IN DEPTH

Official Newsletter of the Submariners Association

Patron: Admiral Sir James Perowne KCVO, KBE
Vice Patron: John Weale CB, OBE

Issue No: 91 www.submarinersassociation.co.uk January 2026

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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: HMS AGAMEMNON conducts its Trim and Incline Experiment in the Devonshire Dock at Barrow
Photo Credit: Ed Downer

EDITORIAL

Hello Everyone
Greetings from the Royal Port of Barrow in Furness – I just had to say that again! As you know King Charles III recently visited Barrow and conferred the Royal Title on the Barrow Docks and surrounding areas.
Once again apologies for the later than usual arrival of In Depth No 91. My excuse this time -apart from the fact that I had more items to consider and choose from than usual - is that it was for reasons beyond my control. No excuse really and I promise to do better next time.
A reminder that 2026 is the 125th Anniversary of the Royal Navy Submarine Service – Submarine Holland No. 1– the first of s class of five Submarine Boats being launched in 1901. I believe there are a number of events being planned to mark this historic occasion. Details will be advised when known!
You will still find all of the usual items in this Edition and I am sure you will all find something interesting to read.
Please note that 'In Depth' Issue No. 92 will be published on 1st April 2026. Contributions (especially reports of Branch Events and Socials) are required to be with the Editor (me) by 15th March 2026 - 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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Submariners Association Chairman's Update

By Andy Knox, National Chairman

As we begin a new year, I would like to wish every member of the Submariners Association, along with your families and supporters, a very Happy New Year. I hope 2026 brings you good health, renewed purpose, and continued camaraderie within our unique and proud community.

The year opens with an important and celebratory milestone for one of our branches. On 10th January, the Morecambe Bay Branch will mark its 50th Anniversary Dinner—a remarkable achievement that reflects five decades of commitment, fellowship, and service to submariners past and present. Branch anniversaries such as this remind us that the strength of the Association is rooted firmly at branch level, sustained by volunteers who give their time, energy, and experience to support one another and uphold our traditions. I offer my sincere congratulations to all involved in reaching this significant landmark.

Later in the month, we turn our thoughts to remembrance and reflection. From 23rd to 25th January, the K13 Memorial Weekend will take place, led by the West of Scotland Branch, with valued support from the Blackpool and Fylde, Essex, Manchester, Scottish, and Barrow Branches. This annual commemoration is one of the most significant events in our calendar, honouring those lost in the K13 tragedy and reaffirming our enduring commitment to remember all submariners who have given their lives in service. My thanks go to all branches involved for their dedication in ensuring this important weekend continues to be delivered with the dignity, respect, and professionalism it deserves.

Looking ahead, our focus then turns to March, when we will come together for the Annual General Meeting and Family Reunion Weekend. The AGM remains a cornerstone of our governance, providing the opportunity to reflect honestly on the year past, set our direction for the year ahead, and ensure the Association remains fit for the future. Equally important is the family reunion element of the weekend, which reinforces that the Submariners Association is not just about those who served, but also about the families who stood alongside them—often unseen, but never unvalued.

As we move further into this pivotal year, with major milestones on the horizon for the Submarine Service, it is vital that we continue to strengthen engagement, support our branches, and look after our people—serving, veteran, and family alike. The challenges are real, but so too is the resolve, experience, and unity within this Association.

Thank you, as always, for your continued support, dedication, and commitment. I look forward to seeing many of you over the coming months and to working together to ensure the Submariners Association continues to thrive.

Kind Regards,

Andy Knox
National Chairman
Submariners Association

A Message from the We Remember Submariners Charity
Reporting Submariners Crossed the Bar (CTB)

One of the main objectives of the We Remember Submariners Charity is to ensure that no Royal Navy Submariner shall 'Cross the Bar' without recognition of their service. Something all those serving, veterans and families would want as well. This is achieved by funding a wreath, or donation in lieu, as specified by the Next of Kin, for the Funeral, along with a Card of Condolence and Memorial 'Moly' pins, to the immediate family, once we are made aware.

The key message here is that '***once we have been made aware***'. It requested that if you know a Submariner has 'Crossed the Bar', you report it as soon as possible to the WRS via our Facebook page, the WRS Website or using one of the following links

Crossed the Bar Notification - We Remember Submariners
Crossing the Bar – The Submarine Family
Email: CTB Manager at ctb-info@weremembersubmariners.com

The family's permission is required before we can publicly announce the CTB. If you know the family, please ask them to contact the WRS. It is helpful if you can give the CTB date, their Rate or Rank and any appropriate career details.

Membership in the WRS is encouraged so that we can continue to support Submariners and their families.
We Remember Submariners Membership - We Remember Submariners

DISCLAIMER

This Newsletter is published by the Submariners Association and is © 2026. The opinions expressed in these pages are not necessarily the opinion of the Editor, the Submariners Association, the MoD, or the Submarine Service unless otherwise stated. The Submariners Association may not agree with the opinions expressed in this Newsletter but encourages publication as a matter of interest. Nothing printed may be construed as policy or an official announcement unless so stated. Otherwise, the Submariners Association accepts no liability on any issue in this Newsletter.

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 – particularly We Remember Submariners and Friends of the Submarine Museum.

What I am looking for are 'First Commission' Crew Lists for PORPOISE, GRAMPUS, CACHALOT, WALRUS, OBERON, ONYX, ORPHEUS, ODIN, OTUS, UNICORN, AUDACIOUS, ANSON & AGAMEMNON. Also Crew Lists for any Commissioning or Rededication 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) We Remember Submariners

(4) The Royal Navy Submarine Museum. Any Donations or Bequests for the Submarine Museum should be directed to either the 'Friends of the Submarine Museum' or to the 'National Museum of the Royal Navy'.

SUBMARINERS ASSOCIATION MEMBERSHIP UPDATE JANUARY 2026

SA Registered Members:

At the Start of July 2025 it was reported that there were 1,240 members registered on the website. The rate of new registrations had slowed significantly, which had been expected. Members were then able to manage their own data. However, you may be aware via your Branch Meeting or from messages from your Branch Secretaries that there have been problems with both the Submariners Association Website and with the SA Membership Database as a result of which both are currently in the process of reconstruction. Luckily an archived copy of the previous data base has been located (it dates from April 2022) but it is starting point for the Membership Data Base reconstruction – if the known new joiners since then are added and the known leavers subtracted

All Association Members are requested to connect with their local Branch Secretary and/or Membership Secretary as soon as possible so that the reconstruction process progresses quickly and that you (and other Members) are properly and correctly included on both National and Branch Membership lists. Don't forget that, unless your Branch Membership Secretaries have your up to date Service and Contact details you may miss out on what is going on in the Association

Don't forget that Branch Meetings and Social Activities are a great way to rekindle the camaraderie you enjoyed during service (or continue it if still serving). Please consider reaching out to your local Branch if you haven't done so already.

SA Website:

Members should be aware that the Association Website is currently not available. The SAC have been looking at the options for re-establishing the Website and Members will be informed of progress in due course.

Submissions from Branches and Members had noticeably reduced during 2025 compared to the 2024 peak. Thank you to those who do submit posts which are vital for keeping the Website engaging for both current members and potential visitors. Meanwhile please continue to generate your input for the website but hold on to your submissions for now – details for submissions to the New Website will be advised in due course

If Branches or individuals attend events or visit places of interest, please share photos and any relevant information for publication

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

The OBOR content continues to make progress thanks to our amazing team of researchers, with stories now written for approximately over a thousand of the 5,947 people listed. Visitor comments continue to come in at a good rate and we have now had over two hundred comments on people alone - plus some on individual boats on which visitors or their families may have served. These comments clearly indicate that memories of those that sacrificed their lives in the submarine service remain alive for many people. The OBOR sub-title "*Only the forgotten are truly dead*" seems very apt. If you had shipmates or family who died in submarine service, please look them up and leave a comment."

Please note that the OBOR Website is in the process of being rehosted - starting in January 2026 but this should not interrupt the process of accessing the OBOR and submitting comments.

Peter Jeanneret

AROUND THE BRANCHES
WEST RIDING BRANCH

The SA, West Riding Branch will be holding a Special Meeting, on the 16th of January 2026. Hosting the SAC and invited members from up to fourteen (14) other SA branches. This is the 3rd such 'SAC meets the SA Members' Face to Face.

The meeting will be held at Tong Street Conservative Club, 515 Tong Street, Bradford. BD4 6NA. Arrive from 19.30 to start at 20.00, Associate Members welcome as there will be a Buffet and Social on completion of the Branch Meeting.

In addition to this the West Riding Branch is holding its Christmas/ New Year dinner on Saturday the 17th of January, cost £38pp any brothers or sisters of the deep who are not aware of this weekend event and wishes to join us please contact Mark 'Barney' Pugh on 077 1521 2050 or markpugh1965@live.co.uk, to register and receive full details of accommodation, times and dinner venue.

Yours Aye

Mark 'Barney' Pugh

Submariners Association,
West Riding Branch, President

Shotley Submarine Memorial Service 2025

By David Griffiths,
Secretary Colchester Branch

We couldn't have our usual Church Service at Shotley this year as the Church has some serious structural problems and is now locked for safety. However, a group of six Branch Members and their partners gathered at the Memorial in the Submarine Enclosure where we held a short service of Remembrance and laid our wreath. After the service we had lunch at our normal Branch Meeting place - The Anchor at Stratford St Mary.

GOSPORT BRANCH OF THE SUBMARINER'S ASSOCIATION ANNUAL MEMORIAL DINNER 2025

This year's annual Memorial Dinner was held at The Duke of Connaught Club in Fareham, where 50 members, wives, and guests enjoyed excellent food and warm company.

Our Chairman, Steve Thorpe, opened the evening by welcoming members and honoured guests, Her Worship the Mayor of Gosport, Councillor Kirsten Bradley, and her Consort, Mr Jonathon Bradley. He expressed gratitude to the social secretary team for their outstanding work in organising the event, with a special mention to 'Pinky' Floyd for his remarkable achievement in raising over £1,666 for homeless veterans during his "Big Sleep Out" at Stonehenge the previous evening.

The formal proceedings began with the Marching in of the Standard, carried by branch member Colin Mould. This was followed by the poignant honouring of absent friends and the lighting of the symbolic candle, undertaken by US Navy Submarine veteran Jon Schultz. Between the three courses of dinner, branch members read aloud the names of all UK submarines lost, paying tribute to those on eternal patrol.

Following the loyal toast to the King, our President, Chris Groves, introduced the Guest Speaker, Commander Bob Laverty RN. Bob delivered an engaging address on "Life After Perisher," reflecting on his distinguished career following the receipt of the dreaded bottle of Single Malt from Teacher. His speech was met with enthusiastic appreciation from members and guests alike.
The Chairman closed the evening by thanking everyone for attending and inviting us to show our appreciation to the catering staff, whose fine food and friendly service contributed greatly to the success of the event.
It was a memorable occasion, and thoughts are already turning to next year's special Memorial Dinner, which will commemorate the 125th anniversary of submarines.
Nige Denham

Gosport Submariners Resurface for Annual Xmas Bash — Bar Stock Left in Critical Condition

Gosport Submariners Association had more than 70 submariners from across the Gosport area gathered on Wednesday 3 December for a lively Xmas social held at the Royal Naval Association (RNA) in Gosport, an evening that blended tradition, camaraderie, and classic naval humour.
The event drew serving and veterans from multiple generations of the Submarine Service, many of whom had served on some of the Royal Navy's most iconic boats. An auction and raffle were held, during which several submariners paid suspiciously high prices for items they absolutely did not need, could not carry home, and may not even remember bidding on. One guest was seen proudly leaving with a framed picture of a ship he never served on. Another won a crest and promptly offered it as a "trade good" at the bar.
Entertainment was provided by none other than Shep Woolley, who once again demonstrated his remarkable ability to get a room full of ex-submariners laughing, singing, and nearly spilling their drinks—a serious offence in any naval establishment. "Shep brings something a unique form of entertainment—keeping everyone amused and entertained with humour and songs," said RNA Gosport chairman Steve Thorpe. "It's more than entertainment; it's a connection to the Royal Navy."
Throughout the night, submariners swapped stories, reunited with old shipmates, and welcomed partners and family members into the fold. Organisers warn that next year's event may require reinforcement of the bar area, additional raffle prizes, and possibly a noise abatement plan—though Gosport residents have reportedly agreed to "just put up with it."

A fantastic evening, enjoyed by all.
Merry Christmas everyone.

Barrow Branch - Memorial Service held for World War One Submarine Crews

The Barrow community came together to honour the lives of crew members who went down with two locally-built submarines.

A Re-dedication Service was held at the Barrow Memorial on Sunday, September 14th in tribute to the WWI Australian submarines AE1 and AE2. This date was chosen because it was the 111th Anniversary of the loss of Submarine AE1 – the first Submarine loss of WWI

These were the Royal Australian Navy's (RAN) first two submarines, built by the Vickers Shipyard in Barrow and commissioned into Service in February 1914.

The Service of Rededication was organised by the Barrow-in-Furness Branch of the Submariners Association in conjunctioa the Barrow Town Council and BAE. And other Service Associations

It was also the Unveiling Ceremony of a QR Code Plaque - sited centrally at the foot of the Memorial - enabling access to an 'Online Book of Remembrance' (OBOR) listing all Submariners lost in Royal Navy Submarines. The OBOR is an ongoing project by the 'Society Of Friends of the Royal Navy Submarine Museum' to record the story of all those lost Submariners - also allowing family and friends to contribute their memories The QR Code Plaque was provided by the 'Friends' and the black marble plinth on which it is mounted was funded by BAE.

Photos courtesy of BAE and The Mail (Barrow)

UK Planning to Open an Additional Submarine Dockyard?

Full speed ahead for the front end of HMS DREADNOUGHT through Barrow in Furness en route to the BAE Submarine Assembly Hall - DDH(Dreadnought Alliance)

From The Maritime Executive 21st September 2025

In response to a parliamentary written question, the British Ministry of Defence has confirmed that as part of a $460m upgrade to Rosyth Dockyard on the East coast of Scotland, a docking facility is to be created able to receive Dreadnought Class nuclear ballistic missile submarines.

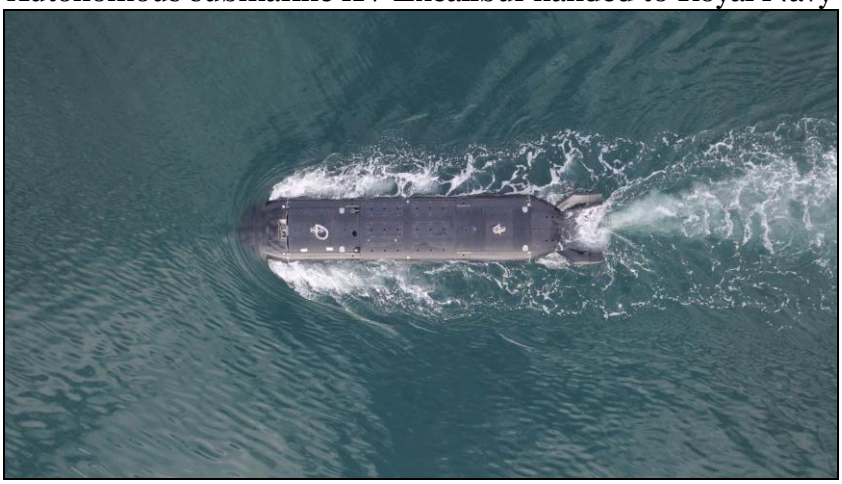
The requirement has arisen because once launched from Barrow, scheduled not before 2028, first-in-class HMS DREADNOUGHT will be too large to get back into Barrow after its fitting-out and during sea trials. The lack of sufficient space is likely to get worse, as submarine production at Barrow is accelerated to deliver a submarine every 18 months as part of the AUKUS program. Nor will there be capacity for the boat in the Faslane Naval Base on the Clyde.

Rosyth Dockyard with HMS QUEEN ELIZABETH (R08) under maintenance in 2024 (Google Earth/Airbus/CJRC)

Although it still retains a Royal Navy presence in the form of the shore station HMS CALEDONIA the Rosyth Dockyard was privatized in 1993 and bought by Babcock International. The dockyard currently has a role is breaking up decommissioned nuclear submarines, the Royal Navy's two aircraft carriers were completed at Rosyth, and Type 31 frigates are built in the yard. A submarine maintenance facility was built at the yard in the late 1980s but was never brought into use before the work was transferred to Devonport. Hence it is likely that the new facility can take advantage of some existing infrastructure.

With a period approaching when the UK's nuclear attack submarine fleet is to nearly double in size, with the nuclear ballistic Vanguard Class coming out of service and the Dreadnoughts coming into service, the Ministry of Defence may have concluded that having only two active submarine dockyards, at Faslane and Devonport, presents too much concentration of risk and insufficient contingency capacity. The scope and role of the new facility, and who is going to pay for it, is likely to be the subject of ongoing discussions between Babcock and the UK government.

Autonomous submarine XV Excalibur handed to Royal Navy



Autonomous submarine XV Excalibur underway while surfaced.
Image via MSubs Ltd

The UK Submarine Delivery Agency (SDA) announcement on 11 December 2025 that it handed over autonomous submarine XV Excalibur to the Royal Navy. Excalibur is a 12-metre experimental vessel. At a displacement of 19 tonnes, it's the largest uncrewed underwater vessel ever tested by the Royal Navy.
UK MoD press release

It's been a busy year for the SDA's Autonomy Unit who have achieved several milestones with XV Excalibur, the UK's first uncrewed submarine. Officially classified as an Extra-Large Uncrewed Underwater Vehicle (XLUUV), Excalibur is a 12-metre experimental vessel. At a displacement of 19 tonnes, it's the largest uncrewed underwater vessel ever trialled by the Royal Navy. The culmination of Project Cetus, it's been developed in under three years by the SDA in partnership with MSubs Ltd. Sponsored by the Royal Navy, Project CETUS aims to build trust in Autonomy and be a testbed to assess military payloads and missions.

Official naming ceremony In May 2025 EXCALIBUR was names and unveiled, at a ceremony in His Majesty's Naval Base (HMNB) Devonport. It will now spend the next two years carrying out extensive sea trials, which will help understand the opportunities and challenges of operating an uncrewed vessel of this size.

Exercise Talisman Sabre Excalibur's long-distance interoperability was demonstrated just months after the ceremony, in Exercise Talisman Sabre. During the exercise in August the Royal Navy successfully controlled Excalibur in UK waters from a remote operating centre in Australia – more than 10,000 miles from the vessel's home in Plymouth.Part of AUKUS Pillar 2, the "advanced capability" component of the AUKUS trilateral partnership, the exercise marked the first time the UK and Australia, have demonstrated XLUUV interoperability as a single fighting force.

Picture courtesy of Guardian RIB Charter / @GuardianRIB

Quantum optical atomic trials

This was followed with a world-first trial, as Excalibur went to sea with a quantum optical atomic "Tiqker" clock on board developed by Infleqtion, a UK company leader in Quantum Technology. This marked the first time such a device has been operated at sea in an underwater vessel. Unlike surface vessels, submarines cannot rely entirely on Global Positioning System (GPS) for navigation. Traditional microwave-based clocks provide stability but can drift over time, making them less accurate. The use of quantum technology like Tiqker enhances a submarine's ability to maintain accurate timing and navigation and reduces the need for external signals. This allows the submarine to stay submerged and covert for longer periods. This trial was not only delivered successfully by the SDA's Autonomy Unit, MSubs, Infleqtion and Royal Navy, but also took place six months ahead of schedule.

Handover to the Royal Navy

Since launching in February 2025, Excalibur has completed many acceptance trials, surpassing several original design specifications. Excalibur has now officially been handed over to the Royal Navy. The SDA's Autonomy Unit will continue to support the Navy on Excalibur's test and evaluation programme, which aims to learn more about her capability and how we can effectively introduce autonomy to operational use. This year's progress heralds an exciting future in which autonomous underwater vehicles and nuclear submarines work in unison to provide exceptional underwater capability for the Royal Navy. Excalibur's capability positions the UK as a leader in underwater autonomous technology and showcases the SDA's ability to exploit the latest technologies in the interests of national security.

SDA's Autonomy Unit

SDA's Autonomy Unit is a team of engineers who develop some of the cutting-edge technology that will support the Royal Navy's submarine service in the future. They focus on innovation in the autonomous space, which refers to vehicles which can operate remotely and without direct human input.

Project EUSTON

Design of floating dry docks for Royal Navy submarines is underway. The Ministry of Defence has confirmed that project EUSTON is progressing towards a future manufacturing contract, subject to completion of detailed

design work and a procurement process. EUSTON is intended to deliver one or more floating dry docks to support RN nuclear submarine maintenance, likely at Faslane. Responding to a Parliamentary question, Defence Minister Lord Coaker confirmed that preparatory work is already underway and that the MoD plans to place a contract for manufacture once design maturity and procurement milestones are reached. While the programme does not formally sit within the National Shipbuilding Strategy, the sector has been identified as well-positioned to be involved.

The project is part of an effort that has assumed increasing urgency to modernise the UK's submarine support infrastructure, particularly for deep maintenance and refit activity. The RN currently relies on a small number of ageing docks, designed decades ago for smaller classes of submarines. Preparations continue for the introduction of the 17,200-tonne Dreadnought-class SSBNs, while maintenance demands for the Vanguard-class will increase before they reach the end of their extended lives. Together with a long-term aspiration for 12 SSNs, future pressures on nuclear-licensed dockyard infrastructure are set to grow.

The dock 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 contains ballast tanks, which help regulate the dock's draft and maintain structural rigidity (image: Navy Lookout mock-up)

Submarine dock capacity is already tightly scheduled at HMNB Devonport, and at HMNB Clyde, only the shiplift can support out-of-water maintenance. Mobile dock solutions offer the potential to mitigate single-point-of-failure risks and reduce bottlenecks during planned and unplanned maintenance periods. Floating dry docks are a more affordable and rapid means of expanding capacity without reliance on graving docks. 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. A floating dock is not an entirely self-contained system, and if semi-permanently located at Faslane, will need a jetty or connecting ramps for contractor access and the provision of secure electrical and cooling water supplies.

There are several UK sites that could potentially construct the docks; the Navantia Methil yard on the Firth of Forth is one option. No floating docks have been built in the UK since the 1960s, implying foreign expertise may be needed for the project. With design work now underway, the coming investment decision point will be critical in determining whether EUSTON can transition from planning to delivery. Although not yet confirmed, funding is likely to be a priority as any delays would prolong existing capacity constraints at a time when the RN submarine flotilla urgently needs to increase and sustain its operating tempo.

Royal Navy's Submarine Service holds annual 'Submarine Oscars' in Glasgow

Beth Oliver Tue 14th October 2025

Royal Navy's Submarine Service holds its 2025 'Submarine Oscars' in Glasgow

Image: Supplied)

The Royal Navy's Submarine Service has honoured its brightest and best at a special awards ceremony. Dubbed the Submarine Oscars, the annual event returned to Glasgow on Saturday, October 4, to celebrate outstanding achievement across the service. Held at the Glasgow Hilton, the awards night was attended by veterans, serving personnel and their families, all gathered to recognise the dedication and commitment of those serving both above and below the waves.

The photo shows Anthony Cotton MBE, Warrant Officer First Class Mark Harris, Commodore Benjamin Haskins CBE and some of the guests at the OSCARs. The event was hosted by actor and armed forces ambassador Antony Cotton MBE, best known for his role on Coronation Street, who is also a patron of Help for Heroes.

More than 400 guests enjoyed an evening of fine dining, live music and a submarine-themed gift bag crafted by Chief Petty Officer Mark Jones of Fleet Operational Standards and Training, Submarines.

Commodore Ben Haskins CBE, deputy rear admiral submarines and commander submarine flotilla, said: "It was an enormous privilege to host the annual Submarine Awards. "Tonight was about highlighting the outstanding achievement of submariners and the Submarine Service on operations, during training and in the conduct of their duties. "Critically, it also enabled us to recognise the phenomenal support offered to us by our families. "By joining together with our remarkable charitable and industry partners for this event, we were able to showcase the Silent Service, which is so much greater than the sum of its parts – a truly nationwide enterprise driving to support those who come unseen."

THE AWARDS

Awards presented during the evening included the Orpheus Award, won by Lieutenant Commander San RNR; the Naval Families Federation Award, won by Chief Petty Officer Thompson; and the Royal Navy Family and People Support Award, won by Warrant Officer 1 Harris RN.

The Dean Rodgers, MBE Submarine Family Award was presented to Chief Petty Officer Foran, while the Molyneux Award was won by Able Seaman Cuthbert.

The Submariners Association Award went to Medical Assistant Morgan-Aston.

Commander Smith received the Valiant Trophy, won by the crew of HMS VANGUARD, on behalf of the ship's company.

The Conqueror Trophy was won by the crew of HMS ASTUTE and received by Commander Church MBE on their behalf.

Lieutenant Commander Orr received the Submarine Engineering Excellence Award, won by the crew of HMS Victorious on behalf of the ship's company.

The Distinguished Achievement Award was won by Lieutenant Commander Rawlinson; the Armourers and Brasiers Submarine Prize by Commander Gabb MBE; and the Thomas Tunnock Award by Petty Officer Griffiths.

Raffles and auctions also took place, with all proceeds going to the Royal Navy Royal Marines Charity (RNRMC). The event was sponsored by Atlas, Babcock, China Fleet Club, ESS, Fast TSL, James Fisher Defence, Lockheed Martin UK, Qinetiq, RB Safety, Rolls-Royce, the Royal Navy Royal Marines Charity, the Submarine Family, Thales, Veolia and We Remember Submariners.

FIRST SEA LORD ORDERS 100 DAY PLAN TO FIX RN SUBMARINE AVAILABITY CRISIS

Defence Eye reports that General Sir Gwyn Jenkins has launched an urgent 100-day drive to tackle systemic submarine maintenance delays. He has ordered the creation of a new Submarine Maintenance Recovery Plan designed to urgently address issues causing extended patrols for the Vanguard-class and the chronically poor availability of Astute-class boats. Speaking to officers and civil servants during a 'clear lower deck' at NCHQ in Portsmouth last month, Jenkins said the navy must start "cutting through bureaucracy to get projects and ideas progressing faster" and warned that "unnecessary processes" were undermining combat readiness across the RN, Marines, RFA, and the wider MoD. He described the next 100 days as a defining test of whether the Service can regain control of its maintenance activity.

There have been several periods in the last few years when the RN has not had a single SSN at sea. Currently, only one of the six boats in commission is operational, and four of them are at very low readiness. Maintenance backlogs have also forced the four Vanguard-class SSBNs to remain on deterrent patrol for six months or more, almost doubling their intended length, placing additional strain on crews and equipment. "The nuclear deterrent is my number one priority and that is a whole force effort" Sir Gwyn said. A core part of his directive focuses on rethinking the £1bn-plus Clyde 2070 infrastructure programme, which is intended to prepare the base for the Dreadnought-class and replace ageing jetties and equipment to support an expanding submarine fleet into the 2070s. (Note: Project Euston to procure floating dry docks at Faslane is part of a separate initiative).

HMS ARTFUL alongside in Faslane. Believed to be slowly regenerating, having not been to sea since mid-2022. Photo: Chris Caine

A new model of delivery intended to give naval officers greater influence over work managed by contractors and the Defence Infrastructure Organisation may be required. *"We need to agree how the Clyde 2070 programme will be owned and how the Navy will play its part in successfully delivering it,"* Jenkins told staff, signalling frustration with existing oversight arrangements that have led to repeated delays and cost increases.

Sir Gwyn's comments reflect a growing impatience with what he termed *"red tape that stops you doing your jobs"*. He has urged senior officers to shed bureaucratic habits and empower front-line teams, saying the Navy must *"focus on the things that matter"* and *"make the organisation more agile"*. The First Sea Lord also underlined that the Service must embrace new technologies more quickly: *"We are in an age of great technological change, and our job is to keep up. We want to wield the latest technology in pursuit of our enemies, innovation not just in systems, but in how we work."*

Jenkins' decision to place his personal authority behind this initiative reflects a recognition that the situation has become untenable. Whether his '100-Day Challenge' can overcome years of decline and restore the credibility of the UK's submarine enterprise will be a critical early test of his leadership. He will likely find himself up against a government system enabled by civil servants, quangos, unions and lawyers, many of whom are addicted to bureaucracy, inertia, risk aversion and adherence to process over common sense. Tight budgets and a shortage of qualified people also add to the difficulties. Either way, Jenkins' efforts and his unwillingness to accept the status quo should be heartily applauded, and we wish him every success.

UK confirms new Astraea Nuclear Warhead progressing

By Lisa West,October 21, 2025

An unarmed Trident II (D5LE) missile

The Ministry of Defence has confirmed that Project Astraea, the UK's new sovereign nuclear warhead, is progressing as part of the *Strategic Defence Review 2025* programme.

In a written parliamentary response, Defence Minister Luke Pollard said that *"funding for the Astraea programme is included within the £15 billion investment in the sovereign nuclear warhead programme this Parliament,"* which also covers sustaining the existing Mk4A warhead and modernising infrastructure at the Atomic Weapons Establishment. Pollard added that he was withholding the projected cost of Astraea *"for the purpose of safeguarding our national security."*

Project Astraea, designated A21/Mk7, s being designed, developed, and manufactured in the UK by the Atomic Weapons Establishment, which was nationalised in 2021. It will replace the current Holbrook warhead used on Trident II D5 missiles carried by the Vanguard-class submarines and their Dreadnought-class successors.
The system is being developed in coordination with the US W93 programme, sharing certain non-nuclear components such as the Mk7 aeroshell under established treaty frameworks to ensure continued compatibility with the Trident system. The *Strategic Defence Review 2025* stated that the sovereign warhead programme will support around 9,000 jobs across the Defence Nuclear Enterprise. Astraea is expected to enter service in the 2030s, when the Holbrook warhead reaches the end of its operational life.
According to official documents, Astraea will incorporate improved safety and performance measures, including insensitive high explosives and technologies developed through the UK–US Joint Technology Demonstrator. It will also be the first British nuclear warhead fielded without live nuclear testing, in line with the UK's obligations under the Comprehensive Nuclear-Test-Ban Treaty.

UK Submarine Chiefs warn AUKUS risks delays without pace

By **George Allison** October 30, 2025
Executives from Britain's leading submarine contractors told MPs that the AUKUS partnership with the United States and Australia is progressing positively but warned that delays in decision making and alignment could undermine its early momentum. Giving evidence to the Defence Committee, senior representatives from BAE Systems, Rolls-Royce and Babcock described the first phase of AUKUS, focused on the next-generation SSN-AUKUS submarine, as both promising and complex. Steve Timms, Managing Director of BAE Systems Submarines, said the collaboration had been *"a real catalyst for enhancing the level of cooperation"* with the US and Australia. He described a new level of trust and shared engineering effort but warned that the programme's success depended on *"securing alignment"* and making key decisions *"on a timely basis."* Without that, he said, there was a risk of slipping behind schedule. *"To finish programmes on time, we need to start on time,"* he told MPs.
Babcock's Harry Holt agreed that progress had been broadly positive but said the scale of the programme required more than coordination on submarine design. *"This is an ecosystem,"* he said, *"not simply new submarine platforms, but infrastructure, regulation, supply chain and workforce. We should make sure that we are moving on all parts of the ecosystem and not letting any one of those elements fall behind."* Holt highlighted Babcock's joint venture in Australia, H&B Defence, as a model for long-term industrial collaboration and said relations with Australian authorities had improved as Canberra consolidated decision making under its "Team Australia" approach.
For Rolls-Royce Submarines, President Steve Carlier described the UK's nuclear partnership with the US as *"very well established and understood,"* dating back to the 1958 Mutual Defence Agreement. He welcomed the addition of Australia to that relationship but echoed concerns about pace. *"It is really difficult as a manufacturer to deal with very low volumes,"* he said. *"A trilateral ambition to grow that volume and resilience is very welcome… but it is very important that we start on time, and that we keep going."* Asked how to overcome the alignment challenge, the witnesses stressed early commitment and continuity. Carlier advised, *"First and foremost, start on time. Stay on and never let the effort cycle down or up. Keep the pace."* Timms added that choices on infrastructure, redundancy, and supply chain security had to be made quickly to balance *"risk appetite versus resilience."*
Committee members also asked whether AUKUS had strengthened cooperation among the UK's own submarine builders. Timms said the three companies already operated as a closely knit community within the defence nuclear enterprise. *"Given nuclear's relatively niche family, the working relationship between Government authorities and industry has been very good for an awfully long time,"* he said. Holt added that their pre-existing collaboration provided a foundation for the trilateral partnership rather than the other way round.

Royal Navy submariners run to raise funds for RNRMC

24th October 2025
Crew members from HMS VIGILANT took part in the Great Scottish Run to raise nearly £3,000 for charity. Twenty-one of the boat's crew joined forces with the RNRMC for the 13.1-mile event through the streets of Glasgow. HMS VIGILANT is currently conducting a prolonged regeneration period, already surpassing a year with more to come as the crew tackle one of the most complex maintenance periods attempted on the Clyde. The aim of the team was to improve fitness and raise money for a cause close to the hearts of all submariners, helping those serving both deployed and ashore.
With the work of all taking part the team was able to raise over £2,700, surpassing their intended target total by £700. Lt Cdr Amy Burns single-handedly raising over £400. WO2 Troy Bennett put out the initial call to the

whole crew for volunteers, unsure whether two or ten would put their names forward. Incredibly over 20 wanted to take part.

The team consisted of all ranks and rates across all departments of the submarine with ability ranging from highly experienced runners to complete novices who had never ran in an organised event. They lined up alongside 32,000 fellow runners for the half-marathon.

UK begins planning post-Dreadnought nuclear submarines

An Artists Impression

By George Allinson October 20th, 2025

The UK Government has begun work to define the future of its nuclear deterrent after the Dreadnought class, according to Defence Minister Luke Pollard. His comments came in response to a parliamentary question from Ben Obese-Jecty MP on 18th October, referencing recommendation 34 of the Strategic Defence Review 2025.

Pollard spoke about the Government's commitment to the *"United Kingdom's independent nuclear deterrent,"* describing it as *"underpinned by our triple lock commitment to continue to build the four new Dreadnought Class submarines, maintain our continuous at sea deterrent and deliver all the required upgrades, including the replacement warhead."*

The Minister confirmed that the Government has accepted all of the Strategic Defence Review's recommendations, including the need to begin defining the requirements for the system that will eventually succeed the Dreadnought class. Work on this early-stage planning is already underway within the current Parliament. The Dreadnought programme, led by BAE Systems at Barrow-in-Furness, is delivering four new ballistic missile submarines to replace the Vanguard class, which has sustained the UK's continuous at-sea deterrent since 1994. The first boat, HMS DREADNOUGHT, is expected to enter service in the early 2030s.

While the MOD has not provided details on what the "post-Dreadnought" deterrent might entail, the Strategic Defence Review recommended that the Government begin assessing long-term requirements to ensure the UK retains a credible and survivable deterrent capability into the second half of the century.

That process will likely involve coordination between the Ministry of Defence, the Atomic Weapons Establishment, and key industrial partners responsible for submarine design, propulsion, and warhead development. The review also noted the importance of aligning these studies with allied strategic planning and advances in undersea and missile defence technology. The statement makes pretty clear that the Government has begun to lay the groundwork for what will eventually become the UK's next generation of strategic deterrent, a project expected to span multiple decades and governments.

George Allison is the founder and editor of the UK Defence Journal. He holds a degree in Cyber Security from Glasgow Caledonian University and specialises in naval and cyber security topics. George has appeared on national radio and television to provide commentary on defence and security issues.

ANOTHER VIEW OF AGAMEMNON's TRIM DIVE

Credit; Ed Downer

NEW ACCOMMODATION AT FASLANE

Trainee submariners at HM Naval Base Clyde have been given their first look at the Royal Navy's new single living accommodation, part of a £166 million infrastructure project designed to modernise life at the home of the Submarine Service, according to the Royal Navy.

The development includes three new accommodation blocks, with the first set to open in 2026 for students undertaking the Submarine Qualifying Course (SMQ). The base showcased a demonstration cabin on 14 October to give trainees a sense of the facilities being built under the Clyde Infrastructure Programme.

Able Seaman Ben Walker, a trainee submariner currently enrolled on the SMQ course, said in the Royal Navy news update that "the new design for the rooms is nice, very modern and looks quite comfortable. It is good that there will be communal areas instead of just a bedroom and the private desk space will be useful when you need peace and quiet to study." He added that "the new accommodation spaces look great and I'm sure that future trainees will enjoy their time there.

The previewed design includes modern furniture, ensuite bathrooms, built-in storage, and work areas. Each room will feature Wi-Fi access and USB charging ports, while shared spaces will offer kitchen facilities and lounge areas. The new blocks are designed to house up to 630 personnel and are located near the base's submarine training facilities, reducing transit times between living quarters and classrooms.

Rear Admiral Jude Terry CB OBE, the Royal Navy's Director of People and Training, said in the news update that "this £166 million investment underscores our commitment to improving the quality of life for our submariners. This example cabin today brings to life the modern, comfortable, and practical living spaces that will soon support our personnel. These facilities are a testament to our dedication to ensuring our people have the best possible environment to thrive in the Submarine Service."

The new accommodation is being delivered by the Defence Infrastructure Organisation (DIO) and Kier Graham Defence (KGD) as part of a wider redevelopment effort at Clyde.

VIGILANT Crew hosts Affiliates in Faslane as thank-you for support

10 October 2025

The Crew of HMS VIGILANT enjoyed their day in the sun when they had the rare opportunity to show off their boat and give an insight into life aboard.

They invited a string of affiliates to their home in Faslane for an annual 'catch-up' with the 140 crew who carry out the UK military's No.1 mission, Operation Relentless, the round-the-clock nuclear deterrent patrols.

Vigilant has built up ties with the Worshipful Company of Upholders, Loretto School, 201 Squadron RAF, the Royal Tank Regiment of the British Army, and the Mayor of Douglas, Isle of Man.

They were thrown in the deep end – literally – courtesy of a demonstration at the impressive SMERAS (Submarine Escape, Rescue, Abandonment, and Survival) facility, where crews learn how to escape from a stricken boat and then survive on the surface until help arrives.

This was followed by an engaging demonstration of the VERACITY trainer, highlighting the rigorous operational training and assessment processes which ensure the readiness of the submarine fleet.

Guests were then treated to a comprehensive brief on HMS VIGILANT's role and operations, culminating in a guided tour of the boat herself.

The tour offered a rare glimpse into the inner workings of one of the Royal Navy's four VANGUARD-class submarines, as well living and working conditions aboard, leaving attendees with a deeper appreciation of the complexity and dedication required to operate such a vessel.

In return the Worshipful Company of Upholders (upholder being an historic term for what we today call upholsterers) signed a Memorandum of Understanding with the boat, cementing ties between the two.

The affiliates' day was rounded off with an evening social in Helensburgh, providing an informal setting for attendees to reflect on the day's activities, thank guests once again for the ongoing support for the boat and thank Lieutenants George Holland and Christopher King for arranging the day's activities.

MOD looking at 'various sites' for sub dismantling project

By George Allinson
November 28, 2025

A written answer in Parliament has confirmed that the Ministry of Defence is actively considering multiple locations for the UK's permanent submarine dismantling and disposal capability. Responding to Graeme Downie MP, defence minister Luke Pollard said the demonstrator vessel SWIFTSURE continues to be dismantled at Rosyth and remains on track to complete in 2026. He noted that *"there are six further legacy submarines in Rosyth awaiting to enter the dismantling process."* Those boats, alongside the 15 stored at Devonport, form the initial batch being processed under the Submarine Dismantling Project.

Pollard confirmed that the enduring solution will be delivered through a separate effort, the Submarine Disposal Capability Project, which is still in its concept phase. He stated that the department is *"assessing options for the capability and its location with various sites under consideration within the UK,"* adding that Parliament will be informed once a decision is ready. This aligns with the practical pressures on the Defence Nuclear Enterprise. Rosyth can process only a small number of hulls at a time, while Devonport's workload is dominated by defuelling, refit work and major safety driven upgrades. Both sites have finite regulatory and environmental headroom.

The broader SDP context helps explain the direction of travel as since 2013 the programme has been tasked with dealing with 27 retired submarines, removing radioactive and conventional waste safely and refining methods as it progresses. SWIFTSURE's dismantling has already informed improved procedures, and the MoD reports that later boats will see faster and cheaper waste removal. The SWIFTSURE project has proven the process, but the long term question remains open: where should the UK base a facility that will handle future decommissioned submarines on a rolling, multi decade basis. Pollard's answer confirms that this decision is now in play.

Australia getting set for Submarine Rotational Force – West

29 Oct 2025 By ASA Media

The Virginia-class fast-attack submarine USS VERMONT (SSN 792) arrives at HMAS STIRLING in Western Australia for a scheduled Submarine Maintenance Period (SMP), marking the first time Pearl Harbour Naval Shipyard and Intermediate Maintenance Facility will lead and execute SSN maintenance in Australia.

Photographer: ABIS Jaxsen Shinners. *29 October 2025*

This marks another significant leap in Australia's journey to acquire a sovereign capability to operate and maintain conventionally-armed, nuclear-powered submarines from HMAS STIRLING. Together with our AUKUS partners, Australia has the responsibility for coordinating, supporting and delivering a significant package of maintenance work on USS VERMONT (SSN 792), a US Virginia class submarine, which arrived at HMAS STIRLING on 29th

October for the Submarine Maintenance Period (SMP). USS VERMONT includes 13 Royal Australian Navy personnel in the crew of 134. These are from the cohort of officers and sailors that have completed the rigorous training in the US. The SMP builds on last year's milestone, when Australian personnel participated in the first-ever maintenance of a US conventionally-armed, nuclear-powered submarine on home soil during the 2024 Submarine Tendered Maintenance Period. This year's SMP involves a larger and more complex package of work that more closely reflects the type of maintenance that will be required when Submarine Rotational Force – West begins operations at HMAS STIRLING in 2027.

Unlike the previous maintenance period, this year's work is being carried out without a Tender ship – meaning Australian personnel are taking on even greater responsibility for executing complex maintenance activities on site. This will be a significant achievement and a reflection of the progress in upskilling the Australian workforce.

Director-General Australian Submarine Agency, Vice Admiral Jonathan Mead AO RAN said, "I can't overstate the value of training and working with AUKUS counterparts and applying that training at our base while testing our infrastructure and systems. It strengthens our ability to operate and sustain nuclear-powered submarines in Australia. This visit also demonstrates the deep commitment of our AUKUS partners to supporting Australia's future submarine capability."

Director General Australian Submarine Agency, Vice Admiral Jonathan Mead, AO, RAN, speaks to the press during a tri-lateral press conference held at HMAS STIRLING, Western Australia.

Photographer: LSIS Zac Dingle.

During this maintenance period, ASC will have an active role supporting work streams, including the provision and operation of pier temporary services and other support services like scaffolding. Working alongside US personnel from Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF), 19 ASC International Military Students and a further two from Raytheon and Thales are currently being trained at PHNSY & IMF.

They have returned to Australia for the SMP to help deliver the majority of the maintenance effort. This will contribute to sovereign technical uplift and facilitating knowledge transfer in line with an agreed phased capability plan leading up to the 2027 Initial Operational Support (IOS) milestone with the commencement of Submarine Rotational Force – West. To further assist with the SMP, 22 Royal Australian Navy Fleet Support Unit personnel have also been training at the Pearl Harbor Navy Shipyard since June 2025, along with eight Royal Australian Navy clearance divers who will work alongside PHNSY Divers throughout the SMP.

The visit of USS VERMONT is not only a practical training opportunity it is also a critical moment to test and strengthen Australia's nuclear stewardship systems, drawing on the deep operational experience and world-leading safety standards of our AUKUS partners. Chief of the Royal Australian Navy, Vice Admiral Mark Hammond AO, RAN said, "The visit of USS VERMONT to HMAS STIRLING is another tangible example of the strong partnership between the navies of Australia, the United States and the United Kingdom. This visit reflects the deep trust, technical cooperation, and shared commitment between our nations to maintaining a stable, secure, and prosperous Indo-Pacific region."

Australia, the United Kingdom, and the United States share a long-standing commitment to the safe and responsible operation of nuclear-powered vessels. For nearly 70 years, these principles have enabled trusted naval operations, and our navies are working together to reinforce them here in Australia.

AUKUS makes sense – except for the submarine deal?

The best way to keep America engaged isn't through a single, high-profile, multi-year transaction that's vulnerable to cancellation. By Denny Roy October 21, 2025

Australia is to purchase at least three Virginia Class nuclear-powered submarines from the United States as part of the AUKUS agreement, before building eight SSN-AUKUS Class subs of their own. Under the AUKUS

agreement, the US will build three nuclear-powered Virginia-class attack submarines for Australia. After the Trump Administration inherited the agreement from the Biden presidency, media reported in June 2025 that the new White House team would review AUKUS to determine whether or not it aligns with Trump's "America First" agenda. Hearing this, prominent opponents of the deal such as former Prime Minister Paul Keating and former Secretary of the Department of Foreign Affairs and Trade Peter Varghese publicly hoped Washington would decide to cancel it. Keating thought it might be "the moment Washington saves Australia from itself." That seemed very likely given that the man conducting the review, Under Secretary of Defense Elbridge Colby, was an AUKUS sceptic. The Trump Administration, however, decided to keep AUKUS, and specifically to maintain its commitment to deliver submarines to Australia according to the original timeline. Trump himself reaffirmed the deal during Australian Prime Minister Anthony Albanese's visit to the US on Monday, October 20. Canberra will cheer this result, but the critics make some valid points.

Pillar 2 makes sense

AUKUS has two parts. Pillar 1 involves the submarines. Pillar 2 is more general. It stipulates that the US, the UK and Australia will jointly develop and produce advanced military technologies including cyber warfare capabilities, underwater weapons systems and hypersonic missiles. The defense cooperation envisioned under Pillar 2 is a sensible response. For their own reasons, each of the three countries perceives China as threatening, while there is no significant risk that Americans, Britons and Australians will become adversaries of each other in the foreseeable future. In recent years Australians have endured Chinese interference in their domestic politics, Chinese economic coercion to punish Australia for asking the World Health Organization to investigate the cause of the Covid-19 pandemic, and a Chinese military exercise in the Tasman Sea in February that necessitated the diversion of 49 commercial aircraft flights. Individually, the three allies are outclassed by China in manufacturing capacity and numbers of scientists and engineers. Pooling their resources helps them redress the imbalances. Moreover, Pillar 2 is built to allow other "like-minded partners" to join. Canada and Japan are already participating. Pillar 1, on the other hand, has three big problems.

Less than ideal weapon

First, Virginia-class submarines are not necessarily the ideal weapon for Australia's defense. World War II marked an epochal shift in naval warfare, with aircraft carriers displacing battleships as the premier combatants. Similarly, modern warfare is in the midst of a major shift toward a less prominent role for large, crewed platforms. Yet Australia is locking itself for the next one or two decades into a defense strategy that centres on large, crewed vessels, which are expensive, increasingly vulnerable, and may be obsolete by the time of delivery. The submarine deal with the US will encumber a huge portion of Australia's limited defense funds at least until 2038 – without accounting for delays, which are highly likely. By that time the Virginia class will be 34 years old. Alternatively, Australia could deter a potential attacker by investing those funds in surveillance systems, missiles and relatively cheap aerial and seagoing drones. Combined with the geographic advantage of being situated behind a large oceanic moat, such an asymmetrical defense posture arguably offers Australia better protection from an approaching enemy armada than a small number of attack submarines.

Slow delivery

Second, the US almost certainly won't deliver the submarines as promised. US Navy submarines are in short supply. The Department of Defense assesses that it currently needs 66 attack submarines. It has only 53, and an excessively high one-third of these are in maintenance. For its own needs, the US needs to build two Virginia-class submarines per year. To fulfil AUKUS, it needs to build two and one-third per year. Currently, however, the production rate is 1.2 per year. Increasing that rate will be difficult. Only two US shipyards can build nuclear-powered attack submarines, and both are already operating at full capacity. Congress has appropriated billions of dollars in funding to expand production. Australia has committed an additional $3 billion to upgrade US submarine-building infrastructure as part of AUKUS and delivered the first $500 million in February. These funds, however, have had limited impact. The shipyards do not have room to install more production capacity. The US also lacks sufficient numbers of workers with the required skills and experience. These problems will take years to overcome.

Unreliable United States?

Third, The US is unreliable. Much of the MAGA base that voted Trump into office wants to reduce US commitments abroad, believing these detract from putting "America First." Trump himself is famously critical of US alliances. He has threatened to quit Japan and South Korea and leave these countries to protect themselves by deploying their own nuclear weapons. His senior officials have suggested the US will no longer help defend Western Europe, convincing many observers that "NATO is dead." Although Ukraine is not an ally, many US analysts think America has a strategic interest in helping Ukraine withstand the Russian invasion. Australians were shocked along with the rest of the worldwide television audience to see Trump trying to bully Ukrainian President

Volodymyr Zelensky into surrendering to Russia during a meeting in the Oval Office in February. Since then Trump has repeatedly vacillated in his support for Ukraine. Australia doesn't necessarily enjoy a special relationship with today's US. Trump's presidential relationship with Australia started early in his first term with what Trump called an "unpleasant" phone conversation with Prime Minister Malcolm Turnbull. Earlier this year Trump imposed an across-the-board 10 percent tariff on Australian exports to the US despite America enjoying a trade surplus with Australia. Trump later called Australia a defense free-rider and demanded that Canberra increase its defense spending to 3.5 percent of GDP. Even while meeting with Albanese in the White house on October 20, Trump insulted Australian Ambassador to the US and former Prime Minister Kevin Rudd, who was also in the room, because Rudd had previously criticized Trump. Many Australians believe their interests call for encouraging America to remain engaged as a strategic player in the Asia-Pacific, since this can no longer be taken for granted. Some cite this as a reason for supporting AUKUS. But the best way to keep America engaged is not through a single, high-profile, multi-year transaction that is vulnerable to cancellation. The better method is to build a robust ecosystem of quiet, routinized industrial and scientific cooperation. To see evidence of the strength of such a web of integration, look at how difficult it is for Americans to de-risk from reliance on cold adversary China for vital supplies. Thus, if you think your US ally is unreliable, you want Pillar 2, not Pillar 1. But for now Australia will pursue its security through a relatively inefficient arrangement, susceptible to US underperformance or ideological swings in US domestic politics.

Denny Roy is a senior fellow at the East-West Centre in Honolulu

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24 hours in St Helena. Tanker TIDESPRING's rare visit to South Atlantic Island

28 November 2025

Sailors made the most of a 24-hour visit to one of the world's most remote islands when naval tanker RFA TIDESPRING recently visited St Helena.

RFA TIDESPRING - Commanding Officer Captain James Wingrove– second only in size to the Royal Navy's Queen Elizabeth-class Carriers in the UK's Fleet – is making her way home to the UK having spent the bulk of the year supporting the Carrier Strike Group.

The carrier force returns home this weekend (29th/30th November) but TIDESPRING broke away in the Indian Ocean, since when she has continued her deployment, visiting Cape Town in South Africa before making her way up the continent's western seaboard.

About the size of Swindon but home to fewer than 4,500 inhabitants, St Helena could only be reached by sea until an airport opened a decade ago (the nearest land – Angola in West Africa is 1,150 miles away).

It's been four years (HMS PROTECTOR in 2021) since the Royal Navy last visited the British Territory, and a decade since the Royal Fleet Auxiliary – the navy's crucial support ships – in the form of tanker GOLD ROVER. Indeed, so isolated is the island that many of its children had never seen a helicopter – until the Merlin from TIDESPRING appeared.

The helicopter, normally based with 814 Naval Air Squadron at Culdrose in Cornwall, has been attached to the tanker throughout her mission performing a combination of general duties and its dedicated role of hunting submarines. It flew ahead of the ship to give some of the RFA crew a rare bird's eye view of St Helena, as well as capture some aerial video and stills of the island. The next morning, the ship arrived, anchoring at first light in James Bay off the capital Jamestown – the small harbour cannot accommodate a ship of TIDESPRING's size. A brief but fantastic visit, offering the ship's company a rare opportunity to visit of one the most remote islands in the world, and highlights the UKs commitment to its overseas territories.

St Helena's most famous resident

SUBMARINE MUSEUM & FRIENDS MEMBERSHIP

SUBMARINE MUSEUM UPDATE

Royal Navy Museums Strategy for 2025 to 2030, and the 'New Brand'.
After nearly fifteen years as the 'National Museum of the Royal Navy' (NMRN), the main thrust of the Strategy under the direct and simpler new title 'Royal Navy Museums' was to link the Royal Navy and the Nation with inspiring stories and experiences. Some main points:-
The new name for the Royal Navy Submarine Museum would be 'Royal Navy Museums, Submarines'. The re-branding of all the Royal Navy Museums would be progressed over the next couple of years led by the Portsmouth Sites.
It is of note that amongst all National Museums the Royal Navy Museums were alone in not being funded to allow for free admission, so 75% of revenue had to be generated through admissions, commercial activities, grants and fundraising.

Friends of the Submarine Museum Membership

There are currently nine hundred and forty five (945) 'Friends' Members including one hundred and thirty five (135) via TSF members compared with 923 this time last year. This calendar year to date there have been 39 'New Joiners', and seventeen (17) leavers for one reason or another.
Not a Member Yet? You can Join via the Friends Website! Membership of the 'Friends' gives you access to 'The Friends' Website where there is a wealth of information available on Submarines, Submariners and Submarine related data. You can also comment on the stories or post your own plus you can ask those questions you always wanted to know the answers to.

The Ship Testing Tanks at Haslar

By Barrie Downer

All of you who have served at HMS DOLPHIN will recall those never ending high red brick walls which line both sides of the road past RNH Haslar on your way to the 'Fighting Cocks'. It used to take forever to get past them on the way to the pub but even longer on the way back! Not sure why that was! We all know that over the left hand side walls were the grounds of the Royal Naval Hospital but what is over the wall with its blue painted wooden doors on the other side? Is it an extension of Gun Boat Yard? Some people in the know will be aware that it used to be called the Royal Naval Testing and Experimental Establishment (RNTEE) but what did they do in there? Some time ago I was on a Course at HMS SULTAN and there was a broad range of people on the Course from various areas of the country. There were some from Devonport Dockyard, some from HM Naval Base, Clyde (Faslane to you and me!), others from BAE in Barrow and quite a few more from various Departments at MoD Abbey Wood. Some were Naval Architects or Constructors and one was currently working at that Haslar Test facility and two had previously worked there. Arrangements were made for members of the Course to visit Haslar after the end of work one Tuesday.
The Establishment is no longer run by the MoD but it is now run by QINETIC – a private firm which now manages many of the Research Facilities set up for and managed by MoD over the years. So just what is behind

those walls, what is the history and what do they do? The Establishment was set up in the late 1800's as the Admiralty Testing Tank, Haslar and its most famous Superintendent of Research was Edward Froude. He set up the first Test Tank at Haslar after a move from previous facilities at Torquay. The first Haslar Tank (No. 1 Tank) was used to test the hydrodynamic properties of new ship designs and, from 1904, Submarine designs including the 'A' Class based on 'Holland' Class trials. This No. 1 Tank is no longer in use but newer facilities are available. No.1 Tank is still there but has been boarded over and the space above now forms Offices and the Reception Centre for the QINETIC team.

The older of the 'New' facilities is a Testing Tank built between the two World Wars with Submarine design testing in mind. This Tank has some pretty impressive statistics! It is 270 metres long (1,000 feet in English), 12 metres wide (40 feet) and 5.5 metres deep (18 feet). It contains 18,800 cubic metres (18,800 tonnes of water) or (in English) 24,590 cubic yards (663,930 cubic feet) or 18,576 tons of water. At the far end of the tank (the Gun Boat Yard end) there is wave making machine which can generate waves representing up to Sea State 3 but only along the length of the Tank. The models tested in this Tank can be surface ship or submarine models and these are traversed along the length of the tank clamped to a travelling framework which can build up to a representative speed of about 30 knots but only for a short distance over the mid-point length of the tank – to allow for acceleration and braking of the framework before hitting the far end. To calibrate the Tank before use – if there is any doubt about the readings taken - the Tank can be calibrated using a Standard Model over 100 years old that was used by Froude to confirm results between the Torquay and Haslar Tanks. This Tank is similar to the one which used to be at the old Admiralty Research laboratories at ARL Teddington which, some of you may recall, was used by the famous Vickers research scientist Barnes Wallis to test out his theories for the 'Bouncing Bomb' which was later developed for the successful 'Dam Busters' Raid and which was portrayed in the 1950's film

The other main facility is the Ocean Tank and it was built in the late 1950's and is even more impressive. It is 120 metres long by 60 metres wide and is also 5.5 metres deep. It is the size of four Olympic swimming pools and contains 39,600 cubic metres (39,600 tonnes) or again (in English) 40,330 tons. Again this Tank has wave making facilities and these can be generated from the 'Gun Boat Yard' end but also from half of the left hand side (Gun Boat Yard end) which, in combination with the far end can generate complex wave patterns.

Models can be tested in two different ways in the Ocean Tank. For the first way of testing - in the centre of the Tank there is a centrifugal arm with a maximum sweep of 27.5 metres by which both Submarine and Surface Ship models can be swept through the Tank and information gathered from onboard instrumentation. For surface ship models targets can be attached which can be recorded from cameras sited around the Tank to gather precise positional data. The second method of testing is by the use of free running, self-propelled, programmable, and instrumented models – both Surface and Submarine. These models are set up in a starting cage (assisted by divers) and are then set running to follow the pre-programmed run. At the end of the run the model is driven back to the start point and is re-positioned by the divers and set up for the next run. Submarine models can be set to change depth, surface, dive and change course and speed. One limitation is that the Tank is only 5.5 metres deep which limits testing to representative deeper depths. Luckily the QINETIC scientists have access to another facility closer to London where deeper trials can be conducted.

There is, apparently, an archive of trials data going back to the earliest years so, if you want to know how the calculations were made for all the earlier classes of submarines including the first 'A' Class– Haslar is your place

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BOOKS

Usually there are only one or two books which are suggested for inclusion in IN DEPTH but, unusually, there has been a bit of a rush of suggested and recommended reading or this issue. Unfortunately I haven't got space for all of them in this issue so I have included three - a selection which, hopefully, you will find interesting

Pen & Sword Books Ltd
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Coastal Motor Boats

Thornycroft and the Origins of Fast Attack Craft

Authors: Martin Kelly, David Griffiths

Highlights

• A thorough reappraisal of the history of Thornycroft Coastal Motor Boats

• Informed by significant unused sources

• Including a description of the recent completion of a fully operational replica of a 40 ft CMB

• Illustrated with over 150 photographs, plans and diagrams.

This new work challenges the conventional history that the Coastal Motor Boat was the brainchild of three young naval officers. It reveals that the truth was far more complex and historically more significant. Research in extensive family archives shows that the ship builder, John I Thornycroft, and also members of his family, played a pivotal role in the boat's emergence ahead of the three officers' idea and that, without the Thornycrofts' pre-war experience in designing surface skimming racing boats, the technologically advanced CMB could never have been built or operated. In particular, the intensive development work in Thornycroft's custom-built test tank during the winter of 1915 is explored.

In this highly detailed account, the authors also analyse the original role for which these boats were specifically designed – an attack on the German High Seas Feet – and explore why such an operation never took place. Indeed, by the end of the war, despite important contributions in the Zeebrugge and Ostend raids, many regarded the CMB as a disappointment. This changed dramatically in 1919 with the Royal Navy's intervention against the Bolsheviks, including the single boat action against the cruiser Oleg and the daring raid on Kronstadt naval base. Use of contemporary Soviet reports, and other recently emerging records, has allowed a more nuanced interpretation of these Baltic operations. The research on the Baltic coincided with the exciting discovery of a largely intact CMB wreck in the area. The work also looks at the less well-known operations in 1919, in the Caspian Sea and North Russia, which also employed CMBs. A chapter is devoted to the work in the last two years of the war to develop unmanned remotely controlled versions of the CMB.

However, after what was lauded in Britain as a great success in the Baltic, the Royal Navy lost interest in CMBs, although the Thornycroft design continued to be built and operated by navies as far apart as those of Finland and China.

The work concludes with a detailed account of the recently completed project in Portsmouth Historic Dockyard to build a replica 40ft CMB, and the lessons learnt from its build and operation that have further informed the history.

About the Authors

MARTIN KELLY is a naval researcher whose interests revolve around espionage and amphibious planning in the 1900-1914 period, and the naval career of Erskine Childers, both of which play into the story of Coastal Motor Boats.

DAVID GRIFFITHS is the project manager who led the largely volunteer team in the building of the CMB replica in Boathouse 4 in the Portsmouth Historic Dockyard.

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URN: 215088

One Submarine's Secret War Against the Axis

HMS Triumph, SOE and MI9 in the Mediterranean, 1941

Author: Gav Don

Highlights

- Follows the final year of the RN submarine HMS *Triumph* and her part in Special Operations after the fall of Greece.
- HMS *Triumph* was very active in landing SOE and MI9 agents and escapers in Greece, Sicily and on Crete in the war against the occupying German and Italian forces.
- In between running these operations *Triumph* preyed on Rommel's cross-Mediterranean supply lines, the Italian fleet and Italys' coastline
- By Xmas 1941, *Triumph* was due to go home for a refit and for some well-earned leave for her crew, who had survived the Mediterranean against all odds. One last mission was added on Christmas Eve. Her crew never returned. Last sighted on 9 Jan 1942, she was not to be seen again until her wreck was found in 2023.
- *Triumph*'s story, and that of the men she carried to war, has been researched and recounted in meticulous detail, by Gav Don, nephew of *Triumph*'s gunnery officer and himself a former Naval Officer.

Description

This is the story of a unique submarine and the people who sailed in her in the Mediterranean over the course of 1941. *Triumph* arrived in theatre in January 1941 just as 50,000 Allied troops were being deployed to Greece to deter a German invasion. Within days of arriving this army found 200,000 heavily-armed Germans thundering towards it. A helter-skelter retreat ensued. Within sixty days both Greece and Crete had fallen, while Rommel's Afrika Korps had arrived in Libya. *Triumph* was a major player before and afterwards, landing secret agents and rescuing escapers, while attacking Rommel's supply lines and the Italian fleet with gun and torpedo.

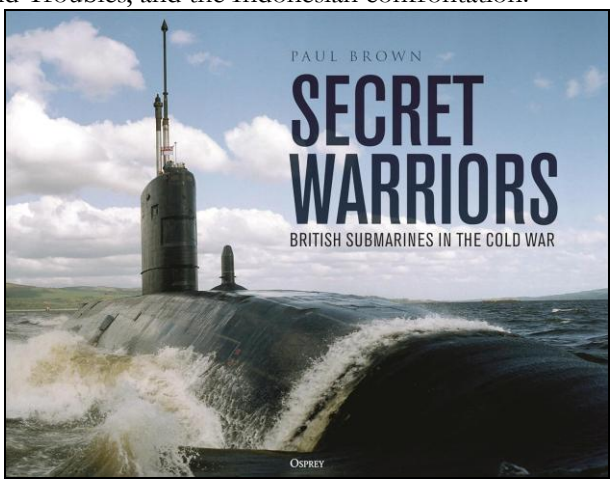
Among the many fascinating characters with whom *Triumph*'s tale is intertwined are the Greek smuggler Harry Grammatikakis and Lieutenant John Atkinson MC*, who was captured in Crete, escaped to Alexandria and returned to Greece as a key agent of SOE and MI9. His last return to Greece aboard *Triumph* ended in his dramatic recapture, trial and death by firing squad along with the key members of the Greek resistance. Tragically *Triumph*'s story culminates in her disappearance in January 1942, while on one last mission before a promised rest and refit. The discovery of her wreck in 2023 has allowed her final patrol and tragic loss with all hands to be reconstructed here in unprecedented detail.

Author Details

Gav Don is a former RN officer and nephew of HMS Triumph's Gunnery Officer. For twenty-five years he owned and ran a business information and intelligence company in the energy world. A professional writer, with hundreds of articles published on business matters, he was a weekly business columnist for the Glasgow Herald for three years. He has written often for *The Naval Review* (the Royal Navy's officers' journal). He has been researching the career of his uncle's boat and the mystery of her last voyage for fifteen years. In 2010 he formed a Family Association for the descendants of Triumph's lost crew, which in 2024 commemorated her loss at her wreck site in the Aegean Sea.

Secret Warriors: British Submarines in the Cold War Hardcover

by Paul Brown (Author)
12 Feb. 2026
A highly illustrated history of the Cold War operations of the submarines of the Royal Navy from 1948 to 1990.
The Cold War was a period of intense activity for submarines of the Royal Navy, with many hair-raising incidents involving Soviet vessels. They were engaged in frequent hazardous surveillance patrols investigating Soviet submarines and surface warships and their operational tactics, and trailing Soviet strategic submarines (SSBNs), as well as conducting British deterrent SSBN patrols and protecting those patrols using attack submarines (SSNs). There were also dangerous patrols which trialled submarine operation under the Arctic ice-cap. In addition to these activities there were operations in other conflicts and war theatres including the Falklands War, the Suez campaign, the Northern Ireland Troubles, and the Indonesian confrontation.



Naval history expert Dr Paul Brown presents the full history of this pivotal era in a fully illustrated volume, containing stunning black-and-white and colour images, technical drawings and maps. He has interviewed Cold War-era submarine commanders and engineers, submitted Freedom of Information requests, and trawled the National Archives, the archives of the Royal Navy Submarine Museum and Imperial War Museums, as well as been though personal accounts of the senior officers and many secondary sources, to bring to light new information that is published here for the first time.

A Couple of Obituaries

Commodore David Charles Langbridge MSC CEng FIME

From the 'We Remember Submariners' Facebook Page
It is with great sadness, and with the family's permission, we are reporting that one of our submariners, Commodore David Charles Langbridge Crossed the Bar on the 28th November 2025 aged 68. David's birthplace being Horsforth Yorkshire. David had a long and distinguished Naval and Civilian career. David Joined the Royal Navy at the Royal Navy College Manadon in 1977. His active service spanned 30 years, rising from Midshipman in 1977 to Commodore in 2007. David's speciality was in Engineering. His Naval Engineering career covered his period at RNEC Manadon from 1977 to 1981, followed by final Naval Officer training at RNSC Greenwich in 1982. David's first Submarine experience as a Lieutenant was in 1983 on HMS SPLENDID. Following service at HMS SULTAN and RNEC Manadon in 1985-1987, David then served on HMS RESOLUTION (S) from 1988-1991. In 1991 one of David's proudest moments was to be selected as a vital member of the build and commissioning crew of HMS VANGUARD (P), spending 3 years with her.
Having reached promotion to Commander in 1993, David's expertise's were required from 1994 to 2007 in Portsmouth, Bristol, Greenwich, Neptune and The Royal College of Defence Studies. David's follow-on careers found him working with Rolls Royce. He became Head of Defence Nuclear Regulator. In September 2024 David was appointed as a special advisor to NPSRD (Nuclear Powered Submarine Regulatory Design), linked with the AUKUS programme. David was and always will be a respected, dedicated and highly knowledgeable individual who had a successful life well lived and will be sorely missed by all that knew him

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Lieutenant Commander (WESM) Clive Waghorn

From The Daily Telegraph.10th November 2025

Lieutenant-Commander Clive Waghorn, who has died aged 77, was a submarine weapons engineer officer in the Cold War and one of the line of notable Royal Navy Antarctic explorers and expedition leaders in the tradition of Scott and Shackleton.

Clive Howard Waghorn was born on November 14, 1947, in London, where his father was a quantity surveyor. Educated at St George's School, Harpenden, he showed considerable prowess on the sports field and a modest interest in science. In 1965 he won a place at Dartmouth and in 1967 he began to study at the Royal Naval Engineering College, Manadon, graduating as a weapons engineer in 1970, when he volunteered for the Trade. His first appointment was to the diesel submarine OPOSSUM, where he earned his "Dolphins" before taking the nuclear engineering course. He was appointed to HMS SUPERB as weapons engineer under two of the most inspirational commanders of the age, Geoff Biggs and then Mike Boyce, while SUPERB was involved in some of the most challenging clandestine Cold War submarine operations. After a spell at the Admiralty Underwater Weapons Establishment at Portland in 1982, he joined the staff at BRNC Dartmouth. There he proved to be an inspiring if unconventional instructor and he found a ready exit by joining the Brabant Island Expedition. In 1984-85, Waghorn was part of the joint services expedition under the leadership of Commander Chris Furse to Brabant Island, one of the most inhospitable places on earth. There, in March 1985, he fell into a crevasse, suffering a compound fracture of his upper right leg. With great skill, in very challenging conditions his teammates rescued him, got him into a tent and jury-rigged a splint.

While a companion, Terry Gill, stayed with him for four days, two others set off in a blizzard to summon help. RFA (Royal Fleet Auxiliary) OLNA was hastily scrambled from the Falkland Islands together with the survey ship ENDURANCE. Mercifully the weather cleared for an hour, allowing him to be rescued by helicopter. Despite the drama of the accident and rescue, the expedition achieved a number of scientific and exploration firsts, including a circumnavigation of the island by sea-canoe. Back home in the UK, Waghorn found brief fame on the Terry Wogan chat show. His host was seeking a dramatic story, but Waghorn, to whom melodrama was foreign, related the whole incident as if it was just another day at work. On returning from Brabant Island, he was appointed to the Submarine Tactics and Weapons Group under the Flag Officer Submarines 1986 to 1988 and was closely involved in the trials of a new homing torpedo, Tigerfish, including live firings on a range off Bermuda with the submarines TURBULENT and CONQUEROR. In these years he also joined a Royal Navy and Royal Marines Expedition to tackle the famous haute route from Chamonix to Saas-Fee in the Alps, where his unique style of off-piste skiing and pithy naval observations when things did not go to plan brought much merriment to his teammates. His final appointment in the Navy was to the Ministry of Defence in Portland in 1989. He continued to ski in the Alps and Norway and became a welcome, steady hand sailing with friends. He also took up industrial archaeology, and, fascinated by the history and development of Edinburgh's water supply, mapped the city's pipelines, springs and reservoirs and presented his scholarly work to the Museum of Scotland.

Waghorn had joined the Babcock defence company in Rosyth, but on being invited in 1991 to join an Army expedition to South Georgia to explore the southern coast of the island by ski and kayak, he obtained long leave. As one of a four-man team, he canoed about a third of the coastline from King Edward Point to the most south-westerly headland, where foul weather beset the party at Cape Disappointment (named in 1775 by Captain James Cook, who, on rounding the same headland, realised that he had not found the great white continent). Waghorn's party found themselves marooned. A parachute drop was prevented by severe weather, a sledging party eventually delivered some food to them, but for three weeks, until extracted by ship, they continued to make scientific and meteorological observations. All the while they survived on quarter-rations supplemented by Waghorn's recipes for penguin. In mid-December 2004, when a sudden vacancy arose in another expedition, Waghorn resigned from Babcock at less than three weeks' notice to sail to the Antarctic in a 50ft yacht in an attempt to make the first crossing of the Forbidden Plateau. The five-week crossing involved climbing 7,500 feet from sea level to the plateau and then man-hauling sledges across unmapped territory. En route the team summited Mount Walker, the highest unclimbed point in British Antarctic Territory. Next, he crewed in the yacht Northanger for three weeks around the waters and islands that he had come to know so well. Later, he returned in comfort as a guest lecturer onboard cruise ships

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Telegraphist Keith McClarron Can you Help?

Did you serve with or did you know Keith McClarron? Can you confirm whether he was a Submariner and, if so, what Submarines did he serve in and when? If you can fill in any of the gaps in the following story please pass details to the Editor.

Keith McClarron was born in Catterick in North Yorkshire on 11th March 1934 and he was the son of Robert McClarron and Ivy McClarron (nee Gillyon). (*see records on Ancestry and Findmypast*) It is possible that he may have had three brothers – Michael, Brian & Howard.

It is understood that he joined the Royal Navy in 1949 (*Ancestry family record*). If the 1949 date is correct and, as he was only fifteen years old he would have joined as a Boy 2nd Class and it is probable that he would have joined at HMS GANGES (the Boys Training Establishment) at Shotley in Suffolk. After his 'New Entry' Training (which would have lasted some six weeks) he trained as a Telegraphist - probably at HMS GANGES. (*note that there is an HMS GANGES Association which may have details of his Service including dates at HMS GANGES and his Official Number etc*). Those selected for Telegraphist Training were generally amongst the cleverest of the 'New Entry' Boys. At that time Telegraphist Training was a fifteen month course after which he would have been rated Boy Telegraphist and sent off to sea. After some time serving at sea (probably in several different ships) it is thought that he volunteered for and trained for service in Submarines although it is not currently known when in which Submarines he served.

At some point he served in Malta (*although the dates are not known*) and he was married in Sliema in Malta on 6th June 1954 (*his wife's name and age are not reported - was she English or was she Maltese? – did he met her in Malta?).* Assuming that his family's recollection that he was a Submariner is correct and, knowing that Keith McClarron arrived home in Southampton in the Troopship DILWARA on Saturday 19th October 1957, he would/could have served in one of the Submarines of the 1st Submarine Flotilla which was based in Malta until July 1960 when it was 'remustered' as the 5th Submarine Division. The Submarines remained based in Malta until 1964. (*Royal Navy Submarines were based in Malta from late 1911 to 1964 - apart from two brief breaks in WWI & WWII*). In 1957 the Submarines of the 1st Submarine Division in Malta were HMS SANGUINE, HMS SENTINEL, HMS SENESCHAL, HMS SEA DEVIL, HMS TRENCHANT, HMS TUDOR and HMS TALLY HO. No record has yet been found of any or all the Submarines in which he served but that doesn't mean that he wasn't a Submariner. *It was hoped that there might have been a 'Submariners Record Card' for him in the Archives at the Royal Navy Submarine Museum in Gosport but his card is not included amongst those Cards recently digitised by the Findmypast Website.* Keith McClarron doesn't seem to have been a Member of the Submarine Old Comrades Association (SOCA) of any of its three Yorkshire Branches (North Yorkshire, West Riding or Hull and East Yorkshire) although the available records of these Branches and of SOCA as a whole are limited in scope.

After returning home in 1957 it is understood he may have lived and worked in Huddersfield for ICI in 1958, as a Policeman in Ossett in 1962 and as a Social Security Officer in Beverley in 1964. A newspaper report (Hull Daily Mail of 23rd February 1971 Page 6) notes that a Keith McClarron was a member of the Beverley Amateur Theatre Group and that he took the part of a 'delivery man' in a performance of the Play 'Barefoot in the Park'.

There is a report on Page 8 of the Western Daily Press of 29th November 1972 that a Charles Short of Bulwark, near Chepstow '*was fined £20 for assaulting Philip McClarron of the Beachley (Army) Apprentices College causing him actual (bodily) harm'*. Assuming that this Philip McClarron is the same person as Keith McClarron's son is there an Army Record available for him?

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SUBMARINERS 'CROSSED THE BAR' (Reported 1st October 2025 to 31st December 2025

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

NAME	DATE/AGE	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
Malcolm Fuzzard D091939L	2nd October 2025	Charge Chief Weapons Electrical Artificer	Plymouth Branch	October 1970 to 199	REVENGE (1972 & on recommissioning at Rosyth in Aug/Sep 1975 to 1976), RENOWN (1978 to 1984) & TRAFALGAR (1986 to 1990) & (1990 to 1995).
David Aspery	16th September 2025	Radio Operator (SM)	We Remember Submariners	Not Given	SWIFTSURE
Lee Mitchell	26th September 2025	LOM (TS) (SM)	We Remember Submariners	September 1986 to 2008	RENOWN, REVENGE, RESOLUTION, SPARTAN, VIGILANT & VENGEANCE
Peter M Crawley D223837X	26th September 2025 aged 55	Petty Officer Medical Assistant	We Remember Submariners	Not Given	TRENCHANT & DOLPHIN (SETT) on 30th September 1998
Steven Sinclair P064947	29th September 2025 aged 83	Chief MEM (M)	Scottish Branch	from 1966	ANCHORITE, RORQUAL, ORPHEUS, OSIRIS & OBERON
John Tootell	30th September 2025	Petty Officer	We Remember Submariners	to April 1994	FINWHALE, SEALION & UPHOLDER
Paul Crowson	September 2025	Able Seaman	We Remember Submariners	Not Given	including RENOWN (P) on re-commissioning at Rosyth in 198*
Clive Howard Waghorn	7th October 2025 aged 78	Lieutenant Commander (E) (WESM)	We Remember Submariners	Not Given	RNEC Manadon (1968 to 1970), OPOSSUM (WEO), MoD Portland DGUW(N) (UW351) (1976), SUPERB (WEO 1979 & 1980), AUWE (1982), FOSM STWG (1986 to 1988) & MoD Portland (1989
David R Williams P/M947034D	15th October 2025 aged 88	Chief Control Electrician	Plymouth Branch Member No 4126	November 1957 to March 1977	AMBUSH, TRESPASSER, PORPOISE, ALDERNEY, AMPHION, REPULSE (P) (1st Commission Crew on 28th September 1968 & on 15th February 1970), ALLIANCE & ONSLAUGHT
Stanley Montgomery	October 2025	Radio Operator 2nd Class	We Remember Submariners	Not Given	including RESOLUTION (P) (2nd Commission Crew) on 10th July 1971
Ronald Thaw D084645V	10th June 2023 aged 76	Chief Petty Officer Marine Engineering Mechanic	Gosport Branch	1968 to 1983	ONSLAUGHT (1968), REPULSE (S) (1969 to 1975 & on commissioning at Rosyth in 1972) & RENOWN (1981). Also served in HMS EAGLE
Steven Barnes	2nd June 2025	Chief Petty Officer Marine Engineering Artificer	We Remember Submariners	Not Given	including TURBULENT & TRENCHANT & Wharf Master 'X' Berth, Devonport
Richard John Wood	26th October 2025	Chief Petty Officer Marine Engineering Artificer (P)	We Remember Submariners	To 1989	CONQUEROR 1975 to 1977), RENOWN (1984) & ONYX (1984 & on Commissioning on 23rd November 1985 to 1988) Also served in HMS ALBION
William (Bill) Sprangle D093038S	28th October 2025 aged 77	Petty Officer Stores Accountant	We Remember Submariners	RN Service 1966 to 1991	WARSPITE & SWIFTSURE. Also served in ROTHESAY & MINERVA
Joseph Arthur (Joe) Haddock	30th October 2025 aged 71	Chief Petty Office 1 RCN/CAF	SAOC	1977 to 2009	ONONDAGA (1984), OJIBWA (1988), OKAKAGAN, VICTORIA & CORNER BROOK
David Francis Mayo	October 2025	Lieutenant (X) (SM)	Friends of Submarine Museum	1967 to 1970	including OCELOT (1968 NL) & ORPHEUS IL (1970 NL)
Gilles Maurice Poirier	3rd November	Chief Petty Officer 2	SAOC	1968 to 1986	ONONDAGA, OKANAGAN & OJIBWA

	2025 aged 82	(Chief ERA) RCN/CAF			
Philip (Phil) Christopher Snaith D167664D	8th November 2025 aged 65	Leading Weapons Electrical Mechanic	We Remember Submariners	24th July 1975 to 22nd July 1990	DOLPHIN, NEPTUNE, RESOLUTION (P) 10th October 1979 to 19th October 1983), COLLINGWOOD, DOLPHIN, RESOLUTION (P) 16th July 1984 to 28th June 1987), NEPTUNE, RENOWN (P) (2nd to 17th November 1987), REPULSE (S) (18th November 1987 to 30th October 1989) & NEPTUNE
Gerald Wright	11th November 2025 aged 92	Leading Electricians mate	We Remember Submariners	Not Given	Served in Malta 1956/57. Witness to the Christmas Island bomb tests 1957/58. Served in TOTEM (mid 1960s)
Christopher Sheen D139810Q	12th November 2025	Warrant Officer 2 Weapons Engineering Artificer	We Remember Submariners	RN Service from 1975 to 2005	OTUS, ODIN, UNSEEN, & VICTORIOUS. Was also serving in DOLPHIN (Submarine School) on 30th September 1998
David Cunningham D119378R	14th November 2025 aged 61	Chief (Ops) (Tactical Systems) (SM)	We Remember Submariners	1974 to 1992	COURAGEOUS (1975 to 1976), RENOWN (S) (1977 to 1982), REPULSE (P) (1985 & on recommissioning at Rosyth to 1987) & SCEPTRE (1989 to 1991). Also served in TRAFALGAR, STWG & DAMOCLES Trainer
David (Taff) Lewis	16th November 2025 aged 69	Charge Chief Petty Officer	We Remember Submariners	Not given	RESOLUTION as MCC Supervisor and as MCC Chief
John Joseph Donegan P06380	16th November 2025 aged 69	Leading Marine Engineering Mechanic	West Riding Branch	June 1966 to April 1973	ORPHEUS (1966 to 1971)
Kenneth D Brumby P053703	25th November 2025 aged 81	Leading Mechanical Engineer	Barrow in Furness Branch	October 1963 to March 1971	AUROCHS, TOKEN, RESOLUTION (P) (1st Commission Crew) on 3rd October 1967, CHURCHILL & COURAGEOUS
Robert (Bob) John White	November 2025 aged 84	Chief Petty Officer	We Remember Submariners	1960 to 1982	DREADNOUGHT and VALIANT
Hugh Peter Reid RAN R57982	23rd June 2025 aged 82	Chief Petty Officer (ET) SSM	Submarines Association of Australia	from 15th June 1964	DOLPHIN, ORPHEUS, OSIRIS, SEALION, OTWAY (on Commissioning at Greenock on 23rd April 1968)
James Michel (Mitch) Ewan	5th November 2025 aged 79	Commander RCN	Submarine Association of Canada	Not given	RAINBOW, OKANAGAN, OJIBWA (CO), ONONDAGA (CO) & OKANAGAN (CO) Also served in HMCS MARGEREE (CO)
Daniel (Danny) Long	TBA	TBA	We Remember Submariners	Not Given	TBA
David Charles Langbridge MSc	28th November 2025 aged 68	Commodore (E) (MESM)	We Remember Submariners	Not Given	SPLENDID, RESOLUTION (S) (1988 to 1991), VANGUARD (S)
Christopher Michael Brown CO 19155B	1st December 2025 aged 78	Lieutenant Commander (WESM)	Barrow Branch Member No. 2302	September 1969 to April 1984	OCELOT, SEALION, RENOWN (S) & TRAFALGAR (WEO on commissioning on 27th May 1983)
Jack G. Caie	5th December 2025 aged 91	Able Seaman RCN	Submarines Association of Canada	From 29th November 1954	DOLPHIN, AMBUSH & ASTUTE (One of the first Tranche of 50 Canadian Submarine Trainees on 29th November 1954)
Darren 'Daz' Grosvenor	5th December 2025 aged 63	Petty Officer Writer	We Remember Submariners	RN Service from 1979 to 2022	including VALIANT, SWIFTSURE, TIRELESS (2000), TORBAY & TALENT
Clifford Wilson C/JX 658820	10th December 2025 aged 98	Able Seaman (TM)	Bridlington & District Branch Member No. 4144	December 1944 to November 1947	TAKU & TOKEN

Gerald Allan Sotheran Paul	6th December 2025	Captain (X)(SM)	We Remember Submariners	April 1953 to August 1972	DOLPHIN SM OTC, FORTH, SANGUINE (5th Hand), TEREDO, TUDOR, TRUNCHEON, SUBTLE (3rd Hand), NARWHAL, ARTFUL ALARIC (IL), COQC No.46A (1961), AMBROSE, AURIGA (CO Temp), ALCIDE (CO), OLYMPUS (CO on commissioning on 21st October 1966), NEPTUNE, RESOLUTION (S) (CO 2nd Commission 10th July 1971), MoD London DN Plans & ROOKE
Michael F (Mike) Stephenson D083001	14th December 2025 aged 76	Chief Radio Supervisor	Essex Branch Member No. 3921	May 1968 to 1989	RESOLUTION, REPULSE (S) on commissioning at Rosyth in 1972, VALIANT, SOVEREIGN & RENOWN
David Smith	16th December 2025	Chief Petty Officer (S)(SM)	We Remember Submariner	RN service 1960 to 1984	NARWHAL, ORPHEUS, REVENGE, WARSPITE & SUPERB
Jacob (Lloyd) Dyck	18th December 2025 aged 81	Lieutenant Commander RCN	SM Association of Canada	1968 to 1994	ONONDAGA, OJIBWA, SEALION 1981 to 1983), ONYX, OTTER & OKANAGAN (1983 to 1985)
Anthony Shand Leslie Smith	22nd December 2025 aged 80	Captain (X)(SM)	Friend of SM Museum	1969 to 1992	DOLPHIN, PLATYPUS, OXLEY, ANDREW, REPULSE, OBERON (IL), ORACLE, COURAGEOUS (IL), TRAFALGAR (Il), SPLENDID (CO) & Captain (SM1
James Charles Nelson Dickens	22nd December 2025 aged 52	RCN	SM Association of Canada	TBA	WINDSOR & CORNER BROOK
Matt Seymou	27th December 2025	TBA	We Remember Submariners	TBA	RESOLUTION & RENOWN
Joseph (Joe) Doyle	December 2025 aged 76	TBA	We Remember Submariners	TBA	CONQUEROR (at the Falklands 1982)
Alistair Rex Burnett D090746X	December 2025 aged 76	Chief Marine Engineering Mechanic (L)	Gosport Branch Member No. 1835	1971 to 1989	OCELOT, ODIN (1980 to 1983), RORQUAL & OSIRIS
Michael Geoffrey Bates	December 2025	Commander (S) (SM)	Friend of SM Museum	From 1976	BRNC 1968, HAMPSHIRE 1970, RENOWN 1976, NEPTUNE 1982, DRYAD 1989, MoD London 1991
Thomas M McNally D083012P	December 2025 aged 77	Chief Radio Supervisor	Gosport Branch Member No. 1481	November 1969 to November 1990	NARWHAL, SEALION, OTTER & WALRUS
Allen Prosser	21st December 2025 aged 97	Petty Officer Cook	We Remember Submariners	1945 to 1953	'A', 'T' & 'S' Class Boats
Adrian Stroud	2024?	TBA	We Remember Submariners	TBA	No details currently available
Emmanuel S (Manny) Scicluna P/J929999	18th December 2025 aged 90	Chief Petty Officer Coxswain	We Remember Submariners	From 1954	RORQUAL, SEALION in August 1968 & other Boats, SETT DOLPHIN & NEPTUNE (Escape Coxswain (1971 to 1975)
Allen F (Trapper) Herbert D130877H	31st December 2025 aged 77	Petty Officer MA	Norfolk Branch Member No. 1689	1980 to 1985	CHURCHILL, RENOWN (P) & CONQUEROR

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