



IN DEPTH

Official Newsletter of the Submariners Association

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Vice Patron: John Weale CB, OBE

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In This Issue – A Selection of the Items

Pages 2 & 3	Editorial
Page 3 & 4	Incoming & Outgoing Chairmen's Reporta
Pages 5 to 7	Conference Delegate's report
Pages 8 & 9	Royal Status for Port of Barrow
Pages 10 to 12	Submarine Losses of WWII
Pages 13 to 25	Articles 1
Page 25	Books
Pages 26 to 28	Articles 2
Pages 29 to 31	Submariners Crossed the Bar

PRESIDENT
Commodore J Le S Perks CB

The Submariner

“Of all the branches of men in the Forces there is none which shows more devotion and faces grimmer perils than the Submariner; great deeds are done in the air and on the land, nevertheless nothing surpasses your exploits.”
Sir Winston Churchill 1943

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Cover Picture:

THE ‘FRONT END’ OF HMS DREADNOUGHT - ON ITS WAY TO THE DEVONSHIRE DOCK HALL AT THE BAE SHIPYARD ON 31st MARCH 2025

EDITORIAL

Hello Everyone

Well, that's another full year for the Submariners Association over and done with, the 2025 SA Conference and Families Weekend over and done with. The Association has a new Chairman in Andy Knox who has stepped up to take over from Iain 'Maddog' McKenzie who has completed a four year term as Chairman. It should have been three years but Iain had stepped up previously the complete former Chairman Barrie Downer's term of office when he had to stand down for health reasons. So well done Iain and thank you for all your efforts on behalf of the Association.

Both the Incoming and Outgoing Chairman have provided Reports for this Newsletter and they are included immediately following this Editorial. As we now have a new Chairman we also have a new Vice Chairman in Graeme McCabe who has bravely put his head above the parapet. Well done Graeme for volunteering!

You may well ask what happened at the 2025 Families Weekend and Conference? Well, the Barrow Branch Delegate to the Conference has provided a very comprehensive report - which he read to the Barrow Branch at their April Branch Meeting and AGM on Tuesday 1st April and which is included after the Chairmen's Reports (Dits).

From the SAC please see some useful links of which may be of interest and, in no particular order, they are:

SA Website -<https://submarinersassociation.co.uk/>

SA website submissions -<https://submarinersassociation.co.uk/content-submissions-guidelines/>

Crossed The Bar -<https://submarinersassociation.co.uk/crossing-the-bar-process/>

SA Guidelines -<https://submarinersassociation.co.uk/submariners-association-management-guidelines-2/>

RNRMC (Apply for a grant) -<https://www.rnrmc.org.uk/apply-grant>

WRS (Home) -<https://www.weremembersubmariners.com/>

WRS (Membership) -<https://weremembersubmariners.com/membership/wrs-membership>

Please note that 'In Depth' Issue No. 89 will be published on 1st July 2025. Contributions (especially reports of Branch Events and Socials) are required to be with the Editor (me) by 15th June 2025 - see contact details below. Please make sure I get your contributions in good time by Email or Snail Mail as appropriate!

Regards, Barrie Downer

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INCOMING CHAIRMANS DIT

Dear Members of the Submariners Association,

As we navigate the currents of 2025, I am honoured to address you for the first time as the National Chairman of our esteemed Association. I am deeply honoured and privileged to be your chairman for the next three years. Our collective journey, rooted in the unparalleled bonds forged beneath the waves, continues to exemplify the spirit of camaraderie and dedication that defines us as veteran and serving submariners.

But, firstly, I would like to take the opportunity of thanking Iain McKenzie - my predecessor as Chairman – for his hard work on behalf of, and dedication to the Association over the last three years.

Reflecting on our recent endeavour's, I am pleased to report that the committee members have been working tirelessly to bring the Association into the 21st Century, our Webmaster, Gary Strange continues to improve our website and if you haven't already, then I encourage you all to register. There have been occasions over the last few months where communication to members has been lacking, this will be improved moving forward, ensuring that every member remains informed and connected, regardless of location. This progress aligns with our commitment to embracing innovation while honouring our rich traditions.

Our annual gatherings, including the Submariners Memorial Parade and the Annual General Meeting/Family weekend, have seen both an increase and decrease respectively, this year's AGM and reunion was attended by probably the lowest turnout for a long time and I understand that the cost of living has impacted us all, alongside other reunions. These events not only honour our fallen comrades but also reinforce the bonds that unite us. I extend my deepest gratitude to all who contribute to their organisation and success.

Next year's AGM and family reunion is already in the embryonic stages of organising, with the Merseyside branch investigating the possibility of Liverpool, I think that you will agree, a cracking run-ashore in the offing!

The health and well-being of our members remain paramount. Initiatives aimed at providing support and assistance to submariners and their families have been strengthened, ensuring that we uphold our pledge to stand by one another, in service and beyond.

Looking ahead, we are exploring collaborations with the International Submariners Association and We Remember Submariners to name but a few, to share experiences, build closer links and foster global camaraderie. Such alliances will enrich our Association, offering fresh perspectives and opportunities for engagement.

I encourage each of you to remain active within your local branches and to participate in our collective endeavour's. Your involvement is the lifeblood of our Association, and together, we will continue to honour our legacy while charting a course for a vibrant future.

In closing, let us remember our motto, "We Come Unseen," as a testament to our unique service and the silent strength we embody. May we carry this spirit forward in all our undertakings.

Yours in deep respect and camaraderie,

Andy Knoa

National Chairman

Submariners Association

OUTGOING CHAIRMANS DIT

OPENING COMMENTS

On November 24th Ian Leach sent a notice to all Branch Secretaries calling for volunteers to replace me as your chairperson. My 3 year tenure has expired and I do not wish to put my name forward for re-election.

Ian received no volunteers from the members.

Andy Knox, presently the Vice Chairperson expressed his wish to take over as chairperson.

As there are no other volunteers, no vote is required. Andy has submitted his CV confirming his ability and experience to guide our association through what could be some troubled waters. That now requires the Ratification to formally accept Andy Knox as your chairperson.

TIME ON THE SAC AND IN THE POSITION OF NATIONAL CHAIRMAN

I have been on the committee for over 15 years now and have seen many changes. I have to say I thought being a Committee member was an eye-opener! More on that later.

As Chairman I and the Committee led the Association into TSF in 2022. This was not a decision the SAC took lightly in recommending that we join TSF. But we did, the concept was sound, join forces with other groups to ensure the continuation of the SA. For various reasons I am not going to go into at this point things did not pan out as expected.

Andy and the committee now have the unfortunate task of taking the association out of TSF and more importantly getting the SA back on an even keel, able to meet the future with confidence that the SA will not only survive but prosper and become a tighter band of Submariners. Veterans and Serving alike.

POINTS TO PONDER - MY VIEWS AND OPINIONS

The AGM was in my view a success, the committee were expecting some controversial results and knew they had to put together a convincing argument to avoid the association taking steps back, the results proved the hard work and working together as a team gave a compelling argument the edge.

OMOV is a fair and democratic method of voting. Each member has a personal vote, if that's not democratic I don't know what is. With the old method, a Branch like the WOS would have a meeting a month before the AGM, to discuss the Recommendations and Proposals submitted. At that meeting a vote would be taken. The WOS Branch have 168 members. I know from experience at these meetings each year to discuss the recommendations and proposals only 25-30 members attended. So out of 168 members, only 30 voted. Democratic!!!! You decide.

Another potential problem is if a Branch has a particularly strong character, we called them "Lower Deck Lawyers" in my day. They could sway members who are attending that meeting to favour his vote. Not very democratic.

The old Rules & Constitution were a joke. Pages and pages of outdated rules submitted from 20 years back. Rules that had not moved with the times or respecting changing attitudes.

They also painted the committee into a corner, unable to make decisions without having extraordinary general meetings.

If you vote a person onto the committee, which you do -please respect them enough to let them do their job.

The modern Submariner has no inclination to join an Association governed by rules at every turn.

WHAT IS THE WAY FORWARD

One of the most crucial steps forward is to rally around as a group. That means every member. Be proud of what we were or what we are. Out of the millions of UK citizens - 69,431,610 as of Tuesday, March 18, 2025 - there are 3,950 serving Submariners according to the Parliamentary Public Accounts Committee

There are 1,122 Members in the SA! That makes us a pretty exclusive club. Bugger your MILE HIGH CLUB I know which club I want to be a member of.

Read the article in the UK DEFENCE JOURNAL a good dit on who we are.

My point is: To survive we need to tell as one, support our fellow Submariners and encourage others to join the association.

You should all be aware that we have a world-renowned Website. Thanks to Gary Strange who built our website. - website better than the one MINDWORKS produced for TSF that costs thousands of pounds. This is your website. But its only as good as the numbers who sign up to it and the information you feed into Gary.

I would like to pay a special tribute to Jim McMaster who Crossed The Bar on Tuesday 18 March 2025. Jim was the National Chairman for 9 years and the West Of Scotland Branch Chairman for many years. I spent many hours with Jim as we made our way to committee meetings in London and Birmingham. As his vice chairman I learnt the intricacies of being a Chairman. I witnessed the long and personal sacrifices Jim made for his beloved association. To keep coming back on three occasions and put his name forward for election and re-election is a true testimony to his dedication. Thank you Jim for setting an example on raising your head above the parapet. But most of all for being a friend.

My last words are: We survived before TSF and we can survive after TSF. The SA is YOU!

Iain McKenzie

DISCLAIMER

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Submariners Association Annual Conference 2025 – Holiday Inn, Leicester 20th to 24th March 2025

Barrow Branch Delegate Report by Steve May

Mr Chairman, Ladies and Gentlemen,

As the Barrow Branch Delegate at this year's Submariners Association Annual Conference & Families Weekend held in the Holiday Inn, Leicester on the weekend of 20th to 24th March 2025 I would like to report back on the weekend's proceedings.

Before I get into the actual Conference details a little about the social side of the weekend and a few of us arrived early on the Thursday evening but very little occurring then apart from a few quiet drinks in the bar.

Friday most of the people attending arrived during the day, including our Barrow Branch Secretary Les Hambling and his good lady Sally. After checking in during the afternoon many of them dropped their bags in their rooms and headed to the bar which, despite other people not with our party at the Hotel, we seem to have taken over the bar area for a large part of the weekend as we do, or they went to Wetherspoons where quite a few of us had settled in for the afternoon.

Not a great turn out for this year's Conference weekend with only about 60 members attending. Friday evening, we moved to the Leicester Suite that was the meeting room we had for the weekend which was set up ready for dinner although the Union Flag had been erected on the wall "upside down" and remained that way for the whole weekend despite the fact several people highlighted the error.

Dinner was a very good carvery type meal, and the Hotel had put on a great spread for us with a huge amount of food for the number of people present, and in addition to the traditional joints of meat there was curry, vegetarian choices and other food along with soup to start and a variety of different desserts.

The evening included entertainment in the form of Comedy Hypnotist Dave Rawson. I would like to say that I saw his show and that he was very good but I seem to have somehow become involved in the show, got hypnotised, and saw none of it, and to me it appeared to be all over in about 5 minutes but I am told I was with the hypnotist, along with others, for over an hour. There is apparently plenty of videos of the show, not that anyone has showed me any yet, but I can assure you I do have only 10 fingers!!! Les can explain later!! Saturday, following breakfast was a brief Church Service at 1000hrs where the Standards were laid up for the weekend and West Ridings New Standard was blessed which was conducted by the New SA "Bish" the Reverend Chris Lamb. This one did serve in Submarines unlike the previous one.

At 1030 the AGM started with the National Secretary issuing a warning that anyone "kicking off" would be removed from the Conference, (I heard after they thought I might "kick off" when the results are announced, but clearly, they don't know me very well if they were thinking that I would act in the way some members acted at conference a few years back!!).

The National Secretary also stated that it was agreed at last year's conference that minutes would not be taken at Conference and just an "Action List" produced, therefore, there were no minutes from last year to be approved or not. The current National Secretary, who was not in post for that conference, stated that he will be looking to change that as he believes a record should be maintained of occurrences at conference.....so do I!

After the usual statements from the Chairman Iain Mackenzie (Outgoing) and the President Cdre Jim Perks the usual reports were made by the Officers on the Committee, (and I have a copy of the SA Financial Statements unaudited), and all the remainder of the Committee present made their own brief reports.

During this stage, the idea of the SA becoming a Charity was mentioned. There was nothing discussed regarding becoming a Charity that persuaded me this was a good idea. They did state that whilst National may become a Charity this would not affect the Branches as they would not be required to have Charitable status but becoming a Charity could open up sponsorship from large companies, especially those in the defence industry.

I couldn't see how National Association could become a Charity without all the Branches being swept up into the Charity as well, and I am still personally concerned about heading down the Charity route and voiced those concerns at the Conference. The Committee stated there is a lot of work to do before it could go down the Charity route anyway, so we need to watch this matter closely.

The subject of The Submarine Family (TSF) was also mentioned and Cdre Jim Perks stated that it was unfair to state that it "had failed" as the Submariners Association had taken advantage of money to the tune of £60,000, however, going forward at present, the TSF exists in name only but will be replaced by "The Submarine Council". Little information was provided as to the make-up of this 'Council' or how this was to operate, however, personally it appears on the surface (to me) to be a reinvention of the TSF with a name change, and as some of my opinions on the TSF from the start proved in the end to be correct it will take a lot of persuading for me to believe that "The Submarine Council" will be any better than the TSF. Again, a matter to be watched closely over the coming months.

Andy Knox was confirmed as the only candidate for Chairman and therefore by default he was elected to the post of National Chairman for the next three years. Many of you will know Andy and I personally believe he will be good for the Association, but time will tell. The position of Vice Chairman, which was vacated by Andy Knox moving up to Chairman, has been filled by Graham McCabe.

We then moved onto the proposals submitted and, of course as these had already been voted on under the One Member One Vote System, there was no discussions around the proposals. Before I declare what the results were, I would like to state (and agree with the National Secretary) the turnout was extremely disappointing and of 1.206 members registered on the Submariners Association Website, and therefore able to vote online or by paper voting, ONLY 261 members actually did so. This equates to a turnout of 20% who were making decisions for the full Membership on the proposals. Of the 44 Branches around the Country members from 84% of those Branches were represented by at least one of their members voting.

As the only Proposals submitted were from our own Branch here in Barrow, (the others that went to National, I believe from a Welsh Branch were not Proposals but Questions regarding clarification and therefore the information was provided, so they were removed having been satisfactorily resolved).

It is disappointing to discover that from our Branch only 38% of our Members voted of the 32 registered on the National Association Website, (from over 100 Members that we have), and despite our secretary sending out the link to vote to all members. That equates to only 12 members from our Branch who voted.

Onto the results that were declared as follows:

Proposal No 1. This was to abolish the One Member One Vote and return to the previous way of making decisions on Proposals where they were discussed at Branch Level and then a delegate sent to Conference from the Branches to discuss and vote at Conference as per branch instructions.

Results: For – 57 Against – 254 Abstain - 8 **NOT PASSED**

Proposal No 2. This was to abolish the Guidelines and return to the Rules & Constitution as we believe that Guidelines were exactly that - “Guidelines” - and could be totally ignored if the Submariners Association Committee so decided.

Results: For – 62 Against – 246 Abstain - 9 **NOT PASSED**

Proposal No 3. This was to reintroduce financial limits on the Submariners Association Committee, but this was declared as invalid by the Committee and removed before the vote occurred, and therefore members did not have the opportunity to vote on this proposal from Barrow.

On Completion of the above results declaration, I had the opportunity as your delegate to speak and despite some members having their suspicions that I might “kick off” I hope I remained totally professional and respectful in my statement.

I firstly thanked the Committee for their work over the year and in particular the outgoing Chairman Iain “Mad Dog” Mackenzie for his efforts as Chairman and in the past as a Committee Member and Vice Chairman.

I reiterated the fact that 20% turnout was extremely disappointing with such poor numbers making decisions for the whole membership but on behalf of Barrow Branch accepted the democratic decision on these proposals.

Additionally, I lodged a strong objection for the record to the fact that our third proposal regarding financial restrictions was removed and declared invalid by the Committee.

The National Secretary immediately stated that he was responsible for that being removed and it was done because if the Rules and Constitution were reintroduced the financial restrictions would have also been reinstated.

I pointed out that the Rules and Constitution had not been reintroduced, as already stated by a democratic vote, and the proposal was submitted individually in case of such an event so that the membership could decide to reinstate the financial restrictions even if the R&C's were not reinstated but have now been deprived of the opportunity to vote on that Proposal.

I added that it is not in the Committees remit to remove any Proposal from any Branch and deprive the membership of deciding democratically regarding all Proposals, and the Committee could have left the proposal in place, and as with all proposals added their comments and recommendations on the Proposal for the membership to decide.

As a Branch we will need to consider if we re-submit this final Proposal again next year which we are able to do as it never went to a vote, whereas the first 2 proposals, I believe we are unable to raise for another three years, although is that actually included in the “Guidelines” which National now work to?

Under ‘Any Other Business’ I raised the point regarding the requirement to re-register on the Website before being able to vote and this generated a new membership number with no option to insert actual membership numbers already held by members who have been members for many years and previously registered on the

National Website. The Committee were not making any promises this could be sorted but they did state that Membership needs to be looked at as a whole project.

The Association Website is now up and running although it is not perfect, but Gary Strange has worked tirelessly rebuilding and running the Website free of charge and continues to do so. Despite considerable cost to the Submariners Association a company had been previously employed to get the website up and running unsuccessfully.

During Any Other Business, the subject of next year's Conference and Family Weekend arose and where it should be held as there had already been some suggestions outside of the Conference that maybe it should be held elsewhere instead of Leicester again in hope that it encourages a few more to attend.

Edinburgh was suggested as an option, but this was dismissed due to the extremely high cost of Hotels in Edinburgh at which point the Chairman of Liverpool Branch, who was present with their Secretary, suggested that Liverpool be considered as Liverpool has a great deal to offer and would be considerably cheaper than Edinburgh.

He further stated that Liverpool Branch would be very happy to accommodate the Conference and do the leg work in organising the Conference with the Submariners Association Committee.

The consensus was that Liverpool would be a good place to hold the Conference in 2026 so watch this space, but it looks like it will be Liverpool. 2026 is the 125th Anniversary of the Royal Navy Submarine Service and the Submariners Association Committee would like to see 2026 as "The Year of the Submariner".

At the end of the meeting the Chairman (Outgoing) made a brief statement and read out the names of the Submariners (not all of whom were Members of the Association) who had 'Crossed the Bar' in the previous 12 months with the latest of those being Jim McMaster who, as many of you will know, was Vice President of the Submariners Association, had been National Chairman for quite a number of years and spent many years on the Committee and did a great deal for the Submariners Association.

The 'outgoing' Chairman then handed over to the 'incoming' Chairman Andy Knox. Andy Knox stated that going forward there was a lot of work to be conducted by the Committee and in particular a full review of the Guidelines but the SA need to have Strong Leadership, Better Communications, and be Accountable to Members.

The Conference was followed by a snack lunch of chips and sandwiches and of course the usual "Tot".

The evening saw us assemble in the Bar prior to dinner and once we went into the Leicester Suite for dinner a group photo was taken which - originally was going to be done outside but of course it rained!

The Holiday Inn and the staff did us proud with dinner being served in a very timely manner at the tables and was of a very good standard with wine and port included, and after dinner Cdre Jim Perks offered the Loyal Toast. This was followed by Andy Knox welcoming the guests and toasting the Submariners Association and the Response was conducted by Rear Admiral John Weale. The West Yorkshire Branch offered the Toast to the Submarine Service.

Drinking continued for some until the early hours of Sunday morning following the dinner. Sunday after Breakfast a brief Church Service took place starting at 1030 hrs with Branch Standards being returned with many people checking out on the Sunday and returning home although some did remain until the Monday before leaving. I departed Sunday so I have no idea what shenanigans took place after I left.

In summary whilst the results of the Voting were disappointing both in Turnout and the results of our Proposals, and with numbers attending the weekend quite low compared to previous years I personally believe that the whole weekend went well with the Conference conducted in a professional manner throughout by all, and everyone who attended the weekend had an enjoyable time. The staff at The Holiday Inn, Leicester were outstanding and could not do enough for us.

Going forward I look forward to a weekend in Liverpool next year and, having had a long discussion with both the Chairman & Secretary from Liverpool Branch, (they were sat on out table for dinner on the Saturday), I have no doubt that Liverpool Branch will make excellent hosts as they are extremely keen to look after everyone visiting their City.

Mr Chairman, Ladies & Gentlemen, that now concludes my report on the National Conference and Family weekend. Thank you for your attention and time.

VETERANS IDENTITY CARDS

Not got your Veterans ID Card yet?

Please see the link below for an update on applying for Veterans ID Cards:

https://www.gov.uk/government/news/hm-armed-forces-veteran-cards-will-officially-launch-in-the-new-year-following-a-successful-assessment-from-the-central-digital-and-data-office?fbclid=IwAR0Vp4vH_D7kQUr6N96pgKEz5zZteXeCPgNj2wVHLt8SGEbPqGxjBUcQW8M

NUCLEAR SUBMARINE PORT TO BE AWARDED ROYAL STATUS

The Port of Barrow is to be granted Royal status over its "unique and critical contribution" to national security, the government has announced.

The first SSN-AUKUS attack submarines are being built at the BAE Systems site in Barrow

The title of the Royal Port of Barrow will be conferred in recognition of its nuclear submarine building programme. During a visit to the town on Thursday, 20th March 2025 Prime Minister Sir Keir Starmer confirmed King Charles III has agreed to confer Royal Status to the port in Cumbria.

A mark of royal favour for the whole of Barrow will also be given, a government spokeswoman said, with the King hoping to visit the town "in due course to mark its proud heritage and prosperous future".

Sir Keir said: "Each and every person living and working in Barrow is contributing to our nation's defence, whether that is building our world-class submarine programme or supporting the workforce here through vital public services or proud family businesses."



An aerial view of the BAE Shipyard and the Port of Barrow



The Prime Minister and Defence Secretary onboard a nuclear Submarine

Barrow's BAE Systems site is building the Dreadnought-class submarines that will form the UK's at-sea nuclear deterrent. The announcement was made during a Keel-Laying ceremony during which the prime minister laid the keel to the first boat -DREADNOUGHT- - officially marking the start of construction.

Defence Secretary John Healey said all four submarines "built in Royal Barrow", represent "a generational commitment that is transforming this town".

Alexander Scott, HM Lord-Lieutenant of Cumbria - the King's official representative for the county - said the "recognition celebrates the port's enduring contribution to trade, industry, defence and the prosperity of our nation".

The prime minister's trip to Barrow came a few days after he and the defence secretary boarded a nuclear-armed submarine off the coast of Scotland as it returned from a tour of duty. The government is increasing defence spending as the UK and allies look to bolster support for Ukraine in its war with Russia.

Following his time aboard the vessel, the Prime Minister said: "This week, I saw first-hand the sacrifice our submariners are making every day to keep our country safe, but I know they are only able to do that because of the support of the town of Barrow.

"This is where the story begins. The submarine I was on was built right here. "Those sailors depend on... the best engineering, the best design, the best assembling. That means you."



The prime minister praised the town of Barrow for the support it gives submariners

'Huge role in defence'

In 2023, the town's former Conservative MP, Simon Fell, launched a campaign for the town to achieve royal status.

In a letter to then-Prime Minister Rishi Sunak he emphasised the town's history and the pivotal part it had played in the UK's industrial and maritime achievements.

The Barrow in Furness Branch of the Submariners Association was more than happy to provide a Letter of Support to Simon Fell, MP in furtherance of his campaign which has now been successful

The keel for the Royal Navy's first nuclear-armed ballistic missile submarine – HMS RESOLUTION - was laid in Barrow in 1959, before its launch in 1960. Two years later, the UK declared its nuclear capability to Nato.



The Royal Status is in recognition of the port's role in providing the UK's nuclear deterrent. Labour MP for Barrow and Furness, Michelle Scrogham, told BBC Radio Cumbria she "couldn't be prouder". "It's acknowledging that the people of Barrow-in-Furness play a huge role in the defence of our nation. "To be given a royal title is a recognition of that dedication and commitment from the people of Barrow. "It seems fitting that the recognition is for the port and what we have always delivered from that port and BAE systems," Ms Scrogham said. Crediting her predecessor Mr Fell and Barrow Rotary, she added that she had "no doubt" the work they did helped earn the title.

THE FRONT END OF HMS DREADNOUGHT ON ITS WAY TO THE DEVONSHIRE DOCK HALL

See Front Page Photo

From the Evening Mail, Barrow. The Forward End Unit of the new DREADNOUGHT submarine was transported along a public road to the famous Devonshire Dock Hall build facility on Monday 31st March 2025 where it will be integrated with the other submarine sections.

The move comes after Prime Minister Keir Starmer's recent visit to BAE Systems Submarines for the ceremonial 'keel laying' of the first DREADNOUGHT submarine. He met with school children and apprentices at BAE Systems while Defence Secretary John Healey laid the keel of the next generation DREADNOUGHT submarine, the next generation of the UK's nuclear deterrent.

Sir Keir hailed Barrow as a "blueprint" for the way increasing defence spending can boost prosperity across the UK. The Prime Minister said: "When I say that our Plan for Change is delivering security for working people and renewal for our country, there is no better blueprint than Barrow. "Defence spending here is supporting highly skilled jobs, driving opportunities for young people and delivering world class capabilities to keep us all safe, but it's also crucially putting money in the pockets of hardworking people." In February, he said the Government will increase defence spending to 2.5% of the UK's economic output by 2027, something which ministers think will help drive economic growth and create jobs across the UK.

Defence Secretary John Healey, who laid the keel as he unveiled a Plaque to mark the occasion, said: "We are ensuring the nation's war-fighting excellence for years to come. "This submarine is one of the most complex machines ever built anywhere in the world. It will be the most formidable, the most advanced, the most powerful nuclear submarine ever built." DREADNOUGHT submarines are due to begin entering service in the early 2030s. They will replace the in-service Vanguard-class submarines – also built in Barrow – in carrying the UK's independent nuclear deterrent.

The DREADNOUGHT programme comprises four submarines, three of which are already under construction in Barrow. As part of the Government's nuclear skill plan initiative, the submarine workforce at Barrow has grown by more than 3,000 since 2023 to 14,700. The overall DREADNOUGHT programme is expected to support in the region of 30,000 jobs across the UK over its lifetime.

SUBMARINE & SUBMARINER LOSSES OF WWII

JANUARY 1945

One Submarines was 'lost with all hands' in January 1945 and four other Submariners are reported to have died. The Submarine lost was **HMS PORPOISE**. On 3rd January 1945, the Submarine left Trincomalee in Ceylon (now Sri Lanka) for her 23rd War Patrol (4th in the Far East) with orders to lay a minefield off Penang. On 9th January 1945 Lt. Cdr. H. B. Turner, DSC is understood to have reported by signal that he had successfully laid her mines off Penang. On 13th January 1945, HMS STYGIAN was sent a signal informing her that PORPOISE was in trouble 17 miles northwest of Pulo Perak). This information came from an Ultra decrypt (now in the National Archives in London) reporting that on 11th January a Nakajima B6N2 bomber had attacked a Submarine, dropping two 60kg bombs. Further bombing attacks we made later but there was no further contact with HMS PORPOISE which was later declared overdue and then as 'lost with all hands'. The crew Members were:

Officers:

Lt Hugh Bentley Turner, DSC, Royal Navy

Lt Douglas David George Roberts, Royal Navy

Lt Mungo Hamilton Mcleod Kennedy, Royal Navy
T/Lt Edwin Owen Malvern Taylor, RNVR
T/Sub Lt Victor Henry Frank Drew, RNVR
T/Sub Lt Colin Ernest Trier, RNVR
Wt Eng Albert Edney Adams (Po)

Ratings:

A/CPO George Alexander Simpkins P/JX 128626
PO Richard Rogers C/J 114288
PO James Brennan D/JX 140144
PO Arthur Frank Charles Williams D/JX 156792
PO Basil Hedley Martin D/JX 145032
LSea Abraham Patterson Proudfoot, BEM
P/UD/X 1324 RNVR
LSea Ralph Thomas C/SSX/25692
LSea Trevor Coupe D/JX 202891
AB Victor Pax Thomas Crouchman P/JX 179071
AB William Gascoigne P/JX 384495
AB Robert Whittaker P/JX 385870
AB Clement Arthur Charles Chitty P/JX 217497
AB Alfred Gerald Hood P/JX 177782
AB Thomas Stanley Richardson P/JX 163327
AB Jack Bolden P/JX 275768
AB James McKay Skeoch P/JX 407094
Able Seaman Leslie John Smith P/JX 377637
AB Phillip Rogers P/JX 322506
AB Walter John Tyler C/JX 188798

AB Adam Gibson C/SSX 19886
 AB George Rowlands C/SSX 28164
 AB Kenneth Ezekiel Clarke C/JX 544372
 AB Leonard Basil Albert Ansell C/SSX 17588
 AB Frederick Sidney Williams C/JX 193551
 AB Richard Ernest Bartholomew Julian C/JX 543541
 AB John Cliffe J101353
 AB Arthur Cooper D/JX 365441
 AB Walter Frank Dyall D/JX 421908
 AB Arthur Edward Griffiths D/JX 399217
 AB John Raymond Nash D/JX 550070
 PO Tel Jack Passmore D/KX 149398
 LTel Terence Alexander Ranken D/JX 162760
 LTel Walter Gordon Edwards D/JX 141920
 Tel Grahame Mark Webber P/JX 300198
 Tel John Sherriff P/JX 232707
 LSig Jack Carter C/SSX 22808
 EA3 James Norris McKay Fraser P/SSX 22808
 PO Cook Frank Smith C/MX 50326
 Stwd Arthur Parker Brockbank C/LX 24620
 CERA Wilfred Jack Hiscock, DSM P/MX 47948
 ERA4 Arthur Lee P/MX 78168
 ERA4 Frederick John Vaughan C/MX 55223
 ERA4 Arthur Henderson D/MX 75673
 ERA4 William Mason Clark D/MX 101709
 ERA4 Jack Smith D/MX 510996
 ERA4 Allan Dodsworth Cowton C/MX 97715
 SPO Alfred Healey D/KX 82866
 SPO Arthur Douglas Draper, DSM P/KX 89439
 LSto Edward Robert Spencer P/KX 137051
 LSto Stanley Woodward P/KX 147579
 LSto Leslie Henson P/KX 156695
 LSto John Herbert Thomas Webb P/KX 140877
 LSto Cecil Jeffrey Lucking P/KX 86421
 LSto Alexander Livingston P/KX 145231
 LSto Harold Palliser, MiD C/KX 135113
 LSto James Wright C/KX 140927
 LSto William Wimble C/KX 141189
 LSto Albert William James Sant D/KX 141189
 Sto1 Terrence Oliver P/KX 163832
 Sto1 Phillip Roy Smith P/KX 524286
 Sto1 Guy Gordon Malliband P/KX 150619
 Sto1 Herbert Bullen C/KX 166023
 Sto1 William Henry Weeden C/KX 141642
 Sto1 Charles William Thomas Hughes C/KX 123998
 Sto1 Albert George Smith D/KX 140733
 Sto1 James Weston D/KX 162600
 Sto1 Arthur Francis Wilkins P/KX 162377

Four other Submariners lost in January 1945. They were:

Two members of the crew of Submarine **HMS SHAKESPEARE** which was engaged in a surface

gun action with a Japanese minesweeper and aircraft off the Andaman and Nicobar Islands in the Indian Ocean on 3rd January 1945. Several Members of the guns crew were wounded during the extended action and two of the wounded subsequently died of their wounds. They were:

AB Thomas George Motteram C/JX 300991

Thomas Motteram was born in Winson Green, Birmingham on 11th October 1922 and he was the son of Edward and Sarah Jane Motteram. He was severely wounded in the action having been hit in the leg by a shell. Twenty-two years old Thomas Motteram died of his wounds and was buried at sea. He is commemorated on the Chatham Naval War Memorial on Panel No. 80 Column No. 3.

AB George Taylor D/JX 394962

Twenty years old George Taylor was born on 30th April 1924 and was the son of Jervis and Annie Taylor of Warrington, Lancashire. He was serving in Submarine **HMS SHAKESPEARE** when he was mortally wounded in his left temple – shrapnel splinter wounds while part of a bucket chain by the gun tower. He died of his wounds on 4th January and was buried at sea on 5th January 1945. Twenty-year-old George Taylor is commemorated on the Plymouth Naval War Memorial on Panel No. 94 Column No. 1.

AB James Smith D/JX 420702

James Smith was born in Edinburgh, Midlothian, Scotland on 13th November 1924 and he was the son of James & Elizabeth Smith. In January 1945 he was an Able Seaman serving in the Submarine Depot Ship **HMS MAIDSTONE** at Perth, Western Australia. He is reported to have died after accidentally dislocating and fracturing his 2nd cervical vertebrae in a diving accident at the Crawley Swimming Baths in Perth, Western Australia on 6th January 1945. Twenty-year old James Smith is buried in the Perth War Cemetery in Grave No. R.C.3.

AB Robert Dockrell P/JX 272746

Robert Dockrell was born in Glasgow, Lanarkshire on 10th June 1910. In January 1945 he was serving in the Submarine Depot Ship **HMS ADAMANT** based at Trincomalee in Ceylon (now Sri Lanka). He is understood to have died in HM Hospital Ship VITA on 14th January 1945 from cerebral contusion, laceration and contusion of lungs and multiple injuries received in an accident on board HMS ADAMANT. Thirty-four-year-old Robert Dockrell is buried in the Trincomalee War Cemetery in Grave No. 2.D.220.

FEBRUARY 1945

One member of the crew of Submarine **HMS SPLENDID** died on 19th February 1945. He had been taken Prisoner of War when his submarine sunk in the Mediterranean on 21st April 1943. He was:

CPO Samuel Hughes Dixon, DSM C/JX 125574
Samuel Dixon was born in October 1910, the son of Samuel and Agnes Dixon and entered the Royal Navy in 1928. He joined the submarine branch in February 1942 as a Petty Officer Torpedo Gunner's Mate. He served in HM Submarines L26 and H50 before joining HMS SPLENDID in October 1942.

Vice Admiral Sir Ian McGeoch, who had been his Commanding Officer at that time said of him later *"a calm and utterly reliable torpedo expert...one of the finest men I was privileged to be shipmates with...I certainly recommended him for a decoration...he richly deserved it."*

One of the survivors when SPLENDID was forced to the surface after a depth charge attack, Dixon was held as a PoW in Italy and then transferred to Germany. He was killed in a strafing raid by USAAF Mustang aircraft near Halberstadt on 19th February 1945 during a forced march by his German captors away from the advancing Red Army. Samuel Dixon left a widow, Agnes, in Folkestone, Kent and he is buried in the Berlin (1939 – 1945) War Cemetery in Berlin in Coll. Grave 11 C Nos. 17 – 20. He was awarded the DSM – see London Gazette date 6th April 1943 - his medal was presented to his wife.

MARCH 1945

Submarine XE-11

Submarine XE-11 was lost on the morning of Tuesday 6th March 1945. XE-11 had been calibrating instruments in Loch Striven. The Submarine was changing depth and was in collision with a Ministry of War Transport Boom Defence Vessel (previously the Fleetwood Steam Trawler NORINA) which was laying buoys. The Commanding Officer and two ratings were lost. The Casualties were:

Officers:

Lieutenant Aubrey Staples No. 67415 SANF (V)

Aubrey Staples was twenty-four years old and he was the son of George and Edith L Staples of Salisbury, Southern Rhodesia. He is buried in the Rothesay Cemetery on the Isle of Bute in Section L, Grave No. 2089.

Ratings:

AB John Joseph Carroll D/JX 204290

John Carroll was born in Liverpool in Lancashire on 3rd July 1920. No Next of Kin or other family details are available for John Carroll of 58a, Tillard Street, Liverpool who is buried in the Rothesay Cemetery Section L Grave No. 2091.

Sto1 Edwin William Higgins D/KX 165317

Twenty-year-old Edwin Higgins was the son of Edward and Dorothy Higgins of Hackney Wick, London. He was the husband of Rose Higgins of Homerton, London. He is buried in the Rothesay Cemetery in Section L Grave No. 2090

One Member of the Crew of the Submarine Depot Ship **HMS MAIDSTONE** died on 12th March 1945. He was:

Sto1 Maurice Richard Keeler P/KX164342

Maurice Keeler was born in Petham in Kent on 19th January 1924 and he was the son of Richard William Keeler and Lucy Edith Keeler (nee Dilnot). He had a younger sister and brother. In March 1945 he was a Stoker 1st Class serving in the Submarine Depot Ship HMS MAIDSTONE at Perth, Western Australia. Maurice Keeler was accidentally drowned on 12th March 1945 after falling into the river at from the railway bridge at Fremantle, Western Australia whilst he was going on a fishing expedition with friends. Twenty-one-year-old Maurice Keeler of New Cottages, Belmont, Faversham, Kent is buried in the Perth War Cemetery in Western Australia in Grave No. R.C. 13.

One Submariner attached to the Submarine Base HMS ELFIN at Blyth died on 28th March 1945. He was:

AB Harold Francis Collins P/SSX36283

Harold Collins was born in Birmingham, Warwickshire on 20th May 1921 and he was the son of Harry and Rebecca Collins, of Lozells, Birmingham. It is understood that he was a member of the Crew of Submarine **HMS VARANGIAN** which was undergoing Refit at Blyth. Harold Collins died in the Royal Navy Sick Quarters in Blyth after suffering an obstruction of the coronary artery. He is buried in the Witton Cemetery in Birmingham in Section 37 Grave No. 8305.

SUBMARINE COMMISSIONING CREW LISTS

Do you have any Submarine Commissioning, Decommissioning or Re-dedication Crew Lists. These are required for an ongoing Project - the construction of a '**Chronology of Submariners**'. This Chronology is very useful when a Submariner who is not an Association Member 'Crosses the Bar' and details of his or her service are requested by the various Submariners organisations.

What is required are 'First Commission' Crew Lists as follows: PORPOISE, GRAMPUS, CACHALOT, WALRUS, OBERON, ONYX, ORPHEUS, ODIN, OTUS, UNICORN, AUDACIOUS, ANSON & AGAMEMNON. Also Crew Lists for subsequent Commissions of any 'S', 'T', 'A', 'O' Class or 'P' Class Diesel Boats, 'V', 'C', 'S', 'T' & 'ASTUTE' SSNs & 'RESOLUTION' or 'VANGUARD' Class SSBNs.

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 if available!. Have a look through your Records and 'Ditty Boxes' and see what you can find. Scanned copies are preferred but any original paper Lists sent will be copied and the originals returned. You can contact me by E Mail, Snail Mail or Telephone - see Page 2. Thanks, Barrie Downer

DONATIONS & BEQUESTS

For anyone thinking about making Donations or leaving a Bequest in your Will please remember one of the following:

- (1) The Submariners Association
- (2) The Submarine Fund – part of the Royal Navy & Royal Marines Charity (RNRMC) – details can be found on RNRMC Website.
- (3) The Royal Navy Submarine Museum. Any Donations or Bequests for the Submarine Museum should be directed to either the 'Friends of the Submarine Museum' or to the 'National Museum of the Royal Navy'.

SUBMARINERS ASSOCIATION WEBSITE UPDATE MARCH 2025

We're excited to announce that the number of registered users did indeed pass 1,200 as predicted. In the last 90 days, the site has seen 3.5K active users. The United Kingdom again leads in user activity with 1.5K active users (but down on the previous quarter), followed by the United States (965) and Australia (339), both of which are up on the previous period.

Member engagement is vital to keeping the website both useful and informative. There's a real opportunity to enhance this engagement, and your contributions—be it sharing updates, posting in forums, or providing feedback—can make a significant impact. Let's continue to grow and improve together!

Regards

Gary

Virginia-class Attack Boat Makes Port Visit to Perth, Australia

By Mallory Shelbourne

February 26, 2025



Sailors assigned to the Virginia-class fast-attack submarine USS MINNESOTA (SSN 783) conduct mooring operations at HMAS STIRLING, Western Australia, Australia

U.S. Navy Photo

A Virginia-class attack boat is in Perth, Australia for a port visit as part of the ongoing AUKUS partnership that's gearing up to base U.S. nuclear-powered attack submarines out of Western Australia.

USS MINNESOTA (SSN-783) pulled into HMAS STIRLING on Tuesday for training with Royal Australian Navy sailors, according to a news release from Naval Sea Systems Command's AUKUS program office.

"This year, USS MINNESOTA (SSN 783) is conducting at-sea operations as part of the Submarine Command Course, a training program for naval officers preparing to take command of a submarine," the release reads. "At HMAS STIRLING, the U.S. Navy will have the opportunity to share and compare procedures, such as weapons handling, with their Australian counterparts."

Under the AUKUS pact between Australia, the United Kingdom and the United States, the U.S. and U.K. plan to start basing nuclear-powered attack boats out of Perth in 2027.

"Every time a nuclear-powered submarine ties up in HMAS STIRLING, we take a meaningful step closer to establishing Submarine Rotational Force – West and a sovereign conventionally armed, nuclear-powered attack submarine capability for Australia," RAN Rear Adm. Tom Phillips, who leads submarine capability for the Australian Submarine Agency, said in a statement. "Each visit is unique with specific goals and objectives designed to ensure we are moving at pace to host the first rotational U.S. attack submarine in late 2027."

The port visit comes six months after a Virginia-class submarine came to Perth for the first maintenance availability of a U.S. nuclear-powered attack boat on foreign soil. USS HAWAII (SSN-776) and submarine tender USS EMORY S LAND (AS-39) Spent several weeks in Perth in August and September as RAN and U.S. sailors wrenched on the boat for a maintenance overhaul. The availability allowed the U.S. and Australia to test ongoing exchanges between their two navies and provided the RAN sailors with real-life experience maintaining a nuclear-powered boat, USNI News reported at the time.

During HAWAII's visit to Perth, the Australian government announced it would hire 200 people for apprenticeships in preparation for the rotational force coming to HMAS STIRLING. The basing of boats out of Perth and the ongoing exchanges are part of the overall goal to help Australia develop and maintain an indigenous nuclear-powered submarine capability by the 2040s.

"MINNESOTA is the fourth U.S. submarine to execute an AUKUS-specific port visit to HMAS STIRLING since the Optimal Pathway announcement," reads the Navy news release. The optimal pathway is a reference to the three-pronged approach of the AUKUS Pillar I initiative that will help Australia pursue its own nuclear-powered attack boat capability. The first prong is the 2027 rotational force out of Perth, followed by the U.S. selling a minimum of three but up to five Virginia-class boats to Australia. The final stage is in the 2040s, when Australia and the United Kingdom finish building the SSN AUKUS boat.

"USS NORTH CAROLINA (SSN-777) conducted the first visit in August 2023, USS ANNAPOLIS (SSN 760) visited in March 2024 and, most recently, USS HAWAII (SSN 776) visited HMAS STIRLING in August through September 2024," the release continues.

Major sub refit brings massive boost for Devonport dockyard

Prediction of 'further profitable growth'
Plymouth Herald

Engineering giant Babcock expects to see its revenue jump to a more than expected £4.9m this year with a major submarine refit at Devonport playing a key part. The nuclear sub HMS VICTORIOUS has just moved into 9 Dock at the yard to continue its £560m refit and modernisation programme.

The sub arrived in Plymouth in 2023 and has now been brought into the dry dock after its refurbishment was completed last September as part of the £1bn upgrade of facilities at Devonport. The

work was today heralded as vital by Babcock International Group Plc in an update to investors.

It said the expected overperformance was due to double-digit growth in its nuclear division and strong growth in its marine sector - both of which Devonport has a key role in. The report to the Stock Exchanges said that the growth in nuclear was driven by increased new build and decommissioning work in its civil division but also increased submarine support activity and higher than originally expected infrastructure revenues. In Marine, the growth was enhanced by higher volumes from its liquified petroleum gas business and the ramp-up of the Skynet military satellite programme.

The report said moving HMS VICTORIOUS into 9 Dock marked a "major milestone" in its upgrade. The vessel is the second of the four Vanguard Class submarines, which play a vital role as part of the UK's continuous at sea deterrent, to undergo a life extension programme.

The report said: "Moving the submarine into the dock enables us to deliver the work required to return this critical national defence asset back to the Royal Navy to continue operational patrols into the 2030s."

Meanwhile, Babcock is progressing with building of the first three ships in the Plymouth-designed Type 31 'Inspiration' Class frigate programme. The report said: "We expect the float-off of the first ship, HMS VENTURER, to be in the first half of FY26 and float-off of the second ship, HMS ACTIVE, in the second half of FY26."

David Lockwood, Babcock chief executive, said: "Today's announcement demonstrates that successful execution of our strategy is continuing to deliver value for all our stakeholders. Our engineering skills and know-how are in ever greater demand and with significant opportunities before us, I look forward to further profitable growth."

Steelworks granted permission for new facility



A CGI mock-up of the proposed facility, located at Weedon Street

Tom MacDougall

BBC News, Yorkshire 12 February 2025

A major steel producer has been granted permission to build a new plant which would include *the country's largest machining hall*.

Engineering specialists Sheffield Forgemasters will use the facility near Meadowhall to support manufacturing for defence programmes.

The Ministry of Defence bought the company in 2021, and the 16-acre site on Weedon Street will be operational by 2028.

Forgemasters programmes director Craig Fisher said it "signals an amazing investment for the city and for the wider UK".

Work is already underway to prepare the site, which will contain some of the largest and most advanced equipment ever produced for machining.

The main building will be 32m tall and cover a space equal to 12 Olympic swimming pools, which Mr Fisher called "an iconic landmark".

A second, smaller building will house a facility for testing products and a dedicated training area for new engineers.

Mr Fisher added that the new development would "create highly skilled engineering jobs for decades to come".

"This planning agreement will see construction of the largest machining hall of its kind in the UK, and regeneration of a prominent brownfield site in the city's industrial centre," he said.

"What we are creating in the centre of Britain's historical industrial heartland is unparalleled in the UK and will not only de-risk supply for the UK's defence programme, but it will also deliver technologically advanced and rewarding working facilities for our employees."

Forgemasters has the capability to produce some of the largest bespoke engineered steel products in the world, with the capacity for castings weighing up to 350 tonnes, and the capacity for forgings weighing up to 200 tonnes.

The new plant will be able to produce complex nuclear-grade components more efficiently.

Construction of another new facility for forging is also underway on Brightside Lane.

Submariners recall Queen delivering them tea and biscuits at palace reception

Story by Ellie Ng

Submariners reminisced over the Queen delivering them tea and biscuits as she and the King hosted around 400 UK armed forces personnel at Buckingham Palace.

Charles and Camilla greeted scores of representatives, from a range of military branches they have connections with, at separate receptions

on Tuesday evening, and both of them were seen laughing and chatting with groups.

"It means a great deal to us... that we have moments to share like this with the King," he said.

He told Charles how he was part of Number 30 Commando, adding: "He was obviously familiar with Ian Fleming. His eyes lit up a little bit when we talked about that connection."

The King is the head of the armed forces and both he and the Queen have several affiliations with various branches of the military.

The King hosted around 340 people, including members of Number 30 Commando – a unit proposed by James Bond creator Ian Fleming, and his eyes were said to have "lit up" at the mention of the author.



Submariners from HMS ASTUTE spoke with Camilla about how she sent tea and shortbread to their 135-strong crew last year, Warrant Officer Danny Manifold told reporters.

He said: "They were really well received on board.

"She writes at least once a year to us.

"Everyone really knows that she's really involved."

He said the Queen met the submarine's caterers and handed over the English breakfast tea and shortbread.

Camilla paid a visit to HMS ASTUTE in 2020 at the Scottish naval base to mark the occasion.

Royal Navy Vanguard-class submarine comes home after breaking the record for the longest patrol



A submarine returned home to the Clyde today following the longest ever patrol by a British nuclear deterrent-carrying boat.

This submarine left Faslane in late August and has been away for 204 days. This breaks the record achieved in 2023, an extraordinarily long time for the crew to spend underwater. This submarine was relieved in the last few days by another boat that sailed last week, following significant delays in getting it ready for sea. The length of patrols has been rising sharply over the last few years. The last eight deterrent patrols have all exceeded five months in duration. Today's homecoming is another epic achievement, even if spending almost half a year underwater is becoming 'normal'.

On paper, this is more 'efficient' as it reduces the time spent in handovers and there are longer periods to conduct post-patrol maintenance, recover and prepare for the next. However, it also adds additional risk that the continuous nature of the deterrent could be compromised as these ageing boats must avoid serious defects and be maintained at sea for longer.

The psychological toll on the crews is also of deep concern, given that a 3-month patrols used to be considered very tough. The Sun reported last year that towards the end of one patrol, food supplies were running so low that submariners were on almost starvation rations. As the boats were originally designed with food stores and freezers to support a maximum of 3-4 months at sea, not to mention the basic human need for fresh fruit and vegetables, there is speculation that the boats may be discreetly surfaced and resupplied at sea mid-patrol. This would be in contravention of the overriding command aim – to avoid detection at all costs.

Maintaining the UK's continuous-at-sea deterrent is assuming ever-greater importance at a time of increasing uncertainty about European security. Although CASD remains UK defence priority one, the RN is struggling to uphold this commitment as the boats get older. The arrival of the new Dreadnought class (from approximately 2032) cannot come soon enough.



A Vanguard-class submarine enters the shiplift at Faslane (Photo: Michael Cuthbert).

In more positive news for the Submarine Service, the ship lift at Faslane is back in action with a Vanguard class boat seen entering in early January. HMS Victorious recently entered the refurbished number 9 dry dock in Devonport as her Deep Maintenance Period (DMP) begun in May 2023 progresses. Better planning and a determination not to repeat the mistakes made with HMS Vanguard will hopefully see Victorious return to action within 3 years.



The effects of six months in the ocean are clearly evident (Photo: Sheila Weir).

HMS Vengeance goes to sea
Royal Navy footage showing HMS Vengeance departing HMNB Clyde on 2nd February for trials and training following a long maintenance period.

Main image: Sheila Weir

Programme EUSTON – floating dry docks for Royal Navy submarines

In this primer, we look at the plan to acquire floating dry docks for Royal Navy nuclear submarine maintenance at Faslane.

In late 2023 the MoD initiated the 'Additional Fleet Time Docking Capability' (AFTDC) programme to acquire two floating docks and associated infrastructure at Faslane. Named 'Programme EUSTON' this is officially described as a pathway to "resilient out-of-water engineering capability". In December 2024, the Defence Minister confirmed the project is ongoing, although it is still in the concept phase. Euston will likely be funded from the Defence Nuclear Enterprise (DNE) budget that is now ringfenced within the MoD's wider budget. This may give it some chance of surviving the round of cuts that looks likely in the coming defence review.

Clyde Infrastructure Programme

Euston is separate to the wider Clyde Infrastructure Programme (CIP) which is a major portfolio of works established in 2015 comprising 14 separate projects. This is primarily to upgrade facilities at Faslane and RNAD Coulport ready to support the Dreadnought-class and SSN AUKUS submarines. The CIP will deliver a single integrated operating base "that is safe, secure, sustainable and resilient" or all the RN's submarines out to until at least 2067. The CIP is supposedly on track to be completed in April

2032 but costs have risen from the initial forecast of £1.585bn to £1.869Bn and there is a struggle to attract enough qualified people to work on the project. The April 2032 date is a strong clue to the expected Dreadnought-class in-service date. So far, the MoD has refused to publicly commit to a Dreadnought ISD, on the dubious principle that you can't miss a target you have not set.

CIP consists of the complex refurbishment of nuclear infrastructure within high-security operational areas at HMNB Clyde, which has to be carried out concurrently with ongoing operations from the base. The Submarine Centre of Specialisation (SMCoS) is a key element, comprising the 5-storey 13,000 sq. m Submarine Training Facility (SMTF) building which will be home to all RN submarine-specific training with classrooms and simulators. In addition, the adjacent THETIS building houses the £34m Submarine Escape, Rescue, Abandonment and Survival (SMERAS) facility, opened in July 2021.

The CIP also includes *"berthing and docking facilities"* within its scope. These are upgrades to the waterfront and the Shiplift to accommodate Dreadnought but the precise details of the projects are not public.



The Shiplift building with Vanguard-class submarine alongside on the adjacent 12 berth.

Shiplift conundrum

The Shiplift is the only option if submarines need to be taken out of the water at Faslane for hull, propeller and rudder maintenance or inspections. The construction of a graving dock from scratch at Faslane would be prohibitively expensive and a Shiplift was the best solution. Completed in July 1993 at a cost of £314m, its safety has been a source of controversy amongst anti-nuclear campaigners who once labelled it *"the most dangerous building in Britain"*. These activists continually seek to exaggerate any risks associated with nuclear ownership, in order to frighten the public about the deterrent or further the Scottish Nationalist agenda. Although designed for the Vanguard-class the Shiplift is rated up to 25,000 tons and will theoretically be able to accommodate the heavier Dreadnought-class (including if loaded with a full

outfit of Trident missiles). However, as a mechanical system that utilises almost 100 winches to raise the submarine on a platform out of the water, it requires regular maintenance and does have marginally more safety issues than a graving or floating dock. The Shiplift was modified in 1997 to improve safety and in 2003 report identified further risks, mainly associated with the very low probability of earthquakes or terrorist attacks.

The Shiplift was out of action for at least part of 2023-24 while unavoidable maintenance work was completed on the lift itself and Babcock struggled to source alternatives for components no longer being manufactured. This contributed to SSN unavailability as the SSBNs always have priority. From a user perspective, the Shiplift is an ideal solution as a covered facility protects the boat and workers from the Scottish weather and satellite photography. The ability to take boats out of the water at short notice has proved critical to the submarine service, especially for maintaining the deterrent force and keeping the early Astute class boats going. It is unclear if the plan is to retain and upgrade the structure for the long term to support the Dreadnought class or if it will be superseded by floating dry docks. For the foreseeable future, it remains a crucial component of RN submarine support, especially as the refurbishment of Number 10 dry dock in Devonport will not be completed until 2027.

Capacity and speed

Floating docks are the quickest and cheapest route to add the maintenance capacity the RN needs. They can be built by a shipyard anywhere in the world and relocated if circumstances demand. If Euston is followed through as planned, it would double the availability of submarine docks at HMNB Clyde and triple them if the Shiplift is retained. Provided there is an associated increase in the workforce, this could rapidly increase submarine availability, especially as Dreadnought and SSN-AUKUS will be designed with far more attention given to through-life support solutions than their predecessors.



AFD60 was built in 1966 at Portsmouth Dockyard and was in use on the Clyde until 1997 when it was

sold for commercial use and moved to Hafnarfjörður, Iceland.

While probably unrealistic, there is an ambition in some quarters for the RN to eventually operate the number of SSNs it actually needs. This implies up to 12 boats, doing more than just replacing the seven Astutes with SSN-AUKUS on a one-for-one basis. Should this be attainable, then additional docking infrastructure will be needed.

New docks could also be of benefit to US Navy which has increasingly helped carry the load while RN SSN activity has been so limited in recent years. The UK would be more likely to be able to offer a dry docking facility to American boats, should they suffer an emerging defect while deployed in the eastern Atlantic area, something that was done in the past.



American SSBN USS Nathanael Greene being brought into AFD60 at Faslane for emergency docking after losing her propellor in August 1984.

In basic terms a floating dock has a ballast system that can be filled with water to allow the dock to submerge, enabling the ship or submarine to slide inside. Once the vessel is properly positioned, the dock is gradually de-ballasted and as it rises, the vessel rests on blocks placed on the dock's floor, lifting it completely out of the water. The most complex aspect of the floating dock is the ballasting system comprising pumps and water tanks that must be managed carefully to ensure stability at all times.

The structure consists of two key components: the pontoon and the sidewalls. The pontoon bears the full weight of the vessel and the walls and is designed to withstand the transverse bending forces caused by the vessel's weight and any pressure exerted by the movement of the water below. The sidewalls provide stability while the pontoon is submerged and offer shelter and workspace for engineers. They house essential equipment such as cranes, valves, and pumps used during maintenance operations. A significant portion of the sidewalls also contain ballast tanks which help regulate the dock's draft and maintain structural rigidity.



Harland & Wolff mock up showing a proposal to build the two floating dry docks at their Methil yard on the Firth of Forth. These structures can only be towed in benign weather conditions.

Delivery considerations

Programme Euston has historical precedence, with an Admiralty Floating Dock (AFD60) having been used for SSN maintenance at Faslane until 1997. The dock was moored at the southern end of the base and was connected to the main waterfront via a permanent jetty. The exact location for new floating dry docks remains uncertain but they need deep water which may constrain positioning options in Gare Loch. They will also require the construction of a new jetty for access and the provision of electrical and cooling water supplies.

AFD60 was relatively small and could take boats displacing up to 6,000 tons. For Dreadnought-class boats of more than 17,200 tons, a much larger structure will be required, although a floating dry dock can accommodate vessels longer than its own length. No floating docks have been built in the UK since the 1960s and foreign design expertise may be needed for the project. Another important consideration is that the floating dry docks will need to go into a graving dock themselves for surveys and maintenance every 5 to 10 years. This could perhaps be done at the nearby Inchgreen Dock that was used to build the floating Valiant Jetty at Faslane in 2009 but is currently under-utilised.

Floating facilities are not subject to the same tight safety regulations as nuclear facilities ashore but any new docks will inevitably have to be built to a high standard. The regulatory bodies that dominate UK defence planning will doubtless be excited to rigorously update floating dock regulations to standards far beyond those applied to AFD60.

Overall, Programme Euston would be an affordable and timely option to underpin future RN submarine support, however it still needs to be funded and there will be delivery challenges.

NAVY PERSONNEL GATHER IN GLASGOW TO TEST NATO RESCUE SYSTEM

ROYAL NAVY MEDIA RELEASE Friday, 7th March 2025

Over one hundred military personnel from three nations were in Glasgow this week to test the operation of the NATO Submarine Rescue System (NSRS).

The three-day mass evacuation exercise – known as “MASSEVEX” – ran from March 4th to 6th and involved participants from the UK, France, and Norway.

It provided sailors, divers, and medics from three nations the opportunity to practice the life-saving procedures that would help evacuate stricken submariners from a submarine disabled on the seabed. Observers from the US and Sweden were also invited to attend.

Commander Chris Baldwin RN, Rescue Element Commander and Operations Officer for the NATO Submarine Rescue System, said: “It is vitally important to bring the tri-national team together to conduct a dedicated period of capability training so that our submariners and their families can have confidence that if called upon, their colleagues in the NSRS are ready to come to their aid.

“We have completed a very successful period of ‘mission rehearsal’ to ensure that the NSRS trained personnel from France, Norway, and the UK can operate effectively together in conducting submarine rescue operations.

“The completion of this MASSEVEX helps to keep the NSRS team ready to respond to any submarine emergency globally.”

The mass evacuation exercise was held at the NATO Submarine Rescue System’s base at the Westway industrial site, near Glasgow Airport. The JFD Ltd managed facility houses the 350-tonne, high-tech, air mobile, system that’s capable of being deployed anywhere in the world.

Commander Nick Samuels RN, Coordinator Rescue Forces (CRF) during the MASSEVEX, said: “The NSRS is one of the leading submarine rescue capabilities in the world and is held at immediate readiness to respond to a submarine emergency.

“Activated by the Royal Navy’s Maritime Operations Centre in Northwood, NSRS will be a prime asset for the Coordinator Rescue Forces (CRF) to direct as part of what would probably be a global effort to save lives. The CRF’s role is to coordinate the rescue effort to ensure the best use of the assets assigned to the rescue task group.”

The NATO Submarine Rescue System is in three parts, with the first being an Intervention Remotely Operated Vehicle, or “IROV”. This small, remotely

operated, system can be deployed quickly and dived down to a stricken submarine to deliver stores such as food, water, and medical supplies.

The second part is a Submarine Rescue Vehicle (SRV) named “Nemo”. Capable of diving to 610 metres and docking with a submarine’s escape hatch, Nemo is used to ferry submariners to the surface. It can take up to 15 passengers at a time, including patients on stretchers, where they are brought up for medical attention.

And that’s where the third, and final, piece comes in – the decompression chamber complex with a transfer under pressure (TUP) capability. This is a portable chamber complex that enables the safe decompression of crew members under expert supervision while Nemo continues to perform further recovery dives. It takes around 50 people to operate the TUP for a rescue mission.



Military personnel from the UK, France, and Norway during the NATO Submarine Rescue System exercise in Glasgow.



“Nemo”, the Submarine Rescue Vehicle, which forms part of the deployable NATO system.



One of the exercise participants within the transfer under pressure chamber.



The exercise saw 106 military personnel from three nations attend.



The NSRS was put through its paces during the exercise in Glasgow

After being flown to a suitable airport in some of the world's largest military and civilian cargo aircraft, the equipment is then moved by road to the closest seaport. There, both ROV and rescue systems are mobilised onto a mothership which would sail to the emergency zone to carry out their lifesaving mission. Sent by: Royal Navy, Communications & Influence (RNCI) Regional Press Office (Scotland & Northern Ireland), HM Naval Base Clyde

What's in a Name?

What's in a Name I hear you all ask? HMS AGINCOURT is no more – HMS ACHILLIES it is now instead! Ships & Submarine names are very important – especially to superstitious sailors– they give a sense of tradition, history, recognition, continuity, pride, a sense of belonging - particularly if you are one of the Ships Company of a ship with a famous name and a long string of Battle Honours, knowing where you fit into the Royal Navy etc. Why the change was thought necessary is a bit of a mystery as, as far as I am aware, it has been AGINCOURT since it was first announced by the

Secretary of State back in 2017 or so. A possible alternative name at that time was AJAX.

Some will tell you that to change a ship's name is unlucky. Others will remind you that ACHILLIES was brought down by his dodgy 'Achillies' Heel' I presume that the change was done after some careful deliberations and recommendations by the somewhat shadowy 'Ship's Names Committee' before it was finally recommended. I imagine the chap who was doing all the research into previous AGINCOURT's for the 'Commissioning Brochure' might not be too happy to have to start all over again for ACHILLIES. Still there we are! Hopefully (as long as we haven't upset the French too much) it may all turn out for the best.

Australian Submariners gain Engineer qualifications on Astute-class boats

19 March 2025

The first of the inaugural cohort of Australian submariners have qualified to serve on Royal Navy's Astute-class submarines as nuclear engineers. The sailors from the Royal Australian Navy are the first cohort to qualify within the UK training system as part of the Royal Navy's commitment to AUKUS, the trilateral defence and security partnership between the UK, Australia and USA. The training will support Australia's journey towards safely operating nuclear-powered submarines. After two years of training serving at sea or on shore on the Astute-class submarines, this is the final step to becoming fully fledged Marine Engineering Officers (Submarine). The qualification means they can deploy on UK submarines as Marine Engineering Officers of the Watch and be responsible for the boats' nuclear engineering systems, permitting them to run the engineering watch onboard a UK SSN. More Australian submariners are already following in the footsteps of Lieutenant Commander James, Lieutenants Isabella and Steve undergoing training in the UK with further groups planned for the future. The Royal Navy also is delivering training in Australia. Last year alone, it provided professional and general naval nuclear propulsion instruction for more than 250 Australian personnel. Lt Steve said: "The nuclear training pipeline is rightfully challenging due to responsibilities that you have as a trained officer. "It takes two years to reach trained strength, but you have confidence that you've got a solid foundation of knowledge to tackle the challenges of the role. "Having come to the other side of the formal training, it's nice to be able to put that training into practice and continue building my knowledge on how to do the job of an Astute-class marine engineer."

THE ON-LINE BOOK OF REMEMBRANCE (OBOR) AN UPDATE

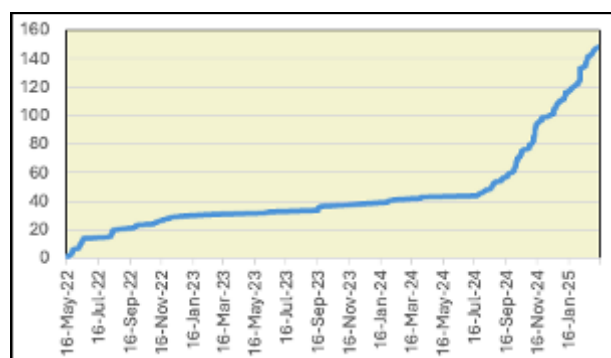


The Submarine 'Online Book of Remembrance' (OBOR) has been live now for nearly 3 years during which time our team of researchers and writers have been busy progressing the writing of stories about the 5,948 people listed. This is a huge job which is now just 16% complete. Much work has also gone in to ensuring the accuracy of the data and uploading photographs.

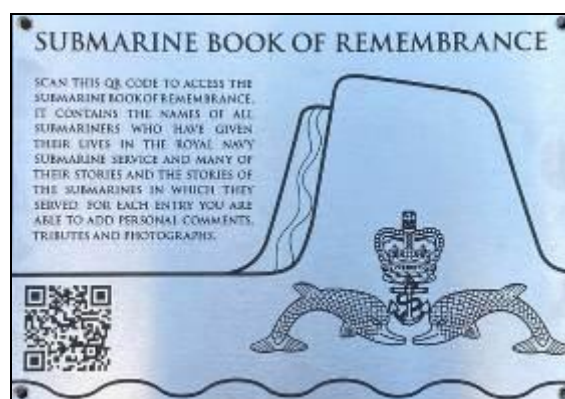
A number of engraved steel plaques have been placed at various memorials around the country, including one at the AE1/AE2 memorial in Barrow to be unveiled shortly, to draw the public's attention to the Book, and work continues to place many more.

Much appreciation of OBOR has been expressed by many relatives and shipmates who have contributed comments or tributes. So far, nearly 150 comments have been received on people (and a number on submarines too). These started at a fairly low rate but we have seen a sudden increase in the rate of commenting since last August and we now see about 14 comments a month – very much what had been hoped for. Please do browse through the book, look up any submariner forebears or shipmates that died in service and leave your own comments. Just scan this QR code to access the book.

Peter Jeanneret



Rate of receipt of comments on people listed in
OBOR



The OBOR Plaque

Divers Find "Lost" Dutch Submarine From WWII off Fremantle, Western Australia



Imagery courtesy Wrecksploration Published Feb 25, 2025, [The Maritime Executive](#)

The wreck of a Dutch submarine that rescued survivors after an Australian minesweeper was sunk by Japanese warships during World War II has been discovered at a famous ship graveyard off the coast of the Australian city of Fremantle. About eight decades after it went missing, the wreck of HNLMS *K XI* has been identified and is said to be lying in 40 meters of water off Rottnest Island, outside of the well-known Rottnest ship graveyard. The wreck was discovered by a technical diving group called Wrecksploration on January 1. The Western Australian Museum (WAM) worked in conjunction with the Dutch Cultural Heritage Agency (RCE) to identify the boat using the group's 3D model of the site. *K XI* is said to be one of the most significant vessels to have been discarded in or near the graveyard, which is the final resting place for about 50 shipwrecks.

K XI was built in Fijenoord, Rotterdam between 1922 and 1924 for the Royal Netherlands Navy (RNN) and was deployed to patrol waters in the colonial Netherlands East Indies (now Indonesia). Commissioned in 1925, the submarine was the first of three boats in the *K XI* class and one of 25 boats built for the submarine division of the RNN. At least 15 boats were deployed in the Netherlands East Indies.

On March 9, 1942, *K XI*'s crew rescued 13 survivors from the 151 crew of the Royal Australian Navy's minesweeping and convoy escort sloop HMAS *YARRA* that had been sunk by Japanese warships. The 13 men had survived in rough waters for five days floating on life rafts and clinging to life through occasional spoonful's of water and a few biscuits.

For more than three decades, WA Museum has been investigating the Rottnest graveyard, where it believed *K XI* was resting. When divers discovered the wreck outside of the main dumping site, RCE agreed to finance the photogrammetry work, which was developed into a 3D model and submitted to the WA Museum for identification. "Over the decades, the use of archival sources, local knowledge, and remote sensing surveys has allowed the Museum to identify a number of significant sites in the graveyard. In this project, we compared archival records with the 3D model created by Wrecksploration to confirm that the wreck was the *K XI*," said Corioli Souter, Head of Maritime Heritage at the WA Museum. During WWII, Fremantle Harbor was the largest submarine base in the Southern Hemisphere and was the second-most important Allied submarine base in the Pacific Theatre after Pearl Harbor, with U.S, British and Dutch submarines operating from Fremantle. A total of 11 Dutch submarines operated out of Fremantle during the time period.

Archaeologists say that the discovery of the wreck of *K XI* provides an insight into the behaviours and practices of ship dumping off Fremantle in the immediate post-WWII period. Apart from *K XI*, six miniature Welman two-man submarines, eight submersible canoes, four aircraft, and other military equipment are believed to have been dumped at the graveyard. The wreck of *K XI* is protected by Australia's laws as an important heritage site, meaning that divers can visit but cannot damage, disturb, or remove any part.

THE IAN MOLYNEUX PLATE

On the 8th of March, the Royal Navy Rugby League Seniors beat the GB Teachers Rugby League 26 - 4 in the 4th annual meeting for the Ian Molyneux Plate at the Carnegie Sports Centre, Headingley, Leeds.

We Remember Submariners and the West Riding Branch of the Submariners Association along with members from Huddersfield and Leeds RNA branches of the RNA Supported the event providing a guard of honour for the players and support for the RNRL Seniors.

The winners, the RNRL, were presented the trophy at full time by Jill Molyneux

**Able Seaman Torpedoman Fred Bottrell O/N
C/JX 544353 A Condensed Autobiography**

(Member Australia Branch, Submarines Association)
Born in humble circumstances on 5th November 1925 in the industrial City of Leicester. Times were hard in the thirties; in hindsight we did not realise how poor we were. At age fourteen employment was found as a junior clerk in a wholesale grocery business in the City. My ambition was to be an electrician, so I was a square peg in a round hole. I had abounding energy to perform a large variety of tasks while learning. I was able to cope with whatever I was required to do; office work was a breeze. So much was I bored, I was reprimanded on several occasions for being absent from my desk. I used to find an excuse to go to the warehouse to talk to the real workers. In reality I should have been sacked but the boss was on a good thing I was doing a man's work for boys wages.

Wartime Britain required me to register for National Service at 17 years of age. To avoid being called up for the Army, or even worse, a Bevan Boy down the coal mines. I volunteered for the RN & was called up the day I turned 17 and a half. This to me was an escape from my dreaded office routine. Training at HMS GANGES was challenging, I had a thirst for everything nautical. I loved the learning process and went on to complete a Torpedo Course at Chatham Barracks. Any dreams I had of a draft to a Lend Lease ship in USA were shattered when a call to the Regulating Office informed me that I was in a draft of sixty ratings to HMS DOLPHIN for submarine training. So much for all Submariners being volunteers, times were desperate. The RN had lost many boats by 1943 along with the gallant crew members.

New Boats were being built while we were given rudimentary training to man them.

I went through the tank on my 18th birthday at Blockhouse. I recall HMS DOLPHIN had a huge barrage balloon anchored on the Parade ground. DOLPHIN & surrounding dockyards presented a potential target for the Luftwaffe. Consequently, we were drafted to HMS ELFIN at Blyth to complete the classroom studies. It was practice to study into the Dog watches. The popular beer canteen was the only UK shore base that sold duty free beer. Churchill had a soft spot for Submariners, I am led to believe that it was on his authority that we enjoyed cheap beer. I graduated in December 1943 just in time to be granted Xmas leave. My pay doubled from 3 bob a day to 6 bob a day plus 3 pence a day for Torpedo rating. After making an

allotment to my Mother I still had more cash in hand plus board & keep than my meagre wage as an Office Clerk. The New Year found me Spare Crew in HMS CYCLOPS - a coal burner. There are few Submariners today that can boast that they have coaled ship, it was "All hands Coal Ship" and no excuses

I joined my first Boat, the H43, in Londonderry early January 1944 I was a mere Sprog with lots to learn. The WW1 "H" Boats were passed their 'use by date' however they made good training boats. Many technical faults kept everyone on their toes and the 'Tiffies' overworked. No Hydraulics, the Fore Planes were opened with a chain block! Main vents were opened by a hand-wheel. Steering was rod-gearing, 20 revolutions of a large brass wheel for 5 degrees of rudder. I served my drinking apprenticeship in Scotland trying to keep up with the Old Salts only to find myself being put to bed in the Church of Scotland shake-down in Rothesay. After a spell in Spare Crew in CYCLOPS I was able to get myself and all my gear clean. My next draft was a pierhead jump to UPROAR, she was at Harbour stations when I scrambled aboard. UPROAR was just out of refit at Barrow (Note: Uboat.net lists the refit as being carried out in the Green & Silley Weir Ship Repair yard at Blackwall in London from May to September 1944) with some of her original crew who served with her in the Med. The famous 'Gus Brittan' was the Signaller. UPROAR was fitted with a dummy snorkel to resemble a German U boat. Our deployment was to operate with Coastal command Liberators. Their task was to locate us with the very latest Radar. We had some very exciting times including some friendly fire. I had a short stint as Acting L TO this was the best job in the boat in my opinion.

I was back in DOLPHIN at the end of 1944 awaiting an overseas draft. The magic number, 60 spare crew, took passage on the Aircraft Carrier ARBITER. I found myself watchkeeping on the Fire Alarm panel five decks down as we headed out into the Atlantic. We joined HMS ADAMANT at Colombo as spare crew & sailed for Fremantle. I had the luxury of serving in the T Boats TIPTOE & TURPIN. TIPTOE under Lt CDR Jay had the doubtful honour of executing the last torpedo attack of WW2 on Aug 3/1945. We missed out on the Victory celebrations in Freo but made up with a Cabaret celebration in Perth. Later I was in TURPIN based in Hong Kong. I was part of a Naval contingent sent ashore to guard Jap POWs in Kowloon. This was a good experience with no problems with the Japs. Every night they were returned to the cage while we had free gangway to seek out the local night spots.

A memorable incident occurred in TURPIN whilst alongside the Depot ship. Sandy Powell (the Gun layer) was doing his routines on the 4-inch gun one morning when there was an almighty bang. When he elevated the gun, the barrel slipped overboard denting the ballast tank. This I believe was caused by Tiffies working on the gun the previous day. We all thought this to be a great joke while the Depot Ship's divers had to recover the gun barrel. TURPIN carried out Anti-Piracy patrols, the Chinese pirates were playing havoc with the influx of supplies into Hong Kong & district. On New Years Eve 1945, as the youngest member of the crew I had the honour of ringing in the New Year on the ships bell. On return to Sydney, we berthed alongside HMAS ADELAIDE. By this time demobilization numbers were being juggled I was drafted to HMS/M VORACIOUS to return to UK. VORACIOUS was clapped out & along with two other V boats they paid off in Cochin India. The three crews completed the journey in the Depot Ship HMS WOOLWICH. On return to Blockhouse, I was demobbed & returned to civvy street. 1946 was a lovely summer, my fiancée Iris had waited for me so we had a lot of courting to catch up on. We married in December 1946. I became very unsettled after the war with severe food rationing and unable to get the job I wanted. Winter 1947 was the turning point with snow on the ground for three months. I did not see a future for me in UK, we decided to immigrate and arrived in Australia May 1949.

Times were tough, we had a cabin trunk of clothes & fifty pounds in the bank on arrival. I was very fortunate in being accepted for a rehabilitation course to become a Telephone Technician. I burned the midnight oil studying and in four years I was qualified. I loved my work and studied for further advancement. I retired as a Senior Technical Officer. I have always considered that my time as a Submariner stood me in good stead in my chosen career. There is never a day that I don't think back to my experience in Boats. An experience that money could not buy - you had to be there!

Fred Bottrell

Sadly Fred Crossed the Bar ages of 99 in August 2024

Australia Orders Mk 48 Heavy Torpedoes Under \$200 Million Deal

Published on 22/03/2025

The Australian Government is enhancing the lethality of Australia's submarine fleet under a \$200 million agreement with the United States to acquire additional Mk 48 torpedoes.

Australian Ministry of Defence press release



Australian Technician refers to a manual prior to conducting a routine inspection of a Mk 48 Heavyweight torpedo in the Torpedo Maintenance Facility at the Navy Guided Weapons Systems Program Office-West on HMAS Stirling.

(Australian MoD picture)

Designed for both anti-submarine warfare and anti-surface warfare, the additional stocks of Mk 48 Heavy Weight Torpedoes will deliver a critical boost to the defensive and offensive capabilities of Australia's COLLINS Class Submarines. The Mk 48 will also be used on Australia's future nuclear-powered submarines.

The Mk 48 is the product of a joint program between the Australian Government and United States Government. This involves the joint development of Mk 48 hardware and software and supports the acquisition and sustainment of the capability for both the Royal Australian Navy and United States Navy, underscoring the depth of our longstanding alliance.

Australian Mk 48 Heavy Weight Torpedoes are procured as sections that are assembled and tested at the Torpedo Maintenance Facility in Western Australia, which is also certified to assemble, maintain and test the weapon for use in United States Navy platforms.



Group photograph of Navy and Air Force personnel in the Torpedo Maintenance Facility at the Navy Guided Weapons Systems Program Office-West on HMAS Stirling. (Australian MoD picture)

This procurement contributes to Australia's deterrence capabilities and is another example of the Albanese Government's progress in delivering the 2024 National Defence Strategy.

"With this announcement the Albanese Labor Government is ensuring the Navy has the capabilities it needs to keep Australians safe. This boost to our stocks of Mk 48 Heavy Weight Torpedoes also demonstrates the Government's commitment to deliver on priorities in the 2024

National Defence Strategy that contribute to the strategy of denial. The continuous joint development of the Mk 48 Heavy Weight Torpedo provides the Australian Navy with the latest technology to counter current and future threats. This acquisition is a testament to Australia's strong, long-standing alliance with the United States."

Pat Conroy, Minister for Defence Industry and Capability Delivery

Book Review

**'c/o Cunard House 88 Leadenhall Street,
London EC3'**

by Bill Ferguson



This Book:

Records the life of a mariner in the Merchant Navy in its heyday and explores all aspects of working for a premier shipping company

Features the demise of British-owned companies such as the Cunard Line, P&O Line, Ellerman Line, and Furness-Withy

Recounts the introduction of containerisation

Encompasses the era after the Suez crisis

This is an unusual maritime story in that the author looks at life from the lower echelons of a merchant ship's company and the relationship between officers and crew, deck department and the catering staff, recounting his life and experiences with people and places in Australia, New Zealand and Europe.

The title relates to Cunard House, the headquarters of Port Line Ltd at 88 Leadenhall Street, London EC3, where all mail for the sea staff was addressed before being sent to the appropriate vessel, hence the adoption of 'Care of'. The building was a regular haunt for some staff going to, or returning from, a port 'Boat'.

For the average Briton, overseas experience was mainly confined to war-time service and with those serving in both the Merchant and Royal Navy foreign places were an adventure sights, sounds and smells provides an intimate account of would never be forgotten from their first voyage to sea. c/o Cunard House a life and career on these vessels, from the hardships to the adventure and wonder of travel. These ships carried a small number of passengers, often older folk making the trip to or from the Antipodes for probably the last time. Several events are recorded that display the varied aspects of human life and attitudes, between passengers and crew, from the pompous to the polite! This era of shipping has long gone, but in this book the memories remain as fresh as ever. this nostalgic and amusing book will be of great appeal to anyone who has served in the Merchant

Readership: Navy, the shipping lines, all those interested in ships and shipping and maritime history

ISBN 978-184995-582-9 240 × 170mm 224pp 60 b/w and colour illustrations softback £18.99

About the author: Bill's imagination was fired at an early age by reading Mr. Midshipman Easy. He subsequently joined the Merchant Navy and served in the ships of the Port Line, a cargo liner company of the Cunard Line. He then remained in the shipping world until his retirement. He is the author of His Majesty's Bristol Built Escort Ships and has had articles published in maritime magazines.

Available from: Whittles Publishing, Dunbeath, Caithness, Scotland UK KW6 6EG
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Captain Richard Farnfield
Submariner who played underwater blind
man's bluff with the Soviets

Telegraph Obituaries

Tue, February 18, 2025, at 11:41 AM GMT



Captain Richard Farnfield

Over eight weeks his submarine crossed 10,724 miles of ocean and remained in contact with Soviet target for 49 days, a record for the longest trail

Captain Richard Farnfield, who has died aged 87, was a Cold War submariner who, in an underwater game of blind man's bluff, held the record for the longest trail of a Soviet ballistic missile submarine.

In September 1978 Farnfield was commanding the hunter-killer nuclear submarine *Sovereign* when ordered to find a Soviet submarine in the eastern Atlantic. He had had just two days to familiarise his command team with *Sovereign's* latest towed array sonar, which was clipped on from a tug and towed astern.

On September 29, *Sovereign* commenced Operation Agile Eagle in her patrol area south-west of Rockall, and found nothing until October 6, when intelligence indicated the presence of a Delta-class strategic missile-firing nuclear submarine (SSBN). At 2330 that evening Farnfield located the sub and spent three days slowly closing the range.

For several days Farnfield trailed the Delta, rising occasionally to periscope depth to transmit and receive the signals, but on October 20, when he dived to continue the trail, the Soviet sub unexpectedly began to "clear its arcs".

British submarines did this by exaggerated turns to port and starboard using passive sonar to check that there was no submarine behind them. Soviet submarines practised another method nicknamed "Crazy Ivan", which involved reversing course and hurtling down their original path at full speed while using active sonar. On this occasion the Delta passed some 800 yards down *Sovereign's* starboard side, yet *Sovereign* remained undetected.



Farnfield, right, in *Sovereign*

Their long hunt required food rationing, which meant bread and soup for lunch, no choice for dinner, and progressively lighter breakfasts

Sovereign's patrol was due to end on November 3, but given the exceptional interest being shown in the US and UK it was extended by 42 days, and the patrol area was increased to include the entire Atlantic south of 10° North. On board, food rationing was introduced, which resulted in bread and soup for lunch, no choice for dinner and progressively lighter breakfasts, while tea was strictly rationed.

On October 26, *Sovereign* was forced to surface for a repair to her communications mast which took 75 minutes. When Farnfield dived and sprinted to regain contact with the Delta, he found that the Soviet submarine was conducting a survey of the contours of the seabed. This was priceless intelligence, indicating as it did a position which might be used by the Soviets as a reference point for underwater navigation.

Contact was lost on November 20, when *Sovereign* spent several days searching without success, but Farnfield, reasoning that the Delta would pass south-east of Iceland, waited patiently there. He had now been on patrol for more than two months, but his gamble paid off. At 1103 on November 24 he regained contact and followed the Soviet boat from a range of 15 to 20 miles all the way into the Arctic Circle, until it entered the Barents Sea, where he was ordered to break off the trail and withdraw to the south-west.

When he berthed in Devonport on December 6, Farnfield described his experience as "most challenging, testing, wearying and successful". From initial detection on October 6 until December 1, a period of eight weeks *Sovereign* had crossed 10,724 miles of ocean and remained in contact with the

Delta for 49 days, a record for the longest trail of a Soviet submarine.

"It was hard work," wrote Farnfield, "for all the watchkeepers over 70 days, physically and mentally tiring, particularly for those most closely involved in the trail."

Sovereign had obtained valuable electronic and acoustic intelligence particularly about how Soviet commanders operated a Delta-class SSBN, while the Royal Navy and the US Navy now possessed a detailed track, they knew the speed and depth at which it operated, where and when it adjusted course, when the commander carried out a check of his stern arcs, when the submarine came up to periscope depth to communicate, and the various navigational methods used.



Farnfield, right, with the future King

Richard Hugh Farnfield was born on December 4, 1937, at Leamington Spa, the son of Captain G L Farnfield, DSO, DSC, who was first lieutenant of the destroyer Hereward, which had evacuated Queen Wilhelmina of the Netherlands in May 1940 after the German invasion. Young Farnfield was educated at Malvern College before joining the Navy as a public school entrant in 1956.

Work for VULCAN Submarine Reactor Test Site until 'at least 2027'

Author

Steven McKenzie

Scotland Highlands and Islands reporter

26th March 2025

A nuclear submarine reactor test site is to remain operational in the north of Scotland until at least 2027, Defence Minister Maria Eagle has said.

The Vulcan Naval Reactor Test Establishment (NRTE) at Dounreay, near Thurso, was built in the 1950s and supports about 280 jobs.

It was used for prototype testing of nuclear propulsion plants for more than 50 years, before the last reactor was shut down in 2015.



Vulcan has provided data for the running of seven different classes of Royal Navy submarine

Eagle said the work was now focussed on submarine fuel management, adding that the long-term plan remained to close and decommission the site.

It is on the Dounreay nuclear power complex, a civilian facility already in the process of being decommissioned and demolished.

Vulcan's workforce includes employees from contractor Rolls-Royce Submarines and the Ministry of Defence (MoD).

In a written statement, Eagle said: "The site continues to provide valuable support to the submarine enterprise, ensuring our submarines remain safe to operate in meeting our national security requirements, including the 'Continuous At Sea Deterrent, and we expect this to continue until at least April 2027.

"Once complete, the plan is to hand over the management of the Vulcan site from the MoD to the Nuclear Decommissioning Authority for decommissioning to commence."

She said fuel would be removed from Vulcan "as soon as is reasonably practicable".

The site provided data for seven different classes of Royal Navy submarines, including Trafalgar, Vanguard and Astute.

In 2014, it was revealed there had been a "microscopic" radiative breach at Vulcan two years earlier.

The statement confirming the incident by then Defence Secretary Philip Hammond sparked a political row..

The Scottish government criticised the UK government for not alerting it to the incident at the time in 2012.



A further challenge to the future of the site came in March 2015 when plans for a new prototype reactor were scrapped.

Jamie Stone, Liberal Democrat MP for Caithness, Sutherland and Easter Ross, and local Lib Dem councillor Struan Mackie welcomed Eagle's announcement.

Mr Mackie said: "We should be incredibly proud of the work conducted at Vulcan, and optimistic that the workforce has a continued role to play in the submarine enterprise and meeting national security requirements.

"Principal contractor Rolls-Royce is a significant and welcome part of our community, involved in local initiatives in addition to providing hundreds of highly skilled and rewarding careers in the Caithness and North Sutherland area."

Highland Council is due to discuss the future of Vulcan at a meeting on Thursday.

A group of councillors have backed a motion calling for the site to remain operational longer term in the interests of jobs and national security.

But Scottish Green councillors Chris Ballance and Ryan Mackintosh have table amendment calling for a ban on nuclear weapons in Scotland.

The wider Dounreay site is one of the biggest employers in the Highlands.

It employs 1,354 people - 96% of them living in Caithness and north Sutherland - according to the latest Dounreay Socio-Economic Report.

The report said the gross value added, a measure of economic impact per employee, stood at £55,900, was almost double the average for the Highland Council area.

Rodney Burge 50 year service medal award

Posted on 17th June 2021

Congratulations to Rodney Burge who has been awarded a medal by the RNLI, for 50 years of service. Rodney joined the Amble Lifeboat in 1969 after leaving the Royal Navy. He told The Ambler, "Even when I was a little laddie I always wanted to join the lifeboat. I went into the Navy when I was 15, left when I was 24 and volunteered straight away. It's always been part of my life."



Rodney Burge with his 50 year RNLI service medal

Rodney was born and raised in Amble, and joined the Navy in 1960, aged 15. Over the next nine years, he served on HMS Vernon, HMS Monkton, HMS Grafton, HMS Surprise and the submarines HMS Tiptoe, HMS Aurochs and HMS Dreadnought.

After leaving the Navy, he bought a trawler and turned his sights to fishing. His long service with the Amble lifeboats began as a crew member on the inshore lifeboat, and the all-weather lifeboat *Millie Walton*. In 1987 he progressed to second coxswain on the all-weather lifeboat *Margaret Graham*. He became coxswain in 1992. Rodney retired from the crew in 1999, and became Amble Lifeboat Station's deputy launching authority, after which, in 2008, he progressed to lifeboat operations manager. In 2015, he became the station's training coordinator.

Most recently he became Amble RNLI's press officer and wrote a book 'AMBLE and HAULEY Lifeboat Station' published by the RNLI.

In 2017, Amble took ownership of a £2M Shannon-class lifeboat the *Elizabeth and Leonard*. At the 'Official Naming Ceremony' Rodney was singled out for praise: Closing the ceremony, Dr. Paul Creighton thanked everyone who had made the day possible; the RNLI, the fundraisers, the crew and all those who support them onshore. He made particular reference to Rodney Burge, who many years ago, when it looked like the RNLI might close our station, said to the visiting Admiral, "We was here afore ye!" making reference to the fact that as a coal port Amble had always supported its seamen and had a lifeboat before the RNLI came into being. He firmly believes that if not for Rodney's intervention, this ceremony would not have been possible. A lifeboat has been part of Amble since 1842, although the station moved to Hauxley ten years later. The current lifeboat station was established in 1939, and since then Amble lifeboat crew have been presented with 18 awards for gallantry, including the first ever medals to be awarded for a rescue in an inshore lifeboat. Asked about how he felt serving for such a long period of time, Rodney joked: "I'm sure there's a fair few of the crew think I've been here longer than 50 years."

By Editor. Very sadly I have to report that Rodney Burge 'Crossed the Bar' in March 2025 aged 80.

SUBMARINERS 'CROSSED THE BAR' (Reported 1st January 2025 to 31st March 2025 (***) WWII Service)

Information on 'Submariners Crossed the Bar' compiled from CTBs reported by all available sources.

NAME	DATE/AGE	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
Brian Henry (Benn) Goulding	23rd January 2023 aged 94	Lieutenant Commander (X) (SM)	Friend of SM Museum	1948 to 1965	MONTCLARE, TOKEN (3rd Hand October 1950), TALLY HO (IL December 1953), TAMAR (May 1950) & MAIDSTONE (IL February 1964)
Fred Bottrell C/JX 544353	August 2024 aged 99	Able Seaman (ST)	Australia Branch	1943 to 1946 ***	H43, UPROAR, TIPTOE, TURPIN & VORACIOUS.
Bernard Richard Riley P/MX 912572	10th November 2024 aged 91	Petty Officer Cook	Barrow in Furness	July 1956 to June 1974	ACHERON (24th October 1956 to 30th November 1956), THOROUGH (16th May 1957), ANDREW (9th July 1958 to 31st May 1959), TELEMACHUS (1st June 1959 to 12th December 1959), AMPHION (23rd May 1960 to 4th June 1960), ARTFUL (23rd July 1960 to 25th November 1960), TABARD (12th February 196*), ASTUTE (December 1963 to 196*), MAIDSTONE & DREADNOUGHT (February 1966 to March 1971)
Thomas William Winter P/M932763	28th November 2024 aged 88	Chief Petty Officer Cook (S)	Royal Berkshire Branch	October 1956 to November 1976	DOLPHIN, ARTFUL, SCYTHIAN (on recommissioning at Rosyth on 14th September 1957), AMBUSH, ARTEMIS, MEDWAY, OTTER (on Commissioning at Devonport in June 1966), RESOLUTION, RENOWN (S) (1st Commission Crew) on 15th November 1968 & on 9th February 1970, TACTICIAN, VALIANT & RN SM School
John W Laing P/M 964840	29th December 2024 aged 84	Petty Officer Electrician (LTO)	Northeast Branch	January 1963 to February 1967	OPPORTUNE, ONSLAUGHT & TACITURN (on recommissioning on 10th March 1964)
Anthony J Farrant P/J 942246	3rd January 2025 aged 85	Able Seaman (UW3)	Leicestershire & Rutland Branch	November 1958 to January 1966	TOTEM (on Commissioning on 21st September 1959), RORQUAL, ANDREW, ANCHORITE (on Commissioning on 11th October 1962) & TALENT
Brian Samphire	4th January 2025 aged 83	Chief Petty Officer (Nav Systems)	We Remember Submariners	Not given	Including RENOWN & REPULSE
Richard (Reggie) Perrins	7th January 2025	Able Seaman (Sonar) (SM)	We Remember Submariners	to 1998	Including TIRELESS
Robert (Bob) Noades	7th January 2025	Control Electrical Mechanic	We Remember Submariners	Not given	Including SEALION in 1977
Edward Arthur Selby P/JX 518969	9th January 2025 aged 99	Able Seaman (SD/R)	Dolphin Branch (ex-London Branch)	October 1943 to September 1946 ***	DOLPHIN, TIRELESS & TURPIN
Dean Charles Elliott	13th January 2025 aged 55	Petty Officer Medical Assistant (SM)	We Remember Submariners	Not given	VIGILANT (on Commissioning on 2nd November 1996), VICTORIOUS (2003) & TRENCHANT (2008)
John Anthony Bartlett	15th January 2025	Commander (E) (MESM)	We Remember Submariners	1966 to 1992	BRNC Dartmouth, CORUNNA, RNEC Manadon, DOLPHIN, REPULSE, ONYX (MEO 10th May 1975), DOLPHIN, CHURCHILL (MEO 1981 & on recommissioning on 7th May 1983), RNEC Manadon, RNC Greenwich, MoD London, CincNavHome & NTD Faslane
Richard Hugh Farnfield CO 03169W	16th January 2025 aged 86	Captain (X) (SM)	Friend of SM Museum	November 1959 to June 1988	TRENCHANT, SEA DEVIL, TOTEM (on commissioning on 28th January 1963), TRUNCHEON, OPPORTUNE, CACHALOT (IL 23rd January 1967), COQC No. 67A, SEALION (CO), VALIANT (IL),

					SOVEREIGN (CO), SAKER & FOSM Staff
Robert John Gray	17th January 2025 aged 85	Commander RCN	Submarines Association of Canada	Not given	GRAMPUS, NARWHAL, OSIRIS, OTTER, OJIBWA & ONONDAGA COQC No. 2B/74
David Lutwyche D116276G	17th January 2025 aged 74	Charge Chief Marine Engineering Artificer	West of Scotland Branch	Not given	COURAGEOUS, REVENGE & REPULSE (P) on recommissioning in 1987
Alec C Lumb D194880N	19th January 2025 aged 62	Petty Officer Writer	Dolphin Branch & We Remember Submariners	March 1988 to January 2000	ONSLAUGHT, URSULA (1st Commission Crew on 8th May 1992), TALENT, TRAFALGAR & CENTURION (SM Drafting Desk)
Kenneth P Kidd D051867Z	20th January 2025 aged 83	Mechanician 1 (P)	Sunderland Branch	1968 to 1976	OPOSSUM (on commissioning on 3rd October 1968) & REVENGE (P) (on recommissioning on September 1975)
G J (Billy) Gibson D067271B	20th January 2025 aged 88	Petty Officer. MEM	Portsmouth Branch	1965 to 1986	RORQUAL (1965), AURIGA (1966), ALCIDE (1968), GRAMPUS (1971), OPOSSUM (1973 & on 'recommissioning' on 2nd August 1974 & OCELOT (1977)
John Jeremy Sykes Daniel	25th January 2025 aged 87	Lt Commander (X) (SM)	Friend of Submarine Museum	1961 to 1975	FINWHALE (1962), TOTEM commissioning 28th January 1963), DOLPHIN (1964). ANCHORITE (IL 1966), FORTH (1967), OLYMPUS (1968), COQC No. 67A, TIPTOE (CO 1969), DOLPHIN (SOA 1970 to 1971), OPOSSUM (CO 4th February 1971 to 1972), VICTORY (1973) & ANZUK (1974 to 1975)
Calvert Fell D111288J	29th January 2025 aged 74	Chief Petty Officer Medical Assistant	West of Scotland Branch	1978 to 1990	SOVEREIGN (1978 to 1981), REVENGE (1983 to 1984), VALIANT (1985 to 1988) & CHURCHILL (1988 to 1990)
Robert F Clarke D076444D	30th January 2025 aged 79	Leading Cook	Medway Towns Branch	July 1967 to January 1977	OTTER, VALIANT (on recommissioning on 12th May 1972), SOVEREIGN (1st Commission Crew) on 11th July 1974 & CHURCHILL (on commissioning on 28th October 1975
David Flamson K93132288	31st January 2025	Chief Mechanician	Blyth & Wansbeck Branch	October 1953 to February 1968	SPRINGER (1955 to 1957), ORPHEUS (1962 to 1963), AMBUSH (1963 to 1966 & on commissioning on 26th March 1964) & OPPORTUNE (1966 to 1967)
Reginald Keith Ellsworth	2nd February 2025 aged 74	Lt Commander (WESM)	We Remember Submariners	Not given	RESOLUTION (S) 1981, NEPTUNE 1989 & RESOLUTION (S) 1991
Rodney J B Brownstone C/JX 921632	7th February 2025 aged 87	Chief Radio Supervisor (G)	Medway Towns Branch	1956 to 1958	TRESPASSER (1956 to 1957), SENTINEL (1957) & SANGUINE (1957 to 1958)
Denis Gustave Chitouras, RCN	11th February 2025 aged 69	Chief Engine Room Artificer	SAOC	Not given	OJIBWA, ONONDAGA & OKANAGAN
Robert Canning (Rob) Smith	13th February 2025	Commander (X) (SM)	Friend of SM Museum	1966 to 1993	DOLPHIN, OLYMPUS, WARSPITE (NO), DOLPHIN, COQC No. 72/2, GRAMPUS (CO), NEPTUNE, CONQUEROR (IL), NEPTUNE, SCEPTRE (CO), DNOR, DNW/DSWS, MOD Bath, FOSM Subela & MoD Bath
John (Jonny Mac) McLeod	20th February 2025	Leading Marine Engineering Mechanic	We Remember Submariners	Not given	NARWHAL, WALRUS & ORACLE
David New	20th February 2025	Chief Petty Officer MEM (M)	We Remember Submariners	Not given	CHURCHILL, SPARTAN & NTD Faslane
John Carl (Tiny)	24th February	Chief Radio Supervisor	We Remember	Not given	including SSBNs

Mason	2025 aged 65		Submariners		
David (Dave) Patterson	February 2025	Not given	We Remember Submariners	Not given	including VALIANT & CONQUEROR
Ronald Burge	6th March 2025 aged 80	Leading Seaman	We Remember Submariners	To 1969	DOLPHIN, TIPTOE, AUROCHS & DREADNOUGHT
Graham Tolhurst Baynes CO 00606B	7th March 2025 aged 91	Commander (E) (MESM)	Friend of Submarine Museum	To 1981	DOLPHIN, TACTICIAN (1962), OSIRIS (1964), PRESIDENT (1966), DG Ships (1967 & 1968), Greenwich (1969), RESOLUTION (P) (1971), HMNB Rosyth (1972), CALEDONIA (1974 & 1975), NEPTUNE (1976 & 1977), DRAKE (1980) & DEFIANCE (1981)
Leonard Frank Porter P/MX 856568	13th March 2025 aged 93	Chief Engine Room Artificer to Commander (E) RCN	Friend of Submarine Museum	July 1958 to November 1962 & 1964 to 1979	DOLPHIN & TAPIR & ALARIC, TALENT (1966), FINWHALE (1967), INS DAKAR (Liaison), TRUMP (1968 & 1969), FOSM Staff, SEALION (1972), DG Ships (1973 to 1975), RCN (1976 to 1979) & NEPTUNE
Roy Cross 066993	13th March 2025 aged 81	Leading Radio Operator (G)	Norfolk Branch	1966 to 1969	DOLPHIN, WARRIOR, OPPORTUNE, SEALION & RENOWN
Walter S (Wally/Pony) Moore P/KX 931434	17th March 2025 aged 89	M(E)1	Dolphin Branch	June 1955 to November 1966	SCYTHIAN, TRUMP & AUROCHS
J (Jim) McMaster D07260177	18th March 2025 aged	CPO Marine Engineering Artificer	West of Scotland Branch	1965 to 1986	AURIGA on 'Commissioning' on 7th October 1965, OBERON on Commissioning on 11th March 1970, WARSPITE, ORACLE, REVENGE (P) (1st Commission Crew) on 4th December 1969, REVENGE (S) on recommissioning 4th September 1982 & REPULSE
J (Jim) Fennemore	18th March 2025	CPO Marine Engineering Artificer	We Remember Submariners	TBA	REPULSE & REVENGE
Roger (Polly) Pyman	18th March 2025	Chief Radio Mechanician	We Remember Submariners	TBA	TIPTOE. CACHALOT & PORPOISE
Timothy Kelsey Cannon, QGM	20th March 2025 aged 81	Commander (E) (MESM)	Friend of Submarine Museum	1969 to 1993	DOLPHIN, RESOLUTION (S) (2nd Commission Crew on Commissioning on 10th July 1971), COCHRANE, DG Ships, WARSPITE, NEPTUNE, DG Ships/DPT SM, MoD Bath, NEPTUNE, DEFIANCE & MoD Bath
Peter R Fox D070918Y	26th March 2025 aged 79	Leading Cook	Dolphin Branch	1967 to 1978	ALDERNEY, OCELOT re-commissioning in 1967 & ORPHEUS
Ray (Andy) Andrews	28th March 2025	Radio Mechanician	We Remember Submariners	Not given	SCEPTRE & SPLENDID
John Bailey D085386	March 2025 aged 76	Leading Ordnance Engineering Mechanic	Barrow in Furness	from August 1968	REVENGE (P) (1st Commission Crew) on 4th December 1969 & SOVEREIGN

