



IN DEPTH

Official Newsletter of the Submariners Association

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



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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

EDITORIAL

Hello everyone from Barrow-in-Furness! This year seems to be slipping by very quickly and Trafalgar Day, the Embankment Parade and the Remembrance Day Parades will soon be with us. This year, of course, Remembrance Sunday is more special than usual with Sunday November 11th being the exact 100th Anniversary of the 1918 Armistice and, as the Chairman says, we hope to see as many of you as possible at the Embankment ceremonies. If you can't make it to London you can always support your local Remembrance Parades and Wreath Laying Ceremonies.

I have been able to include all of the regular articles in this issue; however, you will see that a number of the articles included this time are Press Releases sent to me by the Royal Navy Media & Comms team at Faslane which allows us keep up to date with stories from the front line.

I had hoped to include an item about the James Magennis VC Blue Plaque unveiling at the Belfast RNA in September however this will now be

included in Issue No 63 in January.

The Association continues to attract new members – both serving and retired. In the last quarter twenty-five new and re-joining members have joined the Association and all are listed below. Welcome to you all!

However, unfortunately, in the same period the Association has lost fifteen Members - 'Crossed the Bar'. That is fifteen out of a total forty Submariners whose deaths have been recorded in the same period – six of whom were former Submarine Commanding Officers. All forty names are recorded at the end of this Issue. We wish them all fair winds and smooth sailing on their final patrols.

For those of you looking for Christmas presents to give this year the Book's Section this issue recommends nine new titles. Not all are about submarines or submariners but, all are on a Naval or a Nautical theme.

That's more enough from me for now! I'm hope you will find something of interest to read in this issue. Thanks to everyone who has contributed this time.

Comments and suggestions on content are always welcome - but why not send in your story? All Submariners have at least one to tell!

Barrie Downer

IN DEPTH No. 63

Issue No. 63 of IN DEPTH is due for publication on 1st January 2019.

Contributions for the next Issue should be with the Editor by 15th December 2018 to ensure your story/article is considered.

Cover Photo: The Way We Were – 'C' Class Submarines at Grimsby – probably at Standeasy!
(Submarine Museum photograph)

CHAIRMAN'S REPORT

Friends and Fellow Submariners,

I hope you are all well and enjoying the memories of an excellent summer now that the cooler weather is starting to creep in. Before you know it there will be Christmas trees all over the place. Oh, what joy!

However, well before that time will be the most important day in our calendar, the day we gather to remember and pay respect to all those who have gone before us, men who earned the reputation we enjoy. Men who have sacrificed everything in service of our country.

Our annual Service of Remembrance still affectionately referred to as the Embankment Parade will be held once again in the gardens of Middle Temple (Middle Temple Lane, London EC4Y 9AT) which is immediately across the road from the National Submarine War Memorial. The Service of Remembrance will start at 1030 (muster at 0950) and will be conducted by the Association Honorary Chaplain Paul Jupp. Paul will be assisted by Rev. Ralph Barber again this year. Although the actual Service cannot be held in the immediate vicinity of our Memorial for several reasons, all wreaths are placed on the Memorial on completion of the Service. The wreaths are 'paraded' across the Embankment by uniformed personnel and attached to the War Memorial in a dignified manner.

Regular attendees at this important and emotional Service will have witnessed the massive growth in attendance, particularly from the Serving Submarine community. It is also very pleasing to see representatives of other nations attending and laying their wreaths too. If you require further information or clarification, please contact the Parade Marshal Iain Mackenzie on: coxswainmackenzie@icloud.com

Many of you may be unaware of similar events which take place on the same weekend but on the Saturday. I would wholeheartedly recommend attendance if possible. Timings are as follows:

1000 – Victory Services Club, Carisbrooke Hall, Talk by Lord Hennessey and Dr James Jinks on their excellent book "The Silent Deep".

1315 – Westminster Abbey - Dedication of the SM Remembrance Garden followed by a service and wreath laying by the Special Forces Memorial in the West Cloisters of Westminster Abbey and concluded with a brief on the Tomb of the Unknown Warrior.

I look forward to seeing you all there at as many events as possible.

Rear Admiral Submarines (RASM) hosted the 2018 Submarine Oscars evening on Saturday 29 September 2018, in the Doubletree by Hilton, Cambridge Street, Glasgow. This is an all ranks and rates event and is open to all serving submariners and their partners and families, as well as retired submariners and guests. The purpose of the Oscars is to host an awards ceremony to recognise outstanding performance in a range of Submarine Service team and individual categories. The general format of the evening was a hosted awards ceremony followed by dinner with live entertainment provided by The British Forces Foundation (BFF).

There were approximately 500 people at this very enjoyable and successful night-out.

Military Vs Cancer held a raffle during the evening and prizes to name, but a few were as follows: Breitling Submarine Service watch, 1827 Pattern Royal Naval Sword kindly donated by Crown Swords England Ltd, Custom made Submariners Woolly Pully Cushion kindly donated by Company of Makers Portsmouth, Black Sails Tattoo voucher - kindly donated by Black Sails Tattoo Studio, Helensburgh, a Spitfire experience. Tickets for the raffle were available to buy at the event.

It is at this now annual event that the Submariners Association Trophy is awarded. The recipient of the Submariners Association Trophy is selected by the Instructors and staff of the Submarine School, HMS RALEIGH. The criteria for the award are not based on academic achievement alone. The recipient must display and fully embrace the qualities expected not only of a member of the Royal Navy, but also of a potential Submariner. He or she must show dedication to his/her chosen career path and display the requisite levels of professionalism, drive and outstanding moral fibre. Attributes such as Courage, Loyalty, Discipline, Integrity, Respect for others, and Selfless Commitment are required.

This year's recipient is AB WS (TSM) William Broughton who was, unfortunately, unable to attend the event. I think we used to call this "Life in a blue suit" so we will do all that we can to ensure that he receives his trophy in due course (service commitments permitting!). In the meantime, our congratulations go to William.

The Submarine Oscars evening is sponsored and run by BFF with the generous support of the Donald Gosling Foundation, Babcock, Thales UK, Veolia, QinetiQ and Rolls Royce.

The role of National Treasurer.

Because of promotion at his place of employment, Nigel Mellor is standing-down from the role of Submariners Association National Treasurer. Therefore, we are looking for a volunteer to take on the role on a permanent basis. Any volunteer must be a Full Member of the Submariners Association and nominated by his Branch.

Experience in a similar role would be an advantage but is not essential as a full and comprehensive hand-over will be given to the successful candidate.

The selection process and appointment will be managed by the National Management Committee. The appointment will initially be for a period of 5 years - subject to ratification at the next following National Council Annual Conference. Anyone interested in this role and wishes to volunteer should send their name to the National Secretary. Clause 9 (n) (i)(ii)(iii)(iv) of the Association Rules and Constitution refers to this role. Terms of Reference are available on request.

Nominations deadline.

I would take this opportunity to remind you all that any nominations for places on the National Management Committee or changes/amendments to our Rules and Constitution should be presented to the National Secretary, Ian Vickers, in writing no later than 31st December. This is your opportunity to step forward and make a difference. There are always two vacancies on the NMC each year. The only qualification is that you must be a Full Member of the Association. Similarly, if you think that our R & C needs updating or changing then put your ideas in writing and get them to the national Secretary no later than 31st December.

I look forward to seeing you all in November at the Embankment. In the meantime, remember that we are all getting on a bit in years and we need to take care during the colder months. We are a 'dying breed' but let that be through natural process and not hastened by our own thoughtlessness. Take care of yourselves and each other.

Keep on keeping on.

JMcM.

NEW & RE-JOINING MEMBERS – 1st July 2018 to 30th September 2018

(20** = Serving Member)

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
David Bathgate	WO1	Nottingham	Jul 1990 to 201*	RENOWN, RESOLUTION, VIGILANT, VICTORIOUS & VENGEANCE
Stephen Brankin	CPOWEA	Medway Towns	1980 to 1992	OCELOT (81 to 82) & REVENGE (85 to 88)
John C. Chivers	WO2 (ET) (MESM)	West of Scotland	Aug 1999 to Jan 2013	VICTORIOUS (P) (Aug 2000 to Aug 2003), VENGEANCE (P) (Apr 2005 to Jan 2006), VANGUARD (S) (Jan 2006 to Aug 2008) & VANGUARD (P) (Dec 2009 to Mar 2012)
Gavin J Clelland	WO2	Barrow in Furness	Apr 1981 to Nov 2013	SPLENDID (1982 to 1985), TORBAY (1985 to 1991), TIRELESS (1995 to 1997), TRAFALGAR (1999 to 2001), SPARTAN (2001 to 2002) & SCEPTRE (2002 to 2003)
Thomas S Cope	Leading Seaman	Dolphin	Feb 2010 to 201*	VANGUARD (2011), VIGILANT (2011 to 2013) & TORBAY (2013 to 2015)
Alexander Cowan	Petty Officer MEM	Australia	Not Given	RESOLUTION & REVENGE
Christopher D Green	WO1 Coxswain (SM)	Plymouth	1982 to 201*	CHURCHILL (1982 to 1984), SWIFTSURE (1986 to 1991), ORPHEUS (1991 to 1992), TIRELESS (1994) TURBULENT (1994), TRENCHNT (1994 to 1996), TIRELESS (96-00) & VICTORIOUS (G) (2003 to 2006)
Tristan V. Griffin	Leading Radio Operator	Welsh	Feb 1986 to Feb 1996	ONSLAUGHT (1987 to 1991)
Stephen H. Hemingfield	Chief Petty Officer (ACMN)	Indalo Spain	Sep 1976 to Mar 1984	REVENGE (P) (1976), RESOLUTION (P) (1976 to 1978), OTUS (1978 to 1981), ONYX (1981) & OTUS (1981 to 1984)
Neil Jones	OM(SSM)	Merseyside	1989 to 2001	TALENT (1989 to 1992), RESOLUTION (1993), SCEPTRE (1994 to 1995), VIGILANT (1995 to 1999) & TRAFALGAR (1999 to 2001)
D.A. (David) Kear	Able Seaman	Cheltenham & West Midlands	1956 to 1964	SUBTLE, SPRINGER, AMBUSH & TURPIN
Paul Langdon-Manning	Leading Hand	Lincoln	Nov 2010 to 201*	VIGILANT & VENGEANCE
Robert (Bob) McMichael	Petty Officer MEM(L)	Bath	Jul 1976 to Sep 1997	CONQUEROR (1978 to 1979), TRAFALGAR (1982 to 1985), TRENCHANT (1986 to 1990), TRAFALGAR (1992 to 1994) & TORBAY (1994 to 1996)
Keith W.	Able Seaman (S)	Scottish	1987 to 1994	OTUS (1987 to 1988), ODIN (1988 to 1991) &

Manning	(SM)			VALIANT (1991 to 1992)
Gary Martin	Petty Officer ET (WESM)	Northern Ireland	Apr 2006 to May 2015	SUPERB (Apr 2006 to Feb 2009), TIRELESS (Feb 2009 to Jun 2010) & ASTUTE (Jul 2012 to Mar 2014)
Robert D Millington	WO1 WEA	Merseyside	1981 -to2006	REPULSE & URSULA
Vince O'Neill	Lieutenant (SD) WESM	Leicestershire & Rutland	1972 to Oct 1985	OTUS, ONYX & OTTER
Derek) Palliser	Chief Petty Officer (SA)	Barrow in Furness	Nov 1973 to June 1994	RESOLUTION, SCEPTRE, TRAFALGAR, TURBULENT & CONQUEROR
Isaac Sally	Chief Petty Officer	Scottish	Sep 1989 to Oct 2013	RENOWN (1993 to 1997), VENGEANCE (2002 to 2005), VANGUARD (2006 to 2009), VICTORIOUS (2009 to 2010) & VIGILANT (2011 to 2013)
Michael G Todd	Able Seaman (S)	Australia	Sep 1984 to Jun 1990	TURBULENT & ORPHEUS
Andrew E Warneken	Lieutenant Commander	Derbyshire	1992 to Apr 2003	UNSEEN (Jul 1992), VANGUARD (1995 to 1997) & VICTORIOUS (2000 to 2003)
Mark W. Wraith	Chief Petty Officer	Portsmouth	Jun 1987 to 201*	REPULSE, REVENGE, VICTORIOUS & TRIUMPH
Chris Wright	Leading Seaman (RP)	Indalo Spain	1968 to 1973	ACHERON & ANDREW
Robert G. Wright	Leading Seaman (TS) (SM)	Northern Ireland	1979 to May 1988	REPULSE (S) (1980 to 1982) & RENOWN (P) (1983 to 1988)
David G. Young	Petty Officer (TS)	Plymouth	1974 to 1989	CACHALOT (1974 to 1977), SUPERB (1978 to 1980), SCEPTRE (1980 to 1982), OSIRIS (1982), TIRELESS (1983) & SPLENDID (1983 to 1988)

SUBMARINE LOSSES OF WWI

This is the sixteenth article in a series listing Submarine losses during WWI and covers Submarines lost and Submariners died in the 3rd Quarter of 1918.

JULY 1918

July 1918 saw one Submarine lost with all hands, another Submarine severely damaged in an attack by German seaplanes, two Submariners lost through illness and three other Submariners accidentally lost overboard.

HMS PLATYPUS

Two members of the Crew of the Submarine Depot Ship HMS PLATYPUS died in July 1918 after being taken ill. They were:

L/Sea Gilbert Abbs 235013

Gilbert Abbs died on 2nd July 1918 after contracting pneumonia.

Sto1 George Rennison 299072

George Rennison is reported to have died on 4th July 1918 from a combination of influenza and pneumonia. George Rennison was a Reservist who had served in the Submarine Depot Ship HMS VULCAN at Dundee pre-WWI and had also served with the Royal Naval Division in France before joining HMS PLATYPUS.

SUBMARINE C25

The Submarine damaged was Submarine C25 (Lieutenant David Courtenay Bell) and was very nearly lost on 6th July 1918. The Submarine was on the surface at noon when the Commanding Officer called the Second Captain (Sub Lieutenant Ronald M Cobb) to come to the bridge to look at a flight of

five sea-planes. As the Sub Lieutenant was on his way up the order was given to dive, so he flooded all main ballast and went full ahead on the main motors. Bombs were dropped, and several small holes appeared in the pressure hull and water started to come in. An order was given to surface and the ballast tanks were blown. Sub Lieutenant Cobb then ordered 'Surface Action Stations'.

Small bombs and bullets were still being fired at C25 and, as a result, the Coxswain was badly wounded, and an Able Seaman was killed in the Conning Tower. The Sub Lieutenant went up the Conning Tower and found the Commanding Officer, a Leading Seaman, the Signaller and the Lewis Gunner all killed. As the firing from the sea-planes was still going on the Sub Lieutenant came back below for about 15 minutes and started to repair damage. He then went back on the bridge with two ERAs, but they had to come below again as a further attack was starting. This attack continued for another 5 minutes and then, having waited a further 10 minutes he returned to the bridge.

Cobb was in an unenviable position. Although the ERA got the petrol engine running, steering was jammed both from the Control Room and Bridge. Luckily at about 12.45 p.m. Cobb identified himself to Submarine E51. The wounded Coxswain was transferred to the E51, the CO of E51 came on

board to examine the damage, signals were made to the Depot Ship and a tow was established. Despite the efforts to get the Coxswain to proper medical attention he later died of his wounds.

Further attacks by the sea-planes were made between 3.18 p.m. and 3.45 p.m. during which time Cobb and his crew remained below decks. Eventually, the Destroyer HMS LURCHER arrived to take over the tow and take C25 back to harbour. Those lost in this attack were:

Officers:

Lieutenant David Courtenay Bell, Royal Navy who is buried in the Shotley (St Mary) Churchyard in the Submarine Enclosure.

Ratings:

PO Coxswain William George Borrow 237304

He is buried in the Camberwell (Forest Hill Road) Cemetery in London in Grave 85.25456.

L/Sea William Barge J124

He is buried in the Shotley (St Mary) Churchyard in the Submarine Enclosure.

AB George Sidney Hamilton J26612

He is buried in the Norwich Cemetery in Grave No. 46.504

AB John Marcian Walsh J10812

He is buried in the Liverpool (Anfield) Cemetery, Lancashire in Grave No II, RC, 2116.

Sig Charles Arthur Buttle J9244

He is buried in the Derby (Nottingham Road) Cemetery, Derbyshire in Grave No. 16603 (C).

SUBMARINE L9

One Officer from Submarine L9 died on 12th July 1918. He is reported to have been accidentally drowned. He was:

Lieutenant Leslie Cyril Kendall Francis, Royal Navy

He is commemorated on the Portsmouth Naval War Memorial on Panel No. 28.

SUBMARINE E34

This Submarine was lost 'with all Hands'. The Submarine had sailed from Harwich on the morning of 14th July 1918 with orders to lay a minefield off Vlieland but was reported lost on or about 20th July 1918. No reason has been discovered for her loss, but it is possible that she was mined. There were no survivors. The bodies of the three Officers and three of the Ratings were later washed ashore in Holland & Germany. Those lost were as follows.

Officers:

Lt. Richard Ivor Pulleyne, DSO, DSC, Royal Navy
Prior to WWI Richard Pulleyne had been the sole survivor of the sinking of Submarine B2 following a collision with the SS AMERIKA in the Dover Straits on 4th October 1912.

Lieutenant William Phillip Lillie, DSC, Royal Navy

Lieutenant Hugh Tom Donald Wynne DSC, RNR

Ratings:

PO Charles Edward Ellis, DSM 220405

PO John William Holmes J10315

PO Herbert James Smith J11913

PO George Richard Tanner, DSM 196486

L/Sea George Atkinson, DSM J14020

L/Sea Benjamin Cogan Edwards 238694

L/Sea Arthur Richard Pankhurst 212340

Able Seaman Newman William Aldridge J1558

Able Seaman William Thomas Norman 221480

Able Seaman Frederick Charles Scott J19816

Ord Sea Charles Harold Cooke RNR

Sig Percy Baron Richens 237049

L/Tel Charles John Newnham Amooore J21492

Tel William Henry Bignell 144209

CERA Alan Tatham, DSM RNR/Dev/EA/1061

ERA3 George Russell Dixon M19343

ERA4 John Allen M15316

ERA4 Arthur Logan Murray M25535

SPO William Fortnum 295188

L/Sto Alfred Edward Baker K18223

L/Sto James William Kircaldy Painting K18622

L/Sto John Smith K23820

L/Sto Charles James Tofts K12084

Sto1 Christopher Oliver Baldwin K14537

Sto1 James Alfred Sargent K18222

Sto1 John William Hanson K25244

Sto1 George Heale K21877

Sto1 William George Kemp K16280

SUBMARINE K5

Two members of the crew of Submarine K5 died on 31st July 1918. They were both accidentally lost overboard and were drowned. They were:

Chief Stoker George Lewis Booker 295851

Sto1 Michael Jordan K22252

AUGUST 1918

No Submarines were lost in August 1918 although one – E40 - had a very narrow escape. Three Submariners are reported to have died as a result of accidents.

SUBMARINE E40

At about 2100 on 2nd August 1918 submarine E40 sighted a German U-Boat - thought to have been of the U-51 Type. The Commanding Officer (Lieutenant Guy Descarriers Sharp) decided on a dived engagement but after he dived he found that there was insufficient light to use the periscope. He then surfaced and found himself in a position to make a torpedo attack and fire both bow tubes. This attack failed as the range (about 2,500 yards) was too great. A gun attack was then made but the German responded with his own deck gun. Only having a 12 Pounder deck gun Guy Sharp decided that discretion was the better part of valour and started to dive again.

In diving the Conning Tower was hit by a 4.1-inch shell which exploded in the tower injuring the Commanding Officer in nine places. He made it into the Control Room and ordered the submarine to be dived before collapsing. The First Lieutenant (Lieutenant Alexander Scrope Hutchinson) then

came forward from the Engine Room and took over command. Owing to a problem with the hydroplanes E40 dived out of control and hit the bottom in a depth of 55 Fathoms (330 feet) – well below the operational depth for the 'E' Class - with water leaking in through the Engine Room hatch and the stern tubes. Managing to regain the surface E40 was then fired at again by the U-Boat and hit in the casing near the starboard anchor. The First Lieutenant then dived the submarine again and made his way to safety.

SUBMARINE D8

One member of the crew of Submarine D8 died on 8th August 1918. It is reported that he died from the effects of arsenieureted hydrogen poisoning following exposure to contaminated battery gases. He was:

ERA Simpson Anderson M1169

HMML No. 403

One Submariner member of the crew of HMML No. 403 died on 22nd August 1918 when he was killed by the explosion of a German torpedo whilst it was being salvaged. He was:

Able Seaman Christopher Herbert Stamford J11924

SUBMARINE H26

One member of the crew of Submarine H26 died on 23rd August 1918. It is reported that he died in hospital at Canterbury whilst undergoing an operation for injuries received in accident on board Submarine H26. He was:

Leading Stoker Henry Whinfield Nash K4511.

SEPTEMBER 1918

No Submarines were lost in September 1918. However, five Submariners are reported to have died – two committed suicide, two were drowned in when a dinghy capsized, and one was taken ill and died.

SUBMARINE E54

One member of the crew of Submarine E54 died on 13th September 1918. It is reported that he committed suicide. He was:

L/Sea George William Crust J4999 (Ch)

Submarine E25

Two members of the crew of Submarine E25 died on 14th September 1918. It is reported that they were accidentally drowned in the Mediterranean off the island of Pygos when a dinghy they were in capsized. They were:

AB Alfred Charles Whitehorne J24178 (Po)

ERA 4th Class John Lennon M12485 (Po)

SUBMARINE E21

One member of the crew of the Submarine E21 died on 25th September 1918. It is reported that he committed suicide. He was:

Petty Officer James William Bellamy 207147

Submarine H2

One member of the crew of Submarine H2 died on 30th September 1918. It is reported that he died after contracting double pneumonia. He was:
Leading Stoker Richard Cray K3665 (Ch)

This Series will be concluded in 'In Depth No 63'

CLYDE NAVAL BASE HOSTS U.S.N. VISIT
HM Naval Base Clyde hosted United States Navy (USN) Admiral James G. Foggo III on Wednesday, August 8, in a visit which helped to further reiterate the strong links between the UK and US.

The Admiral, who is Commander US Naval Forces Europe-Africa and Commander Allied Joint Force Command Naples, spent the day at the Home of the UK Submarine Service as the guest of Scotland's most senior naval officer Rear Admiral John Weale RN.

Together they toured Astute Class and Vanguard Class submarines berthed alongside, visited simulators at the site's Flag Officer Sea Training North facility, and met with some of the Royal Marines serving with the Faslane-based 43 Commando Fleet Protection Group. The Admirals also discussed operations, exercises and fleet training during the visit. Admiral Foggo highlighted the strong naval partnership the US and UK enjoys, a partnership strengthened through information sharing, combined operations, and a mutual commitment to regional stability and security.

"I had a wonderful visit to HMNB Clyde and I appreciate the hospitality of Rear Adm. Weale and the crews of the attack submarine and ballistic submarine which I toured today," said Admiral Foggo. "I look forward to continuing to work hand-in-hand with the Royal Navy. I always enjoy seeing the warships from our two navies operate together, the White Ensign alongside our Stars and Stripes."

Rear Admiral Weale, who is Flag Officer Scotland and Northern Ireland (FOSNI) and Rear Admiral Submarines (RASM), said: "The United States is a key ally of the United Kingdom and our Special Relationship continues to develop through our shared interests of regional security and peace and prosperity across the globe. In an increasingly uncertain world the partnerships between the Royal Navy and United States Navies is as ironclad as it has ever been. "In both my role as Flag Officer Scotland and Northern Ireland and Rear Admiral Submarines I am delighted to welcome Admiral Foggo to Faslane to see all that the Royal Navy contribute to Scotland and to show him the facilities and submarines that serve as a close reminder of our continued relationship."



USN Admiral James G. Foggo III meeting with Rear Admiral John Weale RN at HMNB Clyde

VETERAN SUBMARINER RECEIVES HIGHEST FRENCH HONOUR FOR WARTIME MISSION

A Veteran submariner has recently been awarded France's highest order of merit for his valuable service during the Second World War.

Ninety-three-year-old George Crawley was presented with the Legion of Honour on July 21 at HMS Calliope in Newcastle.

Witnessed by his children and grandchildren, serving submariners from HMS Victorious and Vengeance, and fellow veterans from the Submariners Association, the ceremony saw the proud Whitley submariner receive his medal from Brigadier General Herbé Bizeul on behalf of the President of France.

George joined the Royal Navy in 1941 aged just 17 and soon began his training at HMS Collingwood before later joining HMS Rodney at Gladstone Docks in Liverpool.

George's Silent Service journey was a world away from that experienced by today's submariners. He was serving as a Royal Navy Signaller when he volunteered for the Submarine Service and underwent a two-day crash-course – very different from the intensive 25-week training taken by the modern submariner.

With just 48-hours of submarine experience under his belt, George joined HMS Talbot in Malta in October 1943 and the following year was drafted to the Free French Submarine Curie.

It is in recognition of his actions and achievements on board Curie that George was presented the Legion of Honour by the French government. The submarine - complete with canine mascot 'Radium' on board - was involved in patrolling Nazi occupied French ports in 1943 and 1944.

It was a highly dangerous mission and George recalls being depth charged and taking part in Gun Actions where the vessel surfaced and strafed enemy ships.

Throughout the Second World War he served on board a number of submarines, including HMS Universal, HMS Medway and HMS Upstart.

But one of the highlights of his service was meeting his wife Freda, a Wren from Whitley Bay who was serving at HMS Elfin in Blyth. The couple got to know each other while George was delivering signals to her office from Christmas 1944 and the couple eventually tied-the-knot in August 1945.

Lieutenant Commander Simon Barr of HMS Vengeance, who formed part of the ceremonial guard for the medal presentation, said: "We are in awe of George's achievements as a submariner, as were all who attended. It was also a great opportunity to meet the people of Newcastle and raise the profile of the Submarine Service."

After speeches from the Brigadier General and Vice Admiral Simon Lister KCB CB OBE, George left the parade ground to loud applause and on to a celebration with family, friends and fellow submariners.

George said: "I am delighted to be awarded the Chevalier de la Legion d'honneur by the French government. This honour is not just for me, but for all of Her Majesty's Submariners."

Sent by: Kim Hardie, Royal Navy Media & Comms, HM Naval Base Clyde.



George Crawley is congratulated by HMS Vengeance's Lieutenant Commander Simon Barr.



The serving submariners with Brigadier General Herbé Bizeul at HMS Calliope

WORLD WAR TWO VETERAN IS AWARDED THE HIGHEST FRENCH HONOUR AT HM NAVAL BASE CLYDE

A veteran Royal Navy sailor has recently been awarded France's highest order of merit for his valuable service during the Second World War.

Ninety-five-year old Harry Johnson was presented with the insignia of Chevalier of the Legion d'Honneur on Tuesday, 21 August at HM Naval Base Clyde.

Harry, originally from London but now living in Helensburgh, was presented with his medal by Emmanuel Cocher of the French Consul General on behalf of the President of France.

The French government are currently recognising the sacrifice of British service personnel who served during the D-Day operations and around 5,000 medals have been awarded around the United Kingdom.

There to witness him receiving his award were some of Harry's family and friends, among them his daughter Lindsey and her husband Stuart who had travelled from Dunfermline to attend the ceremony.

Harry joined the Royal Navy at 17, receiving basic naval training at the Royal Naval College, Dartmouth and specialist engineering training at the Royal Naval Engineering College, Devonport.

His first deployment, as a Lieutenant, was on HMS Enterprise, a Light Cruiser and the first five months were spent in working up for the forthcoming invasion and the honour conferred by the Consul General was specifically for Harry's participation in the D-Day Landings.

HMS Enterprise fired over 9,000 shells during the landings and the bombardment of Cherbourg and had to retire briefly to Chatham Dockyard to have her worn out gun barrels replaced and to refuel. Both the Captain and the First Lieutenant were wounded in the action whilst on the Ship's bridge.

Harry talked of his experiences during these dangerous times: "I remember waking at dawn on D-Day and going on deck to find the sea completely

covered with ships and crafts of every conceivable shape, size and purpose, for as far as the eye could see and mostly heading for the beaches. The Enterprise was allocated to 'Utah' beach in the American Sector and her first task was to soften up the beach defences and then to lay down fire ahead of the Allied advance."

He continued: "It is an honour to be presented with this award, however I also think of all those who died during and since the war and feel that many of them deserve this far more than I do."

Harry left the Navy as a Commander in 1971, joining the Royal Naval Engineering Service, a MOD Civilian organisation in support of the Navy. Now living in Helensburgh, Harry spent ten years HM Naval Base Clyde, where he finished his career, retiring in 1982 as Chief Services Engineer at Faslane. Harry still lives in Helensburgh today.

Warrant Officer 1 (WO1), Andy Knox, Command Warrant Officer Submarines at the Naval Base took the opportunity to thank Harry for his service at HMS Neptune and presented him with one of the few remaining HMS Neptune crests and a very special bottle of 18-year-old malt whiskey.

"I was extremely privileged to be part of Commander Harry Johnson's Légion d'Honneur presentation at HMNB Clyde. It was a truly humbling experience for all involved and a very proud moment for Harry," said Andy

"This was the second Légion d'Honneur presentation that I have had the honour of attending in recent weeks and reminds me of how proud we should all be of our true heroes.

Sent by: Kim Hardie, Royal Navy Media & Comms, HM Naval Base Clyde.



Harry Johnson is presented with his award by Emmanuel Cocher of the French Consul General

INDIAN ROYAL NAVY VISIT SUBMARINE RESCUE SYSTEM

Members of the Indian Navy were recently welcomed to Faslane by Assistant Chief of Naval Staff Submarines, Rear Admiral John Weale.

Rear Admiral Mohit Gupta, Assistant Chief of Naval Staff Submarines and Rear Admiral Sreenivas Ratnam, Technical Manager together with staff from the Indian Navy Submarine Rescue Team, were visiting Scotland on a fact-finding mission on submarine rescue.

Following the welcome from RAdm Weale, the group viewed the NATO Submarine Rescue System (NSRS) where they met with Commander Chris Coles of the Submarine Delivery Agency Emergency Response team.

NSRS staff were standing by to show the party around the facilities and equipment, as well as to share their knowledge and experience and to answer any questions from the group.

The NATO Submarine Rescue System is based at HM Naval Base Clyde but is jointly owned by the UK, France and Norway and is capable of deploying anywhere in the world, diving down to a submarine in distress, "mating" with escape hatches and carrying out an evacuation of the vessel.

The Indian Navy were keen to learn how the system is maintained, operated and deployed by the experienced team based at Faslane, as they themselves are in the process of procuring two new submarine rescue systems which are manufactured in Scotland by James Fisher Defence.

The purchase of these 'state of the art' submarine rescue systems will hopefully lead to India joining the global submarine rescue community and offering mutual submarine rescue support to other submarine operating nations. The ethos shared amongst submariners is such that the nearest submarine rescue system could be deployed to a submarine in distress, no matter which country it belongs to.

Speed is essential in any submarine rescue scenario so the more deployable rescue systems we have in the world, the more comfort we can take that there is a viable rescue submarine that could get on scene in time to save the crew.

Commander Chris Coles said: "This was a great opportunity to meet the head of the Indian Submarine Service and his newly formed rescue team. It will be a couple of years before India's rescue systems are fully operational but NSRS hopes to forge a close working relationship and establish mutual rescue arrangements with the Indian Navy".

Sent by: Kim Hardie, Royal Navy Media & Comms, HM Naval Base Clyde.



Rear Admiral Sreenivas Ratnam, Rear Admiral Mohit Gupta, Commander Chris Coles and Mr Vedveer Arya during their visit to the NATO Submarine Rescue System.



NATO Submarine Rescue System staff show the visitors inside the Submarine Rescue Vehicle

US Navy Accepts Delivery of Attack Submarine USS South Dakota (SSN-790)

By: Ben Werner September 27, 2018



The crew stands aboard future USS South Dakota (SSN-790) Navy photo

The Navy accepted delivery of the future attack submarine South Dakota (SSN-790) from General Dynamics Electric Boat earlier this week, marking the second-to-last Block III Virginia-class boat to come through the production line.

South Dakota is the 17th Virginia-class submarine built and is the seventh of eight Block III submarines. The final Block III boat, the future Delaware (SSN-791), will be delivered by Newport News Shipbuilding, which has a teaming arrangement with Electric Boat where they each build separate portions of the submarine and then trade off which company delivers the final product to the Navy.

"South Dakota's delivery is an important milestone," Capt. Chris Hanson, Virginia Class Program manager, said in a statement. "It marks the penultimate Block III delivery and will be a vital asset in the hands of the fleet."

The 377-foot long, 34-foot wide Virginia-class submarine has a displacement of 7,835 tons. Virginia-class subs can travel at 25 knots and dive more than 800-feet below the surface, according to Electric Boat.

The Navy has pursued a block upgrade approach to its Virginia-class SSNs, with each new block-buy contract introducing into the program a new capability or manufacturing efficiency. The Block III submarines have two large diameter Virginia Payload Tubes, replacing what had previously been 12 individual vertical launch tubes. Each Virginia Payload Tube can launch six Tomahawk cruise missiles. The design change was done to cut the Virginia-class program's per-hull cost without diminishing the submarine's warfighting capability, according to a Naval Sea Systems Command statement. Virginia-class subs also carry Mark 48 advanced capability torpedoes.

"Delivering South Dakota is a significant achievement that represents the hard work and excellent performance of our shipbuilders, helps the Navy meet its shipbuilding goals and contributes to the nation's defense," Jeffrey Geiger, Electric Boat president, said in a statement.

Electric Boat is already building the Block IV Virginia-class submarines, and during the second quarter of this year, the Navy awarded General Dynamics \$225 million to purchase long-lead materials for the Block V submarines, according to company statements previously reported by USNI News.

Spain's New Submarine 'too big for its dock'
An attempt to deploy a new submarine for Spain's navy has run aground again, after it emerged it cannot fit in its dock, according to a Spanish media

report.



One of Spain's current S-70s.

The new submarines are a planned upgrade. The S-80 boat was redesigned at great expense after an earlier mistake meant it had problems floating, and it was lengthened to correct the issue. Spanish Newspaper El Pais now reports that after the changes, the docks at Cartagena can no longer fit the vessel.

The cost for each has almost doubled, the newspaper said. It estimated that the cost of each S-80 "Plus" submarine would now be close to €1bn (£900m).

The original problem with the submarine dates back to 2013, when it was discovered that it was about 100 tons heavier than it needed to be.

That caused a problem for its buoyancy - so it could submerge - but might not come back up again.

A former Spanish official told the Associated Press at the time that someone had put a decimal point in the wrong place, and "nobody paid attention to review the calculations".

That mistake cost a reported €14m while engineers and consultants figured out that buoyancy could be improved by lengthening the boat.

The original design from state-owned defence company Navantia was for a 71m, 2,200-ton displacement vessel.

Now, the S-80 Plus is an 81m, 3,000-ton boat.

As a result, the base at Cartagena will have to be dredged and reshaped to accommodate the now-floating longer vessel, the El Pais report said.

Spain's Defence Minister Margarita Robles, speaking on Spanish radio, admitted that "there have been deficiencies in the project".

She insisted that "they are already corrected and that the project is absolutely viable".

HMS NEPTUNE HOSTS SUBMARINE COMMAND DINNER

Royal Navy Officers gathered in the HMS Neptune Wardroom at HM Naval Base Clyde on Wednesday, September 12, to mark the anniversary of the Submarine Command Course.

Rear Admiral John Weale OBE, the current Rear Admiral Submarines hosted the annual event which is open to all officers, past and present who have

completed the Submarine Command Course – known to all as ‘Perisher’.

Formal training for submarine Commanding Officers began in September 1917, with last year marking the centenary of the intensive course. Although still one of the most challenging courses in Defence, the training has moved with the times to keep up with the advances in submarine technology – everything from coming into the computer era and the change to nuclear power to advanced communications and cyber.

Through all the advances, the ‘Perisher’ remains a command and leadership course which aims to prepare the successful student for war in the most demanding and unforgiving of environments.

The annual dinner is an ideal opportunity for the Perisher community to get together and swap stories with colleagues who have all shared similar experiences of completing and passing ‘Perisher’.

It is also a chance to pay tribute to those officers retiring from the Service – this year saw Commodore Phil Titterton, Captain Charlie Reid, Captain Andy Bower and Commander Mark Lister move on to new chapters in their lives and careers.

Commander Jim McGuire, Commander Faslane Flotilla, who organised this year’s event said:

“It was an honour to be part of this esteemed occasion, and although on a smaller scale than last year’s Perisher 100, the event continues to highlight the achievement of all those who have successfully completed the course and what it means to be a Perisher.”

After dinner Rear Admiral Weale addressed the group, starting off with what the Submarine Service will be looking to achieve in the next twelve months and finishing by giving his personal thanks to those retiring, for their service as Submarine Commanders and Royal Navy Officers.

Sent by: Kim Hardie, Royal Navy Media & Comms, HM Naval Base Clyde.



Royal Navy Officers attending the Submarine Command Dinner

SUBMARINERS CELEBRATE SUCCESS WITH A NIGHT AT THE OSCARS

In true Hollywood fashion, the red carpet was rolled out at the Double Tree by Hilton Hotel in Glasgow recently for the second annual Submarine Service Awards – The Submarine Oscars.

Serving and retired Submariners, their families, friends and affiliates all dressed up in their glad rags for an evening of glitz and glamour to celebrate the best in the service.

Over 450 people attended the 2018 Submarine Oscars on Saturday, September 29, which were hosted by Rear Admiral John Weale, Rear Admiral Submarines (RASM). To add a bit of showbiz glam to the event, the special guest for the evening was Bruce Dickinson, the lead singer with Iron Maiden.

Rear Admiral Weale teamed up with Command Warrant Officer (Submarines), WO1 Andy Knox to perform the duties of Master of Ceremonies for the evening and together they did an excellent job of keeping the audience entertained.

The evening was sponsored and run by the British Forces Foundation with the generous support of the Donald Gosling Foundation, Babcock, Thales UK, Veolia, QinetiQ and Rolls Royce.

Awards presented during the ceremony included:

- The CONQUEROR Trophy for operational excellence. The crew of HMS VENGEANCE picked up this award which was sponsored by Thales UK and presented to Lieutenant (Lt) Dalrymple.
- Family Awards. Gemma Brownson, Jan Brennan, Christine Stewart and Kim Cleminson were recognised for the valuable contribution they have made to supporting the families of serving submariners.
- Howard Johnston Prize. Lt Chris Oakley was presented with a ceremonial sword for Best Principle Warfare Officer (Submarines) Student.
- Lord Fieldhouse Memorial Prize. Lt Dobson was the recipient of this prize for Best Student on the Intermediate Warfare Course.
- Industrial Partners Awards. Three awards were presented in this category – the first to Mark Davies and Alan Milroy in the Babcock Graphics Team, the second to Karen-Anne Tryon, Kenny Brown and Kenny McAllan in the Babcock Print Room and the third to Tracy Lafferty, HMS Neptune Mess Manager, all for their support to the Submarine Service.
- The RNRMW Award. Helensburgh and Lomond Carers were presented with this award for their support to children of serving submariners.
- The SOVEREIGN Bowl. This award was given to Commander Hopton and his Maritime Engineering Department for consistency of performance during Manoeuvring Room Training.

- Submarine Engineering Excellence Award. This was presented to the Commanding Officer of HMS AMBUSH, Commander Sam Owens and his crew.
- The Max Horton Prize. Lt Kat Bartlett of HMS ARTFUL was the recipient of this award for best officer qualifying for her Dolphins.
- The VALIANT Trophy. This year HMS AMBUSH picked up this award as the best unit through all elements of Operational Sea Training.
- Electronic Warfare Prize. CPO Lyon received this award.
- The Defence Engagement Award. HMS ARTFUL were awarded this prize presented by Gordon Clark of Veolia who sponsored the award.

The Charity, Military versus Cancer also held a raffle during the evening with Bruce Dickinson, the lead singer of Iron Maiden, presenting the prizes which included a Breitling Submarine Service watch and a Spitfire experience, amongst many others.

"I am delighted and honoured to be invited to the 2018 Submarine Oscars," said Bruce. "I was privileged several years ago to spend some time on a Vanguard Class submarine and witness first-hand the incredible dedication of the submariners."

Able Seaman (AB) Christopher Knowles was recognised twice during the evening – both as part of the crew of HMS ARTFUL and with a personal commendation from Rear Admiral Weale for his outstanding demonstration of initiative and core values to engender team cohesion by organising various events to maintain the moral of HMS ARTFUL and her crew.

"I feel like the celebrity I always knew I would be," joked AB Knowles. "Really though, it is an honour to receive these awards and myself and my family are so proud."

Rear Admiral Weale also presented commendations for outstanding performance to Lt Deborah Wiseman, WO2 Andrew MacFarlane, CPO John Budge, PO Graham Kimber, ET George Piper, Faslane Flotilla Recovery Cell and the Mechanical Engineering Department of HMS ARTFUL.

In addition, Long Service and Good Conduct Awards were presented to Commander Jim McGuire for 15 years-service & with Clasps recognising 25 years-service given to Warrant Officer 1 Dean Jones and Warrant Officer 1 Mac McLoughlin.

"I am delighted to host the second annual Submarine Oscars, it has been a truly wonderful evening and I would like to thank all those who made it possible," said Rear Admiral Weale.

"I would also like to thank all members of the Submarine Service and those who provide support, including the families of our serving submariners. It is wonderful to see so many wives, partners, veterans and industry partners here tonight. Without your

ongoing support there would not be a Royal Navy Submarine Service."

Sent by: Kim Hardie, Royal Navy Media & Comms, HM Naval Base Clyde.



All the award winners at the 2018 Submarine Oscars

CHANGES IN THE BARROW SHIPYARD

Preparatory work is now underway in the BAE shipyard for a new 'Wet Dock Quay' facility to be constructed in time to be ready for the first of the planned Dreadnought Class SSBNs. The existing 'Wet Dock Quay' facility in front of the DDH and alongside the Ship Lift has been in use since the 1980s - and is well past its sell by date - but will continue to support the Astute Class Programme.

The new facility will still be in the Devonshire Dock but requires some demolition work beforehand to prepare the site and will include a redevelopment of the Quayside alongside the Holland House building and along towards the DDH.



Holland House is the one covered in scaffolding in the picture above and which has been the subject of restoration/refurbishment for several years recently. The building demolished is the light coloured metal clad building in the centre of the picture between Holland House and the red brick Quadrangle building. The building used to contain Offices and Stores and was, more recently, the home to the BAe Photographic Section Archives - which have now been relocated. The second picture shows the building partly demolished and, as of the end of August, the site had been cleared.



More news about building work in the Ship Yard, recently announced, is that a multi-storey Car Park for BAE workers is to be built on a vacant site off Michaelson Road next to the former St. Pats Church. The Stores Building which used to occupy the site was demolished a few years ago and the site is currently being used as a temporary Car Park. Another temporary Car Park is to be provided next to the recently constructed Stores Complex on Barrow Island until the multi-storey car park is completed. No doubt there will be some disruption and car parking problems around Barrow Island during the construction phase, but hopefully, shipyard parking issues will be eased in the longer term.

Two new buildings are beginning to appear adjacent to the DDH on the site formerly occupied by the old North West Gate. One is a large reinforced concrete structure which is currently growing in height by about two metres a week. The other building a large steel framed structure which surround the concrete one on two sides.

Visitors to Barrow will have noticed another building in Town Centre has also vanished. The old Police Station - next to the Majestic Hotel - was turned into a very big pile of rubble and scrap recently. The rubble and scrap have now been cleared away and yet another hotel - Holiday Inn - will soon appear. Whether there will be enough customers for this new hotel and all the existing hotels in Barrow remains to be seen. But it is assumed that the hotel chain has an eye open for custom from all the contactors currently employed in the Shipyard.

The skyline in the shipyard has also lost one of its more recent fixtures. Included below are some photos of the demolition of another yard facility – the last of the fixed cranes – formerly located on the Barrow Island side of Buccleuch Dock - opposite Morrison's supermarket and adjacent to the new Apprentice Training Centre.

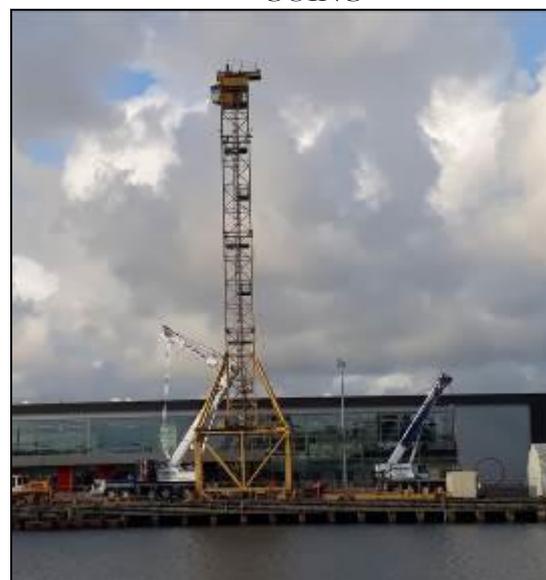
The photos which follow – courtesy of Edd Downer – taken over the period of a week show the demolition of the last shipyard crane in progress.



BEFORE



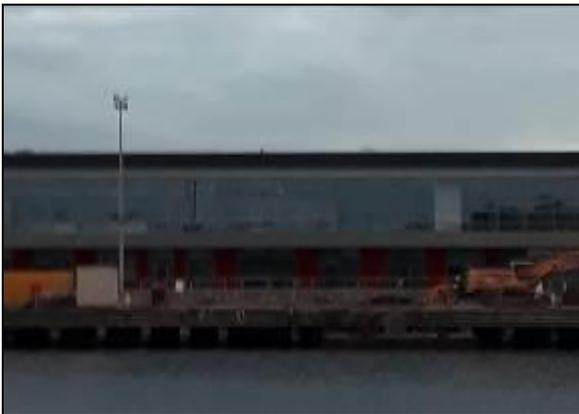
GOING



STILL GOING



ALMOST GONE



GONE

Submarine HMS AGINCOURT 'Twinned' with Torbay

Andrew Segal BBC Devon & Cornwall Local Live 25th July 2018

The newly announced Royal Navy submarine HMS AGINCOURT (the seventh member of the 'Astute' Class) is to be twinned with Torbay "as a sign of the enduring link between our area and the Royal Navy's submarine service", the area's MP says.

The Royal Navy's Astute-class hunter-killer nuclear-powered submarine is undergoing construction in Barrow-in-Furness and expected to be commissioned into service in 2024.



HMS ASTUTE

The boat was officially named in May 2018 and is the sixth vessel in the Royal Navy to be named after the Battle of Agincourt of 1415.

The Bay's link to the submarine service had previously been provided by Trafalgar-class submarine HMS TORBAY, which was decommissioned last year.

Torbay's MP, Conservative Kevin Foster, said: "It is great to hear our historic links with the Royal Navy's submarine service will be taken forward by a link with HMS AGINCOURT."

US Admiral warns of Russia's Submarine Capabilities

Telegraph Reporters
6th October 2018



Kilo-class diesel submarine - AP

Russia is bolstering its underwater battle capabilities in a direct challenge to US forces in the Atlantic and Mediterranean, a top US admiral warned Friday.

Admiral James Foggo, who heads NATO's Allied Joint Force Command in Naples, said Russia is investing heavily in its submarine fleet and wants to build an "asymmetric" threat to the US and NATO.

While the Russian navy knows it cannot compete on the level of aircraft carriers and larger surface vessels, "they have continued to do research and development and recapitalize the undersea domain," Foggo told Pentagon reporters.

"They see it as one (in) which there is a challenge, and that challenge is the United States Navy and the United States submarine force."

Foggo said the Russians currently have six Kilo-class diesel-electric attack submarines in the Black Sea and Eastern Mediterranean.

When asked if the Navy knows where all Russian subs are at any given time, Foggo, who used to command an attack submarine, declined to elaborate.

"I can tell you that we hold an acoustic advantage and we will continue to do that," he said, referring to the listening technologies that allow sailors to locate subs.

Foggo expressed concerns that the Russians can fire Kalibr cruise missiles that "if launched from any of the seas around Europe... can reach any one of the capitals of Europe."

He also spoke about upcoming NATO military exercises in Norway that will be the biggest such drills since the Cold War.

The exercise trains troops to repel "an adversary that comes across a NATO ally's border," Foggo said. "There's a strong deterrent message here."

Royal Navy buying Teledyne-built SEAL Delivery Vehicles



Royal Navy file photo of HMS ASTUTE with a dry-deck shelter fitted

The US State Department has approved the sale of three SEAL Delivery Vehicles (SDV) MK 11 Shallow Water Combat Submersibles (SWCS) to the United Kingdom.

The contract is worth an estimated \$90 million and includes spares, handling and test equipment, and program support.

According to the statement, the incorporation of the new system is not expected to be a challenge considering the UK Royal Navy's experience in operating the predecessor system from dry-deck shelters on Astute-class SSNs.

SDVs are mini-submarines used to transport navy divers and their combat gear to and from hostile shores for special operations missions.

Teledyne Brown Engineering, the company responsible for the development of the MK 11 Shallow Water Combat Submersible under a contract from 2011, will be the prime contractor.

The MK 11 SWCS is replacing current MK 8 SDVs used by US Navy SEALs and the Royal Navy's Special Boat Service.

LOOKING FOR SUBMARINE COMMISSIONING CREW LISTS

Thanks to all who have sent me Crew Lists – they are still arriving in dribs & drabs but are all very useful. I am still looking for First Commission Crew Lists as follows:

Diesel Boats:

PORPOISE, RORQUAL, GRAMPUS, NARWHAL, CACHALOT, WALRUS, OBERON, ONYX, ORPHEUS, ODIN, OTUS & UNICORN

Nuclear Boats:

TRIUMPH, VIGILANT & ASTUTE

Also looking for copies of Crew Lists for subsequent Commissions of any 'O' Class, 'P' Class or Nuclear Boat. Crew Lists for any Commissioning of any

Diesel 'A', 'S' or 'T' Class Boat refitting in home dockyards or in Malta, Singapore or Sydney are also required. Have a look through your records and 'Ditty Boxes' and see what you can find. You can contact me by E Mail, Snail Mail or Telephone. Thanks, Barrie Downer, Editor 'In Depth'

Submarine Service Advisory Group Meeting July 2018.

The following report was provided by the late Ted Hogben (Medway Towns) following the July 2018 Meeting.

We opened the meeting following salutations with a discussion on the "Silent and Secret" Conference and Exhibition, events which surpassed expectations. Positive comments from many sources and Justin Hughes added his support. Matthew Sheldon thanked SSAG for their critical own contributions in securing speakers and sharing with the submarine community. Feedback had been received from many of the delegates. This offers some useful advice for future plans and the consistently high ratings of "very good" or "excellent" were welcomed. MS shared a potential structure for publication of the proceedings of the Conference, and SAG's view was generally supportive and still felt to be relevant given RN plans for 2019. MS will investigate and report to the next meeting.

MS updated on three audio-visual elements to be installed commencing mid-July:

1. Pathe Film footage from HMS Resolution in the bunk area
2. Silent footage of the "peace camp" outside Faslane for "Protest" Area.
3. Footage of Polaris firing in the Polaris model area.

Collections Care

MS provided an update from Andrew Baines, deputy Director of Heritage, on the current state of care for: HMS Alliance: Interviews are being held for a dedicated Ship keeper position for Alliance. There has also been focus on the Audio-Visual hardware which has ensured audio is now running onboard.

The delay in provision of the Conservation Management Plan (CMP) for Alliance continues despite significant pressure being brought to bear on the Museum's contractor. Particular concern was expressed, stressing that the further we get from the 2014 completion of the restoration without a plan which sets out future costs. This makes it harder to ask potential supporters for funding as they will not give for what is seen as routine maintenance. This concern was shared, and it was stressed the CMP must be available by the SSAG November meeting to ensure it is included in the next financial planning round.

Post Meeting Note: Andrew Baines met with contactor/sub-contractor advising them they will not be considered for any NMRN work until this has been resolved.

Next steps

a) Polaris: Update from Nick Hewitt, Head of Exhibitions and Collections, on the installation of Polaris and TLAM in the JFB. There has been a block on progress because of a lack of building information; relating to the under-floor heating, the position of supports for Polaris and weight loading. A contractor has now been found who can use thermal imaging kit to map the heating pipes, divert the pipes away from the area of the mounts, the ne leak test and recommission the system. Chairman accepted that delays can occur but hoped there was real commitment to making the installation happen. MS stressed that there was, and NH would continue to update following the investigations.

b) Site Planning: The site plan had made no progress due to more pressing requirements, but it was hoped progress will pick-up imminently. It was accepted that there will be pressure on the Executive to make progress, perhaps with Stephen Bradley, who helped develop the Maritime Museum in Hong Kong. MS and DC to meet with him on 17th August. Using outcomes from that meeting and other work to date SSAG urged the Executive to draw up an internal or skeleton site plan to fill the current void while awaiting the full site development.

c) Submarine Memorial. More discussion required throughout the submarine community. i.e. from RASM to the latest Part 3. Inaccuracies regarding ownership for example must be resolved. Sea More. The Lottery Fund turned down our application for funding on the 26th June, which was a major blow to improving collection care and access. Matters will become clearer following meetings in July. The SSAG is concerned at the condition of the submarine collections in Torbay Block and access to them. Justin Hughes raised in particular that options for digitisation and virtual access need to be developed now without major HLF funds.

Hopefully a more positive report at the next SAG Meeting.

Next meeting 15th November at 11-00.

TRUCULENT MEMORIAL SERVICE 2019

On Saturday 12th. January 2019, the Medway Towns Submariners Association are holding the Annual Memorial Service for all who lost their lives when HMS/M TRUCULENT was sunk following a collision on 12th. January 1950. The Service will be held in the St. Georges Centre, Chatham ME4 4UH (used to be HMS Pembroke) at the bottom of Dock Road and will commence at 1045hrs. and will be

followed by a buffet/tots/wine/coffee/tea etc. All are welcome - and Standards will be appreciated.

Any questions, please contact the Secretary - Derek Grant - by 'phone 01634 717384 or E-mail d.grant384@btinternet.com or Chairman - Derek Williams - 'phone 01634 865500 E-mail mrderewilliams@yahoo.co.uk (If using the Dartford Crossing, please remember the toll).

HMS TIGRIS REMEMBRANCE PARADE

Sunday, 8th July 2018, once again saw the muster of The Submariners National Standard, Area 6 Royal Naval Association, with others, to commemorate the loss of HMS TIGRIS. There were several members of families of some of the crew in the congregation. The local vicar gave a wonderful address. (He had been recently hi-jacked and taken to visit HMS ALLIANCE) where quite a lot of his address came from.

The Town was represented by The Mayors of Newbury and Thatcham and the Leader of The West Berks Council. These are colloquially known as the 'Chain Gang because they all wear Chains of Office at Civic events. It was good to see such a good turnout especially as this was the 75th Year from the loss of HMS TIGRIS

Bob McGuinness (Chairman, Royal Berks Branch).

US NAVY - COLUMBIA CLASS ISSUES

By: David B. Larter

The U.S. Navy's \$122.3 billion Columbia-class ballistic missile submarine program is off to an inauspicious start after faulty welding was discovered in several missile tubes destined for both the Columbia and Virginia-class programs, as well as the United Kingdom's follow-on SSBN program.

In all, 12 missile tubes manufactured by BWXT, Inc., are being scrutinized for substandard welds. Seven of the 12 had been delivered to prime contractor General Dynamics Electric Boat and were in various stages of outfitting, and five were still under construction. The Navy and Electric Boat have launched an investigation, according to a statement from Naval Sea Systems Command spokesman Bill Couch.

"All BWXT welding requiring volumetric inspection has been halted until the investigation is complete," Couch said.

The bad welds came to light after discrepancies were discovered with the equipment BWXT used to test the welds before shipping them to GDEB, according to a source familiar with the issue.

The discovery of a significant quality control issue at the very outset of fabrication of Columbia injects uncertainty in a program that already has little room for delays. The issue is made even more troubling because it arises from a vendor with an excellent reputation and raises questions about whether the

Navy can deliver Columbia on time, something the Navy says is vital to ensuring continuous nuclear deterrent patrols as the Ohio class reaches the end of its service life.

US Navy awards \$5B to finish ballistic missile sub design

Construction on the Columbia class is expected to begin in Fiscal Year 2021 at Electric Boat's Rhode Island manufacturing plant and at its headquarters in Groton, Connecticut. (By: Jennifer McDermott, The Associated Press)

The issue with the missile tubes, part of the common missile compartment to be installed in both Columbia and the UK's Dreadnought submarine program, should not put the Columbia program behind schedule, Couch said. The impact on Royal Navy's Dreadnought program is less clear, Couch said.

"Impacts to the delivery of missile tubes to the UK will be assessed upon completion of GDEB's efforts to define and scope next steps," Couch said.

BWXT is one of three vendors sub-contracted to deliver tubes for Columbia and Dreadnought and one of two on contract for Virginia class, Couch said. The quality control issue not only impacts the U.S. and U.K. ballistic missile submarine programs but might also impact the schedule for the Navy's next iteration of the Virginia class, Virginia Block V, which incorporates additional vertical-launch missile cells, known as the Virginia Payload Module.

"The Navy is assessing the potential impact to Virginia-class submarines with VPM," Couch said.

Early indications are the issue is contained to just tubes fabricated by BWXT, Couch said.

"The Navy/GDEB team is working to bound the scope of the problem and engineering assessments are ongoing to assess and determine remediation for the identified issues," Couch said. "Initial reports indicate that the other vendors do not have the same issue, and they continue to produce missile and payload tubes."

The Navy awarded General Dynamics a \$101 million contract for SSBN missile tubes back in 2016. Design work for the common missile compartment goes back nearly a decade. In September, the Navy awarded a \$5.1 billion contract to General Dynamics Electric Boat to finish design work for the boat ahead of beginning construction in 2021.

What impact the faulty welds will have on the cost of either Columbia class, already among the most expensive programs in Defense Department history, or Virginia class is unclear, said a Navy official familiar with the details speaking on background. A July Congressional Research Service report put the cost of acquiring the 12-ship Columbia class at \$122.3 billion.

"It's not a good sign for a program that has had a lot of attention, it's the Navy's number one acquisition priority," said Bryan Clark, an analyst with the Center for Strategic and Budgetary Assessments and a retired submarine officer. "It's an early and pretty significant failure in a major component from a manufacturer with stellar reputation."

US Navy's new missile sub cruising for cost overruns, warns watchdog

A US government watchdog is warning that pushing too fast toward construction with unproven and immature technologies could drive up the price of the Columbia-class nuclear missile boats.

In a statement, General Dynamics said the company was committed to limiting the impact on the U.S. and U.K. sub programs.

"General Dynamics Electric Boat is investigating a weld issue identified by one of its subcontractors on missile tubes delivered to GDEB for use in the U.S. COLUMBIA and UK DREADNOUGHT SSBN programs and payload tubes for the VIRGINIA Class SSN program," the statement reads. "GDEB is working closely with the subcontractor and the Navy to mitigate any potential impacts to these programs. As our customers expect the best from us, safety and quality are central to the culture at General Dynamics Electric Boat."

The Navy needs to start construction on Columbia in 2021 to have the boat out on patrol by 2031, a schedule NAVSEA still thinks it's on track to meet.

"The Navy purposely planned for early construction of the Common Missile Compartment including missile tubes and first article quad pack, to mitigate risks such as these, and construction start for Columbia remains on schedule in FY2021," Couch said.

Ultimately, however, it is probably too early to tell if there will be any significant impact to the Columbia schedule, said Clark, the CSBA analyst.

"The problem is that this causes challenges down the line," he said. "The missile tubes get delayed, what are the cascading effects of other components down the line? It's a pretty intricate dance at Electric Boat when it's building two other fast attack boats at the same time so what the impact of a delay here will be might not be clear."

The question of whether the Navy can recover from the setback is still an open one, said Thomas Callender, also a retired submarine officer and analyst with the Heritage Foundation.

"The Navy does not have a lot of margin in the time-frame for the class, especially in the first hull, so that is a worry."

USS OLYMPIA PICTURES



Best submarine photo ever below? USS OLYMPIA (my old ship) enjoying a swim call off Hawaii after RIMPAC.

From Thomas Shugart



USS OLYMPIA In Dry Dock

UK's Nuclear Deterrent Infrastructure 'Not Fit for Purpose', say MPs

Trident faces budget and skills gaps at time of international uncertainty, plus supply threats due to Brexit

By Rajeev Syal Fri 21 Sep 2018 00.01 BST

The Ministry of Defence is at serious risk of failing to run a working nuclear deterrent, parliament's spending watchdog has concluded.

A report by the public accounts committee found that past decisions delaying maintenance at the MoD's 13 sites that support nuclear submarines had left the programme "not fit for purpose".

The Trident nuclear missile programme could also be adversely affected by Brexit because of the reliance on imported material from EU countries and difficulties bringing engineers from the continent, Friday's report said.

Defence chiefs must bridge a £2.9bn black hole and fill a skills gap if they are to maintain the current deterrent, according to the influential cross-party committee.

The report comes four months after Gavin Williamson, the defence secretary, pledged to spend £2.5bn on the UK's submarine programme.

Meg Hillier, the chair of the committee, said that with the MoD already facing a crisis over the delivery of its new aircraft carriers and a potential £20bn shortfall in its equipment programme, there are "serious questions" over its ability to meet its national security commitments.

"The MoD must now bridge an affordability gap running to nearly £3bn, fill critical skill gaps and ensure its supply chain is maintained effectively – all at a time of significant uncertainty in international politics and trade.

"I am particularly concerned that the infrastructure available to support the nuclear enterprise is not fit for purpose.

"The MoD admits that while it has previously put off dismantling submarines on grounds of cost, this is no longer acceptable on grounds of safety and reputation. The MoD needs to get on top of this quickly," she said.

Over the next 10 years, the MoD is expected to spend £51bn on the nuclear enterprise – the network of programmes, equipment and people maintaining and replacing the submarine fleet, including the Vanguard-class submarines that carry the UK's nuclear missiles.

MPs warned "incorrect" assumptions in the past about the infrastructure required meant the MoD did not have the berthing space it needed at Devonport naval base, where maintenance and de-fuelling of the submarines is carried out.

They said the MoD had deferred work on dismantling old submarines that had been taken out of service on affordability grounds and there was now a backlog of 20 vessels waiting to be disposed of, including nine that still contained nuclear fuel.

To date, the UK has never completely disposed of an old nuclear submarine and while work has begun on the first it is not due to be finished until the mid-2020s.

The committee said work on de-fuelling the next submarine was due to begin around the same time, and that the disposals programme was expected to last "at least a couple of decades".

The MoD acknowledged that the UK's departure from the EU could affect its supply chain and is examining potential risks, the report said.

Civil servants told MPs that they recognised that since the UK imports material from some EU countries, Brexit may affect prices and the regulation of chemicals used in the nuclear programme.

Nuclear engineers could also become harder to recruit, a senior MoD official told the committee.

In this financial year alone, 14% of the MoD's total budget is expected to go on nuclear programmes, adding up to £5.2bn.

In December, Mark Sedwill, the UK's national security adviser, suggested that the government could shift the cost of the deterrent from the MoD's budget.

An MoD spokeswoman said the UK's nuclear programmes are some of the most complex engineering projects ever undertaken by the defence industry, and support thousands of jobs.

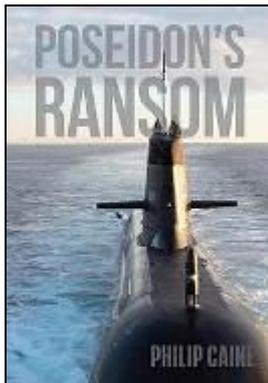
"We are committed to delivering these nuclear programmes on time and within budget and will

carefully consider the recommendations in this report to ensure this remains the case.

"We continue to press ahead with our dismantling projects. Work is underway to enhance our infrastructure so our programmes continue to run at the highest standards," she said.

BOOKS

Plenty of books for you all to think about in this issue! Not all to do with Submarines but all with a link to the sea! The first is a recently released new novel.



HMS POSEIDON, the Royal Navy's newest submarine is hijacked. An elite team of terrorist now control this deadly warship. Can the hijackers be stopped before they release POSEIDON's missiles? Will the British Government pay the £3 Billion ransom?

Or will they destroy the most powerful nuclear submarine ever built?

The Author, as introduced in the 'The Mail' (formerly the North West Evening Mail), is Philip Caine. A Barrow based writer Philip Caine has released his sixth novel, the latest entry in his Jack Castle series.

Mr Caine used to travel for his job, with his work on oil rigs taking him to West Africa, Afghanistan and Iraq. Following his retirement, the 68-year-old has settled down to a life of writing, drawing heavily from past experiences, with six under his belt since he started writing in 2015. His latest effort is entitled 'Poseidon's Ransom' and follows the thrills and spills that develop when a nuclear submarine - built in Barrow - is taken and held to ransom.

Mr Caine: "A lot of my work is inspired by my life. "This is not an auto-biography, but it is a made-up story drawn from experiences I have had, and a lot of the characters are based on people I know.

The author joined Ulverston Writers Group to keep his mind sharp after a hectic life. He said he had taken quickly to writing and penning novels came naturally. Mr Caine said he would continue to write

books and had already thought of his next idea. "It will be called The Silk Road and follow a CIA agent who is working for North Korea," he said.

Poseidon's Ransom is available from Amazon.

HMS COURAGEOUS BOOK

The HMS COURAGEOUS Association hmscourageousassociation@virginmedia.com have been working hard for some considerable time to publish the book, Submarine Courageous – Cold War Warrior, into Kindle. The biggest problem was the file size due to the number of images which increased the cost beyond reasonable levels. We did not however want to publish the text without the images which add so much to the book.

After working to reduce file sizes without affecting quality the work has been completed and the book published, in both in Kindle and Paperback format. These are now available to purchase through www.amazon.co.uk. The easiest way to search for the book is using the author's name Pitkeathly. All royalties raised from sales of the book will be paid to the HMS COURAGEOUS Exhibit to help improve both the boat and the visitor experience.

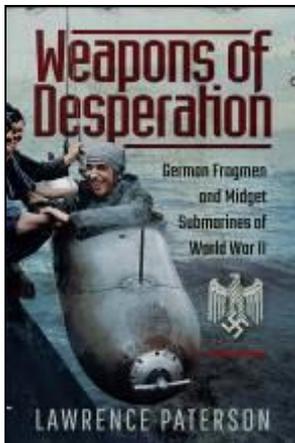
WEAPONS OF DESPERATION

By Lawrence Paterson

Most members of the Submariners Association are probably reasonably familiar with the stories of the Royal Navy's exploits during WWII with 'Chariots' and 'X Craft' – several of the Royal Navy's Victoria Crosses and other high gallantry awards were won by X-Craft men and Charioteers in Norwegian, Mediterranean and Far Eastern waters. However, not too many will be aware of the German involvement with smaller submersible craft during the latter stages of the War – although visitors to the Submarine Museum will have seen the Biber exhibit and some might be aware of the Marder, Neger and other submersibles. What is perhaps surprising is how quickly and extensively the German versions were developed and used in the North Sea, the Mediterranean and in inland waterways. Hundreds of them were built and deployed – some little more than suicide craft. There were some successes but

on the whole they did little to change the course of the War.

Lawrence Paterson has amassed an amazing amount of detailed information about the numbers of these craft built, the different types, the men who drove them, and how they were used. He has presented the facts in a very readable way telling the story of brave and maybe foolhardy men engaged in an ultimately unsuccessful fight.



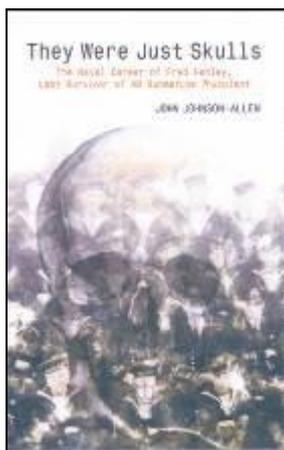
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An imprint of Pen & Sword Books Ltd £16.99

THEY WERE JUST SKULLS

By John Johnson-Allen



This compelling story is the result of many hours spent recording the memories of Fred Henley. His life at sea is at the centre of his being and his own words are at the heart of the book. At the age of 14 Fred worked on a Thames sailing barge, then after his training at HMS GANGES, he joined his first ship which took him from the icy Arctic Ocean to the heat of West Africa where the Bismarck and her support ships were hunted.

His experiences included visiting Archangel, sailing on Arctic convoys, capturing German supply ships, the failed attack on Oran, landings in Piraeus, Salonika and the French Riviera and operating with

special forces in the Greek Islands. There is inevitably some humour when Fred recounts his encounters with girls.

The book then explores the tragic loss of his last submarine, HMS Truculent. In the cold January waters of the Thames Estuary, within sight of Southend, over 60 men were lost in a major disaster, just five years after the end of the war. The voices of the survivors are heard telling how they stood in complete blackness in a sunken submarine, waiting for the water to come in so that they could escape to the surface, only for all but a few to drift away and die in the darkness.

The story concludes with happier times with Fred visiting ports in the Mediterranean during peacetime as a married man.

ADVANCE INFORMATION from Whittles Publishing, Dunbeath, Caithness, Scotland, UK. KW6 6EG

E:info@whittlespublishing.com

www.whittlespublishing.com

ISBN 978-184995-404-4.

To be released in January 2019 Price £16.99

The author - John Johnson-Allen - is a Fellow of the Royal Historical Society and the Royal Institute of Navigation, Chairman of the Institute of Seamanship and is a Liveryman of the Honourable Company of Master Mariners

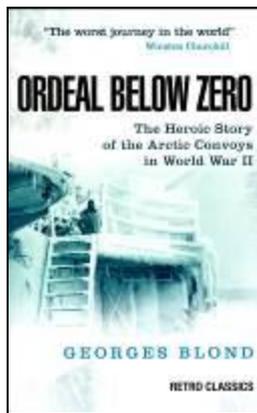
ORDEAL BELOW ZERO

The Heroic Story of the Arctic Convoys in World War II

By Georges Blond

The story of the Arctic convoys during WWII has been told several times by different authors and you may think that everything that can be said has already been said. However, this is not a new book, but it is a new edition of Georges Blond's classic book originally published in 1956.

It is a story which bears repeating if only to remind us of the dreadful sacrifices made by both Merchant Seamen and Naval personnel, in often appalling weather and circumstances to keep the supply lines to Northern Russia open and to keep our then ally Russia in the War. Convoy PQ13 and the awful losses of the unfortunate Convoy PQ17 are covered in some detail.



From August 1941 convoys of merchant ships gathered in Scottish ports or at Reykjavik and crossed the Arctic Ocean carrying war materials and Red Cross supplies for the besieged Russian cities of Murmansk and Archangel.

"The seamen, the gunners, the pilots, were drawn from all walks of life, regular servicemen and men who had left their shops and offices and factories to venture across the roof of the world in the teeth of winter and of everything that the enemy could throw at them.

This is their story"

Each voyage was a struggle for survival through treacherous seas, ice-packs, snowstorms and the Arctic darkness. The sailors struggled against German bomber planes, U-Boats and destroyers, as well as the battleship Tirpitz. To survive the sea crossing was just the beginning as they also had to survive the Arctic winter.

Georges Blond recreates these voyages, and the heroism of the ships' crews, through official documents, ships' logs and eye-witness testimony. He conveys the drama and feats of endurance that led Winston Churchill to describe the Arctic convoys as: "the worst journey in the world."

Georges Blond was a prolific French writer. He served in the French Navy during World War Two and among his other works are histories of the Foreign Legion, the battle of Verdun and Napoleon's Grand Army.

SOUVENIR PRESS LTD Retro Classics 2018
ISBN 978-0-28564-383-3: £12.00

DER KAPITÄN

By Marcus F Robinson & Gertrude G Robinson

This book is a biography of Hans Rose, possibly Germany's most successful WWI convoy period U-boat Ace and WWII anti-fascist naval officer. 'He was a brave man who would take chances that most of his compatriots would avoid. He played his desperate game with a certain decency.'

Hans Rose was Germany's fifth most successful U-boat Ace during World War One, and its most

successful ace during the convoy period when attacks by U-boats were the most difficult and dangerous.



This meticulously researched, carefully documented and lively biography examines German WWI submarine operations through the eyes of Hans Rose, a top WWI U-Boat commander. In so doing, the authors accomplish for WWI submariners what 'Das Boot' did for their WWII counterparts, not only conveying a visceral sense of life aboard a wartime submarine but, showing the evolution of submarine warfare during that brief time when chivalrous action was still possible. Later chapters provide a window into the dilemmas confronting professional German military officers as their nation spiralled into the abyss of Nazism. Rose became Sea Commander of occupied Norway. The authors present a balanced and complete portrait of this complex individual.

This book is the only time the Rose family has agreed to make Hans Rose's personal papers available to any researcher or biographer. The authors present new information from the naval archives in Germany and the Krupp archives. The fact that Rose sank at least 80 ships did not prevent the Americans from acknowledging his chivalrous attempts to save those in the water.

By Editor

The authors have gathered an impressive amount of information about Hans Rose, his life and times. I found it not a particularly easy story to follow and the claim that it does for WWI U-Boats what 'Das Boot' did for WWII U-boats is not easy to distinguish. 'Das Boot' benefitted from the publicity gained from a very successful television series and a film. Probably written with the American and German reader in mind there are one or two areas in the book where the conclusions drawn will jar with a British reader -especially those with a knowledge of Naval History.

In one example, on Page 82, the authors refer to the outcome of the Battle of the Falkland Islands as resulting in 'the destruction of the majority of Count von Spee's out-gunned ships, and the one sided loss of 2,200 German seaman' conveniently forgetting that the Falklands battle followed on from the more than equally 'hopelessly out-gunned and one sided

loss of British seamen' at the Battle of Coronel where von Spee had sunk the armoured cruisers HMS GOOD HOPE and HMS MONMOUTH of Admiral Craddock's Squadron with the loss of some sixteen hundred crew.

Rose is also portrayed as being anti-fascist but, in the inter-war years, it seems he was a fairly enthusiastic follower/supporter of the Nazi regime and in WWII he was more than willing to accept the role of Sea Commander in Norway, following the regime's policies, working with the Quislings and, although not obviously complicit, he was probably aware of the excesses of some Germans in Norway – notably the arbitrary arrest and summary execution of ten leading citizens of Trondheim in October 1942 (described on page 253) and the later arrest of another ninety three and summary execution of a further twenty four. It seems his disenchantment with the regime probably followed on from the death of his wife and his return to Germany from his Norwegian command.

I leave the reader to make his own judgement!

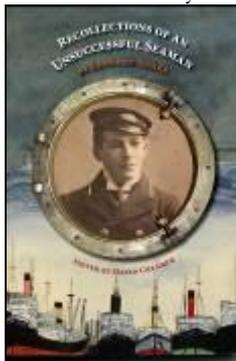
ISBN 978-1-4456-7560-2

Amberley Publishing: £20.00

E: publicity@amberley-books.com

RECOLLECTIONS OF AN UNSUCCESSFUL
SEAMAN

By Leonard Noake and edited by David Creamer



Every now and again a book emerges which is eminently readable and tell us a story about a seemingly ordinary seafarer who kept a quizzical eye on the world around him, committed his observations to paper and illustrated them with naïve sketches and water colours which record a world now long since lost in the mists of time. The writer of the notebooks and diaries had a very keen eye for detail. The story emerges from Leonard Noake's notebooks and diaries – along the lines of a Midshipman's Journal - which had been hidden away and ignored for many years. During those years some of the papers had been damaged but sufficient material remained to be edited into an interesting story by David Creamer.

A mini-biography Leonard Noake's, produced by the Publishers, is as follows:

'Born in 1887, George Leonard Noake joined the nautical training establishment, HMS CONWAY, in 1903. He then served an apprenticeship at sea until 1908 when his detailed memoirs commence, sailing as a second officer in the European/West African trade. After going ashore to work on a farm between 1913 and 1915, he returned to the mercantile marine in 1915 during the First World War to sail in a number of ships carrying horses, grain and coal. He survived not only being torpedoed in the English Channel, but also making 112 trips between England and Europe on a ship carrying war materials. Subsequently joining one of the largest tankers in the world, he endured a hazardous passage without a naval escort through the Channel to Rosyth to deliver safely the precious oil cargo before hostilities ended. The narrative of his wartime experiences is both harrowing and humorous.

The tanker continued to trade in peacetime between Mexico and South America before eventually returning to Hull, where he signed-off to see his family after being away for seven months. During war reparations he travelled to the East as a passenger, sailing as second officer on board a German vessel bound for Europe, where the Depression after the war gave him no hope for further seagoing employment. Borrowing money from a relative in 1921 he bought into a farm before becoming a haulage contractor. On the verge of bankruptcy in 1923, he escaped his creditors by joining a ship bound for Australia as a quartermaster. Luck was on his side and upon his return home he became master of a 'Glasgow Puffer' that had been converted to carry oil. He remained in the employ of the National Benzole Company to take command of three coastal tankers before accepting work as a chief officer on a ship trading in the Mediterranean.

His seagoing career as a chief officer ended in 1927 when he was diagnosed with tuberculosis. Readers of this poignant portrayal of life in the 1900s, not only at sea but also ashore, will be thoroughly entertained and moved by the author's experiences and humour. Leonard Noake was undoubtedly a true character, one who enjoyed more than a tippie or two, a strong supporter of the fledgling unions and an unrelenting critic of shipping magnates and their shareholders.

The last chapter of the book has been published without correction or editing allowing readers to make their own judgement of Len, his heartfelt style of writing and passionately held beliefs.'

ISBN 978-184995-393-1. Price £18.99

Whittles Publishing, Dunbeath, Caithness, Scotland,
UK. KW6 6EG

E: info@whittlespublishing.com
www.whittlespublishing.com

And now - two books for the Divers. Both of these books are by Rod MacDonald – some of whose books on his wreck diving adventures have been reviewed in earlier issues of In Depth - including 'Dive Truk Lagoon', 'Dive Palau' & 'Dive Scapa Flow'. In these two new books Rod MacDonald revisits some of the wrecks he has visited before and covers some wrecks not previously mentioned in detail. He also discusses learning to dive in the swimming pool in Peterhead in Aberdeenshire in the 1980s (just around the corner from where I used to live at the time) and his early, reasonably shallow dives in the seas around the East Coast of Scotland and with relatively easier wrecks to reach before venturing farther afield and to deeper depths. He describes some of the dangers associated with diving – some of which he has experienced first-hand - and some of which have been made less risky over time by the development of 'mixed (trimix) gas' diving and more modern diving equipment which also allows deeper depths to be achieved and deeper wrecks to be explored. Of particular interest are his dives on the remaining wrecks of the German High Seas Fleet in Scapa Flow, HMS HAMPSHIRE from WWI and Submarines K4 and K17 - both lost in the accidents during the Battle of May Island. Sadly, there are no photos of the wrecks to go with his description of the two submarines.

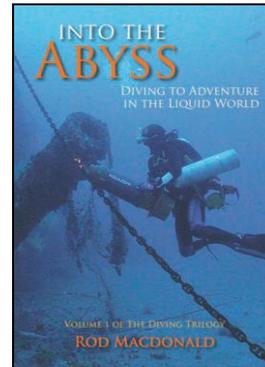
The Japanese wrecks in Truk Lagoon and at Palau are covered in more detail than in his previous books as are the wrecks of HMS PRINCE OF WALES and HMS REPULSE - both sunk in the South China Sea in 1941 and, more recently, the victims of illegal salvage operations.

All in all, these two books are very valuable records (snap shots in time) of important wrecks which are

slowly disintegrating over the years and may soon be gone forever.

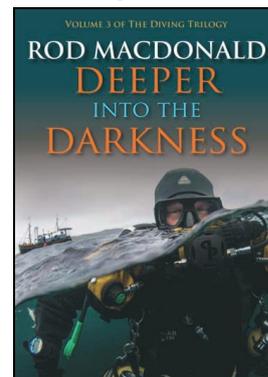
The two books are:

INTO THE ABYSS



Volume 1 of a Diving Trilogy – by Rod MacDonald - reissued as ISBN 978-1-84995-383-2 by Whittles Publishing at £19.99

DEEPER INTO THE DARKNESS



Volume 3 of a Diving Trilogy - by Rod MacDonald – ISBN 978-1-84995-360-3 by Whittles Publishing – also at £19.99

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SUBMARINE K.26 - THE STEAM SUBMARINE

By Jack Philip (Nick) Nichols O/N J98553 (Continued from In Depth No.61)

CUISINE

In K26 the system of catering was called for some reason Canteen Messing. As we did not have a canteen, and hardly ever visited the canteen of a big ship, I don't know why they called it this. The Ward Room had a Petty Officer Mess man, he was entrusted to buy wet and dry stores for the Ward Room. At the end of a month he costed it up through his books and gave each Officer a Mess Bill. Promptly paid, he had solid, cash money to buy more victuals and drinks. It worked well, I had never seen any Officer actually begging a chip or two, or a slice of bacon from, say, the Petty Officer's Mess which ran on slightly different lines. They, the Petty Officers, were tied by a written contract to Demicoli of the Olympia Bar. When in Malta; they could also buy things like bread, potatoes, meat, dried peas, sugar, tea, tinned milk from the Boat's Stores with little chit books. They could also buy goods ashore for cash or run a small account with the NAAFI. Stokers, Seaman and Tiffies generally did the same with minor differences

The food in harbour, was cooked in the same galley and by combinations of Gee, Asbury, Nelson, Regan, and the Petty Officer's Mess man and Tiffie's Mess man, and sometimes even the Ward Room Mess man on some luxurious pottage special to the Officers. As food came from many sources, it was possible to see a galaxy of

dishes, kippers, eggs - boiled and fried, sausages, bacon, porridge, bloaters, haddock, etc., but the cook had to know which was which or to whom the dish belonged.

This at breakfast, and even more at noontide dinner, baked meats, boiled meats, pies, 'oooshes', fried meats etc., had to be properly recognized, and served up at the right Mess Tables.

By private arrangement however, it was possible for a Stoker who loathed bacon and tomatoes to swap it for a piece of smoked haddock inside the galley with an obliging Seaman. So, the system had its merits. Tea was made, very good tea, in a large tea-urn with a spout capacity about 1 ½ gallons, with a strainer in it about the size of a six-inch shell. There were variants in the tea. Some tea-urns were just tea and water. This meant Ideal Milk put into cups and then the tea poured on top of it which has been called the MIF method, (Milk In First). The other school of thought let the tea draw, and then poured Ideal Milk into the tea urn. This mixture was the poured into cups. A simple thing you may think but I have heard hours of debate on the benefits or dis-benefits of both these systems. In all cases, except the Ward Room, the sugar was yellow crystals, very good indeed and a fine raw material for making toffee - proved by Stoker Fawkes. The Ward Room used lump sugar, and if fresh milk could be obtained, they obtained it. At the back of the galley hot plate Ward Room kidneys stood happily beside Sailor's bacon, the Cook knew which was which and all was well.

The Cook of the moment answered to "Chef!", "Slushie", or "Cookie", but by custom of the service you had to be fairly senior to use the word "Slushie"; less senior to say "Cookie" and even a novice, unable to distinguish between a main line suction inlet and a pair of semaphore flags, was quite all right with the word "Chef", provided the right intonation was used. You could of course, if you had a private income, or had won a large sum of money at Tombola, deck the festive board with delicacies bought anywhere. I don't recollect pheasant or caviar at our particular Mess Table, but grapes, the better sort of cheeses, and out of the ordinary fruits did turn up from time to time.

But the ordinary fare was not often improved on, and the best we could do sometimes was to hike off to the galley and toast some bread for tea. When dived, this being impossible, substitute toast could be made by laying an electric radiator on its back and putting two slices of bread on it. You had to remain in attendance because it soon became black and the smoke and fumes filled the boat. Toast for tea was not encouraged when the boat was shut down. Late on an autumn evening, if you cared to walk along the tank tops starboard side, the smell of varied foods could turn your heart inside out. Liver and onions (always called liver & grapes), fried kippers, fried steak, toasted cheese, fried fish, curry. Of course, this would be the day after payday, as the fortnight wore on, maybe only the savoury odour of a large baked potato tickled your nostrils. As a fair number of the boat's crew would be ashore having 'big eats' with sweethearts and wives, it would not signify much.

Submerged, some highly flavoured foods were taboo, cabbage and onions, do not dive well, as the saying was. Curry too, is a fresh air dish, it was popular with a small seaman Coterie called by Timms, "The Indian Colonels" up at Fort St. Angelo, but it would not do to flavour the interior of a steam submarine with it. Alongside at Malta you could, if you were not duty, hike off ashore and have food and drink at a place where your credit was good or, if you had money, eat at the Corradino Canteen - eggs and chips usually.

The smuggling of beer or wine is, of course, forbidden in H.M. ships but regularly carried out as an exercise in acquired skill. With the Olympia Bar so near, you would think that a sailor in need of a drink would get into a good suit and, when liberty men fell in, go ashore in the dghaisa and sit in the bar until he felt like coming back aboard with the beer internally stowed. This is what you might think, but there is something attractive to Sailors and Stokers in taking the full bottle of beer from the Olympia Bar back aboard and drinking it there. Extensive trouble was resorted to, to make this possible. Loops of string tied to bottles and slipped over that shapely piece of dghaisa has at the prow so that the beer on arrival and after recovery, would be cooled, but not wishing to cause trouble for Chico, this was not often done. Another scheme mooted by a cricketer was that a bottle of Cisk beer was of a size and weight to be flung from the edge of the Molo Pieta, and nimbly caught by a Stoker who happened to be a very clever fielder. Unfortunately, cricket is played in very good light and you can see the ball coming. The four bottles of beer slung from the jetty were dark coloured, and not seen in flight.

One spilled its sweetness on the duck's arse and had to be quickly broomed off, two went over the boat and into the water never to be recovered and one hit the upper casing and ran down just as the Coxswain had come off to see what the first noise was. It was a case of "bad light stopped play" and was not repeated, the rate of loss was too high. Another plan, quite ingenious, was to run a piece of sail-maker's twine across the intervening water by Dghaisa before dark - tying the ends, one to chains on jetty, other to boat's guardrail.

High hopes were expressed for the success of this scheme. However, at the trial run when two bottles of Cisk beer were tied to the twine, the team hauling away on the tank top port side aft felt the twine coming in quite well for a while, but many pieces of flotsam and jetsam litter the bottom of Pieta Creek and the twine caught one, maybe two. A little juggling, but the twine broke. Two bottles of beer were lost at sea. Of course, they could have been consumed at Demicoli's place, on the jetty even, but I reckon there was something working in the heads of these chaps; the old smuggling spirit. They still talked the theory of smuggling in the Mess, but there

being no really good schemes, they let it die. They used to say, "What about floating an oil drum across?" A pity plastic garden hose had not been invented, they might have pumped a barrel of beer over with that.
To Be Continued in Issue 63.

FRUIT GUMS

From: The Gloucestershire Citizen Wednesday 31st March 1948
(Supplied by Peter Schofield)

**For weeks beneath Atlantic
it was —**

H.M. SUBMARINE "ALLIANCE"

Dear Sir,
I am writing on behalf of the Seamen on board the "Alliance". As you may have noticed quite recently we have just returned from West Africa after doing several weeks under water.
As you may know quite a great deal of time dived it is "no smoking". The submariners bugbear! And we thought you would like to know how much your Fruit Gums were appreciated under these conditions.
Yours in appreciation
A/B R. Smeaton.
"Lt. Martins under-sea circus"

ROWNTREE'S FRUIT GUMS SOOTHE AND REFRESH

JOINT COURAGEOUS VOLUNTEERS AND S/M ASSOCIATION XMAS BASH.

Venue 30th NOVEMBER at the PLYMOUTH HOE CLUB

Over the last four of five years Grant Fox has organised the Christmas Bash as a sit-down meal which were well attended and went very well. He has asked that someone else takes the reigns, and I have volunteered for this year. Being a lazy person, I want the minimum admin, so have organised a STAG BASH only and a buffet. The venue is a small club on the Hoe and very informal. The address is Plymouth Hoe Club, 1-2 Osbourne Place, The Hoe, Plymouth, PL1 2PU which is on the west side of the Hoe.



The Club will be open at 1900. A wholesome buffet will be provided at 2000 at the very reasonable price of only £9.00. An early response would be appreciated so that we have an idea of numbers attending please.

Cheques can be made out to MW PITKEATHLY and posted to Mr MW PITKEATHLY, HMS COURAGEOUS EXHIBIT OFFICE, N193, DEVONPORT NAVAL BASE, PLYMOUTH, PL2 2BG. Or bank transfer the £9.00 to MW PITKEATHLY Sort Code 56 00 63 Account 02946750. If you use a bank transfer, ensure that I am aware of who is crediting the account please, PLEASE.

If you have any dietary concerns, just leave out the meat and nuts and drink more.

If you wish to participate, please let me know and email me at:- pittskimmerkiller@blueyonder.co.uk Kind

Regards: Pitt.k (former naval person)

Dedication of Anthony Huntrod Memorial Bench

Supplied by Mr B. Turns, Hon. Secretary Submariners Association Sunderland Branch



The Sunderland Branch of the Submariners Association and the family of the late Anthony Huntrod held a service to dedicate a memorial bench in his honour at the Sunderland Yacht Club on 22nd September 2018. Anthony tragically lost his life whilst serving on HMS Submarine TIRELESS on 21 March 2007.

The Revd. Geoff Driver, Trinity House chaplain, conducted the service and Anthony's mother Brenda and his sister Julie removed the White Ensign to reveal the bench following which, the bench was blessed.

The service was well-attended by Anthony's family and friends along with members of the North East branch, and Blyth & Wansbeck branches of Submariners Association and The Right Worshipful, the Mayor of the City of Sunderland, Councillor Lynda Scanlan and her consort. Serving submariners from around the U.K. including crew members of HM Submarines ANSON, ARTFUL & VIGILANT attended with representatives from RBL, HMS CALLIOPE and the Tyne, Sunderland and Riders Branches of the Royal Naval Association.

Sunderland SA members and Anthony's family were delighted that six former HMS TIRELESS crew members who served with Anthony; Jason Redfern, Dean Keating, David Beattie, Steven Petty, Jason Stephenson and Gary Newman traveled to join us.

Following the service, a plaque was presented to a member of HM Prison Frankland where the Memorial Bench was made. A presentation was also made to the Commodore of Sunderland Yacht Club - Mr. Gordon Spencer - for providing us with a fantastic home for Anthony's bench. A toast was then given by Sunderland SA chairman - Malcolm Carr to the memory of (Tinny and Tony) - Paul McCann and Anthony Huntrod - and to all those who have crossed the Bar. The day's events concluded with a buffet and an evening of entertainment. I, as the Chairman, and all members of Sunderland branch of the Submariners Association would like to thank everybody that attended and the people that were unable to attend but supported us in other ways.

SUBMARINERS ASSOCIATION MEMBERS 'CROSSED THE BAR' (reported 1st July 2018 to 7th October 2018) (***) WWII Service)

NAME	DATE/AGE	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
David McLaren Sandford	5th June 2018	Commander	Submarine Officers Association	Not given	AMPHION, AURIGA, ALARIC & ONSLAUGHT
Dennis R Riley	9th July 2018 aged 96	Petty Officer (TD 1)	Sussex Branch	April 1947 to July 1953	TRUMP, SENESCHAL, THERMOPYLAE, AFFRAY (1951), STATESMAN & STURDY (Left inboard from AFFRAY on sailing in April 1951)
Stephen H Davies	15th July 2018 aged 81	Able Seaman (LTO)	West of Scotland Branch	1954 to 1961	TRUNCHEON (1954), EXPLORER (1956), ANCHORITE (1957), TELEMACHUS (1957) & CACHALOT (1961)
Roger Noel Guy, OBE	19th July 2018 aged 82	Commander (E) (MESM)	Submarine Officers Association	1966 to 198*	ASTUTE, OBERON, RORQUAL (1968 NL), NEPTUNE, CONQUEROR (1969 to 1972), DOUNREAY (1972 to 1975), SWIFTSURE (MEO 1975 to 1978), COCHRANE (1982), VALIANT (SEO3 1982 to 1985) & Rosyth Dockyard
Charles Henry Pope	25th July 2018 aged 84	Lieutenant Commander	Submarine Officers Association	Not given	FORTH (April 1956), ADAMANT (1958), TACITURN (IL 21st March 1960), NARWHAL (IL 15th November 1961), TIPTOE (CO 1965), MAIDSTONE (1964), PRESIDENT (1968), NEPTUNE (1970)
Raymond G Wigmore	27th July 2018	Petty Officer (UC1)	Sussex Branch	1959 to 1967	TALENT (1959 to 1964), ORPHEUS (1964 to 1966) & FINWHALE (1966 to 1967)
George Wright ***	July 2018 aged 88	Leading Telegraphist	Nottingham Branch	May 1940 to March 1946	REGENT, SEADOG & VENTURER
A W (Arthur) Clover	July 2018 aged 89	Stoker Mechanic	Dolphin Branch	August 1946 to April 1948	SEADEVIL & STURDY
James L (Jim) McCord	4th August 2018 aged 65	Chief Petty Officer (TS)	Scottish Branch	1976 to 1991	WARSPITE (1976), RENOWN (1977 to 1982), WARSPITE (1982 to 1984), UPHOLDER (1986 to 1989) & VALIANT (1989 to 1991)
Arthur David Colquhoun Lund, OBE	5th August 2018	Commander	Submarine Officers Association	From 1950	TEREDO (January 1951 to 1953), SHRIMP (CO February 1955), X-52 (SPRAT), MINNOW, AURIGA (IL February 1956), COQC 1957, TIRELESS (CO July 1958 to 1959), RAN (1959 to 1961), ANCHORITE (CO 29th September 1961), AMPHION (CO 1961 to 1962), ARTEMIS (CO 1962 to 1963), OSIRIS (CO August 1965 to 1967) & REPULSE (P) (CO 1970 to 1973)
Francis (Frank) Bowen	5th August 2018 aged 90	Petty Officer Telegraphist (A)	Barrow in Furness Branch	30th August 1948 to 23rd January 1948	SIRDAR, TIRELESS, TACTICIAN, SPRINGER, TALENT & THULE
Denis R J Butler	10th August 2018 aged 84	Chief Petty Officer (RP1)	South Kent Branch	March 1954 to 1974	SUBTLE, TIRELESS, TALENT, ALCIDE, ALDERNEY, AMBUSH, TOTEM, SEA DEVIL, OBERON & RENOWN
David Ian	30th August 2018	Commander	Submarine Officers	From 1960	TURPIN, TIPTOE (1962 NL), ALCIDE (1964 NL), OTTER (IL

Ramsay	aged 80		Association		11th June 1966), OCELOT (CO 23rd May 1969), SUPERB (CO on Commissioning on 6th January 1975)
David Humberstone Lorrimer	31st August 2018 aged 88	Lieutenant Commander RAN	RAN Officers Association	1949 to 1969	DOLPHIN, TRUNCHEON (1950), TRUMP (October 1951 to January 1953), SANGUINE (February 1953 to March 1954), TOKEN (IL 6th May 1954 to February 1957), SCYTHIAN (CO August 1958 to June 1959), TAPIR (CO January 1962), OXLEY (RAN) (CO June 1966 to May 1969)
Robert W Ashmore	August 2018	Lieutenant RAN	RAN Officers Association	1963 to 1973	DOLPHIN, NARWHAL, TABARD (4th Hand 1967), OXLEY, TRUMP & OLYMPUS
James (Jim) Benson ***	1st September 2018 aged 93	Lieutenant RNVR	Submarine Officers Association	1943 to 1947	WWII Service from in VARBEL (II), & X-Craft including X-23 (CO) & XE-8 (CO)
Julian (Jim) Roskilly	6th September 2018 aged 86	Chief Electrician	Southampton Branch	August 1952 to July 1971	TUDOR, ALARIC, TACITURN, AENEAS, TALENT, TALLY HO, WALRUS, TIPTOE & REVENGE
Edward (Ted) Hogben	9th September 2018	Charge Chief MEA	Medway Towns Branch	1968 to 1988	VALIANT, WARSPITE, COURAGEOUS & CONQUEROR
Gerald Richard Hubert Lloyd-Williams	9th September 2018 aged 86	Lieutenant Commander	Exeter Branch	April 1953 to February 1972	TACITURN (3rd Hand 26th October 1953), AURIGA, SENESCHAL, TRENCHANT, TEREDO (IL 9th March 1959 to 1960), SEASCOUT (CO 28th March 1961), PORPOISE (CO) & DREADNOUGHT (IL 23rd June 1967)
Edwin R Garner	11th September 2018 aged 88	Able Seaman (GL3)	Poole & District Branch	November 1952 to January 1955	THERMOPYLAE
Colin Reeves Bartlett	12th September 2018 aged 70	Chief Petty Officer MEA (P)	Eastern States Branch	1971 to 1981	ALLIANCE (1972 to 1973), ODIN (1973 to 1976) & OTWAY (1978 to 1979) & RAN 1983 to 1990 in OTWAY (1983 to 1985) ONSLOW (1979 to 1980) & ORION (1985)
Liam Anthony Bradley	23rd September 2018	Commander (E) (MESM)	Submarine Officers Association	Not given	DOLPHIN, FINWHALE, REPULSE & CONQUEROR
Clark Barrington	30th September 2018 aged 65	Marine Engineering Mechanic	Former Manchester SOCA Member	Not Given	PORPOISE & ORPHEUS
Peter William Lindley, MBE	2nd October 2018 aged 81	Lieutenant Commander	Indalo Spain Branch	September 1958 to June 1978	TOKEN (1959 to 1961), RORQUAL (on recommissioning at Devonport on 22nd November 1961 to 1963) & RORQUAL (IL 29th January 1964), SEALION (IL 1964 & on recommissioning on 25th June 1965 to 1966), ARTFUL (CO) (6th December 1967 to 1968), USS GATO (Liaison 1968), WATSON (ND & TAS School), ONSLAUGHT (CO 1973 to 1975), DOLPHIN
Michael Lambourne	5th October 2018	Lieutenant	Submarine Officers Association	1970 to 1975	WALRUS, NEPTUNE, CHURCHILL & DREADNOUGHT

OBITUARIES – OTHER SUBMARINERS ‘CROSSED THE BAR’

(Reported 1st July 2018 to 7th October 2018 (***) WWII Service)

NAME	DATE/AGE	RANK/RATE	SM SERVICE DATES	SUBMARINE SERVICE
Barry George Stanley Till	23rd June 2018 aged 79	Lieutenant Commander (SD) (S)	Not given	RESOLUTION (P), NEPTUNE & DOLPHIN
David Harold Lines, OBE	28th June 2018 Aged 85	Commander (X)	Not given	GRAMPUS (1969)
Darren Mills	13th July 2018	Radio Operator (SM)	Not given	Submarine Service TBA
Jason Guy	18th July 2018	Warrant Officer 1	Not given	Submarine Service TBA
Michael R (Mick) Barnett	23rd July 2018	Fleet Chief Marine Engineering Artificer	Not given	VALIANT (TG Tiff 1968 to 1971), VULCAN, VALIANT (COW 1973/1974), DEFIANCE, REVENGE (S) on re-commissioning at Rosyth on 4th September 1982 & VULCAN
Ernest Edmund Dodd	July 2018	Petty Officer (REL)	January 1947 to December 1953	ARTEMIS, TURPIN, TOTEM, TACITURN & TRESPASSER
Trevor Wileman	2nd August 2018	Leading Cook (S)	Not given	OTTER (on Commissioning at Devonport in June 1966) & CACHALOT
Sean Gibney	17th August 2018	Leading Seaman (TS) (SM)	Not given	Submarine Service TBA
John Andrews	26th August 2018	Warrant Officer Electrical Artificer	Not given	REOWN & REPULSE (S)
Ronald Gilbert	26th August 2018	WO Mechanician	Not given	Submarine Service in RN and SAN Submarines
Alexander M Sneddon	30th August 2018	Chief Electrician	1955 to 1968	ARTEMIS, TAPIR, TACITURN, TALENT, AUROCHS (on commissioning on 28th March 1960), ARTFUL, TRUMP on Commissioning' in 1965 & TABARD on 'Commissioning' in 1967
Nigel Irvine	30 th August 2018 aged 75	OEM1 (RN) & SAP (RAN)	Not given	Submarine Service in ASTUTE & OPOSSUM & RAN Submarines
Ian (George) Buglass	August 2018	Steward	Not given	Submarine Service including RESOLUTION
Martin Henegan	August 2018	Weapons Engineering Artificer	Not given	REVENGE (1970s), OLYMPUS, OTUS & DOLPHIN (1980s)
James (Jim) McGinty	5th September 2018	Fleet Chief MEM (M)	Not given	Submarine Service including OTTER (on commissioning at Gosport on 17th May 1980)