstable. The fluids were general buoyancy control tanks, but (enter flaw No 3) also associated with the steam boiler. From what I have read, there was a valiant attempt at achieving coal fired steam propulsion, with reliance on residual steam for operation below PD (oops – she didn't have a periscope, but you know what I mean ...). However, the crew required enormous courage, not just because of longitudinal instability, but also because of the intense heat and fumes. Garrett consistently lied about the former and was nearly killed by the latter, he being the CO, Chief Engineer, and Lord High Everything Else when the boat was operating. Resurgam foundered when under tow enroute from Birkenhead to Portsmouth. The mission had been to encourage the Admiralty to buy the design.

And, going back to the title of the book, he was indeed a father, biologically at least, but, seeing as his attempt at providing a viable submarine was sterile, we can deduce that his offspring in that respect was non-existent.

So that leaves the title 'Pasha'. We'll get to that in a while. If you are of a nervous disposition, don't read on. The sad tale gets worse.

Having failed to persuade the Admiralty to buy his wonderful machine, which had sunk anyway, George turned to the Turkey-Greece hostilities of the day. He linked up with Thorsten Nordenfelt, a rich Swedish arms producer, along with the distinctly dodgy arms dealer, Greek born Basil Zaharoff. Whilst Nordenfelt effectively provided work for Garrett, in assigning his company name to the vessels, he interfered with the design. He insisted on vertical propellers at the extreme ends of the boat, the purpose of which was to 'pull' the boat underwater. Furthermore, where RESURGAM just about survived its longitudinal instability, the much longer Nordenfelts emphatically didn't. The Nordenfelt boats travelled reasonably well on the surface but could only dive when stationary, unless that is, you were intent on suicide. Demonstrating the wonderful military prowess of these beasts required considerable guile and naked economy with the truth.

This rather suspect trio managed to persuade the Turks to take a couple of the Nordenfelts. It would seem that this was more for posturing to dissuade the Greeks from being too hostile than anything else. So:

- a. the boats didn't do what it said on the tin and
- b. the Turks were less than adept with these widow-makers (not that there was anyone who could handle them).

Perhaps that's why the Turks were somewhat reluctant to pay up. They did at least give Garrett the title Pasha (an honorary Turkish title, similar to a knighthood).

So, abandoned by Nordenfelt, poor Garret became somewhat impoverished and sought to regain the family finances in the US of all places – a speculative farming investment and a spell in the US Army. Neither worked out.

One of the saddest things was Garrett's patented Pneumatophore device, which was designed to absorb CO2 in the vessel's atmosphere. Indeed, Garrett's company was named The Garrett Submarine Navigation and Pneumatophore Company Limited. The Pneumatophore might just have made him some money, had it not been ditched by Nordenfelt.

The book describes Garrett's life, which is all a rather sad tale. So here's the final take on its title.

- 'Reverend' was stretching the point – but then perhaps he was led astray ...
- A father indeed, but of the submarine? I think not.

The book consists of some 238 pages, plus bibliography and index. It has around 60 illustrations and photographs, including some interesting diagrams of the boats. I wish there was more detail on how the machinery worked!

Was this a good read? In places, with my somewhat indifferent reading skills, I found the slightly jocular style disconcerting, to the extent that I had to read the odd sentence again. Even so, the story is fascinating and the book is really very readable.

Father of the Submarine – The Life of the Reverend George Garrett Pasha.

William Scanlan Murphy. Published by William Kimber, 1987.

See also:

Richard Compton-Hall's book **The First Submarines**, of 1983, which covers RESURGAM and the Nordenfelts. Not so comprehensive, but some interesting additional narrative.

'**Bit and Dit**' of 11 July 2020 in All Round Look, titled '**Nordenfelt**', which reports an article from the Daily Mail, 10 September 1934.

Happy reading!

SUBMARINERS 'CROSSED THE BAR' (Reported January 2023 to 31st March 2023 *** WWII Service)

NAME/	DATE/AGE	RANK/RATE	BRANCH	SERVICE	SUBMARINES
T J (John) Vendy	6th November 2022	Warrant Officer Weapons Electrical Artificer	Fisgard Association	Not given	Including REPULSE (S) (1st Commission Crew) on 28th September 1968 & RESOLUTION (S) on recommissioning on 27th November 1976, RESOLUTION (DASO 14th July 1977) & RN Polaris School (1989)
Peter R Parton D059176H	9th December 2022	Chief Petty Officer Mechanician (L)	We Remember Submariners	Not given	DREADNOUGHT on 'Recommissioning' at Chatham on 9th October 1976, CONQUEROR & CHURCHILL
Delbert Delisle Volk 32899-E RCN	21st December 2022 aged 82	Leading Seaman Engineer Mechanic	SAOC	1961 to 1966	Not given
Dennis G Fudge D/MX 121036	5th January 2023 aged 99	Cook	Dorset Branch	1943 to 1946	SURF (1944), TERRAPIN (1944 to 1945) & AMPHION (1945 to 1946) ***
James S (Jim) Dewhurst P/SKX 769927	5th January 2023 aged 93	Petty Officer Stoker Mechanic	Beds & Herts Branch	1949 to 1959	TRESPASSER, THERMOPYLAE, AUROCHS, AMPHION, ALLIANCE & AMBUSH
David Arthur Guest, GM P/MX 888978	9th January 2023 aged 88	Electrical Artificer 1st Class	Gosport Branch	July 1965 to June 1970	TIPTOE (on Commissioning at Chatham) on 24th February 1967 & November 1967, TRUNCHEON & ARTEMIS (Survivor from ARTEMIS)
Stuart (Steve) J McQueen D099157W	11th January 2023 aged 73	Chief Petty Officer Marine Engineering Mechanic (M)	Ex Plymouth Branch	1970 to 2010	TIPTOE, ACHERON, OCELOT, VALIANT (on recommissioning 12th May 1972), CONQUEROR, SUPERB, TURBULENT, TORBAY & TALENT
Malcolm Swift	11th January 2023	Petty Officer Marine Engineering Artificer	We Remember Submariners	Not given	Including SOVEREIGN
Rene Ernest (Ruff) Rufli RCN	14th January 2023 aged 85	ME1	SAOC	1957 to 1959	SPRINGER (1957), TACTICIAN (1957), ALARIC (1957 to 1958) & AMBUSH (1959)
Colin David Farley- Sutton	15th January 2023 aged 91	Captain (E) (MESM)	Friend of SM Museum	1960s to 1980s	DG Ships, ARTE Dounreay, FORTH (SMEO), NEPTUNE (Support Manager), DOLPHIN & VULCAN. (Member of DREADNOUGHT (SSN01) Design Team)
James Leslie Griffiths	16th January 2023	Warrant Officer Weapons Electrical Artificer	We Remember Submariners	Not given	WARSPITE, SWIFTSURE & VANGUARD
Robert (Bob) G Bateman D113925Y	17th January 2023	Charge Chief Weapons Electrical Artificer	We Remember Submariners	May 1973 to June 1987	Including SOVEREIGN & RESOLUTION (S) (on recommissioning on 1st October 1984)
Anghad Singh RAN R94387	18th January 2023	LMED 3	We Remember Submariners	1967 to 1976	OPOSSUM (1967 to 1969), OVENS (1969 to 1970), ONSLOW (1970 to 1972), OTWAY (1973 to 1974) & OVENS (1974 to 1976)
Dudley Polkey P/JX 905009	19th January 2023 aged 87	Radio Operator	Nottingham Branch	June 1956 to October 1962	SEASCOUT, SENESCHAL, TOTEM & EXPLORER

NAME/	DATE/AGE	RANK/RATE	BRANCH	SERVICE	SUBMARINES
Alan Gilbert Kennedy	20th January 2023 aged 89	Commander (X) (SM)	Friend of SM Museum	1954 to 1973	TIPTOE (1956 to 1958), DOLPHIN (1960 NL), DREADNOUGHT (1962 NL & on commissioning on 18th April 1963), MAIDSTONE (1964), ACHERON (CO 1965 to December 1966), AMBROSE/SM6 (1966 to 1967), REPULSE (S) (IL) on Commissioning 28th September 1968), DREADNOUGHT (CO) 6th January 1969 to 1973)
Keith Van-Hegan P/JX 712759	21st January 2023 aged 95	Leading Signalman	Beds & Herts Branch	1950 to 1952	TRADEWIND, SEADEVIL, SCORCHER, TRENCHANT, SOLENT & SCYTHIAN
Colin Derek Vaughton James	January 2023 aged 82	Lieutenant (X) (SM)	Friend of SM Museum	1966 to 1972	ARTEMIS (1966), ONSLAUGHT (1966/67), ALCIDE (1968), DOLPHIN (1970), PORPOISE (1971) & DOLPHIN (1972)
Peter J Collier	21st January 2023 aged 74	Chief Petty Officer Marine Engineering Artificer	We Remember Submariners	Not given	ONYX, OBERON, TRAFALGAR (1st Commission Crew) on 27th May 1983, TURBULENT & TORBAY (1st Commission Crew) on 7th February 1987)
Cyril L Hoddinott P/SSX 789080	26th January 2023 aged 94	Able Seaman (RP3)	Exeter Branch	May 1951 to October 1953	SPRINGER, TACITURN, AMPHION & ALLIANCE
Pat S Helliard P/SSX 922314	26th January 2023 aged 86	Able Seaman	Exeter Branch	October 1955 to January 1962	TRUMP, ANDREW & TEREDO
James Michael (Jimmy) Savell D180288J	28th January 2023 aged 59	Warrant Officer (2)	Gosport Branch	12th April 1986 to 28th January 2023	OTUS, OSIRIS, VANGUARD, VICTORIOUS, VENGEANCE, TURBULENT, TRIUMPH
Robert (TC) Curtis	31st January 2023	Not given	Non-member	Not given	V Boats including VANGUARD
Brian J Roberts D078035A	31st January 2023 aged 74	Chief Petty Officer (WEM) (R)	Gosport Branch	June 1968 to May 1977	ALLIANCE, OLYMPUS, REVENGE (P) (1st Commission Crew) on 4th December 1969 & REVENGE (S) (on recommissioning at Rosyth in Aug/Sep 1975)
George James Goodings	1st February 2023	Lieutenant Commander (E)(MESM)	Non member	Not given	WALRUS (on recommissioning in October 1975), OCELOT, WARSPITE (1986 & 1987), NEPTUNE (NTD), REPULSE (P) (1994 & 1995), RENOWN(P) (1996 to 1999), FASLANE (2000 to 2005) & Duty NBO Faslane (2006 to 2023
John Barrington Ellis RCN	3rd February 2023 aged 81	Not given	SAOC	Not given	Not given
Edward James Michael Young	4th February 2023 aged 85	Commander RCN	SAOC & NAOC	Not given	TRUNCHEON, PORPOISE, OPPORTUNE, ONONDAGA (on Commissioning 22nd June 1967) & HMCS OTTAWA (CO)
Brian M (Andy) Capps P/M 947460	9th February 2023	Warrant Officer (Medical Technician)	We Remember Submariner	January 1965 to March 1982	OPOSSUM, WARSPITE, VALIANT, RESOLUTION, WARSPITE, SWIFTSURE & VALIANT
Dean M A Rogers MBE	9th February 2023	Warrant Officer Coxswain	We Remember Submariners	Not given	Including OTTER (on commissioning at Gosport on 17th May 1980), ONYX (4th Commission Crew) at Rosyth on 23rd November 1985, DOLPHIN (SETT), RAN (SETT) & VICTORIOUS
John A Hamilton M928959	17th February 2023 aged 85	Chief Engine Room Artificer	Ex West of Scotland Branch	September 1964 to June 1974	WALRUS (1964 to 1964), RORQUAL (1965 to 1969) & REVENGE (1969 to 1972)
Peter William Cairns	18th February 2023 aged 84	Vice Admiral RCN	Navy League of Canada & NAOC	Not given	ORPHEUS, RAINBOW (IL), ONONDAGA (Asst EO on Commissioning at Chatham on 22nd Jun 1967), OKANAGAN (7th CO), ONONDAGA (10th CO), Canadian Submarine Squadron (4th CO) & 24th Commander of RCN

NAME/	DATE/AGE	RANK/RATE	BRANCH	SERVICE	SUBMARINES
William S Carver P/MX 93052	18th February 2023 aged 97	Chief Engine Room Artificer	Vectis Branch	January 1951 to July 1955	ALLIANCE, SEA DEVIL & ARTFUL
Peter B Bent	19th February 2023	Marine Engineering Artificer (P) 1	We Remember Submariners	Not given	Including SWIFTSURE (1st Commission Crew) on 17th October 1972 & SCEPTRE (1st Commission Crew) on 14th February 1978
Kenneth Charles Bache	24th February 2023 aged 90	Able Seaman	SAOC	29th November 1954 to 1958	DOLPHIN, ALCIDE, ALLIANCE & AMBROSE
Douglas A Pointon D132343M	24th February 2023 aged 81	Chief Petty Officer Stores Accountant	West Riding Branch	1974 to 1986	RENOWN (S) & RESOLUTION
Patrick B Bolt	24th February 2023	Chief Petty Officer Marine Engineering Artificer	We Remember Submariners	Not given	Including RESOLUTION (P) (on recommissioning at Rosyth on 1st October 1984) & WARSPITE
Robert Keith Baxter P062435	25th February 2023 aged 77	Leading Seaman (RP2)	Exeter Branch	1967 to 1971	ODIN & VALIANT
Ray (Butch) Downing	28th February 2023 aged 81	Petty Officer TI	We Remember Submariners	To 1979	VALIANT, DREADNOUGHT, SEALION, OTUS & WARSPITE on recommissioning at Chatham in November 1973
Christopher Argent	February 2023	Chef	We Remember Submariners	Not Given	Not given
Christopher Harper	February 2023	Not given	Not given	Not given	From 1981 including WARSPITE
Nicolas Stephen Purgavie D192140A	February 2023 aged 68	Petty Officer (Sonar) (SM)	Southampton Branch	1981 to 1990	TRAFALGAR (1st Commission Crew) on 27th May 1983
Brian Frank King	4th March 2023	Commander (WESM)	We Remember Submariners	Not Given	DREADNOUGHT (1 st commission 17th April 1963, DG Ships (1964 & 1966 to 1968), CHURCHILL (1 st Commission 15th July 1970, DG Supply (1972 & 1973), DG Ships (1974 & 1975), DOLPHIN (1976 & 1977), Weapons Dept (N) (1978 & 1979), MoD Central Staff (1980 & 1981)), DG Ships (1982), DSWS (1983 & 1984) & MoD Bath (1985 to 1988)
Alan Fraser K937734R	4th March 2023 aged 86	Petty Officer (MEM)	West of Scotland Branch	August 1958 to October 1976	TURPIN, TABARD, TAPIR, OSIRIS (on 'Commissioning' at Barrow) 11th January 1964, TABARD, ODIN, OBERON, OLYMPUS & ONYX
Robert J Pointer D086993U	5th March 2023 aged 74	Ordnance Electrical Artificer	Barrow Branch	August 1970 to February 1972	CHURCHILL
David William Randall	5th March 2023	Not given	Non-member	Not given	Not given
Lyndon Berry	6 th March 2023 aged 92	Not given	Non-member	Not given	Not given
Michael John (Taff) Roberts	9th March 2023	Chief Petty Officer (WSM)	We Remember Submariners	October 1979 to November 2008	RESOLUTION, RENOWN, REPULSE, REVENGE, SPLENDID & V Boats
Anthony Mervyn Poulter	10th March 2023 aged 75	Captain (X) (SM)	Friend of SM Museum	1970 to 1998	DOLPHIN, COURAGEOUS, OCELOT, SEALION, OPPORTUNE, OPOSSUM (CO), CONQUEROR (IL), FOSM Staff, TIRELESS (CO), RESOLUTION (P) (CO), Captain SM10 & NEPTUNE
Malcolm Barry Stanton	10th March 2023 aged 91	Commander (E) (MESM)	Bath Branch	January 1956 to January 1986	TALENT, TOKEN, AURIGA, OLYMPUS (23rd February 1962 & on Commissioning on 7th June 1962), DOLPHIN & RENOWN (P) (MEO – 1st Commission Crew on Commissioning at Barrow on 15th November 1968)

NAME/	DATE/AGE	RANK/RATE	BRANCH	SERVICE	SUBMARINES
William James (Willis) Foreman	11th March 2023	Petty Officer (SA)	We Remember Submariners	Not given	Including SUPERB
Peter Reginald Broadbent, OBE	17th March 2023 aged 89	Captain (Hon)	Friend of SM Museum	1955 to 1963	TOKEN (3rd Hand 11th July 1955 to 1958), CACHALOT & ALDERNEY (IL 10th June 1958 to 1961), DOLPHIN (1962 NL), COQC 1962 & TRUNCHEON (CO 1962 to 1963)
John Andrew Barnes	18th March 2023	UC	We Remember Submariners	Not given	OBERON, OSIRIS, REVENGE (S) & UPHOLDER
A (Andy) McPherson	18th March 2023	Not given	Ex Scottish Branch	Not given	RENOWN, REPULSE & RESOLUTION
Garry Gillespie RCN	22 nd March 2023 aged 72	Chief Petty Officer 2/CERA	We Remember Submariners	Not given	RAINBOW (5th April (1971), ONONDAGA (28th July 1980, OKANAGAN (4th July 1982), OJIBWA 30 th April 1984), OKANAGAN (26th October 1984), SM Sea Training (22nd Apr 1991), OKANAGAN (17th August 1992) & SM Escape Inspector 27th March 2002 to 24th January 2014)
Gary (Flipper) Kent	24th March 2023	Not given	We Remember Submariners	Not given	Including REPULSE
William Hughes	27th March 2023	Chief Petty Officer WEA	We Remember Submariners	Not given	Not given
Peter Wilfred Honey	28th March 2023	Commander (E) (WESM)	Non-member	From 1966	DOLPHIN, RENOWN (S) (PSO 1st Commission 15th November 1968 to 1970), Rosyth Dockyard, DDWP, DGS, PPAG, SAKER, NEPTUNE, MoD CS & MoD London.
Ian Bruce Manning	March 2023	Lieutenant (SD) (E) (WESM)	Friend of SM Museum	1967 to 1986	DOLPHIN (1967 & 1968), NARWHAL (1969 & 1970), DOLPHIN (1971), PORPOISE (1972), REVENGE (1973), NEPTUNE (1974 to 1976), DOLPHIN (1977 to 1979), COLLINGWOOD (1980 to 1981), DOLPHIN (1982) & NEPTUNE (1983 to 1986)