



IN DEPTH

Official Newsletter of the Submariners Association

Patron: Admiral Sir James Perowne KBE

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In This Issue – A Selection of the Items

Page 2	Editorial
Page 3	Chairman's Report
Page 4	New & Re-Joining Members
Pages 4 to 6	Submarine losses of WWII
Pages 9 to 13	RN, HMNB Clyde, Submarine News
Pages 14 to 18	Articles
Pages 18 to 23	Around the Branches
Pages 23 to 26	Other Submarine News
Pages 26 to 29	Books
Pages 30 to 32	Submariners Crossed the Bar

PRESIDENT
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

NATIONAL COMMITTEE

Chairman:

I.M.(Iain) Mackenzie, MBE
Dolphin Cottage
41, Grafton Road
Worthing
Sussex BN11 1QY
Tel: 07403 433178
sachairman@submarinefamily.uk

Secretary:

Ron Gordon, Esq.
31, North Hill
Fareham
Hants
PO16 7HS
Tel: 07890532501
sasecretary@submarinefamily.uk

Membership Secretary:

Roy Morden, Esq
42, Meadow Crescent
Carleton,
Poulton le Fylde
Lancs. FY6 7QX
Tel: 07505 118834
samembership@submarinefamily.uk

Vice Chairman:

A (Andy) Knox, Esq.
52, Kildonan Drive
Helensburgh
G84 9SA
Tel: 07789 692195
andyknox@hotmail.com

Treasurer:

A. (Andy) Bain, Esq
5, Rydal Mount
Belthorn
Lancs. BB1 2PP
Tel: 07792 100896
satreasurer@submarinefamily.uk

Webmaster:

Garry Strange, Esq.
12, Speedwell Close
Warrington
Cheshire WA3 2GT
sawebmaster@submarinefamily.uk

EDITORIAL

Hello Everyone

Apologies for the slightly later than usual production of In Depth No 81 (for reasons beyond my control) but here it is at last. I hope you have all been enjoying the recent sunny weather – a bit like the summer of 1976 - for those of you with long memories! Cyclical weather patterns perhaps and not global warming!

Lots of news on Submarines recently – not all of it good!

The tragic news about the mini-submersible attempting to visit the wreck of Titanic and its loss with all onboard is still fresh in people's minds and will, no doubt, be in the news for some time to come. Not that we need reminding but is a stark reminder of the risks involved, the need for proper preparation & testing, risk assessments and of the dangers in cutting corners in deep sea underwater operations. ***“Neither Timid nor Reckless Men should go to sea!” American Admiral Arleigh A Burke, USN.***

Several Press Releases from Faslane in this Issue – reporting a new Captain for HMS NEPTUNE and a Faslane entry for the Field Gun Competition. Some may remember that one of the building ASTUTE's entered a team a few years ago – pre Covid! Also several items have been sent in from the Branches – if you think that your

Branch has an article that needs publicising send it in for the next issue

More news from the Shipyard at Barrow - building work is still progressing on the upgrading of the Yard Buildings and provision of new facilities and will now include more new ones including conversion of some existing commercial buildings in the Town. Those of you who have stood by 'New' Submarines Building over the last forty years or so will be familiar with the 'Temporary' Crew Accommodation building next to Devonshire Dock – originally installed for the Vanguard Boats. Plans have been put in place for new Crew Accommodation Building but first some demolition work is needed to make space for it.

There are still two more of the Astute Class under construction in the Devonshire Dock Hall and three of the four Dreadnoughts are in various stages of build - with the notional 'midway point' in the build of Dreadnought having now been reached! Progress is also in hand on the design of the 'Astute Replacement/AUKUS design'

Regards to all!

Barrie Downer

Editor

CHAIRMAN'S REPORT

Hello to all Members of the Association.

A wee reminder of how the Submariners Association looks after some major changes at the higher end: Our new Patron is now Admiral Sir James Perowne KBE and our new President is Commodore Jim Perks CB

Since the last In Depth:

A President's Certificate has been awarded to both the President, Tim Roberts and Chairman, Jim Halliwell of the Morecambe Branch -in appreciation for 20 years of service to the Branch and SA. The Certificates were presented at a Coronation Dinner at Morecambe Golf Club and was a complete surprise to both recipients. Congratulations to them both. These awards are not given lightly, so if you feel anybody in your Branch is a deserving cause then please discuss within your Branch and if agreed contact Ron Gordon with the full details.

I have to say the last couple of months have been quite quiet, I guess the build up to summer is a busy time for families and the mood is gay! At the last Secretaries Zoom Meeting we had a very good response and discussions were very friendly. We had a presentation from The Submarine Family Operations Manager (John Lewis) on various subjects concerning TSF. John has promised to make a regular appearance at our Secretaries Zoom Meetings if he is available.

The subject of King Charles III portrait came up and after discussions we are actively investigating through the MOD ways to ensure those branches that want a portrait get one to display.

Gary Strange gave us a presentation on our new Website that is now up and running. I will say on Gary's behalf it will only be as good as the information/photographs/videos/dits that you send Gary.

A record was broken this year! The AGM took 53 minutes to complete, a nuclear first! and it was all down to the One Member One Vote system we now operate. Blinking marvellous. Unfortunately I could not attend due to catching Covid just prior. That was not the reason it only lasted 53 minutes!!!

Details are in the last stages of being finalised regarding the AGM/Family Weekend 2024 in Northern Ireland. The Booking Forms and information will be sent to all secretaries very shortly. This will be my last year of organising the AGM/Family Weekend. It is time to inject new ideas into this very popular annual event. So who better than the Vice Chairman Andy Knox to take the reins. He is young, dynamic, innovative, has modern ideas and perfect for the job.....Phew sold it!

We now have a new Rum Barrel as our old one had started to fall apart. The new one was found thanks to the efforts of David Semple. David is an expert in his field as a collector and restorer of memorabilia, through his contacts he brokered a fantastic deal for our new Rum Barrel, even managing to secure a genuine set of "Up Spirits" signal flags in the deal. This will add nostalgia to our next "Up Spirits". On behalf of the association David thank you! I would personally like to thank Sandy Powell who also spent a lot of time investigating a replacement, eventually finding David, as the saying goes the rest is history!

Your Chairman

Iain Mackenzie

National Chairman Submariners Association sachairman@submarinefamily.uk

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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: His Majesty The King presents the Royal Navy with new Colours – the most sacred standard in the Naval Service. Bearing the King's Royal Cypher and touched by his hand – the Colour was entrusted to the Royal Navy during a ceremony laced with history and military precision in the gardens of Buckingham Palace.

The Colours, which were paraded Coronation procession will be held at the Navy Headquarters on Whale Island in Portsmouth and replace the Colours presented by Queen Elizabeth II 20 years ago.

NEW & RE-JOINING MEMBERS 1st April 2023 to 30 June 2023

Roy Morden – the Association Membership Secretary – tells me that the SA currently has some 1,500 Members. He also reports that several recent applicants to join The Submarine Family also ticked the box to join the SA. Until the new SA Website and Database are fully in place full details of these new Members a, their Branches and their Submarine Service are not available.

SUBMARINE LOSSES OF WWII

APRIL 1943

Four Submarines were lost in April 1943. They were:

(1) Submarine HMS REGENT

HMS REGENT is assumed to have been lost in the Adriatic Sea off Bari between the 18th and 25th April 1943. The submarine is thought to have strayed into a minefield. The entire crew of sixty-three Officers and Ratings were lost. The first of four bodies washed up near Brindisi on 1st May 1943 and was the body of an ERA dressed in overalls and wearing a DSEA escape kit. Another was washed up at Santa Andrea di Missipezza on 15th May 1943 also wearing a DSEA kit. On 16th May either an Officer or a Petty Officer was washed up at Torre Santo Stefano – north of Otranto and, on the same day, another was washed up at Castro Marina. The crew was made up of the following:

Officers:

Lieutenant Walter Neville Ronald Knox DSC, RN
Lieutenant James Wilmot Samuel Culham, RN
Lieutenant Peter Rawstone Johnstone Gibson, RN
Lieutenant Richard John Sutton, RNVR
Sub Lieutenant Robert Russell Fernie, RN
Warrant Engineer Edwin Joseph Charles Pratt
Acting Warrant Engineer Ronald Victor Baker

Ratings

CPO Raymond Alfred Clifford C/JX 127992
PO Reginald Edward Lowis C/JX 151999
PO George Griffith Ellis C/JX 142283
PO Albert Edward Rawlings C/JX 143312
PO Sidney Bayliss D/JX 133751
L/Sea William Ronald Horton P/SSX 30519
L/Sea Seaman Bernard George Rhodes P/JX 138258
L/Sea Richard Denis Lee C/JX 208268
AB John Kenneth Atkinson D/JX 206104
AB Edward Charles Woods D/JX 23782
AB Leonard Richard Hitches P/JX 143284
AB Alfred Hewitt P/JX 264920
AB Leonard Albert Lipscombe
RNVR/P/SD/X.1513
AB Cyril Thomas Grounsell P/JX 182166
AB Herbert Edward Dewhurst P/JX 341337
AB Robert Harvey P/JX 234155
AB John William Packer, MiD J105571
RFR/Po/B.19480
AB R Skinner Reginald Wilfred Skinner C/JX 251639
AB Alfred Backhouse C/JX 192760
AB Herbert George King C/SSX 25492
AB Samuel Wentworth C/SSX 26827

AB George Edwin Shoulder O/N C/SSX 24036
AB Percival George Thomas Foxhall C/JX 235323
L/Tel Anthony James Hitchcock P/JX 163012
L/Tel Anthony Douglas Victor Henry Turner P/JX 142344
L/Tel Athol James Murray P/JX 132122
Tel William Henry Wilks P/SSX 30181
Tel Kenneth Charles Murphy O/N C/JX 259256
Tel Stanley Arthur Albert Cox C/JX 143583
L/Sig Geoffrey James Sawyer C/JX 151593
EA Stanley George Parris C/MX 64442
L/Cook George William Tierney D/MX 53858
PO Std Vincent Joseph Harding P/LX 21771
CERA William Arthur Trice C/MX 45219
ERA4 Arthur Herbert Jones C/MX 73110
ERA4 George Patrick Noble O/N C/MX 71349
ERA3 Ernest Roy Wright Russell D/MX 57434
ERA4 Roy William Thompson D/MX 66023
SPO John Lemin C/KX 92690
SPO Bryan Palmer Tatham D/KX 80286
SPO Henry Leech D/KX 80895
L/Sto Alfred Moores D/KX 95063
L/Sto Jack Edward Taylor D/KX 82919
L/Sto David Howard Imison O/N C/KX 95072
L/Sto Leslie Robert Gee C/KX 96321
L/Sto Stanley Albert Savage P/KX 91951
L/Sto Ernest Reuben Compton P/KX 96749
Sto1 Benjamin William Foster C/KX 117339
Sto1 James Charles Perry C/KX 134869
Sto1 Jeffrey King Hudson C/KX 90759
Sto1 Kenneth Lloyd Chesworth C/KX 118956
Sto1 Henry Loughran C/KX 115870
Sto1 Gordon Frank Mathews C/KX 138438
Sto1 Richard William Lloyd C/KX 134511
Sto1 Robert William Brown D/KX 144749
Sto1 Richard Howell D/KX 118461

(2) Submarine HMS P615

HMS P615 was one of a Class of four similar submarines built by Vickers at Barrow for the Turkish Navy and launched on 1st November 1940. P615 was to have been called 'ULUC ALI REIS' and was taken over by the Royal Navy in 1941. The submarine was dispatched to West Africa to provide ASW Training based at Freetown in Liberia. On 18th April 1943 whilst on passage to Takoradi and under escort by MMS 107 Submarine P615 was torpedoed and sunk by the German U-Boat U-123 (Oberleutnant zur Zee Horst von Schroeter). Submarine P615 was lost with all hands. The Crew was:

Officers:

Lt Charles W St C Lambert DSC*, RN

Lt Austin Francis Davies, RN
Sub Lt Henry Herbert Weeks, RN
Temp Lt Dennis Burnell, RNVR
Temp Sub Lt Desmond Earle Nicholl, RNVR

Ratings:

CPO Francis Gerald Goulstone, MiD D/JX 135812
PO Walter Ronald Francis James, MiD D/JX 128319
PO George William Sumby J112139
PO James Andrew Mackie P/JX 136224
PO Charles Clarence Hubbard C/JX 125311
L/Sea Maxwell Spicer Relly P/JX 139533
L/Sea James McLaughlan RNR/Po/X/19596
AB John Sinclair P/JX 275083
AB Stanley Gauntley P/JX 275103
AB Leonard George Edwards P/JX 326027
AB Arthur Charles Smith, DSM P/JX 167433
AB Ernest Edward Swann C/SSX 18084
AB Alfred Lowery O/ D/JX 286222
AB Clifford Charles Tovey D/JX 192043
AB Eric Joseph McGuigan D/JX 268041
AB Gerald Charles Francis Shaw D/SSX 36071
AB Daniel Ollerenshaw D/JX 156176
PO/Tel William Richard Pepper C/JX 141901
L/Tel Harold Reece Price D/SSX 14092
L/Tel Richard Walter McClinton D/JX 135912
Tel Edward Bigrove C/SSX 34116
Sig Arthur Henry Vail D/SSX 32984
PO Cook Albert Edward Taylor DSM M38140
CERA Edwin Thomas Starrett DSM, MiD D/MX 48345
ERA John O'Hare P/MX 51370
ERA John Henry Oxley C/MX 77968
ERA Percy James Kent-Smith C/MX 77470 Ch)
SPO John Roger Fairclough, DSM SS123083 &K66502
A/SPO William Nelson Cunningham C/KX 85143
A/L/Sto William Slater P/KX 82883
A/L/Sto Arthur Dyson P/KX 86406
Sto1 Arthur South P/KX 126811
Sto1 William Watkins K62522 & RFR/Po/B.19253
Sto1 Arthur Joseph Daft C/KX 115455
Sto1 Frank George Hayes D/KX 122500
Sto1 Samuel James Griffiths D/SKX 1241
Sto1 George Albert Dinsdale D/KX 80085
Sto1 James Wallace D/KX 130392

(3) Submarine HMS SPLENDID

HMS SPLENDID (Lt Ian Laughlan Mackay McGeogh, DSO) was lost on 21st April 1943. The Submarine was detected by a German destroyer (HERMES) on 21st April 1943 while patrolling off Naples, Italy. SPLENDID was attacked and damaged in a depth charge attack by the Destroyer and forced to the surface. Following a firefight with the HERMES in which sixteen crew members were

killed, HMS SPLENDID was scuttled and her surviving forty crew members taken Prisoner of War. The casualties were:

Ratings

PO Leslie C Bryant P/J114025
PO Warren S Orrom C/J113100
L/Sea Douglas Lawence D/JX 142867
AB Fred Freeman D/JX 285923
AB Eric Goodwin Eric D/SSX 12992
AB James Moody C/JX 155550
AB Francis J Pilton D/SSX 22220
AB Kenneth A P Savill C/JX 333132
A/AB Leslie Gillespie P/JX 275191
AB Leslie R Kempthorne C/SSX 26446
Sig William Leggasick C/JX 207619
L/Tel Alexander F Galloway D/JX 150818
Tel Bernard Bolton D/SSX 34130
A/ERA4 Leslie S Smith D/MX 66053
Sto1 Reginald J Croker D/KX 76748
Sto Leslie W Herbert D/KX 138684
Sto1 William Hodson C/KX 111345
Sto1 Thomas Macken C/KX 95081

(4) Submarine SAHIB

Submarine HMS SAHIB (Lt John Henry Bromage DSO DSC) was lost on 24th April 1943. After making a successful attack on an escorted Italian Convoy the Submarine was damaged in a depth charge attack by the escorting Italian Corvettes GABBIANO (Lt Nilo Foresi) and EUTERPE (Lt Antonio March). Lt Bromage surfaced HMS SAHIB, which was badly damaged, and attempted to run on the surface. Owing to the damage to the Submarine the crew forced to abandon ship. It is reported that German aircraft machine gunned the survivors in the water killing one of the crew. The six Officers and the forty surviving crew members were taken Prisoner of War. Of the forty, twenty-three made escape attempts and twelve made successful 'Home Runs'. There was only one casualty in the sinking who was:
Electrical Artificer 3rd Class Eric Gordon England P/MX 61345

MAY 1943

One Submarine was 'lost with all hands' on 29th May 1943. HMS UNTAMED was on a training exercise with the 8th Escort Group in the Firth of Clyde on 30th May 1943 acting as a target. In a second Exercise UNTAMED was used as a target for anti-submarine mortar practice by the yacht HMS SHEMARA. When UNTAMED did not respond to attempts to contact her nor surface, assistance was summoned. SHEMARA located UNTAMED with sonar and heard the sounds of her engines being run and tanks being blown. HMS

THRASHER arrived but no more was heard from UNTAMED. Poor weather prevented divers from inspecting the Submarine until 1st June. There was no outward sign of any damage, and it was not until after UNTAMED was salvaged on 5th July 1943 that it was found that the Submarine had been accidentally flooded through a sluice valve. The Crew Members were:

Officers:

Lieutenant Gordon Maurice Noll
Lieutenant John Priestly Duncan
Sub Lt Peter Glyn Carr Acworth,
Sub Lt Geoffrey Thomas Charles Higgins, RNVR
Sub Lt Peter Lambert Clayton, RNR

Ratings:

PO Clarence Charles Welfoot D/JX 126328
PO Wilfred Tippet D/JX 151254
L/Sea Norman Thomas Gates P/JX 155381
L/Sea Ronald Leonard Archibald Beard C/SSX 20048
AB William Hickson D/JX 207948
AB John Joseph Frederick Gibson C/JX 179395
AB Peter Bothams C/JX 157949
AB Gordon Douglas Floyd C/JX 153536
AB Joseph Frederick Cooper C/SSX 30887
AB Henry A W Green C/JX 130775
AB John Richard Stephen Arkwright P/JX 296512
AB Jack Bates P/JX 248057
AB Hugh L Bowyer D/SSX 33293
AB Alfred Charles Flinn P/SSX 22083
AB Ronald Wheeler RNVR/LDX/3427
OS Peter Male P/JX 366078
PO Tel Leslie George Smith P/JX 140888
L/Tel Peter Playfair C/JX 162409
Tel Leslie Clarence Mitchell P/JX 229043
Tel James Dow D/JX 197814
L/Sig Arthur George Read P/JX 147778
CERA Thomas George Gilbert Challoner, DSM D/MX 49479
ERA Henry Nichol D/MX 74180
ERA George Victor Danks P/MX 79014
SPO George Herbert Ball C/KX 83009
L/Sto Frederick Arthur Miles P/KX 89365
L/Sto Robert William Wishart C/KX 114973
Sto1 Robert Buchan Walker P/KX 121962
Sto1 Henry Ernest Douglas Cole D/KX 136417
Sto1 Albert Spencer D/KX 133120
Sto1 Roy George Pendleton D/KX 145468

JUNE 1943

No Submarines were lost in June 1943, but one Submarine Officer appointed to HMS PRESIDENT died on Thursday 3rd Jun 1943. He was:

Lt Cdr Francis John Brooks

The circumstances of his death are as follows:

As a Command Qualified Officer, he had been appointed to HMS DOLPHIN as a 'Staff Officer' in February 1942 and in July 1942, he was appointed to HMS PRESIDENT for the 'Operations Division' at the Admiralty. Francis Brooks was killed on 3rd June 1943 when a BEAUFIGHTER (Aircraft 'W' of 236 Squadron, RAF) in which he was flying as an Observer was attacked by a flight of Ju88's. Both the Navigator and Francis Brooks were wounded and, although the aircraft crash landed at Predannack, Francis Brooks later died from his injuries.

Greek diver discovers long-lost British World War II submarine



A prominent Greek diver and researcher has announced that he had discovered the lost British submarine HMS TRIUMPH, whose true fate had been shrouded in mystery ever since the vessel and its entire crew disappeared in 1942. The submarine had disappeared without a trace, with all 64 crew members on board, some 81 years earlier, in the midst of World War II. Various attempts to find it had been mounted at various times by teams from the United Kingdom, Malta and Russia, all without success. Wreckage was discovered on the seabed by Greek diver Kostas Thoctarides and his team, after a search lasting roughly 25 years. "It was the hardest and most expensive mission I have ever carried out in my life," Thoctarides told the state-run Athens-Macedonian News Agency (AMNA). "The history of the submarine is multifaceted and unique in naval chronicles, as it is inseparably connected with the national resistance and secret services of the time, which operated during the occupation," he said. The key to unlocking the secret that had remained hidden for more than eight decades, he said, was "research using primary historical sources. There had to be an extensive study of the archives, both in the UK and in Germany, as well as in Italy and in Greece."

The Submarine lies with an eight-degree starboard list, dozens of kilometers from the shore. The periscopes and hatches are down, indicating that it was dived during its last moments, while its depth and directional rudders indicate that it was moving at

a steady depth, the diver explained. On its conning tower are the wooden helm wheel, compass and a four-inch cannon that is slightly raised. The hatches on either side of the cannon leading to the interior are also shut. On the fore side of the bridge, the door leading to the gunnery is open, all hatches are closed. The right torpedo tube has opened and an MK VIII torpedo is half-out of the submarine.

The submarine appears to have sunk due to a powerful explosion in the fore section but the cause of the explosion is still unclear. "Our research continues, chiefly on a historical level as new evidence and facts come to light, which combined with the information that we now have from the wreck and the assistance of naval experts specializing in submarines and torpedoes will unlock the secrets of the HMS TRIUMPH," Thoctarides said, who described the site as "a watery grave for 64 heroes that inspires awe."

The history

First launched in 1938, TRIUMPH joined the war in earnest in May 1939 and carried out 20 War Patrols in total. It first sailed to the Aegean at the end of March 1941 to scout the shores of the Dodecanese islands and land officers on Greek shores. She notched up a number of successes, sinking a large number of enemy ships, including the Italian submarine SALPA. She also undertook difficult missions to land Special Operations Executives (SOE) and MI9 agents and rescue trapped soldiers who needed to escape to Alexandria in Egypt. On 26th December 1941 TRIUMPH set sail from Alexandria for its 21st and last mission before it was due to return to England for a general repair and maintenance. It had orders to carry out two special operations and, in the meantime, to patrol the specific section of the Aegean. On board the vessel were some very unusual crew members – SOE and MI9 Agent, Lieutenant George Atkinson, Greek SOE wireless expert, Diamantes Arvanitopoulos (codename DIAMOND), New Zealand liaison officer, Captain Craig, two British Army commandos from the Northamptonshire Regiment and Royal Artillery and five tons of emergency supplies. Atkinson's mission (codename ISINGLASS) was to meet up with a Greek resistance cell in Athens and then liberate 18 selected Allied soldiers who had been held prisoner by the Italians.

Atkinson carried substantial quantities of money in cash and gold coins, destined as MI9 and SOE assistance to specific individuals in occupied Athens, as well as two sets of radio transmitters for communication with Cairo. Captain Craig was in charge of the second secret mission codenamed "Coney Island," which was to coordinate the

liberation of 30 British fugitives who were on the island of Antiparos.

In Atkinson's pocket was his Operation paper with typed heading "Not To Be Taken Ashore." With his mission complicated by dual SOE & MI9 instructions, he was to overlook this warning.

During the night between December 29 and December 30 TRIUMPH sailed into the Bay of Despotikos, where it let off the special team and supplies. The captain, John S. Huddart, told the 30 fugitives that he had orders to carry out a patrol of the Aegean and would return to collect them on January 9-10 in order to take them to Alexandria. He also radioed the successful conclusion of the first leg of the mission. This was the last communication ever received from the vessel.

All members of the SOE team were arrested on Antiparos and Atkinson's Operation Orders, which contained the names of 37 members of the Greek resistance in Athens, with their aliases and code numbers, fell into enemy hands. The information was passed on to German authorities and all 37 were rounded up and executed, along with Atkinson. The others were taken to concentration camps.

TRIUMPH continued its patrol, making its presence felt near the islands of Milos and Naxos. On January 9th at 11.45 a.m. it attacked the cement freighter REA as it was being towed by the vessel TAXIARCHIS south of Sounio, with the torpedo exploding on the rocks. "Recently, in the same part of the deep, we identified another three British Mk VIII torpedoes of the same type as that carried by the TRIUMPH ... this fact makes us believe that the TRIUMPH launched more than one torpedo during its last attack," Thoctarides said. The last time the submarine was sighted was by an Italian pilot flying in the area, about four nautical miles southeast of Sounio, he added, noting that this hitherto lost piece of information helped complete the puzzle of the submarine's history. After this, all traces of the vessel disappear and on 23rd January 1942 the British Admiralty declared that the submarine must be considered lost, all hands.

WWI SUBMARINE FOUND?

We all know that Submarines are usually found below the surface, but not previously below the surface of a Car Park

Scientists 'unearth' Submarine buried under Naval Town's Car Park

PA News Agency

Two scientists believe they have confirmed an urban legend which has intrigued a town for nearly a century. Since the 1930s, residents of Dartmouth – home to naval officer training for more than 150

years – have been convinced the wreck of a submarine is buried under a coastal park.

Experts from the University of Winchester used ground penetrating radar to scan the site in Coronation Park where the submarine is believed to have been buried. The vague outline of what is thought to be HMS E52 can be made out on the resulting scans – as well as a second object, a German torpedo boat, which is longer but also narrower. The discovery comes after Lieutenant Tom Kemp, an officer from Britannia Royal Naval College, believed he had identified HMS E52 as the submarine that was unceremoniously buried alongside rubble and other landfill at the five-acre park. The findings were made by Dr Simon Roffey, reader in archaeology, and Dr David Ashby, who manages Winchester University's soil laboratory.

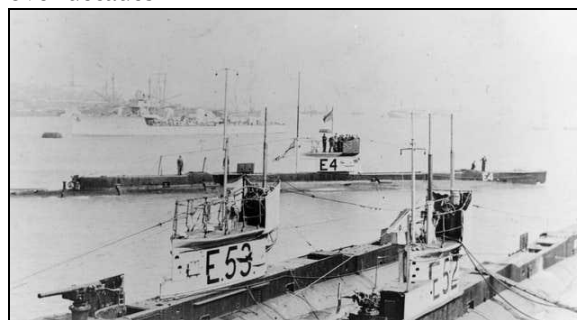


Lieutenant Tom Kemp said finding the submarine had become his 'personal hobbyhorse' (Royal Navy/PA)

The pair were intrigued by Lt Kemp's research last year and, working with him, the scientists focused on one corner of the park. The radar sent sound pulses through concrete and Tarmac and the resulting concentrations of red on the scans suggest large metallic objects lying about one metre beneath the surface. The team concluded the E52 probably lies in the north-east corner of the park, while roughly at right angles to it is another large metallic object, most likely a German torpedo boat destroyer, S24, bought for scrap like E52 after the First World War.

The positions of the two "finds" correspond with a contemporary aerial photo of Dartmouth in the 1920s which shows the submarine and another craft sitting on the mudflats. The park is located at the foot of the hill occupied by the naval college and was once mudflats. After the end of the First World War, the UK had a surplus of ships and submarines, including scores seized from the defeated Germans. Many were driven ashore, left up creeks and

anchorage and forgotten about as they decayed over decades.



Submarine HMS E52, bottom right (National Museum of the Royal Navy/PA)

Coombe Mud and neighbouring Sandquay in Dartmouth became a similar breakers' yard for unwanted warships, including at least two submarines. The site was purchased by the local authority in the late 1920s and filled in to create the park, which opened in 1937 in time for the coronation of George VI. Dr Roffey, a former submariner who served in O-class boats in the 1980s, said: "The 'submarine under the park' is a local legend, and it could make a wonderful tourist attraction if we could identify its exact location.

"We know that there was a torpedo boat there but everyone assumed that it had been moved. Maybe it was stuck fast in the mud and they just left it there." To compound the challenge of identifying the submarine is another Dartmouth urban legend, which suggests US troops who camped in the park in the latter stages of the Second World War buried some of their kit in the park rather than ship it home when they left. The team is seeking permission from the local authority to dig small bore holes in the park to hopefully identify a piece of equipment or metal unique to E52.

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

As part of an ongoing Project to produce a chronological record of Submariners I am looking for Commissioning Crew and Re-dedication Crew Lists. I have been sent many lists so far but I am still looking for 'First Commission' Crew Lists as follows: PORPOISE, GRAMPUS, CACHALOT, WALRUS,

OBERON, ONYX, ORPHEUS, ODIN, OTUS, UNICORN, AUDACIOUS & ANSON

I am 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. My thanks in advance.

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

NEW CAPTAIN AT HM NAVAL BASE CLYDE

ROYAL NAVY MEDIA RELEASE

HMNBC 24/23 Monday, 5 June 2023

Personnel at HM Naval Base Clyde bid a fond farewell to Captain Gibbons on Thursday, June 1, as he handed-over the role of Captain HMS Neptune.

Captain Gibbons arrived at HMNB Clyde in July 2019 and for the past four years has held the position of Captain of HMS Neptune and Captain of the Base. His role has overseen the land establishment at the site which provides accommodation, logistics, welfare, and support services to around 7,000 personnel at Clyde.

He handed over the reins to the capable hands of Captain Boyd who comes to HMNB Clyde following a brief tour in the Force Generation area of Navy Command. During her 20 years in the

Royal Navy, Captain Boyd has spent time on worldwide operations at sea and ashore, including an operational tour in Afghanistan.



Captain Gibbons officially hands over to Captain Boyd.

Captain Gibbons is retiring from the Royal Navy after 35-years' service and his friends and colleagues came along to wave him off as he left the Base in true Naval style, on board HMS RAIDER accompanied by his wife Sarah. "It has been an honour to serve in this unique and beautiful part of the world. The Base delivers Defence's priority mission and to be part of that community, including military, Civil service and our Industrial Partners has been a real honour; the pace is relentless," said Captain Gibbons. "The UK's submarine base was an unexpected location for an aviator to complete his Naval Service, but one I would not change. My family has been made to feel so welcome in the area, it is going to be difficult to leave. I wish all Base staff and their families the very best of luck for the future." Established in 1968, HMS Neptune is the land establishment at HM Naval Base Clyde responsible for providing essential services to the military personnel working and living at the site, as well as the civilian staff who utilise the facilities in their roles supporting the Royal Navy fleet from the Clyde.

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

BACK WITH A BLAST!

Field Gun returns to HM Naval Base Clyde
ROYAL NAVY MEDIA RELEASE

Tuesday, 27 June 2023

HMS NEPTUNE Field Gun Crew recently put on an impressive display for Naval Base staff and visitors when they completed the first Field Gun public run in over three years.

The 18-strong team of Royal Navy sailors from HM Naval Base Clyde held the public run just outside the south gate of the Base, with families, friends and colleagues invited to watch. It was the first Field Gun public run to be held since Covid lockdown and a chance for the team to wow the crowd ahead

of the Brickwood's Field Gun competition at HMS COLLINGWOOD from June 26 to July 1.

Commander Gareth Batsford, HMNB Clyde Field Gun Officer, said: "With just a few days to go until the competition begins at HMS COLLINGWOOD, our training continues at pace. Today has been our first opportunity to conduct a full run in front of our supporters and the continued support from everyone, especially family, friends, colleagues, and our sponsors, is greatly appreciated.

"The Field Gun competition is an important occasion for the Royal Navy," continued Commander Batsford. "It exemplifies the Service's virtues of discipline, teamwork, respect, dedication, and determination.

"The team is made up entirely of volunteers who give their spare time to undergo some really intense training.

"We look forward to a week of acclimatisation at HMS COLLINGWOOD before we get into the competition where we will finally put all our hard work to the test. Let's hope it has been worth it and we can bring back some silverware to HMNB Clyde."

The Field Gun competition simulates the Naval Brigade's heroic mission to relieve the besieged British Army during the Second Boer War.

During that conflict, sailors offloaded guns from HMS TERRIBLE and HMS POWERFUL, manhandling them over many miles to come to the Army's aid.

Royal Navy teams have been recreating the event ever since, beginning at the Royal Tournament in 1907, and continuing to the present day where they compete at HMS COLLINGWOOD in Fareham.

Naval establishments and units from all around the country compete at the competition, entering teams of 18 – with support staff and back-ups – to race with the 1,300-kilo gun and limber in the fastest time.





Selection of images of the Field Gun team in action during the public run.

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

HMS AUDACIOUS

HMS AUDACIOUS (Commander James Howard) returned home to HM Naval Base Clyde on Saturday 8th April at the end of a 363 day deployment to the Mediterranean. The longest deployment to date for an ASTUTE Class Submarine.

HMS OARDACIOUS UPDATE

The Prince of Wales joins Submariners raising money to support colleagues' mental health

Story by Ben Mitchell, PA 21st May 2023

The Prince of Wales has joined the crew of a team of Royal Navy Submariners who have taken on a Transatlantic rowing challenge to raise money to support the mental health and wellbeing of their colleagues. The Prince, Commander-in-Chief of the Submarine Service, has released a YouTube video of his visit to the members of the HMS OARDACIOUS crew as they took part in a training session on Dorney Lake in Buckinghamshire. HMS OARDACIOUS was set up in 2019 to fundraise through Submariners taking on the challenge of rowing across the Atlantic with £110,000 being raised so far. In January 2020, four serving Royal Navy Submariners became the fastest military team in history to row across any ocean, spending 37 days,

6 hours and 40 minutes battling across the North Atlantic to reach Antigua as part of the annual Atlantic Challenge.

In the short film, The Prince of Wales meets co-founders, Lieutenant Commander Callum Fraser and Lieutenant Commander Hugo Mitchell-Heggs, as well as Chief Petty Officer Jon Norfolk who took part in the 2022 team and Lieutenant Isobel Rawlinson who is looking to captain an all-female team in 2024. The Prince takes to the water and does his bit rowing as he chats to the members of HMS OARDACIOUS which have crews lined up for this year's event and for 2024. A Kensington Palace spokesman said: "Together they discuss the importance of managing our mental health and how exercise can be used as a tool to help manage it. "The crew also share their experiences of crossing the Atlantic, the challenges they faced and the impact it had on both their physical and mental health.



The Prince of Wales with members of the HMS OARDACIOUS crew as they took part in a training session on Dorney Lake, Windsor in Buckinghamshire

(Kensington Palace Copyright: The Prince and Princess of Wales/PA)© Provided by PA Media "Back in the boathouse, William hears from the crew in more depth about how they manage their mental health, the support they provide to each other as a team, and the work HMS OARDACIOUS does to raise awareness and combat the stigma associated with talking about mental wellbeing." Speaking during the film, William said: "Understanding our support networks is crucial because a lot of people don't have those support networks and being able to form close bonds and realise that the only way we are going to get through all of this is to support each other and pull each other through." The video has been released as part of Mental Health Awareness Week which ran until Sunday, May 21, and follows visits by the Princess of Wales to The Dame Kelly Holmes Trust in Bath and the Anna Freud Centre in London to highlight the event.

VANGUARD RETURNS TO THE FLOTILLA - AT LAST

HMS VANGUARD has finally left Devonport after a seven-and-a-half-year refit. The Submarine was beset with issues and delays while it underwent a refit at Devonport dockyard in Plymouth.

The 492ft-long Barrow-built sub arrived for maintenance in December 2015 for a what was meant to be a three-and-a-half-year refit and an unscheduled refuelling with a new Reactor core. The submarine, which is one of the four Trident submarines that maintain the UK's nuclear deterrent, is now due to re-join the deterrent force after trials and training of crew. Controversy surrounded the boat in February when reports emerged it had been repaired using 'superglue'. According to reports, 3,000 bolts on the boat were repaired by civilian workmen who had accidentally sheared off the heads of bolts that held insulation to the cooling pipes around the reactor due to over-tightening. Instead of taking time to bore out the snapped bolts and report the damage, the workers glued them back into place, national newspaper reports said. The Ministry of Defence said were 'no nuclear safety implications associated with the issue identified' and preparations for final testing of the submarine's onboard system could 'safely continue without any impact on the programme'. However it prompted the Royal Navy to launch an investigation. The impacts of Covid-19 and additional challenges with refuelling were said to have resulted in VANGUARD's refit taking about 89 months - longer than the 83 months it took to originally build the submarine. HMS VANGUARD was the lead boat of four Vanguard-class submarines that carry up to sixteen Trident ballistic missiles that can hold multiple nuclear warheads. One boat of the four submarines is always at sea - while another is kept at high readiness. The £3 billion VANGUARD was built by Vickers in Barrow and was commissioned in 1993. HMS VICTORIOUS, the second Vanguard-class submarine, is also due to face a refit - hopefully it won't take as long as the VANGUARD refit.

BAE in Barrow is currently working on the next generation of submarines to replace the Vanguards - the Dreadnought Class. The Dreadnought boats are due to enter service in the 2030s.

And, as reported above:

HMS VICTORIOUS ARRIVES IN DEVONPORT FOR REFIT

Preparation work has already started on HMS VICTORIOUS ahead of her planned major refit to ready her for future tasking. The Royal Navy say in a news release that the maintenance programme on

the Vanguard-class submarine, taking place in Babcock's Devonport facility, will sustain more than 1,000 jobs in the south west region and will see the boat modernised and improved to continue operational patrols into the 2030s. "The multi-million pound, long-term programme will involve 1,000 Babcock employees from those working directly on the boat to others working in production, design, commissioning and the wider supply chain.



HMS VICTORIOUS' arrival is in tandem with significant investment in the naval base's facilities, creating additional jobs for people in the region. As well as supporting the maintenance of existing and future classes of submarines, it will also enhance Devonport Dockyard's ability to deliver major defence projects." Brigadier Mike Tanner, commander of HMNB Devonport, was quoted as saying: "I am delighted to announce that the work has begun to prepare HMS VICTORIOUS as she commences her major refit. This activity will sustain jobs and key skills for the City of Plymouth and wider south-west region for the foreseeable future." Paul Watson, managing director of Babcock's Devonport facility, added: "As part of the UK's critical continuous at sea deterrent, HMS VICTORIOUS represents one of the most complicated pieces of engineering there is. Work on the vessel has started and the capability, knowledge and experience our people have gained through the delivery of similar projects supporting the Royal Navy fleet, along with new and innovative and collaborative approaches with our customer, means we are well prepared to deliver this important overhaul project."

CARRIER STRIKE GROUP TO RETURN TO THE PACIFIC IN 2025

Britain will send an aircraft carrier back to the Pacific as part of a Carrier Strike Group in 2025, Downing Street said on Thursday 18th May 2023 as Prime Minister Rishi Sunak visited Japan.

HMS QUEEN ELIZABETH passed through Asia in 2021, making port calls in Japan, as Western allies push back against China's growing military power in the region. Sunak, who was in Japan for the G7 summit in Hiroshima, stopped first in Tokyo to visit a naval base, where he announced Britain will double the number of UK troops in upcoming joint

exercises. London and Tokyo will also agree a formal “consult clause,” committing them to discuss regional and global security issues and measures in response.

He said the returning Carrier Strike Group would “work alongside the Japanese Self Defence Forces and other regional partners to help defend peace and stability in the Indo-Pacific.” He later met Japanese Prime Minister Fumio Kishida in Hiroshima, with the pair announcing the “Hiroshima Accord.”

The agreement covers deals on defence, trade, science, and technology, and issues like climate change, Downing Street said, without giving further details. Before his departure for Japan, he said the summit was coming “at a pivotal moment” for the alliance as it faces “complex threats to global peace and prosperity.” He said Britain would “galvanize international action on economic coercion by hostile states and shore up support for Ukraine.”

It is assumed that the 2025 Carrier Strike Group will also include an ASTUTE Class Submarine and make a visit to Australia in support of the AUKUS Programme. Editor

ROYAL NAVY DIVERS HELP TO CLEAR THE BALTIC OF UNEXPLODED ORDNANCE

Royal Navy divers are making vital Baltic Sea shipping lanes safer by recovering unexploded mines and torpedoes as part of a NATO security mission.

Specialist divers are involved in a multinational explosive ordnance disposal (EOD) exercise hosted by Latvia, operating closely alongside the hosts and teams of experts from Estonia, Lithuania, Germany, Belgium, Canada and the United States.

Delta Squadron of the Diving & Threat Exploitation Group safely recovered two ground mines and one torpedo two days into the exercise, already increasing the safety of the region. “The aim is to continue our close working relationships and to make the sea lanes safer by identifying and disposing of historic maritime explosive ordnance, much of which is a legacy of WWII,” said Chief Petty Officer James Roberts. “All nations are working together, contributing to the planning, identification, confirmation and recovery of explosive ordnance, building operational capability and increasing the ability to operate as a coherent task group.” The aim of the exercise – codenamed Open Spirit – is to clear the Baltic Sea from sea mines, torpedoes, and other explosive remains from both World Wars and the Cold War. The Baltic was the scene of heavy fighting during these conflicts and were heavily mined, while air bombardments, naval gunfire and

submarine warfare only added to the ordnance lying on the seabed.



The dangerous ordnance is hunted using cutting-edge autonomous underwater vehicles – submarine robots packed with the latest sensors that creates images of the underwater objects. Each piece of ordnance removed, and every inch of the seabed mapped, ultimately makes the region safer and helps the Baltic nations understand their own backyard – ensuring they are able to spot changes if new mines are laid.

CPO Roberts added: “From the most junior seamen to senior operators, working closely with our partners and allies demonstrates the resolve and commitment of the UK and all NATO to regional Baltic security and the principles of collective defence. “It’s fantastic to be working with our friends in the Baltic again, this constant drumbeat of exercise allows real relationships to grow, bound by our shared values, stronger together and ready to defeat aggression.” Exercise Open Spirit has taken place since 1997 and rotates between Estonia, Latvia and Lithuania.

A Service of Thanksgiving for Admiral of the Fleet The Lord Boyce will be held at Westminster Abbey on Thursday 13th July 2023 11.00am - 12.00pm

Our Late Patron of the Submariners Association Admiral of the Fleet The Lord Boyce joined the Royal Navy in 1961 and after completion of basic training he qualified as a Submariner in 1965. He served a full and successful career in the Royal Navy. He was appointed First Sea Lord and Chief of Naval Staff, and First and Principal ADC, in October 1998, serving as professional head of the Royal Navy until January 2001. He was Chief of Defence Staff and professional head of the Armed Forces from 2001 until 2003. He was awarded the Honorary appointment of Admiral of the Fleet in 2014.

Lord Boyce was elevated to the peerage in June 2003. He was appointed Lord Warden and Admiral of the Cinque Ports and Constable of Dover Castle in 2004; and King of Arms of the Order of the Bath from 2009 to 2018. He was made a Knight Companion of the Order of the Garter in 2011 and appointed Vice Admiral of the United Kingdom in 2021. In retirement he was chair of numerous advisory boards and supported many charitable organisations.

MORE CHANGES PLANNED AT BARROW SHIPYARD

A major new building is due to be added to the BAE site if plans are approved. BAE is planning to construct the Ramsden Dock Facility and has begun the process to obtain planning permission. The building, which would bring what BAE describes as a 'pre-paint' outfitting facility, would be built on land currently used as a car park. BAE has submitted a screening report for an environmental impact assessment to Westmorland and Furness Council. The development would house around four hundred workers during the day shift, two hundred and fifty during the night shift and one hundred and sixty-five office workers according to the plans.

A statement describing the proposals said: "The site of RDF is located towards to the southern end of Barrow Island and is accessed via Dova Way which forms its southern border. "The site extends to circa 4.1 ha (10.9 acres) and currently comprises multiple areas of hard standing and has historically been used for industrial purposes related to Barrow Port. "The RDF building would provide a new Pre-Paint Outfitting Facility, required as part of the Boat Build program, which would be similar in nature to the Central Yard Facility (CYF) which is located within BAE Systems main site, with the addition of an annex structure on the western elevation of the building to house a Goliath crane. "Construction of the RDF would require piled foundations and a floor slab to support a steel-framed, clad envelope.

"A drainage system would also be installed with attenuation and storage if required. "The main works would also include hard standing pavement and soft landscaping." The proposals said the nearby roadwork may have to be altered to allow the transportation of heavy loads during the construction." According to plans, the new development would comprise the Main Production Hall and an adjoining Support Building.

The screening report asks the council whether a full environmental impact assessment is needed as part of a future planning application. It includes an ecological report into the land off Dova Way. The project will be similar to the £130m Central Yard

Complex, opposite the main shipyard gate in Bridge Road.

A FORMER MUNITIONS FACTORY IN BARROW TO BE DEMOLISHED

22nd May 2023

BAE Systems has been given the go-ahead to carry out a series of demolitions and removals in Barrow in preparation for a new development project on the site. Westmorland and Furness Council have agreed that no prior approval is needed for BAE Systems to demolish Building 36 which is an early 20th-century warehouse and former munitions factory on land north of Buccleuch Road and east of Michaelson Road. It has recently been used to store equipment and parts for the ASTUTE Programme.

The plan is part of BAE Systems Site Regeneration Programme (SRP), for which an EIA (Environmental Impact Assessment) Screening was prepared in 2014. On the basis of this, the council concluded that 'further amendments to the project can be rescreened for any additional significant impacts.'



BUILDING 36

A covering letter submitted with the application states why the demolition is required and outlines a future plan for the site. It says: "A planning application is currently being prepared for Project Spartan, which is proposed to be delivered on the site of Building 36 following demolition.

BY EDITOR

Apparently the two new buildings planned for the site will be up to five stories high - one of which will provide the long-awaited 'Crew Accommodation' for 'New Build' Submarines to replace the old 'Temporary Facilities' provided for the VANGUARD Program in the late 1980s and currently used for the ASTUTE Program. The second building will provide facilities for BAE Offices and personnel.

BAE to recruit 6,000 new jobs as AUKUS deal promises 'jobs bonanza'

17th May 2023



The above photo shows Prime Minister Rishi Sunak during a meeting with US President Joe Biden and Prime Minister of Australia Anthony Albanese at Point Loma Naval Base in San Diego, US, to discuss the procurement of nuclear-powered submarines under a pact between the three. Shadow Defence Minister Chris Evans has urged the Government's promise of a 'jobs bonanza' in relation to the AUKUS submarine project to be 'underwritten by contractual guarantees'. Australia will operate a new generation of nuclear-powered submarines based on a British design as both countries modernise their navies. The AUKUS deal - involving Australia, the UK and US - will see the new boats in operation in the late 2030s following a construction phase which will create thousands of jobs in the UK. The new SSN-AUKUS submarines will be in operation for the Royal Navy by the late 2030s under the plan and will also give Australia its first nuclear-powered capability.

Speaking in a debate about defence in the House of Commons he asked: "The AUKUS agreement is a real game-changer not only for our forces, but also for British industry. Now, the Government has promised a jobs bonanza for generations to come in places like Derby, Barrow-in-Furness and Devonport ... will this promise be underwritten by contractual guarantees and ensure that future generations are trained in the skills that we need for this vital programme? Defence Secretary Ben Wallace replied: "They are already underwritten by contractor guarantees. In Barrow-in-Furness, BAE are recruiting from 11,000 to 17,000 jobs. Derby itself is investing for the next generation of reactor and that is starting. "So, the key point of AUKUS is not only it gets a commitment from Treasury and the Government for the British replacement of the Astute class, but it locks in that potential of Australian supply chain and working together collaboratively, not only for skills here, but also in Australia. "So, it is already under that process, £2 billion were unlocked recently to start building the infrastructure needed both in Derby and BAE in Barrow and we'll continue to do it. This is not just the beginning, this is actually further down the path, but the real work starts now." He added: "Building complicated machines such as submarines has the benefit of a long and broad supply chain. The

AUKUS model will be truly collaborative: while based on a UK submersible ship nuclear replacement, I expect it over time to be built by Australian hands and with United States skills and supply chains, which will provide opportunities to both countries, alongside ourselves. That is good news for British industry, for skills in places such as Barrow-in-Furness, and for our alliances with Australia and the United States."

Rolls-Royce Submarines expand Raynesway site in Derby

The site development responds to increased demand from the Royal Navy and the recent AUKUS announcement, solidifying a tri-lateral agreement between Australia, the UK, and the US.

By Harry McNeil



The Rolls-Royce submarines plant, Raynesway, is to expand to accommodate growing demand. Source: Rolls-Royce

Rolls-Royce Submarines, a provider of submarine nuclear reactor plants, has unveiled plans to expand its Raynesway site in Derby. The company has been entrusted with supplying all the nuclear reactor plants for the new attack submarines as part of the agreement between the three nations. This development will lead to new manufacturing and office facilities on recently acquired land surrounding the existing Raynesway site, bolstering Rolls Royce's production capabilities.

Good news for the UK and Australia's submarine expansionism

Steve Carlier, President of Rolls-Royce Submarines, expressed his enthusiasm for the company's role, stating, "This is a truly exciting time for our business, with work secured that will see us support UK and Australian submarines well into the second half of this century. It will see thousands of jobs created across the UK supply chain, many of which here in Derby, and we're proud to be playing our part in this international endeavour. For over 60 years, we have provided the power to the Royal Navy's nuclear submarines, and our expansion plans are the first step in helping Australia acquire their nuclear propulsion attack submarine capability while

showcasing British innovation and expertise on the world stage.” Currently employing over 4,000 people, Rolls-Royce Submarines is responsible for designing, manufacturing, and providing in-service support for the pressurized water reactors that power the entire Royal Navy’s submarine fleet. James Marques, an aerospace, defence, and security analyst at GlobalData, claimed: “The expansion is more or less doubling facility capacity which is necessary if Rolls-Royce is going to meet demand. They’re expected now to support both the UK and Australia’s sub-programs. It will be the main site for assembling these boats’ nuclear reactors.”

To ensure a steady supply of talent for the industry’s future, the company established the Nuclear Skills Academy in Derby, with funding from the Ministry of Defence (MoD). The Academy offers 200 apprenticeships annually and is set to continue this initiative for the next decade. The expansion of the Raynesway site comes as outline planning permission is submitted to Derby City Council for the development of over 100,000 square meters of new floor space. In addition to supporting the existing Astute and Dreadnought boat build programs, Rolls-Royce provides frontline support for reactor plant equipment worldwide from its Operations Centre in Derby. The company also offers assistance to submarines during their time in the Barrow-in-Furness shipyard and the naval bases in Devonport and Faslane.

Leak repairs at basin housing UK’s decommissioned nuclear submarines

The leak rate Basin 3 in HMNB Devonport is thought to be low, with tests carried out determining that there is no environmental risk.

By Richard Thomas



HMNB Devonport is one of the UK’s main naval bases, with 3 Basin located just to left of the large white building.

Credit: UK MoD/Crown copyright/OGL

The UK’s Defence Infrastructure Organisation (DIO), part of the Ministry of Defence (MoD), has awarded a £3m contract to restore access and egress point capability for vessels at 3 Basin in HMNB

Devonport, to its “original leak free intent”, according to a UK Government notice.

The work will allow “the safe and secure storage of Laid Up Submarines, future surface ships, and other strategic assets for a minimum [of] 80 years, read the DIO contract notice, published on 19 May. The deal was awarded to Preston-based engineering company Volkerstevin on 23 January this year and has an expected end date of 31 August 2024. Laid up in 3 Basin at HMNB Devonport is the legacy of the UK’s nuclear submarine capability, with 13 decommissioned Royal Navy nuclear-powered attack submarines (SSN) inside its perimeter. Water level controls are typically used to manage the volume of water inside such sites, depending on leak rates. Water egressing some naval locations used to store nuclear-powered vessels is routinely tested for contaminants, with the leak at Basin 3 located along the southern wall section. Speaking to *Naval Technology*, an MoD spokesperson said: “Work is planned at 3 Basin at HMNB Devonport, to address minor seawater leakage from the basin and weathered stone edgings. The leak does not present an environmental risk and both the basin and entrance gate remain structurally sound.”

Submarine Dismantling Project

The repair work being undertaken to 3 Basin at HMNB Devonport is understood to not be a part of the ongoing Submarine Dismantling Project (SDP), multi-year programme intended to scrap a number nuclear-powered submarines once in service with the Royal Navy (RN). The majority of submarines stored at Rosyth, Scotland, and Devonport, England, are thought to have been defuelled since being decommissioned, although hazardous and classified materials remain onboard, requiring specific clearances and capabilities to be disposed of safely. The SDP’s mandate is intended to fully dismantle 27 of the UK’s nuclear-powered submarines after they have been defuelled, including the ballistic missile boats (SSBN) that housed the country’s nuclear deterrent. In February 2022, the MoD revealed that HMS VALIANT would be the first nuclear-powered submarine in Devonport to undergo dismantling. According to a 2019 investigation by the UK’s National Audit Office into submarine defuelling and dismantling, the MoD spent an estimated £500mn since 1980 on storing and maintaining its retired nuclear submarines. HMS VALIANT was commissioned into service in 1966 and served for less than 30 years before being decommissioned in 1994. It is not known what impact, if any, repair works to 3 Basin will have on its planned disposal. The boats at Devonport and Rosyth are kept in an afloat condition, having had their nuclear fuel removed for disposal. However,

the complicated nature of scrapping and recycling a nuclear submarine has meant that the boats have been left hidden in plain sight, as the MoD determined the best method to dispose of the vessels. The UK currently has four of the latest ASTUTE class SSNs in service or commissioned with a fifth undergoing sea trials. The UK also operates a single remaining TRAFALGAR-class SSN, HMS TRIUMPH. In addition, the RN operates four VANGUARD-class SSBNs which will be replaced by the incoming DREADNOUGHT-class submarines, with the first-three of the class currently in manufacture at the BAE Systems yard in Barrow-in-Furness, UK.

By Editor (From Twitter_

A notable point from today's (4th July 2023 Commons Defence session with Chief of Defence Staff Admiral Tony Radakin at 16:35:45 is that one of the Royal Navy's Astute Class submarines is likely to be away from the Fleet for some time owing to lack of nuclear-capable dry dock space at HMNB Devonport. No other information currently available but whether this is linked to the Leak in No. 3 basin or the need to refit HMS VICTORIOUS is unclear.

AUKUS UPDATE

U.S Navy To Supply 3 Virginia-Class Submarines To Australia

June 9, 2023

Shipping News

The senior commanders of the Royal Australian Navy have disclosed the hard details related to Australia's trilateral AUKUS nuclear acquisition deal on submarines with the US and the UK. These details, which came up under stringent questioning in parliamentary defence budget hearings, have ramifications for the US Navy's submarine capability. Nearly two years after the unexpected September 2021 trilateral declaration that the US and the UK would collaborate to assist Australia in acquire and field a next-gen nuclear-powered submarine fleet, major plans for this program have come up in a Senate Estimates hearing in the Australian capital of Canberra on 30 and 31 May.

Under very intense and often hostile interrogation from Jacqui Lambi, the upper-house, crossbencher Senators, the Australian head of the Nuclear Powered Submarine Task Force of the Royal Australian Navy disclosed several 'known unknowns' of Australia's AUKUS nuclear submarine mission. This included the timings and configurations for the introduction of the initial three attack submarines of the Virginia class, the number of follow-ons nuclear-attack AUKUS-class

submarines to be developed in a co-development contract with the UK, and the intended strength of Australia's future nuclear submarine fleet.

Two Virginias would be transferred to the Royal Australian Navy. Then, they would purchase one off the production line, Vice Admiral Jonathan Mead, the Head of Nuclear Powered Submarine Task Force, Australia, informed the panel of the Senate Foreign Affairs, Defense, and Trade Legislation Committee in formal evidence following repeated interrogations from Senator Lambi. The allocations of submarines to be transferred to Australia are yet to be chalked out by the US and Australia, Vice Admiral Mead mentioned in response to questions.

However, they are looking at submarines with more than 20 years of service life. The "20 years of service life" refers to the submarines' potential operational hull life following their transfer from the US Navy to the RAN around 2032, as disclosed in a joint statement in March by US President Joe Biden, British PM Rishi Sunak, and the Australian PM Anthony Albanese. Armed with Mead's revelation of the 20 years' of service life of the first-ever transferred Virginia, the reactor service life, and the US Navy's published Virginia class entry and build into the service timeline, Senator Lambi was pressing the commander regarding which Virginia-class configuration block was Australia in constant negotiation with the US Department of Defense for transfer from the US Navy.

Mead responded that they are looking at the Virginia Blocks III or IV. Mead's identification of the Virginia class Block III/Block IV as the production configuration of the two SSNs that are expected to be transferred to the Royal Australian Navy appears to reduce the targeted US Navy submarines to one, possibly two, SSN-774 Block III boats (SSN791 USS Delaware that was commissioned in April 2020, and relatively less likely SSN790 USS South Dakota that was commissioned in Feb 2019) and 10 Block IV boats, of which, only three have been in service since April 2020. Seven additional Block IV Virginias are currently at different stages of production or in US Navy or contractor sea trials much ahead of entering service. This is based on the info available now and is subject to change.

Several differences

Mead presented all the information in a hearing before the Australian Senate but was silent on some of the topics that would be termed confidential. Per experts, the US and Australia may agree to stay silent on which two boats from which Blocks would be getting transferred to Canberra. These are the things Mead decided to disclose to the Senate. However, there are unclear things that trouble the general

public. For instance – until now, both the US and Australia believed that the Virginia-class submarines should establish Australia's capability once it decommissioned its eight AUKUS-class submarines and Collins-class fleet were built (?). Yes, but no.

Per Mead, Australia will develop eight nuclear submarines, three of which will be the Virginia class, meaning that Australia will not construct eight submarines belonging to the AUKUS class but five. For now, until one more claim emerges. And it did appear.

Per sources, if Australia can't build the AUKUS-class submarines, and if the planning reflects that they cannot be ready operationally by 2050, the US will sell more Virginia-class submarines to Australia. It is unclear how many submarines of the AUKUS class Australia will eventually come up with. An Amazon deal for the local economy is being squeezed through the fingers of Australia's government. Such a possibility exists since the current government cannot make each decision right now. Mead emphasized the same - how many submarines will be supplied by the US and how many will be constructed in Australia is a crucial decision that the future governments will make.

The 2021 cancellation

BulgarianMilitary.com recalls that Australia cancelled back in 2021 the deal with France for constructing submarines worth \$40 billion, one of the main reasons for Australia's desire to produce components, parts, and configurations for them. However, following the statements before the Senate, this is likely not working out in the new AUKUS deal. Among the general public, the AUKUS alliance started being referred to as the NATO ver.2.0. Even earlier in 2023, Britain sent out a proposal that Japan and India be part of the AUKUS alliance, taking into consideration the expanding fleet of China's People's Liberation Army Navy.

Chinese statement

The proposal came from Tobias Ellwood, the chair of the defence committee of the British Parliament. The agreement, which aims to empower Australia to build its nuclear submarine fleet with technology transfer from the UK and the US, was signed in 2021 on 16 September. Even though China wasn't mentioned in the deal, the three countries' emphasis on rising regional security concerns has resulted in comments that the cooperation is a deal that aims at balancing the military power of Beijing in the region.

AROUND THE BRANCHES **GOSPORT** **HMS AFFRAY MEMORIAL SERVICE**

The Gosport Branch of the Submariners Association held their annual HMS AFFRAY Memorial Service at the AFFRAY Memorial on Gosport Waterfront on Sunday 16th April. There were approximately 50 attendees including the Mayor of Gosport, Councillor Jamie Hutchison, Councillor Graham Burgess, and members of the Gosport and Portsmouth branches of the Submariners Association. The service was taken by the Reverend Stephen Ashley-Emery RN Chaplain from HMS SULTAN.



Special guests were the daughter and family members of CPO Reginald Whitbread who was one of the 75 men who lost their lives on HMS AFFRAY when she was lost on 16th April 1951.

HMS AFFRAY, commanded by Lt. Blackburn DSC, sailed in the early evening of Sunday April 15th, 1951, from the HMS DOLPHIN submarine base to take part in exercise 'Spring Train' in the Western Approaches. She dived off the Isle of Wight later that evening to make a dived passage west.

Her crew was reduced from 61 to 50, to accommodate a class of 21 trainee Engineering Officers and instructors on a training course and a detachment of 4 SBS Marines who were to carry out an exercise during her transit west. This made her complement 75. The Submarine was lost some time between midnight on the 16th of April and 08.00 in the morning when she failed to send a routine signal. Extensive searches for her were carried out over the following two months but it wasn't until the 14 June that she was located lying in the Hurd Deep just 17 miles northwest of the island of Alderney by HMS LOCH INSH on the 4th June. She was later identified as HMS AFFRAY by divers from HMS RECLAIM. HMS AFFRAY is now designated as a War Grave.

Charity Motorcycle Ride by Gosport Submariners

A member of the Gosport Branch, David Wheatley and Al Smith, also a former Submariner, took part in this year's Distinguished Gentleman's Ride.

A charity motorcycle ride, dressed in 'dapper clothing and on classic styled bikes, locally held from Southampton waterfront to Sammy Miller's museum in the New Forest.

This ride was one of a multitude held worldwide to raise awareness and funds for Prostate cancer research and Men's mental health charities.

We raised over £600; the local figure was close to £16,000 and worldwide near \$7.4M was raised. They both plan to do it again next year.



Etape Loch Ness Bike Race

Ami Burns of the Gosport Branch of the Submariners Association recently completed the Etape Loch Ness Bike Race in aid of Macmillan Cancer Support.



The Etape Loch Ness is a Bike Race around the circumference of Loch Ness, which is 66 miles (105km) in total. In addition to the distance, it also includes an elevation gain (Uphill) of 3789ft (1155m) across the ride. Ami was one of over 5500 participants in the race.

Four 4 days prior to the event, Ami was taken unwell and did not think that she would even be able to make the 1250 mile round trip to Inverness... never mind the cycle ride, but she did not want to let her sponsors down. So she very slowly made her way to Inverness over 3 days, instead of the planned 2, in the hope that she would feel well enough to at least attempt the race. On the A9, car after car had cycles on the roof and on bike racks, it felt like a mini pilgrimage. This, combined with the beautiful Scottish countryside as a backdrop, lifted her spirits.

The following is a summary of the ride in Ami's own words. "A VERY early start, getting in some porridge and mustered at the start line. The weather was perfect for cycling with high cloud cover and little wind. The race is wonderful, as all of the roads are closed off, so you really have the space to enjoy the sights. The scenery was absolutely spectacular, with 360 degree views of Loch Ness. The mountain (which appears at almost exactly half way) was a killer. I admit, I had to walk for some parts of the ascent up the mountain) but I never stopped. A wonderful touch was at the top of the "King of the Mountain" they had a Lone Piper playing the bagpipes, which was wonderful. After that it was all downhill, for at least 10km). Light rain appeared after about 3 hours. Apparently I managed a "sprint finish"... my support team said I went past the finish so quickly they couldn't get the camera out fast enough for a picture. My official time the ride in 5 hours 34 minutes (with 2 rehydration/nutrition stops my actual cycling time was 4 hrs 59 minutes). My overall position was 3643 of over 5500 and I was 540th female out of over 1500. I was just happy to finish! I have raised over £700 for Macmillan Cancer care"

Ami is a Nuclear Marine Engineer Officer in Submarines and lives in Gosport with her cat, Cilla.

If you would like to donate to Ami's charity please click on the following link..

https://www.justgiving.com/fundraising/ami-burns9?utm_source=copyLink&utm_medium=fundraising&utm_content=ami-burns9&utm_campaign=pfp-share&utm_term=866be1bcd5a344dfb411dbf6e4a85b15&fbclid=IwAR3kcb9HoFlZZRzMKF1y2LjXV-mBvYq2DRJzrTdXelhise50TzG5UktCox0

BARROW IN FURNESS BRANCH

The Barrow Branch 60th Anniversary Dinner

In May 2023 Barrow in Furness Branch reached the milestone of the 60th Anniversary of its 14th May 1963 Inauguration. The first Meeting of the Barrow Submarine Old Comrades Association (SOCA) took place in the Bay Horse Hotel at Hawcoat and was attended 15 of the 18 Founder Members.

Dave Smith (Barrow Branch Secretary) reports that: A fantastic night was had by all who attended the Branches 60th Anniversary Celebration Dinner at the Castle Green Hotel, Kendal. All the hard work put in by Steve May (Committee) and Alex Webb (Social Secretary) paid off. The weather held which enabled 'al fresco' pre-dinner cocktails to be consumed in the gardens of the hotel. Steve May MC'd the evening making sure the usual protocols were followed and the evening ran smoothly. Steve also gave a special mention and tribute to our absent honoured guests, Barrie and Margaret Downer and John and Margaret Hart, who could not make the evening due to circumstances beyond their control.

Alex Webb lit the candle for 'Absent Friends' and Tony Plater, from the Morecombe Bay Branch, gave the grace. The dinner was served in a timely and efficient manner by the Hotel Staff. Dolphin-engraved glasses, for the Port and Toasts, had been arranged by Steve and Alex which were kept by the attendees as a memento of the evening. After dinner, Bob Sherriff gave the toast to the Ladies and Jean Brumby gave the response. Formalities over the Candle was extinguished and the entertainment and dancing commenced. The function room activities ceased at midnight but the hotel lounge bar remained open for guests - an opportunity taken up by most of the guests.

The 60th Anniversary Dinner was funded in part from Branch Funds and by a very generous and much appreciated Minor Grant from the Royal Navy/Royal Marines Charity via The Submarine Family.



MORECAMBE BAY BRANCH CORONATION DINNER & PRESENTATION OF SA PRESIDENT'S AWARDS

The Morecambe Bay Branch of the Submariners Association hosted a Coronation Dinner at the County Hotel & Golf Club on *** May. The event was well attended and members of the Blackpool and Barrow in Furness Branches also attended. After the dinner – enjoyed by all – the Branch Secretary Mark Lister interrupted the Branch Chairman and took over as Master of Ceremonies as follows:

Point of Order! Mr Chairman could you please ask the President to be seated. If Mr President has not yet thanked the staff at the Golf Club. Before I start I would like to echo the Presidents thanks to the staff here at the Golf Club for a fabulous meal and a great service. This is our second event here and it is rapidly becoming a firm favourite with us and we look forward to a long a fruitful relationship with you here at the top end of the Bay at Morecambe.



THE GROUP PHOTOGRAPH

Mr Chairman you think that we are gathered here to commemorate the forthcoming Coronation of the King, and while that may be true in spirit it is not the real reason that we are here tonight. We are here to mark the 20th Anniversary of your taking up the Chair of this fine organisation. We have been planning for many months to surprise you and needed a function befitting the enormity of the occasion and what better ruse than to use his Majesties Coronation to get you here. Now you will be aware that many of the longer serving members of the association are not with us tonight, but they all send you their sincerest thanks for an exemplary run as our leader. John Giblin specifically has put in a great deal of work to keep the surprise from you, and he sends his best from the Okhotsk Sea on his way to Japan. So, what of your 20-year run as our chairman. Originally enrolled in the Merseyside branch on leaving the service, you were asked in 1997 to help reinvigorate the Lunesdale Branch of the Submarine Old Comrades Association and started your stint on the committee as the Social Secretary, slowly but surely building up the membership, the branch started to flourish once again. There have been many changes since you took over as Chairman on 25 April 2003, SOCA to SA and Lunesdale to Morecambe Bay and latterly when asked if the SA could join as an element of the Submarine Family. That you have done this while maintaining the ethos within the Branch and growing the membership is testament to your wise counsel and dedication, and so it is only right and proper that we recognise that achievement and this was our first opportunity after your anniversary last week. Therefore, it is with great pleasure that we

can present the driving force behind the Chair with a small token of our appreciation so if I can call on Richard Glenister to present Rita with a small gift from all of us. Oh, and just in case you need a reminder of this significant Milestone Mr Chairman Craig Farebrother has a small gift for you also.

Now if you are a certain Branch Official of the Morecambe Bay Submariners Association, you will be thinking how can this be the case as I am sure that I have been in place a great deal longer than him, I was trained as a Tiff and he is only a Mech. Well, Mr President you happened to cross the 20-year Milestone while deep in the throws of a global pandemic, 29th Sep 2020 to be precise, and it was not possible to conduct this sort of gathering to celebrate it, but we have not forgotten. There is an issue to discuss however, we should be celebrating your 26th Anniversary had you just picked up the phone. You were the unanimous person of choice for the Branch President in 1997 but they could not get hold of you, I suspect that it has something to do with you being a Tiff and knowing how the telephone works but expecting a Mech to answer it for you. Well. Mr President it gives us great pleasure to recognise your valued contribution on this night of celebration and thank you also for your dedicated service to the Branch and Association. Therefore, could I ask Tony Plater to present Ave with a small gift from us all. And now Keith Holmes could you let the President have his reminder for this evening please.

You will find that both flasks are loaded, and should you wish to christen them this evening I am sure that there are many well wishers that would accept a nip and get to see your gift as we have kept the whole thing pretty much under wraps. When we were setting up this evening we intended to get you a bottle of something to go in the flasks, but when we asked your better halves what your favourite tippie was they gave us choices that no respectable Officer or Rating would put in a Naval hip flask and so we have had to compromise. One of you will actually get what you wanted and the other will just have to do without sherry, I will let you all work out who wanted what later. So could I please ask Dave Andrew and Chris Hennedy to present the President and the Chairman with their gift.

Mr President. It would be wrong of us to just mark your Presidency with Local Recognition and so we sought and was Granted, from the National Organisation of the Submariners Association, a President's Certificate of Appreciation and I would like to read your nomination out for everyone to hear. Could I please ask Ian Pinington to present the President with his Certificate. Now I thought it was just the Officers that received this sort of

recognition but no I was mistaken as I appear to have an accepted nomination for the Chairman as well. Bill Budding could you please present the Chairman with his Certificate.

Well, I think that about wraps up the celebration for two extremely dedicated Branch Officials and therefore, could I ask all of the Members of the MBSA and Our Friends to stand and join me in a Toast to Our President and Chairman "To Tim and Jim"

MERSEYSIDE BRANCH

By Richard James, Branch Chairman 28th May 2023
Liverpool played host to the Battle of the Atlantic 80th Anniversary Last weekend. Nine members of the Merseyside Submariners Association were in attendance for the Drumhead Service and March for Medals. Crowds were out in force and truly amazing and all present were treated to a fly past from the Battle of Britain Memorial Flight. After paying respects at Pier Head, members were joined by comrades from the HMS EAGLET Old & Bold Association and Blind Veterans, with the combined contingent stepping off following representation from visiting vessels, HMS DEFENDER, FNS BRETAGNE and USS RAMAGE as well as delegations from Australia, Canada and Germany to name but a few. To be able to do so in the presence of veterans from the original conflict was the undoubted highlight. It weighed on many that the opportunity to repeat this at the next big anniversary will be significantly diminished. The strategic importance that Liverpool played in maintaining the supply lines during the Second World War is not lost on any of the Merseyside Branch members, nor is the potency that submarines can exert in such a campaign. The weekend's events will live with all for a considerable time to come. The City of Liverpool rose to the challenge once again and the honour to play our part was relished.



MILITARY v/s CHARITY

On Saturday 3rd June 2023 Military vs Cancer hosted the Loch Lomond Challenge. The challenge was canoeing on Loch Lomond, walking part of the West Highland Way or a mixture of both.

Over 70 Military Personnel, Veterans and Civilians took part and raised surplus of £15,00 as well as raising awareness for Military vs Cancer.

The event was a great success, with the teams leaving our base at Centre 81 in Garelochhead fully fuelled for the day after a hearty breakfast provided by our main sponsor Be11a JS. The gruelling walk was completed in 11 hours and was led by mountain leaders John, Nicola and Phil.

The paddle and split participants completed their challenge within a 10-hour timeframe, which was led by Grant, Andy, Tom and Kenny in the canoes along with Neil, Dean, Jamie and Claire in the support Rhibs.

The challenge would not have been a success without the guys who drove the support vehicles to get the participants along with the essential food and water to the correct rendezvous points on time, led by Military vs Cancer's Dizzy along with Rory, Martin and John.

We doubled the personnel from last year's challenge. Keep your eyes on Military vs Cancer social media for information on 2024's challenge so we can make this an even bigger success. Lastly a big shout out and heartfelt thank you to everyone who donated.



GOSPORT BRANCH VISIT TO HMS QUEEN ELIZABETH II

On a beautifully sunny June afternoon members of the Gosport Submariners Association were extremely privileged to be given a tour of HMS Queen Elizabeth.

The Submariners were driven to the imposing grey 'target' to be met by fellow Submariners, currently serving on the flagship. WO2 Dave Ham, WO(Logs) and his team provided a quick health and safety dit in the 'hangar' before splitting the group

into two and leading the groups through the main walkways and living quarters.



The submariners were blown away by the sheer size of the Ship, but it was great to see our ageing Submariners rolling back the years and making light work of the ladders and walkways. There were many great photo opportunities taken by all, especially on the flight deck and within the Bridge. The highlight for many was the presentation of a 'tot' in the WO&SRs on completion of the tour, with our own 'American Jon' being presented with a Queen Elizabeth WO &SRs Mess Coin. Many dits were exchanged and a fantastic time was had by all. For all it was a visit that they will remember for a very long time.

OTHER SUBMARINE NEWS

Thai Submarines?

Thailand Turns To Pakistan To Check China's 'Reversed Engineered' Submarines; Bangkok Could Accept Beijing's Yuan-Class Sub

By Sakshi June 17, 2023

With Germany categorically refusing to supply its engine to power the Yuan-class submarine purchased by Thailand from China, the Thai government finally appears to be warming to the idea of settling for Chinese engines instead. In April 2017, the Thai government authorized its Royal Navy to purchase three Yuan-class submarines from China for 36 billion baht (US\$1.05 billion). However, owing to some financial restrictions, just one submarine – now valued at 13.5 billion baht

(\$403 million) – was approved, while the other two were shelved.

However, the deal hit a snag as Thai Prime Minister Prayut Chan-o-cha threatened to call off the agreement if the Chinese could not install the German-origin MTU-396 diesel engines specified in the original purchase agreement. Last year, Germany raised concerns over using its equipment and other goods for Chinese military exports. EurAsian Times reported last year that China offered reverse-engineered Chinese-made engines CHD620 made by China's state-owned submarine manufacturer, certified by German MTU. Thailand is known to have rejected a Chinese-made engine for the submarine, ostensibly owing to quality concerns. However, with no signs of a turnaround by German authorities, the Thai government is actively considering the Chinese engine on offer, Nikkei Asia reported on June 15.



**China's Type 039 Yuan-class submarine
(via Twitter)**

Some unnamed informed sources in the Thai Defense Ministry reportedly told the publication that a meeting had been scheduled between Thai Navy officials and Chinese representatives to discuss the submarine deal again later this month. Additionally, the sources stated that Thailand had asked Pakistan for information about the quality of its fleet of Chinese-made submarines to prepare for the Chinese replacement. Eight submarines in Pakistan's Yuan class are said to have engines similar to those China could supply to Thailand.

On its part, Pakistan signed an agreement with Beijing in 2015 to purchase eight Yuan-class submarines. Out of the eight submarines, four each were to be built in China and Pakistan. China has also given submarines to Bangladesh and Myanmar as a part of its rising influence as a prominent actor in Asia's military supply chain. There may finally be positive movement on the sale to Thailand as the Thai navy has also reportedly sent attorneys to review the contract for the sale. A military intelligence source told that attorneys hired by the Thai Navy are "looking for loopholes in the law to make changes to move this deal forward." "It is

very sensitive because there can be trouble for the Navy if the contract has been violated and so much money is being spent."

How China Is Pushing Its Submarine

Most of China's conventional submarine fleet, the Song and Yuan-class attack submarines, are propelled by German-made MTU 396 SE84 series diesel engines. According to the Stockholm International Peace Research Institute (SIPRI), which keeps track of arms transfers worldwide, MTU gave China more than 100 of its engines for destroyers and submarines between 1993 and 2020 despite the EU arms embargo. However, after an investigation that uncovered this violation, Germany put its foot down, and now no German engines are coming. Following this, the Thai junta leader threatened to cancel the deal, knowing it could come at the expense of a valuable ally in the region.

When the Thai government threatened to cancel the deal, military watchers said it was a classic case of a world-class navy and shipbuilding industry finding itself in a bind. This also dented China's ambitions of becoming a regional defense exporter as countries try to diversify their arm import options away from the West and Russia. Over the last year, China has made several efforts to salvage the deal, including making assurances and compromises. In April this year, the Royal Thai Navy's (RTN) commander, Adm. Choengchai Chomchoengpaet, stated that the Thai government would accept the alternative propulsion technology if it is secure and China paid Thailand for the vessel's delayed delivery.



Yuan class submarine (via Twitter)

"We have three conditions to consider – the engine must be safe. Second, the Chinese navy must guarantee this engine for the Thai Navy. And third, there must be compensation for the delay due to the engine change," he said, according to a report by BenarNews. "These are the important conditions in a decision on whether the contract would go on or be cancelled."

At the time, the Commander said the Chinese Navy Chief and its Defense Minister had promised to support the certification of the Chinese-origin CHD620 built by China Shipbuilding and Offshore International Co (CSOC) as was agreed by the two sides in 2022. Moreover, according to analysts,

China had launched an intense lobbying campaign for the junta government to accept the Chinese engines primarily because its inability to supply the submarine with the original engine could have jeopardized its future submarine sales prospects. As a trustworthy weapons supplier, China has a lot riding on this agreement, according to a diplomat from an Asian mission located in Bangkok, cited by Nikkei Asia. The Thai navy's stance went from resistance to the Chinese offer of an engine, followed by their conditional acceptance. This has led to the impression that the country is under pressure from Beijing.

Babcock sign with South Korean industry for Canadian submarine programme

The agreement follows an MoU signed between Babcock and Hanwha Ocean in 2022.

By Richard Thomas



The Royal Canadian Navy (RCN) currently operates four Victoria-class submarines purchased from the UK in 1998. Credit: US Navy

Babcock Canada has signed two Technical Cooperation Agreements with South Korea's HANWA OCEAN and HD Hyundai Heavy Industries to collaborate on the Canadian Patrol Submarine Project (CPSP).

The CPSP programme was established by the Canadian Department of National Defence to research procurement options for its next generation submarine, intended to replace the existing 'in service' Victoria Class boats.

The Technical Cooperation Agreements enables all companies to share their respective capabilities in shipbuilding and submarine sustainment in support of the CPSP and the current Victoria In-Service Support Contract, according to a 7 June release.

South Korea's Hanwha Ocean, formerly known as DSME, will leverage its design, construction, and logistics support capabilities while Babcock will contribute its experience in providing in-service support and sustainment of Canada's *Victoria*-class submarines, which it has been doing since 2008. The agreement follows an MoU signed between Babcock and Hanwha Ocean in 2022 to collaborate on systems integration programmes for future vessels.

In April this year, Canadian national newspaper outlet the Ottawa Citizen reported that the Canadian Government was considering a purchase of up to 12 new submarines in a programme that could be worth up to CAN\$60bn.

Canadian submarine capabilities

The Royal Canadian Navy (RCN) currently operates four *Victoria*-class submarines purchased from the UK in 1998 and delivered to Canada over a four-year period from 2000 to 2004. The first three submarines—Victoria, Windsor and Corner Brook—were commissioned into RCN service shortly after their arrival in Canada.

The fourth, Chicoutimi, was delivered to Canada in 2004, but was not commissioned into RCN service until 2015, due to a fire in 2004 and subsequent work required. The Government of Canada has previously committed to modernising and operating the Victoria-class into the mid-to-late 2030s.

Any replacement of the Victoria-class will be conventionally powered, typically known as diesel-electric, which sees a propulsion combination of diesel motors and electric battery technology to power the submarine.

Netherlands MoD explains award process for New Submarines

Naval Group, Saab Kockums, and ThyssenKrupp Marine Systems compete for Dutch submarine contracts.

By Harry McNeil



The Netherlands MoD are carefully deciding which company is best to pursue the development of four submarines for the Royal Netherlands Navy. Source:

Netherlands Ministry of Defence

The Netherlands Ministry of Defence (MoD) has initiated the process to acquire four new submarines, inviting three renowned shipyards – Naval Group, Saab Kockums, and ThyssenKrupp Marine Systems – to submit their tenders by July 28, 2023.

State Secretary for Defence Christophe van der Maat detailed the evaluation process and emphasised the significance of these submarines in shaping the Navy's future capabilities. In a letter addressed to the House of Representatives, State Secretary for Defence Christophe van der Maat provided insights into the award process for the Netherlands' upcoming submarine contract.

Walrus-class replacement program

With submarines holding a crucial role as effective weapon platforms, the Ministry of Defence aims to assess the offerings of the candidate shipyards against the nation's future naval requirements. The competition for Netherlands's new submarines is part of the Walrus-class replacement program. According to GlobalData's "Netherlands Defence Market 2023-2028" report, the Netherlands is replacing its four Walrus-class submarines. The future submarines will be diesel-electric and equipped with long-range missile capabilities. Following the submission, an evaluation process is expected to extend until January 2024 to ensure a comprehensive assessment of each tender. The provisional award decision will be made based on this assessment, subsequent parliamentary debates, and the finalisation of the decision.

Naval Group will likely offer a variant of their Scorpene or conventionally powered Barracuda class. The Scorpene has shown popularity in Brazil, with the Brazilian Navy commissioning its first Scorpene-class submarine Riachuelo in 2022. Naval Group launched France's first Barracuda-class nuclear submarine in 2019.

Germany-based ThyssenKrupp the natural partner?

Saab offers the A26, and ThyssenKrupp is proposing a variant of the 212CD E class. It's worth noting that the Netherlands already has very heavy military integration with Germany, so Germany-based ThyssenKrupp could be considered a natural partner.

While the MoD evaluates the tender submissions, the Ministry of Economic Affairs and Climate Policy will independently assess the ICAs proposed by the shipyards. This parallel evaluation aims to ensure a comprehensive review of both technical and industrial aspects, paving the way for an informed decision.

The outcome of the tender assessment will yield an overall ranking, ultimately determining the provisional winner. The ICA proposal of the provisional winner, evaluated and verified by the Ministry of Economic Affairs and Climate Policy, will be integrated into the final decision. Once reviewed by the submarine replacement ministerial committee and the cabinet, the provisional award decision will be presented to the House of Representatives, marking a crucial step toward acquiring the Netherlands' next-generation submarines. As the Netherlands MoD progresses through this meticulous evaluation and selection process, the nation eagerly awaits the decision to shape its naval capabilities and strengthen its defence industry partnerships

BOOK REVIEW

THE BALTIC CAULDRON

Two Navies and the Fight for Freedom

By Gustaf von Hofsten & Derek Law. Edited by Michael Ellis

A tribute to the intertwined story of the Swedish and British Navies over 500 years of extraordinary events in the Baltic region. Commemorates almost five centuries of Anglo-Swedish naval relations. With contributions by leading American, British and Swedish authors and scholars

The Baltic Cauldron commemorates several centuries of Anglo-Swedish relations, which, after events in Eastern Europe in 2022, have acquired a new resonance as a record of the struggle for survival and independence of nations bordering the Baltic. This is a history of navies in the Baltic Sea and its approaches, from the Skaggeerrak to the Gulfs of Bothnia and Finland

This book portrays the relationship between the Swedish and British Navies over the centuries. In the 1700s Britain was a global naval power and developed doctrine, ships and culture which were copied by others, but the relationship with Sweden became special. While Britain and its Navy depended upon iron and grain, the foundation Baltic Sea trade for timber, tar was laid for the Swedish Navy, its self-image, tactics, materials and traditions. Among the subjects addressed are: the origins of the Swedish navy; the first English fleet to visit the Baltic; Charles XII's amphibious campaigns; the English influence on Swedish shipbuilding; the quixotic Admiral Sir Sidney Smith, Admirals Lord Nelson and James Saumarez at war and peace; and, in the 20th century, Churchill's planned attack on arctic Luleå in 1940, and the hunt for the blockade-runners in the Second World War

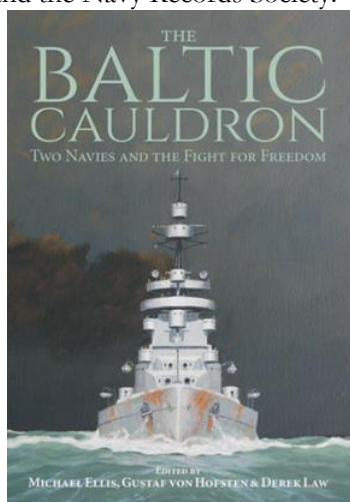
This ground-breaking study is filled with new insights, and contains much previously unpublished information, some based on Swedish sources which are not often quoted in the English-speaking world. The book is brought up to date with an account of the capture by Iranian forces of Stena Impero. Lessons in sea power are drawn throughout the book

The Baltic Cauldron is a fitting and worthy tribute to both the Royal Navy and to the Royal Swedish Navy at its quincentenary.

Readership: This will be of immense appeal to anyone with an interest in naval and military history, the general history and the geopolitics of the Baltic region, especially in the light of Sweden's recent accession to NATO.

ISBN 978-184995-549-2 240 × 170mm 304pp over 250 illustrations, full colour throughout hardback. £30 April 2023

About the Editors: **Commander Michael Ellis, RN** is a signals officer whose service began in the battleship HMS VANGUARD, and who was British Naval Attaché Stockholm, and is a founder member of the Anglo-Swedish Naval History Society. **Gustaf von Hofsten** served many years in the RSwN and is the author or editor of several books. **Professor Derek Law** is a former secretary and vice-president of both the Society for Nautical Research and the Navy Records Society.



The China Fleet Club (CFC)

As Chairman of the SA I was invited to visit the China Fleet Club, a place close to my heart as I was on the committee as the Submariners rep shortly after it opened in 1991. In those days it had a lot to offer. I had a personal tour by Gee (Gordon Hanah, CEO) around the CFC. Gee is a retired General Service WO1 who is passionate about the CFC, he had noticed a general lack of submariners serving and veterans taking advantage of the fantastic offers given by this exclusive club. He aired his concerns with Rear Admiral John Weale, who as we all know has a great interest in Submariners and just happens to have been asked to join the Board of the CFC! John contacted me, hence my involvement. Below are my impressions I gathered during my stay:

The present-day has far more to offer! When you first arrive by car there is a large free car park with e-charging points (a bonus for me) at very competitive charges. Accommodation comprises of 4 star self-catering apartments they are spacious, immaculate and have everything you need. Best of all if you own a dog, they have recently opened up some of the apartments as “Dog Friendly”. A fantastic fitness suite with state-of-the-art machines that would not be out of place in a top fitness club. The pool is set in an airy light setting with all the

accompanying extra features like spa pool, foot spa, steam room, sauna and in case you are missing the sea a salt steam room. You can also go a round of golf on the 18 hole course that also offers “Toptracer Driving Range”. If the thought of all that fitness sounds exhausting then you can relax in the Bar or eat in the Restaurants or Cafe. I found the prices very competitive and lots to choose from on the menu. Overall this is a fantastic escape for the weekend/short break. It is exclusively for the use of past and present Royal Navy/Royal Marine personnel and families, the rates offered in no way reflect the high class amenities and service on offer. They cater for weddings, private functions, reunions and Mess Dinners. To find out more go to www.china-fleet.co.uk/phone 01752848668. China Fleet Country Club Ltd, Salt MI, Saltash, PL12 6LJ. Or check out the link on the SA Website Submariners Association: WelcomeShipmatessubmarinersassociation.co.ukhttps://submarinersassociation.co.uk Iain sachairman@submarinefamily.uk

Disease, accidents, suicides: 78 years of military deaths have little to do with combat

From the Daily Express Saturday 8th April 2023
Story by Ollie Corfe

The Ministry of Defence (MoD) has disclosed the number, location, and cause of all British military deaths since 1945, revealing the assumed threats to life in modern war are entirely misguided. Armed Forces fatalities are a fraction of what they once were, to the point where tri-service personnel - those in the army, navy, and air force - currently enjoy a lower mortality rate than the general population. Most deaths now have nothing to do with hostile action. But there is one source of death that is a major and growing concern among military ranks: suicide. I talked a little while ago to James Heapey, **Casualties** Since September 3, 1945 - the day after World War 2 ended - a total of 7,192 UK Armed Forces personnel died in medal-earning operations around the world. While each loss of life is a tragedy, in the context of the past century this figure is extremely low. Three times this many soldiers were killed on the first day of the Battle of the Somme - the First World War claiming 880,000 British infantrymen in total. During World War 2, 384,000 servicemen and women died - roughly five times the headcount of today's territorial army. The overwhelming toll exacted by these global conflicts, coupled with the demise of the British Empire, greatly reduced the political need and public appetite for warfare. Armed Forces numbers peaked at just under five million in 1945. By the time National Service was abolished in 1960 this had been cut

tenfold to 500,000, and by 2022 it was down to roughly 150,000. Defence spending as a share of gross domestic product (GDP) mirrored this trend, going from around seven percent in 1960 to 2.2 percent today. A UK Parliament paper noted back in 2012: "The sensitivity of public opinion to military casualties incurred in wars perceived to have no clear purpose or definition of victory, together with constraints on public spending, means the threshold for future interventions will be high."

Conflicts

British forces have been involved in 32 theatres of war since 1945, either unilaterally or as part of UN or NATO operations. Repelling the occupying Argentine troops from the Falkland Islands in 1982 cost the lives of 255 personnel. The invasion of Iraq claimed 179 between March 2003 and February 2009, while two decades of deployment in Afghanistan killed 457. Household names these bloody conflicts may be, they are far from the bloodiest. That desperate title goes to the 1948 to 1960 Malayan Emergency, during which 1,442 lives were lost as the Empire unsuccessfully attempted to thwart a communist insurgency in modern-day Malaysia. The second-largest number of Armed Forces fatalities occurred far closer to home. Initially assisting the Royal Ulster Constabulary amid increasing violence between unionists and republicans in Northern Ireland, 1,441 British soldiers had been killed on UK soil by the time they left. Spanning from August 1969 to July 2007, the Northern Ireland deployment also revealed a curious shift in modern conflict: more than half of all deaths were not the result of hostile action, but things like accidents and assaults.

Causes Iain Overton, executive director of the charity Action on Armed Violence (AOAV) told Express.co.uk: "The truth is that, in the modern world, soldiers are increasingly distanced from the maul of war - bayonet charges and over-the-top forays are no longer standard." Over the past ten years - between 2013 and 2022 - there have been 676 deaths of Armed Forces personnel, both in warzones and at home, on and off-duty. Just 12 were attributable to an enemy - barely two percent of the total. "Most soldiers can go through their career and never see an enemy in person. Drones have often replaced pilots. And increasingly soldiers are distanced from the battlefield with the deployment of long-range artillery and other sea-autonomous robotic systems," Mr Overton added. Combat was found to be only the eighth-most likely reason for death. Cancer was the most common - responsible for 165 fatalities, just under a quarter (24 percent) of the total. With the chance of dying in battle reduced so dramatically, the UK's regular

military is at a statistically lower risk of death than the civilian population. This is down to what is known as the "healthy worker effect" from the military's selective employment of able-bodied people without illness, who also tend to have higher levels of fitness. According to the MoD, Armed Forces personnel had a 77 percent lower risk of dying as a result of a disease-related condition in 2022, although their exposure to road traffic accidents was higher. But there is an elephant in the room. The data shows that young men in the British Army have significantly higher rates of suicide. Throughout the last decade, 131 servicemen (the vast majority men) took their own lives, making suicide the second-most common cause of death - responsible for 19 percent of the total and over ten times more than hostile action. Mr Overton said: "The biggest threat, at least in the last two decades, to soldiers has either been their own demons (suicidal thoughts) or the widespread use of the Improvised Explosive Device (IED)." According to AOAV research, more British service personnel have killed themselves than have died in combat since 1984. "The former might also be fuelled by the terror and anxiety imposed by the latter," he added. The rate of suicides has risen substantially in the past five years. Rising from eight per 100,000 in 2016 to 12 in 2020. Not a single member of the Armed Forces died as a result of hostile action in 2022, yet there were seven suicides. However, this number may well double, given the 25 pending inquests into deaths where the mechanism of injury suggests possible suicide.

All of last year's coroner-confirmed cases related to British Army personnel. Only one was female, in line with the long-term trend. Male suicide rates in the Armed Forces had been in decline since the Nineties and were consistently lower than the UK general population over the last 35 years. The increase since 2017 has been driven by young Army males. The suicide rate among that cohort, males aged 20 to 24, came to 13.54 per 100,000 from 2003 to 2022, significantly higher than the general population where males aged 45 to 54 had the highest rates of suicide, with the risk peaking at age 44. Clare Stevens, a partner at JMW Solicitors that specialise in Armed Forces claims, told Express.co.uk: "Any death is a tragedy, but when we're seeing increasing rates of suicide from serving soldiers, questions need to be asked. "Quite rightly, we've recently heard a lot about veterans' mental health with initiatives such as Operation Courage but it can't be an 'either-or' situation, particularly when suicide rates among young men in the army are now higher than the rates in the general population and the rates for women have increased

in the last 5 years." Technological enhancements in the equipment used on the battlefield - from bulletproof helmets to minesweepers - as well as improved health and safety procedures during the operation of weaponry have contributed to the falling annual tally of casualties. The fact that fewer troops are deployed overseas also helps, with 96 percent of all regular Armed Forces personnel stationed in the UK as of April 2022.

Since the early Noughties, land transport accidents (LTAs) have also been one of the largest causes of death - accounting for 17 percent of all fatalities in 2022. However, the advancement of vehicle safety systems and road safety campaigns run by the MoD have seen this decline as a factor.

Improvements in the mental health arena have been more difficult to tackle. According to AOAV, the proportion of discharges from the Armed Forces for mental health concerns rose by 245 percent in a decade. The King's Centre for Military Health Research (KCMHR) is the leading independent organisation in the field. Their latest report noted the harmful consequences of "moral injury" often experienced by soldiers, referring to the "psychological distress [often guilt, anger, shame or disgust] experienced after events which violate one's moral or ethical code." Such instances were found to be significantly associated with probable PTSD and suicidal ideation. Despite being acutely exposed to morally injurious acts, military personnel are especially unlikely to seek professional help. On the one hand, Ms Stevens suggests this is likely due to the stigma attached, as "personnel remain reluctant to raise mental health concerns for fear of being labelled and possible repercussions." However, KCMHR claims a preference for Armed Forces members to "deal with their own problems

themselves is a bigger barrier to care." KCMHR's report also notes that "self-harm in service personnel appears mainly impulsive, is not associated with deployment and is a poor predictor of subsequent increased suicide risk." Indeed, all figures presented here related to serving members, suicide rates among veterans are a significant but separate concern.

The UK's leading veterans' mental health charity, Combat Stress, told Express.co.uk: "We know that whilst a small but significant minority of servicemen and women develop mental health conditions, such as anxiety, depression and post-traumatic stress disorder, many don't seek help until after they have left the military.

"Left untreated, mental health problems can become more complex and have a devastating impact on those with the condition, as well as their loved ones."

An MoD spokesperson said: "Any death by suicide is a tragedy, and our sympathies are with families and friends of those affected. "Even though suicide remains rare in the Armed Forces, we are absolutely committed to supporting the mental health and well-being of our Armed Forces and offer health and welfare support, tools and mandatory training, along with a 24-hour mental health helpline."

COMBAT STRESS

Combat Stress provides mental health support to serving personnel via a 24/7 helpline which can be called on 0800 323 4444. Samaritans are also here - day or night, 365 days a year. You can call them for free on 116 123, email them at jo@samaritans.org, or visit www.samaritans.org to find your nearest branch. Anyone in an emergency situation should call 999 first.

SUBMARINERS 'CROSSED THE BAR' (Reported 1st April 2023 to 30th June 2023)* WWII Service)**

NAME & O/N	DATE/AGE	RANK/RATE	BRANCH	SERVICE	SUBMARINES
Lyall David (Paddy) Plant	28th March 2022 aged 68	Not Given	None	Not Given	Submarine Service including SEALION
Kyran Philip Carney	7th October 2022 aged 19	Engineering Technician WESM	None	Not Given	Not Given
Larry Daniel Markham Pearce	28th November 2022 aged 80	Able Seaman (ET) RCN	SAOC (Central)	1965 to 1970	AMBROSE, OJIBWA, ONONDAGA & OKANAGAN (on commissioning on 22nd June 1968)
Alan Beasley P/SKX 894342	February 2023 aged 88	Leading Mechanical Engineer	Eastern States Branch	September 1953 to March 1959	SEA SCOUT, TRUNCHEON, TACTICIAN, THOROUGH & EXCALIBUR
David Johnson	11th April 2023	Chief Petty Officer Weapons Electrical Artificer	We Remember Submariners	Not Given	Including RENOWN (P) (1st Commission Crew) on 15th November 1968
David J Sharp	11th April 2023	Chief Petty Officer Electrical Artificer	We Remember Submariners	From July 1969	OTUS (1969 to 1971 2nd Commission Crew), OTUS (1974 to 1976) & OPOSSUM (1980 & on 'Commissioning' on 14th November 1981 to 1982)
Anthony Tasker	12th April 2023 aged 68	Lieutenant RCN	SAOC (Central)	Not Given	ONONDAGA & OKANAGAN
Stephen Kenneth Firth OBE	17th April 2023	Captain (E) (MESM)	Friend of SM Museum	Not Given	RNC Greenwich (1978 to 1979) REPULSE 1980 to 1981), CONQUEROR (1982), RNEC (1983), RALEIGH (1984), RNEC (1985), MoD Bath (1986), TRAFALGAR (1987 to 1988), TURBULENT (1989), NEPTUNE CSST (1990), Mod Bath (1991 to 1995). MoD London (1996), DG Ships (1997), Ship Support (1998 to 2001), DRAKE (2002 to 2009)
Alan Thomas Scott	18th April 2023	Chief Petty Officer (Operations) (Submarines)	We Remember Submariners	1973 to 1995	CONQUEROR, COURAGEOUS & UPHOLDER (1st Commission Crew) on 9th June 1990
Michael J Morgan	19th April 2023	Marine Engineering Mechanic (Mechanical)	We Remember Submariners	Not Given	Including SPARTAN (1st Commission Crew on 22nd September 1979)
Frederick Schatz	23rd April 2023 aged 78	Petty Officer 1 (Sonar) RCN	SAOC (Central)	1969 to 1991	ONONDAGA (1969 to 1970), OKANAGAN (1971 to 1972), ONONDAGA (1972-82), DOLPHIN (1982 to 1984), ONONDAGA (1984 to 1990), OJIBWA (1989) & OKANAGAN (1990)
Dennis Leslie Alderson	12th April 2023 aged 92	Not Given	We Remember Submariners	Not Given	Not Given
Graham (Bomber) Bourne P06850	2nd May 2023	Chief Petty Officer MEM	Medway Towns Branch	From June 1966	VALIANT & on recommissioning at Chatham on 12th May 1972, SPARTAN, 'T' Class & DEFIANCE
Adrian Kelly	2nd May 2023	Not Given	We Remember Submariners	Not Given	Not Given
Ronald George Wright	3rd May 2023	Not Given	We Remember Submariners	Not Given	AURIGA, ONSLAUGHT & other Diesel Boats
Barry J Dearsley P/K 934990	May 2023 aged 96	Chief Petty Officer Mechanician	Gosport Branch	1954 to 1976	SIDON, SCORCHER, TUDOR, SEADEVIL, TRENCHANT, TOTEM, ALARIC, CACHALOT, RESOLUTION & REPULSE (May 1969)

NAME & O/N	DATE/AGE	RANK/RATE	BRANCH	SERVICE	SUBMARINES
Edward N (Bungy) Gwilliam	12th May 2023	Petty Officer Marine Engineering Mechanic (Mechanical)	We Remember Submariners	Not Given	WARSPITE on recommissioning at Chatham November 1973, VALIANT (on recommissioning at Chatham 16th February 1980) & TORBAY (1st Commission Crew) 7th February 1987
Barry Auld	15th May 2023	Leading Steward	We Remember Submariners	Not Given	VALIANT (& on de-commissioning at Devonport 12th August 1994), SCEPTRE, SPARTAN, SUPERB, RENOWN & SPLENDID
Scott Dolan	18th May 2023	Leading Radio Operator	We Remember Submariners	Not Given	Including RESOLUTION & WARSPITE
Paul Hanlon	19th May 2023	Not Given	We Remember Submariners	Not Given	SEALION, WARSPITE, SPLENDID & TRAFALGAR
Ivan Collison	20th May 2023	Not Given	We Remember Submariners	1940s	Including TANTIVY
Peter Charles Robinson	25th May 2023	Not Given	Not Given	Not Given	Not Given
Sydney Evans	28th May 2023	Chief Petty Officer Weapons Electrical Artificer	We Remember Submariners	Not Given	O Boats, R Class, URSULA (1st Commission Crew 8th May 1992), RNSMS & Periscope Workshops
R Kevin Apedaile	28th May 2023	Warrant Officer 1 (MEA)	We Remember Submariners	Not Given	REVENGE (P) on recommissioning 4th September 1982, Vanguard Class & HMNB Clyde (MACCO) in January 2006
Robin Harold Farrant	28th May 2023	Chief Petty Officer Marine Engineering Artificer (P)		1965 to 1980	ONSLAUGHT, ORPHEUS, FINWHALE & DOLPHIN
Michael J Ford D072965B	29th May 2023 aged 71	Warrant Officer (TS) (SM)	Essex Branch	1968 to 1974	FINWHALE, DREADNOUGHT & SOVEREIGN (CONQUEROR & WARSPITE?)
Neil Simpson D104720E	May 2023 aged 70	Petty Office Marine Engineering Mechanic	Hull Branch	1971 to 1979	RENOWN
Sean McMillan	May 2023	Marine Engineering Mechanic (L)	We Remember Submariners	Nor Given	Including OPPORTUNE (on commissioning at Devonport on 12th May 1990)
A H (Tony) Bray P/JX 911786	1st June 2023	Petty Officer		Not Given	Including GRAMPUS from 11th May 1962 & SEALION from 25th June 1965
William G C Kinnaird P/KX 914027T	10th June 2023 aged 87	Chief Petty Officer Marine Engineering Mechanic	Gosport Branch	November 1955 to October 1975	UNTIRING, SERAPH, ALARIC, ARTEMIS, ACHERON, AMPHION, AUROCHS, TOTEM, OBERON, ONYX, SEALION & WARSPITE (November 1968)
Peter D (Lofty) Hulme	10th June 2023	Electricians Mate	Barrow Branch Website	1949 to 1955	ARTEMIS, TRUNCHEON, TIPTOE & AMPHION
Douglas (Doug) Frederick Blake P/MX 914138	13th June 2023 aged 91	Chief Engine Room Artificer/Lieutenant (SD) (E) (MESM)	SOAC (West) & Friend of SM Museum	January 1957 to November 1980	ANCHORITE, SPITEFUL, ORPHEUS, DOLPHIN (July 1967) & OLYMPUS & in DOLPHIN (1971), OLYMPUS (1972 & 1973), NEPTUNE (1974 to 1976), DOLPHIN (1977 to 1980) & CAF(N) (1981 to 1986)
Keith Rustage	14th June 2023	Chief Petty Officer Weapons Electrical Artificer	We Remember Submariners	Not Given	Including RESOLUTION & REPULSE (Port Crew) on 20th February 1979

NAME & O/N	DATE/AGE	RANK/RATE	BRANCH	SERVICE	SUBMARINES
K J (Jim) Wynn	22nd June 2023	Chief Petty Officer Marine Engineering Mechanic (M)	Barrow Branch Website	Not Given	SCEPTRE (1st Commission Crew) on 14th February 1978 & SPLENDID (1st Commission Crew) on 21st March 1981, SWIFTSURE, SOVERIGN, SUPERB & SPARTAN
John Boyd	25th June 2023	Petty Officer Marine Engineering Artificer	We Remember Submariners	Not Given	SCEPTRE (early 1990s)
Michael Westwood P/J598497	June 2023 aged 79	Acting Leading Seaman (UW)	Hull Branch	1965 to 1970	OPPORTUNE, OLYMPUS (on 'Commissioning' at Portsmouth on 21st October 1966) & ONSLAUGHT
Barry Jefferies M929590H	June 2023 aged 86	Ordnance Electrical Mechanician	Portsmouth Branch	1970 to 1976	CACHALOT
Gordon W Cameron	June 2023	Chief Petty Officer Weapons Electrical Artificer (SWS)		Not Given	RESOLUTION (P) (on recommissioning at Rosyth on 1st October 1984), REPULSE, REVENGE, RENOWN (S) on rededication at Rosyth on 21st November 1992, VICTORIOUS & VANGUARD
Peter Clark J940928	June 2023 aged 95	Chief Radio Supervisor	Dolphin Branch	1957 to 1978	TEREDO (1958 to 1961), TOKEN (1961 to 1964), ANDREW (1964 to 1967), OTTER (1967 to 1968) & RENOWN (1972 to 1975)

