



IN DEPTH

Official Newsletter of the Submariners Association

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



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PRESIDENT
Rear Admiral Niall Kilgour CB

The Submariner

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

NATIONAL COMMITTEE

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It is with great reluctance that the planned Submariners Association Remembrance Ceremony in the Temple Gardens on Sunday 1st November has been cancelled. This decision has been taken owing to current Government COVID 19 restrictions on large gatherings and to comply with the 'Rule of Six' Guidance.

However, to ensure that a meaningful Submariners Remembrance Ceremony can take place, a Plan "B" has been devised to comply with the Rules and to ensure that we can pay our respects to our fallen. The Plan "B" Option will take place at the Embankment Memorial on Sunday 1st November. Please see the 'Order of Service' for the Parade below.

It is appreciated that Branches and Individuals may wish to pay their own respects and lay Wreaths but it is respectfully requested that this takes place after the 'Official Ceremony' has been completed and that current Government Guidance and 'Social Distancing' Rules are observed at all times.

SUBMARINERS ASSOCIATION EMBANKMENT CEREMONY NOVEMBER 2020 - PARADE ORDERS

VENUE NATIONAL SUBMARINERS EMBANKMENT MEMORIAL

DATE: SUNDAY 1st NOVEMBER 2020

TIME: 10:10 (Service commences at 10:30)

Attendees:

Commodore Jim Perks	Senior Officer
The Rev. Prof Stephen Wray	SA Padre
Barrie Downer	SA Chairman
Iain Mackenzie	Parade Marshal
Trevor Thomas	National Standard Bearers- representing the Branches
Junior Rate	Representing the Serving Submariners

Timings

09:30	IM taxi Wreaths to the Embankment Memorial
10:10	BD greets Cdre Perks and Padre
10:15	IM briefs all on the Parade Routine & Stands parade at ease
10:30	Padre commences Service

The Service

The Reading	Commodore Perks
Prayers	Rev. Prof Stephen Wray
The Act of Remembrance	Barrie Downer
Two Minute Silence	Iain Mackenzie brings Parade to 'Attention'
On Completion	Iain Mackenzie stands Parade 'At Ease'
The Lord's Prayer	Rev. Prof Stephen Wray
Laying of Wreaths	Commodore Perks, Barrie Downer, Iain Mackenzie & Junior Rate
Roll Call of Submarines Lost	Barrie Downer, Iain Mackenzie & Junior Rate
Final Prayers & Blessing	Rev. Prof Stephen Wray
'Out Hip Flasks'	Iain Mackenzie
Toast to 'Absent Friends'	
Dismiss Parade	Iain Mackenzie

EDITORIAL & CHAIRMAN'S REPORT

Hello again to everyone from what is still a very quiet Barrow in Furness!

Because of the ongoing COVID 19 problems this year has been one of continual delays, deferrals and cancellations. First the Reunion and Conference was deferred, rearranged and then, finally, cancelled. Many (if not all) Branches have had to cancel monthly Branch Meetings and the many Social events which provide an income to keep the Branches going and provide funds to support charitable aims. Hopefully there will be some light at the end of the tunnel in the not too distant future and we will be able to get back to normal.

The latest NMC decision to cancel the November Remembrance Parade at the Temple Gardens was a very difficult one for the NMC to make but I am sure that everyone appreciates that these are very unusual times. The imposition of more Government Rules and Restrictions is still possible

and we had to be mindful of the age demographic of many of our members and their potential vulnerability to COVID 19.

The revised Ceremonial at the Embankment (see above) has been devised by Iain Mackenzie in his role as Parade Marshal and, in conjunction with the NMC and COSM. Ian has had to liaise with a whole host of Officials and Organisations – both Service and Civilian - and we owe him a big vote of thanks for his efforts to keep some form of Remembrance Ceremonial on track.

This has been a very strange year so far I think you will all agree! I hope that not too many of you are affected by these 'local lock downs' which keep on appearing and that you are able to get on with anything which passes for 'normal' these days. Branch Meetings seem to be the most difficult thing to arrange at the moment – here in Barrow we have only managed one since March and our planned

October Meeting looks to be limited both in time and numbers able to attend.

'Zoom Meetings' seem to be the 'In Thing' at the moment and I hope your Branch Secretaries have been able to join in with those arranged by Ian Vickers especially for them. Ian can also advise Branches how to set up their own Zoom Branch Meetings and a number of Branches have held successful meetings this way.

One effect of the current restriction is that, in the six months since being elected as your Chairman, I have not had the opportunity to meet any of the other Members of the NMC 'Face to Face'. All business – as with Branches - is by E mail, phone call or Zoom Meetings. However we seem to be keeping things 'ticking over'!

So what has been happening at the NMC? Andy Bain is 'in post' as the new Association Treasurer having completed his Handover from Stu Brown. The Reverend Professor Stephen Wray is our new Honorary Chaplain having taken over from the Rev Paul Jupp - who decided to stand down after supporting the Association for a good number of years. Frank Pas decided to stand down as our Slops Manager, so we are about to start recruiting for a successor. As a result the Slops Shop is currently shut whilst Andy Bain completes a stocktake and valuation exercise - ready for the new Manager to take over – if you think this role is something you could do for the Association please step forward - Terms of Reference for the post are available from the Secretary.

Also, we will shortly be looking for a 'volunteer' to join the Submarine Advisory Group (SAG) as the SA Representative. Advisory Groups have been set up for each of the different areas of interest of the National Museum of the Royal Navy (NMRM). The Advisory Group for Royal Navy Submarines is intended to ensure that the 'history and ethos' of the Submarine Service is properly understood and reflected by NMRN and it is anticipated that the Submarine Advisory Group will focus on content and development and be only peripherally concerned with day-to-day operations of the Submarine Museum. Ideally this is for someone with major interest in the RN Submarine History

and development. TORs for this post are being developed and should be available soon.

Not long now and the Secretary will be asking Branches to think about any proposals they might wish to see discussed at 2021 Conference – don't forget that the proposals forwarded for the 2020 Conference are still valid and will be on the Agenda – unless sponsoring Branches wish to withdraw them.

Anyway – enough from me, already! All of the usual items are included in this edition and I trust you will find something of interest to read. In the Books Section there is a special offer for anyone wishing to buy a copy of Eric Thompson's book 'On Her Majesty's Nuclear Service – the offer is valid for one month so get in quick!

As usual, once again, I must thank all those who have sent in items for the Newsletter – trying to fit it all in is challenging – but it makes my job so much easier when Members send me items and articles to publish!

Regards,
Barrie Downer

IN DEPTH No. 71

Issue No. 71 will be published on 1st January 2021. Contributions are required to be with the Editor by 15th December 2020 – please make sure I get them in good time!

DISCLAIMER

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Cover Photo: Gosport Branch Committee Members meet the Town's Mayor

NEW & RE-JOINING MEMBERS 30th June 2020 to 30th September 2020

(20** = Serving Member)

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
Steven D Copley D152979P	Able Seaman (S) (SM)	MERSEYSIDE	Jun 1975 to Mar 1985	ONSLAUGHT (Mar 1976 to 1977), OPPORTUNE (May 1977 to 1978), OTTER (1978 to 1979), DREADNOUGHT (1979 to 1981) & ODIN
Michael A Cowherd	Radio Operator (SM)	MERSEYSIDE	1977 to 1982	REVENGE (P) (1977 to 1979) & (1981 & on recommissioning on 4th Sep 1982)

D159231W				
Martin J Clarke D160859S	Leading Seaman (Underwater Control)	SHEFFIELD	Nov 1976 to Feb 1986	FINWHALE (1977 to 1978), OKANAGAN (1979), PORPOISE (1979), ONYX (1980 to 1982) & ORACLE (1983 to 1986)
Garret M Murphy D171365S	Acting Leading Stores Accountant	SUNDERLAND	1979 to 1985	WARSPITE, COURAGEOUS, CONQUEROR & CHURCHILL
Michael Ellison	Warrant Officer 1	SUNDERLAND	Dec 1990 to 201*	REVENGE (Jan 1990 to Mar 1994), VANGUARD (Mar 1994 to Sep 1997) & SUPERB (Sep 1997 to Jul 2000)
G.M (Gary) Middlemiss D198717Q	Warrant Officer 1	SUNDERLAND	Nov 1989 to Apr 2020	REVENGE (Nov 1989 to Feb 1992), VICTORIOUS (P) (1st Commission Crew Feb 1992 to Jan 2000), VANGUARD (Mar 2002 to Jun 2006), REPULSE (loan Jun 1990 to Aug 1990) & SCEPTRE (loan May 2003 to Aug 2003)
Karl Morgan D198374W	Acting Leading Seaman (TS) (SM)	EXETER	1983 to 1990	REVENGE, REPULSE & ODIN
Robert J Payne D143878D	Chief Petty Officer Weapons Electrical Artificer	WEST OF SCOTLAND	1987 to 1996	RESOLUTION (P) (1988 to 1991), REPULSE (S) & RENOWN (P)
Mark A B Woodward 30044279	Lieutenant	WEST OF SCOTLAND	Apr 2014 to 20**	ASTUTE (2014 to 2016), VICTORIOUS (May 2016 to 201*)
Jonathan Goodwin C027725R	Lieutenant	DOLPHIN	Nov 1981 to Feb 1988	OLYMPUS (1981 to 1982), OPPORTUNE (1982), OKANAGAN (1983 to 1984) & TRAFALGAR (1985 to 1988)
James A Clark D090470W	Leading Marine Engineering Mechanic	SCOTTISH	1970-to 1979	RORQUAL, ONYX, ORPHEUS & OPPORTUNE
Albert W Barlow D188442K	Chief Petty Officer (MEAL) (ML)	BIRMINGHAM	1974 to 1994	REVENGE, CONQUEROR & UNICORN
Paul B Moore, BEM D063850H	Chief (Ops) (Sonar)	GOSPORT	Oct 1964 to Apr 1986	ODIN (1965) GRAMPUS (1965 & on recommissioning on 4th Apr 1966 to 1967), RENOWN (P) (1967 to 1972 1st Commission Crew on 15th Nov 1968), OLYMPUS (1973 to 1975), CONQUEROR (1977 to 1979) & SCEPTRE (1981 to 1983)
Stuart J Stratton D236619N C039422W	Commander (MESM)	GOSPORT	May 1997 to 20**	VICTORIOUS (1997 to 1998), VANGUARD (1998 to 1999), VENGEANCE (2004 to 2006), VANGUARD (2006 to 2007), VENGEANCE (2009 to 2011), VICTORIOUS (2011 to 2013)
Michael A Dewhirst D206411J CO41763C	Lieutenant (WESM)	GOSPORT	Jul 1986 to Feb 2001	REVENGE (S) (Dec 1986 to 1989), RESOLUTION (S) (1990 to 1992), VANGUARD (S) (1995 to 1996), VENGEANCE (1998 to 2001), VICTORIOUS (2001), SPARTAN (2004 to 2006) & VENGEANCE (2007)
John A Sghendo D187289M 30230351	Chief Petty Officer (ET) (MESM)	GOSPORT	1995 to- 2004 & Jan 2015 to 201*	Dec 1995 to 2004 in SPLENDID (1995 to 1997), SPLENDID (1998 to 2001) & TRIUMPH (2002 to 2004)
Paul Henry Robinson	Commodore (X) (SM)	DOLPHIN	Sep 1977 to Oct 2009	OPOSSUM (Feb 1978 to Dec 1978), ONONDAGA (Jan 1979 to Dec 1980), REPULSE (S) (Apr 1981 to Aug 1981), REVENGE (S) (Sep 1981 to Aug 1984), WARSPITE (IL Apr 1985 to Jan 1987), ODIN (CO Feb 1987 to Sep 1988), FOSM STWG (1989 to 1980), NEPTUNE (1991 to 1992) & SPARTAN (CO Feb 1992 to Jun 1994)
David H Rickman P070332	Leading Seaman (UC)	GOSPORT	Oct 1965 to Dec 1974	OTUS (Jan 1965 to Dec 1974), ALLIANCE (Apr 1965 & on recommissioning in 1966 & RESOLUTION (P) (Jul 1968 & on commissioning on 3rd Oct 1967) & RESOLUTION (S) (on recommissioning on 10th Jul 1971 to 1972)

SUBMARINE LOSSES OF WWII

SUBMARINE LOSSES OF WWII

JULY 1940

July 1940 was not a very good month for the Submarine Service with four submarines being lost – three of them ‘with all hands’ and two other Submariners died in unfortunate circumstances.

HMS THAMES

The Commanding Officer of THAMES died at Devonport on Thursday 4th July 1940. In the early hours of Wednesday 3rd July 1940, all French Naval vessels at Plymouth were taken into Royal Navy control. The crew of the French Submarine SURCOUF resisted the take over and in the confusion the Commander was shot, and he died later in hospital. He was:

Cdr Denis Vaughan Sprague, RN

HMS RORQUAL

One member of the crew of HMS RORQUAL died at Devonport on Friday 5th July 1940. Similar to the death of Commander Sprague above the circumstances of his death are that, in the early hours of Wednesday 3rd July 1940, all French Naval vessels at Plymouth were taken into Royal Navy control. The crew of the French Submarine SURCOUF resisted the take over and, in the confusion, he was shot, and he died later in hospital. He was:

Lt Patrick Maule Kerr Griffiths, RN

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HMS SHARK

HMS SHARK was sunk on 6th July 1940 after being caught on the surface off the coast of Norway. Several bombs exploded close astern and severely damaged the propulsion. The Submarine dived in an attempt to get to safety but resurfaced in order to charge up the batteries and attempt to escape under cover of darkness. Both engines were re-started but the Port Engine was out of line and the rudder was jammed hard to port. The Submarine was relocated by enemy aircraft and attacked again. Unable to dive owing to a lack of high-pressure air, a low battery and flooding the Commanding Officer attempted to fight his way out but was forced, eventually, to surrender. 27 of the crew were un-injured, 12 (including the Commanding Officer) were wounded and 2 were killed. HMS SHARK sank as the Germans were attempting to tow it to Stavanger. The crew of the Submarine was as follows:

Officers:

Lt Cdr Peter Noel Buckley, DSO, RN

Lt Dennis Hugh Brian Barratt, RN

Lt David Ewart Wheeler, RN

Sub Lt Robert Douglas James Barnes, RNR

Wt Eng Cyril Coltman Loder, RN

Ratings:

Casualties:

PO James Sturrock Gibson C/JX 127523*

Sto1 James Joseph Walsh D/KX 92110 *

Survivors:

PO Charles Francis Tarratt, DSM, J108143

PO Charles T Sorrett

L/Sea Gerald Percival Pain J108715

L/Sea Hedley Charles Woodley C/JX 136083

L/Sea George A Bradshaw D/JX 141399

L/Sea Charles William Urry, DSM, J101583

AB Joseph E Coleman P/JX 209413 RNR

AB William Charles Shadbolt J108155

AB Percy George Ready J108400 RNR

AB Ivor Augustus Clark D/JX 97226

AB Richard Henry Benton SSX 18137*

AB John Victor Brown P/JX 145733

OS Albert Arthur England P/JX 169252

PO Tel Joseph John Nevitt P/JX 130284

L/Tel Ronald N Spir C/JX 135993

Tel Eric Springford C/JX 140700

Tel Walter Thomas Bugler J90847

L/Sig Eric Eaton P/JX 132058

EA3 William L Walter P/MX 54703

CERA Frederick W E Hammond DSM BEM C/MX 48845

ERA1 Alexander Stables MacDonald DSM M14537

ERA2 Reginald George Holderness M38848

ERA3 Andrew Holland TBA

SPO Alfred Simms D/KX 79999

L/Sto Raymond Alway C/KX 81152

L/Sto William Dorrien Kidd P/KX 82934

L/Sto Arthur Harold Walker D/KX 84556

Sto1 Ronald Roy Saunders D/KX 83646

Sto1 Eric Foster P/KX 82041

Sto1 John McHolland Wright D/JX 90201

Sto1 William Queen Riach P/KX 79078

Sto1 Francis Gallagher C/JX 83255

Sto1 Ernest George Hill P/KX 78705

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HMS SALMON

This Submarine sailed for a North Sea patrol on 4th July 1940 and was expected to return to base on 14th July 1940. The Submarine is thought to have been sunk, ‘with all hands’, after hitting a mine in position 57°22’N 05°00’E on 9th July 1940. The Crew was:

Officers:

Cdr Edward Oscar Bickford DSO, RN

Lt Maurice Fairfax Wykeham-Martin DSC, RN

Lt Robin Hugh Maliss Hancock, DSC, RN

Lieutenant Kenneth Douglas Skelt, RN

Wt Eng Owen Felton Lancaster, DSC

Wt Eng William Leonard Davis

Ratings:

PO William George Taylor, DSM, MiD, J70915

PO Thomas Henry Worsfold, DSM, MiD, J102503

PO Phillip Dennis Edward Baker P/JX 130742

PO Albert Patrick Durcan J87456

PO Cecil William Holmes J109242
 L/Sea John James Gyngell J115240
 L/Sea Squire Harrison P/JX 153270
 L/Sea Leonard Primrose Williams P/JX 130599
 L/Sea Henry C E Rawlings C/JX 135792
 AB John Herman Burges J115126
 AB John Robert Alfred Boulton P/JX 138456
 AB Thomas Cooke J93031
 AB Edward Hibbett Howe C/SSX 18241
 AB Peter Edward Hall J97373
 AB Edward Paterson J106628
 AB Charles Vivian Ottignon C/JX 144393
 CPO Tel George Palmer J39553
 PO Tel Kenneth Barron, DSM C/JX 129635
 L/Tel Maurice William Walker P/JX 137569
 L/Tel Robert George Mallett D/JX 135410
 L/Tel Robert Patrick Stroud J109409
 Tel Raymond Barry Walden C/JX 139964
 L/Sig Edward Whittaker, DSM D/JX 132459
 EA1 William Arthur Lushmore TBA
 EA1 Arthur Albert George Harrison M33227
 ERA Norman James Hill, DSM M39366
 ERA2 William Matthew Fuller M39443
 ERA3 James Holmes P/MX 47758
 ERA3 Owen Jack Summers P/MX 54082
 L/Sto Walter John Baugh, DSM C/KX 81010
 L/Sto Alfred Charles Swallow D/KX 81568
 L/Sto George Dixon C/KX 81890
 L/Sto William Brooks D/KX 97165
 Sto1 Frederick Cyril Anderson P/KX 79744
 Sto1 William John Fear P/KX 84937
 Sto1 Jack Edmund Gomm P/KX 87050
 Sto1 Louis Power P/KX 83674
 Sto1 Eric Victor Spittles C/KX 92540
 Sto1 Michael O'Mahoney D/KX 86213
 Sto1 George Cawthra DSM, D/KX 85885

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HMS PHOENIX

This Submarine sailed on patrol in the Central Mediterranean from Alexandria on 3rd July 1940. A long-range attack was made on two Italian Battle Ships and four destroyer escorts and one hit was claimed. PHOENIX continued on to the patrol area off Sicily where a minefield was to be laid. The Submarine was 'lost with all hands' on 10th July 1940, probably after a depth charge attack by the Italian Torpedo Boat ALBATROS off the San Croce Lighthouse at Augusta in Sicily.

Officers:

Lt Cdr Gilbert Hugh Nowell, RN
 Lt Grenville Alistair Liversidge, RN
 Lt Kenneth Barkley, RNR
 Sub Lt Malcolm Garnet Henderson, RN
 Wt Eng Henry John (Frank) Pegler

Ratings:

CPO Coxswain Victor Charles Randell J58643
 PO George Leslie Clark C/JX 128542
 PO George Albert Hollingworth J112273

PO Albert Ernest James D/JX 131257
 PO Eric Roy Hadfield D/JX 134242
 L/Sea John Hector Powell D/JX 138469
 L/Sea George Charles Wingrave C/JX 130147
 L/Sea James Eric Humphrey C/JX 133260
 L/Sea Stewart Maurice Greaves P/JX 147589
 L/Sea Francis Leonard C/JX 125673
 L/Sea Herbert Robinson J128409
 AB Oswald Parry D/JX 132726
 AB Kenneth George Hall P/JX 139520
 AB Reginald Thomas Higdon J64354
 AB William Robert Bedford P/JX 139404
 AB Charles Albert Joseph Farlow C/JX 137699
 AB John Richard Staveley C/JX 132582
 AB William John Hanna C/JX 144129
 AB Sidney Walter Charles Barton C/JX 133968
 PO Tel George James Diggins P/JX 131368
 L/Tel Harold Arthur Smythe C/JX 136392
 Tel Austin William Cockle J101543
 Tel Albert Desmond Phillips C/JX 147513
 Tel Edwin Raymond Harris D/JX 145496
 L/Sig Eric Benjamin Barnes P/JX 134697
 PO Cook Frederick R H Ayres D/MX 51360
 EA2 George Edward Warren M38444
 CERA George William Zoppi M33244
 ERA2 Cyril Ernest Greaves M38764
 ERA3 Norman Leslie Edgar Howell P/MX 47609
 ERA3 Aubrey George Oliver D/MX 52638
 ERA3 Christopher Parker D/MX 53687
 SPO Wilfred Sidney Bunker D/KX 77694
 SPO Clifford Foster Bennett D/KX 77412
 L/Sto Frank Jim Paxford D/KX 80859
 L/Sto Thomas William Morton D/KX 81738
 L/Sto Abraham Spouse C/KX 84962
 L/Sto William Cooper C/KX 82951
 L/Sto Matthew Robinson Fairholm D/KX 86383
 L/Sto Timothy Cadogan D/KX 87749
 Sto1 Stephen Walsh Thompson D/KX 80612
 Sto1 Jack Henry Relf K86215
 Sto1 Christopher Williams C/KX 89747
 Sto1 James Summers C/KX 83899
 Sto1 James Charles Dee D/KX 62160
 Sto1 Alfred George Higgins P/KX 81826
 Sto1 Morgan Rees Wiltshire D/KX 86132
 Sto1 Albert Edward Clift K66134
 Sto1 Robert Mathews D/KX 87821

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HMS NARWHAL

HMS NARWHAL left Blyth on 22nd July 1940. On the afternoon of 23rd July an aircraft reported attacking a submarine in the area where NARWHAL should have been. NARWHAL did not report again, it was assumed this attack sank the Submarine 'with all hands.'

Officers:

Lt Cdr Ronald James Burch, DSO RN
 Lt Cdr Stafford Radcliffe White, RN (Passenger)
 Lt Charles Sinclair Green, DSC RN

Lt Humphrey Reginald Woodriff Twynam, RN
 Sub Lt John Cringle, RNR
 Lt (E) John Esmond Ackery, DSC RN

Ratings:

CPO William Frederick James Denner J92099
 CPO Frederick John Whalebone J108318
 PO Norman Robinson J105359
 PO Edward Arthur Austin J113448
 PO Albert Henry Jarvis J113881
 L/Sea Charles George Quin C/JX 128912
 L/Sea Frederick Charles John Grant P/JX 148163
 L/Sea Geoffrey John Huelin P/JX 139939
 L/Sea Leslie Cordery P/JX 139437
 L/Sea Samuel Simnett C/JX 130091
 L/Sea Alfred Augustus Horstead J109737
 AB John William Burton C/JX 128525
 AB Frank Newell J108328
 AB Alec Edward Green Earwaker J110566
 AB John Moor J107308
 AB Reginald Charles Sandercox Buckland D/JX 133579
 AB Frank Deveril Govier P/JX 138828
 AB Alec Brown D/JX 127778
 AB Kenneth Brooks P/JX 136729
 AB George Richard Stearn J71576
 CPO Tel Harry Roy Duckham J97177
 L/Tel William Cyril Marchant C/JX 134145
 Tel John Robert Lindley Ackroyd J77746
 Tel Alexander Baillie D/SSX 13658
 Tel Thomas William Richlieu C/SSX 24993
 Sig Walter Sydney Daw J70501
 PO Cook Albert John Wood P/MX 47058
 PO Stwd Albert Edmund Hearn L14463
 EA2 James William Grey C/MX 46477
 CERA Aleck Neal Wilson M36173
 ERA2 Robert George Mitchell P/MX 49772
 ERA2 Thomas Victor Andrews C/MX 47587
 ERA2 George Murdoch Henderson D/MX 54091
 ERA William Henry Johns D/MX 49194
 ERA4 Edward Joseph Geeling RNR
 X/294/EA/Dev
 ERA4 Henry Miles Golding C/MX 61415
 SPO Adam Ross P/KX 77059
 SPO George Harry Wells K66454
 L/Sto William James Stubbington K65986
 L/Sto William George Roy Hendy P/KX 84936
 L/Sto James Charles Parish C/KX 81304
 L/Sto Herbert Constable Elvin C/KX 79616
 L/Sto Richard Michael Yates K62531
 Sto1 Thomas Daniel Wood P/KX 82524
 Sto1 George William Vincer P/KX 80499
 Sto1 Frank Edward Simpson P/KX 91653
 Sto1 Henry Charles Kitching C/KX 81233
 Sto1 Walter John Frost C/KX 86539
 Sto1 Clifford William Stone D/KX 82824
 Sto1 Herbert James Davies D/KX 86121
 Sto1 Joseph Smith D/KX 76233
 Sto1 George Lawson D/KX 89654

Sto1 Charles George Blyth D/KX 86034
 Sto1 Thomas Watson Forster Prior D/KX 88321
 Sto1 Harry Marsden SS121369

AUGUST 1940

Three Royal Navy Submarines were lost in August 1940. One was lost with three casualties – the rest of the crew surviving and the other two were lost ‘with all hands’. The Submarines were:

HMS OSWALD

On 1st August 1940 HMS OSWALD was rammed by the Italian Destroyer VIVALDI off Cape Spartivento. The Submarine sank and three of the crew members were lost. The remainder of the crew survived and were taken as Prisoners of War. The Crew was as follows:

Officers:

Lt Cdr David Alexander Fraser, MiD, RN
 Lt Grahame Roy Marsh, RN
 Lt Michael Donald Pope, RN
 Lt Marmaduke Storr Hodson, RNR
 Warrant Engineer George Mitchell

Ratings:**Casualties:**

LStd Leonard Norman Woodfield D/LX 20563
 ERA William Chaffe M38778
 Sto1 Frederick George Young P/KX 90511

Survivors:

CPO Coxswain William John Pettifer J108206
 PO (TGM) Edwin Clay J104506
 PO (LTO) Walter Boatman C/JX 134162
 PO (2nd Coxswain) Cyril Kennedy D/JX 130287
 LSea Harold Moore C/JX 35318
 LSea Jack Ernest Stanley Tooos P/JX 157485
 LSea Albert Edward Penny P/JX 125054
 LSea Joseph Hunt C/JX 141738
 AB Eric Richard Burbridge J108441
 AB Frank Seaton P/JX 147519
 AB Stanley George Dryer D/JX 140364
 AB Andrew McIlquham McLean D/SSX 22068
 AB Harry Martindale D/SSX 21180
 AB William Bishop D/JX 129356
 AB Herbert Symons J113454
 AB (GL) Arnold Smith J110356
 AB Robert Jameson C/JX 157361
 AB Harry Hanniford C/SSX 19880
 AB Robert Walton D/SSX 15899
 L/Sig R Reed J107423
 PO Tel Reginald Frame */JX 131545
 LTel Frank Branold C/JX 129019
 LTel Reginald Challis P/JX 129019
 LTel John Cunningham D/JX 775704
 Tel Thomas Hull D/JX 137915
 PO Cook George Thorp D/MX 48023
 EA Arthur Hunter D/JX 38102
 CERA John Alfred Ferraro M36161
 ERA William Allen M36107
 ERA William Roach D/MX 48553
 Sto1 John Kirk C/KX 85225

CSto Charles Collier C/KX 64606
 SPO Frank Oakes D/KX 80618
 LSto Raymond Farrow D/KX 81935
 LSto Allan Griffiths D/KX 82819
 LSto Joseph Cahalane D/KX 82031
 LSto John Abel P/KX 82124
 Sto1 William Wood C/KX 84991
 Sto1 Cecil Andrews C/KX 85036
 Sto1 Walter Wort C/KX 62956
 Sto1 Frederick Underwood D/KX 77876
 Sto1 Walter Holmes D/KX 77393
 Sto1 Francis McElroy D/KX 85229
 Sto1 Robert Scott P/KX 79139
 Sto1 Stanley Hall P/KX 84879
 Sto1 Ronald Elliott P/KX 85036
 Sto1 Joseph Thomson D/JX 86138

oooOOOooo

HMS SPEARFISH

Submarine HMS SPEARFISH was 'lost with all hands' on 2nd August 1940 after being torpedoed by U-Boat U-34 about 180 miles West of Stavanger in Norway. The Crew was as follows:

Officers:

Lt John Hay Forbes, DSO RN
 Lt Donald Anthony Pirie DSC, RN
 Lt Arthur Robert Gimblett, RNR
 Sub Lt John Phillip Best, RN
 Warrant Engineer Henry Edward Archer

Ratings:

CPO William Ibbotson D/JX 48891
 PO John William Thomas Foster, DSM J105134
 PO Arthur George Smith J114194
 LSea Phillip Gordon Walker D/JX 141264
 LSea William Stephen Iverson J95767
 LSea Albert John Glover P/JX 143787
 AB William Albert Victor Pester 364865
 AB John Ainsworth Verdun Carter D/JX 136337
 AB Robert William Carpenter P/JX 137114
 AB Alec Gillett C/SSX 21172
 AB Ronald Eustace Hill D/SSX 14854
 AB Edward Henry Daniel Hawes C/JX 149819
 AB Thomas Benjamin James D/JX 135857
 AB Frank Lynch D/SSX 14231
 AB Ernest George Morey, DSM, MiD C/JX 134230
 PO Tel Edward Curle Carlton DSM MiD D/JX 136385
 LTel George William Tuson D/JX 136092
 Tel Francis James Williams P/SSX 14240
 Tel Ernest Walter Smith P/JX 141692
 Tel Herbert Francis Bird P/JX 137358
 LSig Ronald Joseph John Clifford J39219
 EA Arthur John Thomas Bird M39323
 CERA Stanley Noel Peel, DSM M27347
 ERA Jack Maunder Smith, MiD C/MX 50827
 ERA Oswald Oliver D/MX 53256
 ERA Edward Ernest Peacock O'Hair P/MX 51968
 SPO Reginald Royle P/KX 75033
 LSto Ronald Walton Bruce D/KX 86483

LSto Arthur Thomas Rawlings C/KX 83005
 LSto Edward John Darch K63190 (incorrect ?)
 Sto1 William Mordue P/KX 82401
 Sto1 Harry Edmund Binns P/KX 88596
 Sto1 Arthur Delussey D/KX 86125
 Sto1 Maurice James Maxwell D/KX 81056
 Sto1 Harold William Walker D/KX 90217
 Sto1 Maurice Alan Evans C/KX 92190
 Sto1 Ernest Smith C/KX 82894

oooOOOooo

HMS THAMES

HMS THAMES was lost with all hand on 3rd August 1940. The Submarine was on its first patrol in the North Sea following a refit. The cause of the loss is not known but may have been the result of striking a mine. The Crew was as follows:

Officers:

Lt Cdr William Donald Dunkerley, RN
 Lt Francis Robert Cecil Talbot, RN
 Lt Fenton Harry Morris, RN
 Lt Daniel Edward Treyman Newell, RNR
 Acting Sub Lt John Edward Wesley Worrall, RNR
 Lt Cdr (E) Bernard Eoghan O'Brien, RN

Ratings:

CPO Herbert Edwin Mott J53601
 PO Stanley Edward Murgatroyd J114755
 PO Harold Wilfred Curtis J17423
 PO William John Edward Abrams J108293
 LSea Harry Richard Beach P/JX 134081
 LSea Robert Cecil Trebilcock P/JX 39160
 LSea Frederick George Bird P/JX 131057
 LSea James Harold Marner P/JX 127383
 AB Harry George Harbert J107261
 AB George Russell Shepherdson J107545
 AB Francis John Timms C/JX 101687
 AB Charles Henry Weeks J115433
 AB Eric Robinson Moody P/JX 145046
 AB George Dennison P/JX 125285
 AB Arthur Henry Dyer P/JX 136368
 AB Reginald Victor Millson P/JX 137273
 AB William Alfred Barford J100888
 AB Melvin Bertram Parratt D/JX 143827
 AB William Bertie Howard J87524
 AB Leonard George Rowland Harris P/JX 136307
 PO Tel Reginald Arthur Weaver Clark D/JX 125057
 PO Tel Ernest James Tindall J106647
 LTel John Parish Hewett P/JX 134732
 Tel William Arthur Stribbling J107755
 Tel Norman Taylor P/JX 148934
 LSig Archibald James Peterson P/JX 164967
 PO Cook Albert Wilfred Southwell D/MX 48279
 LStd Harold Ridlough Balshaw D/LX 21494
 EA Robert Owen C/MX 46269
 CERA Herbert Fasham Keyzar M34527
 CERA Herbert Charles Flower M34522
 ERA 2 William John Baker M39417
 ERA 3 John Kelson Parker P/MX 54368
 ERA 3 Alfred Joseph Ford C/MX 47965

ERA3 John Edwin Lee D/MX 49596
 ERA3 Cyril Frederick Maguer Painter D/MX 52618
 SPO Frank Waite K58562
 SPO Edward Dowling P/KX 75699
 SPO Leonard Edwards D/KX 79973
 LSto Edwin Dean D/KX 81956
 LSto Henry Cunningham D/KX 77606
 LSto Leonard Thomas Hall C/KX 85850
 Sto1 Abraham Cummings K89724
 Sto1 Joseph Hindson P/KX 91139
 Sto1 Frederick John Arnold P/KX 84332
 Sto1 William Charles George Bantick C/KX 77712
 Sto1 Percy William Godtbill C/KX 88740
 Sto1 Thomas Richard Ryan C/KX 83436
 Sto1 Andrew Hunter Johnston C/KX 93627
 Sto1 Ernest Harry Bell C/KX 85441
 Sto1 Frederick Wilfred John Geared C/KX 86860
 Sto1 Frederick Kane D/KX 78870
 Sto1 Arthur Taylor D/KX 89784
 Sto1 Douglas Irvine D/KX89066
 Sto1 James Andrew Harker D/KX 80811
 Sto1 John Stokes K64755

SEPTEMBER 1940

No Submarines were lost in September 1940, but two Submariners are reported to have died. They were:

(1) PO Maurice Charles Barnes C/JX 137224
 He was a member of the Crew of Submarine HMS SEAL and he had been taken Prisoner of War when the Submarine had been captured by the Germans. He is reported to have died of wounds on Monday 9th September 1940 the border of the USSR having been shot by border guard. He had escaped from a Prisoner of War Camp and was killed whilst escaping.

He is commemorated on the Chatham Naval War Memorial on Panel No. 83.

(2) Ord Sea George William Funnell P/JX 193188

William Funnell who was serving in HMS DOLPHIN is reported to have died in the Coldeast Hospital, Sarisbury Green, Southampton on Monday 16th September 1940. The circumstances of his death are not yet established. He is buried at the Newtimber (St. John) Churchyard at Newtimber.

VETERANS ID Card Update

The Veterans' recognition scheme has a 2-phase rollout.

Phase 1 is complete; with Service leavers now receiving a recognition card as part of the discharge process.

Phase 2 is to extend the scheme to existing veterans so that they can more quickly, easily and securely prove they served in the UK Armed Forces so they can access the services they need.

We had hoped to have this in place by the end of 2019, but due to the requirement to future-proof the

scheme so that veterans can access a wider range of benefits, the need to safeguard against fraudulent use means, this process will take longer.

Information on how to apply will be released closer to the launch date.

Naval Museum Thrown Lifeline With Government Funding

By Ben Mitchell, PA

23rd July 2020

The National Museum of the Royal Navy (of which the Royal Navy Submarine Museum is part) has been saved from the "verge of insolvency" thanks to emergency funding from the Government.

The Museum, which has sites in Portsmouth, Gosport, Belfast, Hartlepool and Yeovilton, was left with a shortfall of £6.35 million after having to shut its doors because of the Covid-19 lockdown.

The lifeline means that the museum has announced opening dates for its centres apart from HMS CAROLINE in Belfast which will not reopen this year.

Dominic Tweddle, director general for the NMRN said: "I cannot express the relief we all felt when we were told that additional funding would be made available to us.

"It has been incredibly difficult over the last weeks and months with so much uncertainty around the future of the museum.

"We are incredibly grateful to HM Treasury, MoD (Ministry of Defence) and the Royal Navy for all of their support and also, to all of those who have advocated on our behalf.

"We are still liaising with the Department for the Economy in Northern Ireland to see if we can come to an agreement which will also offer HMS CAROLINE a more certain future."

The NMRN, which self-generates 81% of its funding, has received support from the government to support its position for the rest of the financial year.

Mr Tweddle said: "We are realistic that whilst this money is welcome, difficult decisions will still need to be made to ensure that we will still be here next year and the year after."

The Submarine Museum has now reopened to visitors from 26th August 2020 following arrangements being put in place to cater for the COVID19 restrictions. However, anyone thing of visiting the Submarine Museum will need to book a Ticket on line

DUNDEE MEMORIAL WEEKEND 2020

(Report by Ian Vickers)

Wonderful weekend! I was just glad to get out and have a beer with fellow submariners. There were

twenty-two of us at the memorial, just within the allowed number.

No standards and a simple service. Most of us stayed in the Apex hotel for the two nights and went out only to eat on the Saturday night at the Indian.

I would like to thank Ron Rietveld for organising the service.



Below is the list of attendees:

Cdre. R. J. Anstey MA Royal Navy, and Caroline (Royal British Navy Submarine Service) (ACOS(SM)DFOSNI

Andrey Yakovlef and partner (Consul General Russian Federation Consulate Edinburgh)

Maxim Gurov (Third Secretary Russian Federation Consulate Edinburgh)

Ian Borthwick (Lord Lieutenant and Lord Provost of Dundee City Council.)

Dennis Rawle (Chairman/Secretary Scottish Branch SA)

John Peaker (Treasurer Scottish Branch SA)

Peter Conway (Committee Member Scottish Branch SA)

Cdr. Chris Leggett and Carol (Vice Chairman West of Scotland Branch SA)

Mr. Ray Marra (Contact Dundee City Council) Master of Ceremony

Mr. Charles A Webster DL (Dundee City Council) The voice!!

Mr Brian Sullivan (Bugler.)

Myself, and Glynis, Stephen Collins, Rob Maloney from Manchester

Paul and Jane Ellis from Nottingham.

And Ron and Eileen Rietveld - who organised everything.

SUBMARINERS ASSOCIATION 'SERVING MEMBER'S REPORT

(September 2020)

Firstly, please except my apologies for the little contact I have had in recent months. I am currently still serving away on HMS TRENCHANT and as we are a clean COVID free crew it is easier for us to stay at sea than risk pulling in anywhere. That being said we did pull into Faslane for a night to re-store food. I took this opportunity to invite Commodore

Jim Perks to meet us on the jetty for a socially distance chat with the men.

The main topic of conversation was the Submarine Fund and the fact that it was now up and running. For those that already pay into the RNRMC there is no change - our money will automatically be diverted to the Submarine Fund. There is a big drive to target the SMQ's during their dry training and word is getting out to the serving submariners. Unfortunately, I think it will be hard initially to get buy in until they see some of the money being spent and realise it will benefit them in the long run. COSM is taking ideas of how we can spend money to benefit ourselves and our families.

There has been a great response to the idea that Submariners will wear black cap covers instead of the traditional white, this serves two purposes. One it gives us recognition for the work we do and two it will make us stand out and get people talking and asking questions which will help recruitment/retention. All trainees will be issued a set of 'black Dolphins' to wear so they are recognisable as trainee submariners. As per tradition they will only be issued their 'Gold Dolphins' once all the training requirements are met.

Recruitment is on the rise and all training establishments are full (HMS RALEIGH/SULTAN & COLLINGWOOD). BRNC Dartmouth has been used as an overflow for trainees during 'Phase 1 Training'. Although it will take a while for these trainees to come through the system it is a positive step for the Submarine Service.

SETT at Fort Blockhouse (HMS DOLPHIN) has finally closed its doors, and the new SMERAS training is starting in HMNB Clyde this month. This is a 'state of the art' facility and will provide realistic training for submarine escape and surface abandonment. When the world is back to normal and the NMC are in Faslane for a meeting or K13 Remembrance this is well worth a visit - if possible.

The message is well and truly out there about this year Remembrance Weekend in London. I believe they are going to limit the numbers of serving personnel to 30 uniformed to allow the veterans to maximise the numbers of the ticket allocation. I will still be away so, unfortunately, I will not be there this year, but I hope the weather holds for those that do manage to get a ticket.

Many Thanks for your time in this matter
CHARLIE DRAKE

NOTE: Since Charlie Drake's report was written and, owing to the ongoing COVID19 situation, the exact arrangements for the November Ceremonies are still not fixed and a decision on how things go ahead may still be taken at very short notice.

HM Submarine TRUCULENT Memorial Service 2021

From: <d.grant384@btinternet.com>

Sent: 31 August 2020

I am sorry to have to inform you all that, with the current virus situation, and not knowing when we will all be free to congregate Medway Towns Submariners Association have decided not to hold HMS/M TRUCULENT Memorial Service in its usual form on Saturday 9th. January 2021. The

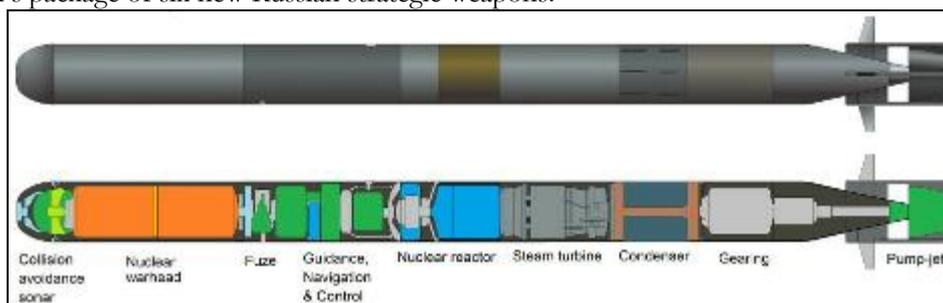
Medway Towns Branch will hold a 'Branch Members only' Memorial Service in the St. Georges Centre in Chatham. Unfortunately, we had to decide on this course of action now because of forward planning. We hope that you all understand. We hope to be back to normal in 2022.

Very best wishes and good health to you all.

Derek Grant (President Medway Towns Submariners Association)

FOREIGN SUBMARINE NEWS THE RUSSIAN POSEIDON TORPEDO

The Russian Poseidon is the largest torpedo ever developed in any country. At around 2 meters in diameter and over 20 meters long, it is approximately twice the size of submarine launched ballistic missiles (SLBMs) and thirty times the size of a regular heavyweight torpedo. First revealed in 2015, the Poseidon program was part of President Putin's package of six new Russian strategic weapons.



Poseidon is propelled by a nuclear reactor to a speed of 100 knots, operates at deep depths up to 1,000 meters and has a predicted range of 10,000 km. It is armed with a massive warhead somewhere in the region of 100 megatons, powerful enough to generate a giant tidal wave to destroy coastal cities as well as contaminate a large area with nuclear radiation. It could also be used to wreak havoc on a carrier battle group as the warhead could be detonated at a range where it would be unlikely to be detected.

This autonomous weapon uses stealth technology to elude acoustic tracking systems and used silent running strategies much like submarines. The torpedo also uses a pump jet propulsion to imitate the acoustic signature of civilian ships. It would run at a very low speed all the way to the target and accelerating to maximum speed when just a few km away, making detection and interception almost impossible.

Two potential carrier submarines, which would allegedly carry the Poseidon externally, are the Project 09852 Oscar-class submarine Belgorod (launched in April 2019), and the Project 09851 Yasen-class submarine Khabarovsk. The Oscar-class submarines could carry four Poseidon torpedoes at the same time for the total yield of up to 400 megatons. Sea Trials are being carried out this year and the system is expected to enter operational service sometime in 2027.

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It is not clear whether the Poseidon will serve solely as a delivery platform for nuclear warheads or may also be deployed for intelligence, surveillance and reconnaissance missions.

There are however, some doubts whether Russia can actually develop and produce a reliable gas cooled nuclear reactor as specified and if a 100 megatons warhead can actually be delivered.

THE PROJECT 545 'LAIKA' SUBMARINE

Russia's Next Generation Attack Submarine

Russia has formally begun work on its next generation attack submarine (SSN). The Laika Class nuclear powered attack submarine is expected to replace the Akula and Sierra Classes as a lower-cost complement to the Yasen (Severodvinsk) class SSGN sometime in the 2030s. It will be Moscow's first clean sheet nuclear attack submarine in nearly 50 years.

Like other recent classes of attack submarines, it is being developed by the Malachite design Bureau in St. Petersburg. It will likely serve in the Northern and Pacific fleets. It will have a traditional Russian double-hull convention, a cruciform tail with two-part control surface and a single integral towed array in the upper rudder. The screw will be a typical screw back design. The choice not to go with pump jet propulsion appears to be a design bureau trait. These submarines will displace 11,340 tons, making them considerably larger than the U.S. Navy's current Virginia class submarines at 8,700 tons and should have a designed speed of 35 knots and a maximum dive capability of 1,698 feet.

The design of the lower tail member is rather short, a possible indication that that class may be intended for use in littoral waters nearer to shore than larger ballistic missile submarines, as a smaller bottom control surface would be better protected from damage than a full-sized blue water tail assembly. The bow-mounted hydroplanes are likely retractable. Indications are that the Laika will have a number of composite materials throughout, including the hull surface, control surfaces, the propeller shaft and propeller.



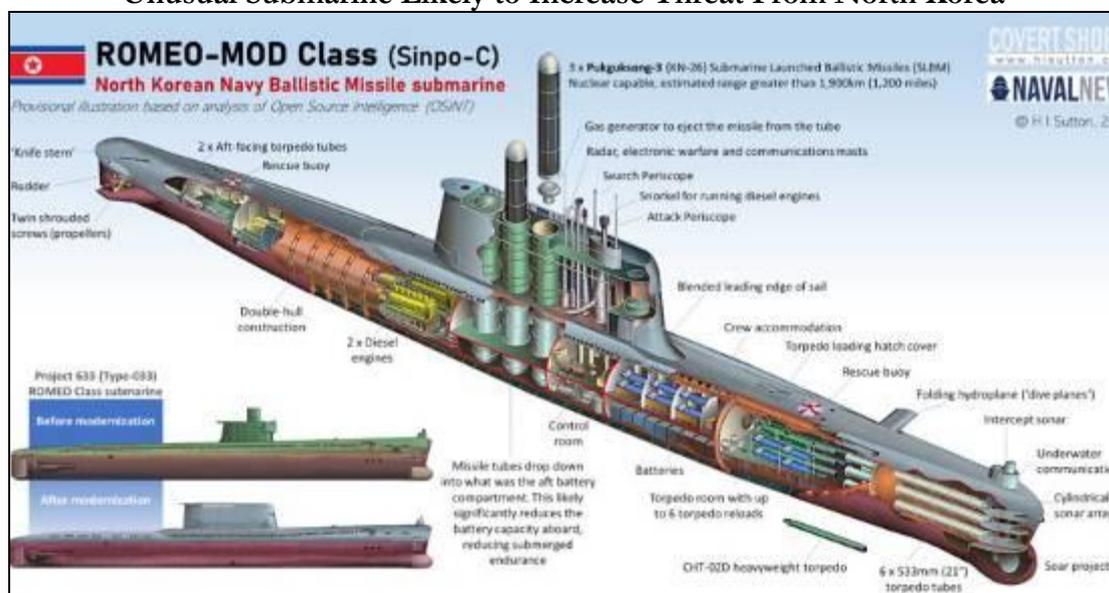
The lines of the design point towards a conformal main sonar array, likely related to the one on Yasen Class boats and possibly a large flank running almost the entire length of the hull. Having a conformal array from the beginning (instead of the spherical array in the Yasen design lineage) allows it to revert to direct-ahead torpedo tubes giving it the added advantage of allowing faster torpedo shots and simplifying the torpedo room. The tubes themselves are likely to all be 533mm (21") as there has not been investment in the larger 650 mm range of weapons for many years. Added to this, none of the weapons listed on the information board accompanying the model were 650 mm. The most likely arrangement is this 8 x 533mm tubes. There are also likely to be some external tubes for countermeasures

Laika will have a vertical launch system for cruise missiles. This is likely to share some commonality with the one on the improved Severodvinsk-class boats. There are likely to be fewer silos, possibly just four. This would give a VLS load of up to 16 missiles, a mixture of Kh-35 anti-ship missiles and Klub land attack cruise missiles. Additionally, the class may have as many as eight missile tubes and a small sail-mounted short-range surface to air missile system

By Editor

I am obliged to Mark Stevens- the Editor and Webmaster of the 'Society Members Bulletin' of the Royal Naval Engineers Benevolent Society (RNEBS) for permission to include the above articles about 'POSEIDON' and 'Project 545 LAIKA' - recently published in Issue 23 of the Bulletin.

Unusual Submarine Likely to Increase Threat From North Korea



The World's only operational conventionally powered ballistic missile submarine (SSB) may soon emerge in North Korea. The Romeo-Mod submarine, also known as Sinpo-C, was first revealed on North Korean TV on July 23rd

2019. It will likely be armed with three Pukguksong-3 missiles which are the hermit kingdom's best performing. So it will, on paper, pose a serious threat to U.S. and allied targets in the region. But how real is the threat? The KN-26 Pukguksong-3 missile is taken seriously. In a successful test exactly a year ago on October 2 2019 it flew 450 km (280 miles). This may not sound very far in missile terms, but it reached 910 km (565 miles) in altitude. This in turn can be translated into a maximum range of at least 1,900 km (1,200 miles). Actual ranges may be even further.

The missile's name translates as Polaris-3, which may be a deliberate reference to the famous American missile. Like Polaris for the U.S. Navy, Pukguksong-3 may represent a coming of age of the North Korean Navy. The submarine however, is actually not that new. Based on analysis of open sources it is a straightforward modification of the existing Romeo Class. This means that we can determine quite a lot about its internal layout and capabilities.

The North Korean Navy has a large fleet of around 20 Romeo Class submarines. It is a Russian design but some were built in China, and some locally. The modification sees three missile silos dropped in through an enlarged sail. The current ballistic missile submarine, the single Gorae Class (aka Sinpo-B), can only carry one missile. While any submarine can be hard to find and pose a serious threat, the Soviet-era Romeo design is now over 60 years old. And the modernization process may have degraded its aging capabilities further. The placement of the missile tubes means that the battery capacity, which drives the submarine when it is submerged, may be almost halved. This will significantly reduce its submerged range.

Ankit Panda, the Stanton senior fellow at the Carnegie Endowment for International Peace, suggests that the submarine will likely not venture far anyway. "Allied Anti-submarine warfare (ASW) means they probably can't treat the SSB as highly survivable if they go far out into the Sea of Japan." Panda believes that "the concept of operations ultimately will be littoral: if the SSB deploys. It will likely stay in their claimed territorial sea"

The missile, and submarine, will be tested at Sinpo on the East Coast of North Korea.

Meanwhile the Pukguksong-3 missile has only been tested once. Analysts are now watching a North Korean naval base closely for tell-take signs that a second test is imminent. Some observers expect as test as early as this month. They are watching a small base at Sinpo where new types of submarines, and missiles, are tested. The Romeo-Mod submarine appears to be under construction there too.

So stepping back, the missile is credible yet the launch platform is inherently limited. So the whole North Korean may be as much about prestige as operational capabilities. But if so, it must come at a massive cost to the isolated country.

There are also concerns about the unpredictable role it could play in any future crisis. It is something of an unknown quality, for both sides. As Panda puts it, "there are serious questions about how well North Korea could exercise effective command and control over its sea-based force in a crisis". But once it is at sea, the submarine cannot be ignored by adversaries. And perhaps that is the point.

RN SUBMARINE NEWS

NEW BADGE FOR TRAINEE ROYAL NAVY SUBMARINERS

Monday, 29 September 2020

ROYAL NAVY MEDIA RELEASE

Royal Navy Submariner Trainees across the country have been recognised from Friday, September 25 with the presentation of a set of unique training dolphins.

Traditionally the Gold Dolphin badge has been the mark of a qualified submariner. First presented in the 1950s, the current badge – which depicts two dolphins and an anchor with a crown – was introduced back in 1972.

Up to now, those joining the Submarine Service have had no insignia recognising them as Submarine Service trainees. But from now, the men and women undergoing initial Royal Naval training who have chosen or have been selected to join the submarine service will have the right to wear their own version of the dolphin badge.

The new training dolphins are a similar size and design as the traditional gold dolphins but are black in colour.

Being presented with the first set of training dolphins at HM Naval Base Clyde were the students of the current SMQ class who received them from the Head of the Royal Navy Submarine Service, Commodore Jim Perks.

"The introduction of the submarine training badge marks an important step in the career of those choosing to serve as submariners," said Commodore Perks.

"The badge will rightly recognise the progression within the Submarine Service from trainee to fully qualified submariner. Training dolphins will increase our Service's visibility within our training establishment and potentially increase the number of volunteers.

"With the skills and knowledge, they will attain going forward, they will turn their training badge into gold."

While the new badge was presented at Faslane, trainee submariners across the UK were also receiving theirs.

All new entry officers and ratings on streaming submarines at Britannia Royal Naval College and HMS Raleigh will be eligible to wear the badge, which will better recognise career progression and mark entry into the Submarine Service.



Commodore Jim Perks (centre) with some of the trainee submariners who received their new badges.



The new Training Dolphins.



The Gold Dolphin badge – the mark of a qualified Submariner – alongside the new Training badge

LADY SPONSOR OF HMS ASTUTE VISITS HM NAVAL BASE CLYDE

ROYAL NAVY MEDIA RELEASE Thursday, 10 September 2020

Her Royal Highness, The Duchess of Rothesay, visited HM Naval Base Clyde today (Thursday, September 10) to meet with the Commanding Officer and some of the crew of HMS ASTUTE.

The visit marks the tenth anniversary of the submarine's commissioning back in 2010. As the Lady Sponsor of the 'Astute' Class Submarine, Her

Royal Highness also attended the commissioning at Faslane and visited again in 2014 when the submarine returned from her first operational deployment.

On her arrival at the Naval Base, Her Royal Highness met with the boat's Commanding Officer, Commander David Crosby, who provided an operational update on HMS ASTUTE before accompanying Her Royal Highness to the Naval Base's giant Shiplift facility where the submarine is undergoing a period of planned maintenance.

Once inside the Shiplift, Her Royal Highness took a moment to address the Ship's Company, thanking them for their ongoing dedication and commitment, which is key to providing the UK with remarkable security at sea to protect our nation's interests.

Her Royal Highness also passed on her thanks to the families of the submariners for their ongoing support and finished off by saying: "as we look forward to the next ten years of ASTUTE's service, please know that, wherever you may be, I will be holding you all in my thoughts and prayers.

"I am certain that, just as you have always done, you will continue to carry out your duties with the pride that comes of being at the forefront of our Naval prowess. May you always return safely to harbour."

Commander David Crosby, the Commanding Officer of HMS ASTUTE said: "It is a great honour for me to show our Lady Sponsor her submarine and update Her Royal Highness on the recent challenges and successes of her crew and their families.

"HMS ASTUTE, as the first of class, has been at the forefront of delivering the extremely capable 'Astute' Class submarines into the Fleet for over a decade and I am delighted to have had the opportunity to discuss with Her Royal Highness our next operational period.

"Her Royal Highness, as our Lady Sponsor, has always paid close attention to our progress and regularly sends her gratitude to my crew, and as importantly, their families; to that end, it was a great honour to be granted this opportunity for my team to show their appreciation of her support".

Unfortunately, due to the current restrictions, Her Royal Highness was unable to meet with the families of the submariners during this visit; however she did take a few minutes to present – at a suitable distance - some special awards to a couple of HMS ASTUTE crew members.

The first was the Admiral Max Horton Award which is awarded to the Best Warfare Officer during the Basic Submarine Qualification (BSQ). The Duchess presented the award to Lieutenant Craig Barrie, for completing his BSQ to an extremely high standard in parallel with quickly qualifying as a Control Room Watchkeeper and Junior Warfare Officer.

Next to get his award was Lieutenant James Montgomery, who received the Beaufort-Wharton Testimonial Award for achieving the highest marks in the Initial Warfare course at HMS COLLINGWOOD during Warfare Officer Phase 2 Training.

HMS ASTUTE, the first of Class in the Royal Navy's most advanced fleet of attack submarines is based at HM Naval Base Clyde, the Home of the Submarine Service. Also based at Clyde are her three sister boats, HMS AMBUSH, HMS ARTFUL and HMS AUDACIOUS, with a further three boats – named ANSON, AGAMEMNON and AGINCOURT – currently under construction at BAE Systems in Barrow.

The 'Astute'-class submarines are the largest, most advanced and most powerful attack submarines ever operated by the Royal Navy, combining world-leading sensors, design and weaponry in a versatile vessel.

The full speech delivered by the Duchess during the visit is as follows:

Commander Crosby, Officers, Non-Commissioned Officers and Ratings,

As the very proud Sponsor of H.M.S. ASTUTE, I am delighted to be with you today to mark the tenth anniversary of the Commissioning ceremony. I remember so well the 27th August 2010, as we watched this magnificent boat enter into active service. On that day, I half-jokingly wondered if I would ever join you for a dive. While that has not yet proved possible – (somewhat to my relief!) – I have taken an enormous interest in your work over the past decade. As 'first of class and best of class', you have covered more than 19,000 nautical miles, operating in some of the most diverse and challenging areas of the globe.

Your remarkable achievements bring to mind some wise words of Sir Winston Churchill, which are particularly resonant following this year's V.E. and V.J. Day celebrations. Speaking of the Submarine Service during the Second World War, Churchill said:

"Of all the branches of men in the forces, there is none which shows more devotion and faces grimmer perils than the submariners. Great deeds are done in the air and on the land; nevertheless, nothing surpasses your exploits."

Churchill knew of what he spoke: he had been First Lord of the Admiralty at the outbreak of the First World War. It was he who insisted that submarines be named, rather than numbered. He intended this as a sign of respect to those in the silent service, who protect our nation unseen and, too often, unappreciated. To me, the name 'ASTUTE' is an apt one. It of course reminds us of the submarine's predecessor. But it also highlights the shrewdness with which you consistently grasp and take

advantage of the situations you encounter under the water. Your ability to do so has rendered this country deeply in your debt, and I should like to thank you from the bottom of my heart. I am only sorry that today I am unable to shake each of you by the hand to express my gratitude, but sadly that will have to wait until the Covid restrictions have lifted.

We are equally in debt to your families, who steadfastly keep the home fires burning, while sharing the stresses and strains endured by all those on board. Please tell them, from me, how much I admire their loyalty, stoicism and support.

And now, as we look forward to the next ten years of ASTUTE's service, please know that, wherever you may be, I will be holding you all in my thoughts and prayers. I am certain that, just as you have always done, you will continue to carry out your duties with the pride that comes of being at the forefront of our Naval prowess. May you always return safely to harbour. Thank you.



HRH The Duchess of Rothesay arrives at HM Naval Base Clyde.



The Duchess addresses crew members from Royal Navy Submarine HMS ASTUTE within the Naval Base's Shiplift facility.



Submariners hear the Duchess' speech inside the Shiplift.



Lieutenant Barrie who received the Admiral Max Horton Award from HRH.



Lieutenant Montgomery awarded the Beaufort-Wharton Testimonial Award.



The Duchess with Commander Crosby, the Commanding Officer of HMS Astute.

Sent by: Royal Navy Media & Comms, HM Naval Base Clyde, T: 01436 677205.

HMS TALENT IS AWARDED FOR EXCEPTIONAL SERVICE

ROYAL NAVY MEDIA RELEASE

HMNBC 47/20 Thursday, 24 September 2020

HMS TALENT's Sonar Department was recently awarded a Fleet Commander's Commendation for their exceptional service at sea on operations. The Fleet Commander Commendations are given to sailors, marines and civilians working across the Service who have been nominated for their exceptional performance in their unit.

The Sonar Team on board HMS TALENT were recognised for their efforts during a particularly challenging period in their programme. The Trafalgar-class Submarine and her crew spent a substantial part of 2019 deployed at sea while also dealing with considerable fluctuations in personnel. Despite the challenges faced, the Sonar team confidently and relentlessly executed their duties, readying the Submarine for strike missions, homeland defence and additional tasking of National importance.

In addition, the lean-manned and junior department sacrificed leave and personal downtime to maintain and improve the Submarine, readying her for a high-profile change of Base Port and training other departments to maintain safety and preserve seamanship standards. The small and extremely busy team were commended for their excellent leadership and dedication which they demonstrated throughout.

The award was presented by HMS TALENT's Commanding Officer, Commander Paul Jamieson on behalf of the Fleet Commander, Vice Admiral Jerry Kyd. Cdr Jamieson said: "The award of a Fleet Commanders Commendation to HMS TALENT Sonar department is a significant achievement, and justly reflects the hard work and dedication that each member of the team has consistently demonstrated while on operations".

The Trafalgar-class attack submarine and her crew were welcomed to HM Naval Base Clyde, the Home of the UK Submarine Service back in July 2019. She had previously operated out of HM Naval Base Devonport for almost three decades.



The Sonar Department of HMS Talent receive their Fleet Commander's Commendation.



Commander Jamieson says a few words to the Sonar team before presenting the award.



Some of the team receiving the award with their Commanding Officer, Commander Jamieson

RECENT MINISTERIAL STATEMENT ON DREADNOUGHT PROGRAMME

A Minister has given renewed commitment to keeping four boats part of the UK's continuous at sea deterrent, in a boost for Barrow's shipyard.

One MP asked the Government how viable it was to maintain the fleet of four boats that form the at sea nuclear deterrent of submarines built by BAE in Barrow.

For 24 hours a day, 365 days a year, Royal Navy Vanguard-class submarines patrol the world's oceans. The 50th anniversary of the continuous at sea deterrent was celebrated by BAE last year. In a written question to the defence secretary, MP Richard Holden, of North West Durham, said: "What recent comparative assessment he has made of the viability of maintaining the continuous at-sea nuclear deterrent with a (a) three and (b) four submarine nuclear weapons fleet." In response, defence minister Jeremy Quin said it was essential that four boats were maintained. "The United Kingdom's nuclear deterrence posture is continually reviewed to ensure we can meet the current security threats," he said.

"Continuous At Sea Deterrence requires four nuclear-armed submarines to ensure at least one is on patrol at all times, taking account training, and routine and unplanned maintenance. "Three submarines cannot deliver an assured deterrent against current policy." The Vanguard submarines were first brought into service in the UK in the 1990s with an intended service life of 25 years. The next class of submarines, currently being built for the cycle of deployment, at the shipyard, is the Dreadnought class.

In a social media post, Stuart Klosinski, of 'S and T Klosinski Economic Development,' welcomed the response saying: "The Parliamentary Answer spells out strategic need for four deterrent boats which is welcome news for Barrow, its shipyard, the huge UK supply chain & tens of thousands of UK jobs."

NEW SUBMARINE GOES LIVE

By Erin Gaskell
Erin.Gaskell@newsquest.co.uk

Northwest Evening Mail 1st October

The BAE shipyard in Barrow has reached a major milestone by enabling a submarine to go live' for the first time despite tackling the impact of coronavirus. Employees at BAE Systems in Barrow have been working around the clock on projects described by the government as 'essential to national security'.

This week they have achieved a major milestone in the construction of the sixth Astute-Class submarine, Agamemnon. Power has been applied to the electrical switchboards of the submarine AGAMEMNON (Boat 6) - making the submarine live' for the first time.

Strict social distancing measures have been introduced in the shipyard's workshop to allow for safe working, along with regular nasal swab testing for all employees.

Head of delivery at the shipyard Jason Zaccarini, said: "This is a key event for the boat and demonstrates that we are well and truly on the journey to commissioning major systems on board, marking a significant point in the boat's life. "It's been a great piece of teamwork over many months involving pulling in and routing the many thousands of metres of cable."

The news comes just months after the Royal Navy's fourth Astute Class submarine, HMS AUDACIOUS, sailed from Devonshire Dock in Barrow in April to her new home at HM Naval Base Clyde in Scotland. The new submarine and her 98-strong crew arrived at the Naval Base in Argyll and Bute in Scotland in April, flying the White Ensign.

SPEARFISH MOD 1 – FINAL TRIALS & INTRODUCTION INTO RN SERVICE

15th September 2020

Spearfish MOD 1 due to have final tests at BUTEC later this year before being declared operational and delivered to the submarine fleet.

The 'World's Most Advanced Torpedo' Close To Entering Service With Royal Navy

The torpedo will be introduced over the next three years and is expected to be in service until the 2050s. The "world's most advanced torpedo" is almost ready for service with the Royal Navy after extensive trials in Scotland.

The Spearfish - which has been British submarines' weapon of choice since the early 1990s - is undergoing a £270m upgrade which includes a new warhead, safer fuel system and an enhanced electronic "brain".

Around 100 engineers and experts from BAE Systems in Portsmouth have spent nearly six years improving the torpedo, the Navy said.

During its penultimate trial, it was "fired" repeatedly at frigate HMS SUTHERLAND as scientists, engineers and sailors studied its performance.

The trial took place over four days on special ranges near Kyle of Lochalsh which is 10km long, 6km wide, up to 200 metres deep and peppered with state-of-the-art sensors.



The torpedo's software and hardware enhancements were tested, while Plymouth-based HMS SUTHERLAND did its best to fend off the weapon's attacks, using a mix of evasive manoeuvres and advanced acoustic counter-measures to lure it away.

Spearfish was set to "run deep" for safety reasons, so the "battle" was played out on the displays in HMS SUTHERLAND's operations room, where the shrill sound of whistles announced a torpedo in the water. The Navy said the warhead is six times more powerful than that carried by the smaller Sting Ray torpedo, fired by ships such as Sutherland or launched from Merlin and Wildcat helicopters. HMS SUTHERLAND took part in the trials at the British Underwater Test and Evaluation Centre in Scotland.

Some of our Members probably remember the original extensive Spearfish Torpedo Trials in the 1980s. As ever with new equipment there were Proving Trials, Contact Acceptance Trials (CATs), a 'Get Well Programme and then the Fleet Weapon Acceptance Trials (FWATs) at BUTEC and AUTEK before Spearfish was introduced into service to replace the wire guided Mk 24 Tigerfish Mod 2.

Lithium-Ion Batteries and their Future in Underwater Applications

By Kerry Taylor-Smith, B.Sc. (Hons)
Sep 24th 2020

Lithium-ion batteries have positioned themselves at the forefront of battery energy storage technology

for many applications. This disruptive creation will shake up many industries, from consumer electronics to the energy, oil and gas sectors, to transport and the maritime industry.

For over a century, lead-acid batteries have been the standard source of stored energy for underwater vehicles such as submarines. They are utilized to power the vehicle's main propulsion, or as a stand-by battery. However, more is required of submarines – they must demonstrate increased endurance and cope with greater speed demands. A new generation of energy storage technology is required, based on lithium-ion batteries (LIBs).

Old Versus New

Lithium-ion batteries could be a game-changer in underwater applications, with the potential to be a primary source of power not just for submarines, but unmanned underwater vehicles (UUVs) and torpedoes too. Although LIBs are already found in exercise torpedoes and some UUVs, the technology is maturing; it is still relatively new compared to lead-acid batteries, which have been in production since the late 19th century.

However, their compact design means LIBs are more efficient and have more excellent reliability than their lead-acid counterparts. They offer substantial enhancements over their predecessors; they have a higher energy density, a long service life, and require less maintenance.

LIBs work based on electrolysis; they have a lithium metal oxide cathode and a graphitic carbon anode with an electrolyte of lithium salts dissolved in organic carbonates sandwiched in between. When the battery is charging (i.e. taking in and storing energy), the lithium-based cathode releases some of its ions, which travel through the electrolyte to the anode, where they remain. The opposite happens when the battery is discharging, and this produces energy to power the battery.

Military and Civilian Uses of Lithium-Ion Batteries

LIBs are a promising technology for several civil and defense applications. Although less than 1% of the total demand for LIBs currently comes from the defense sector, this is expected to increase as their potential is realized.

"Even though there are some concerns with LIB, such as thermal runaway, fire and explosion risks, it is the fastest growing and most promising battery technology," explains Captain Nurettin Sevi, previously of the Turkish Navy, and now Defense Analyst at GlobalData, a data analytics and consulting company. "It has the potential to be one of the best sources of power for defense underwater applications because their compact designs bring higher efficiency and strengthen reliability for underwater applications."

LIBs will make a real impact in submarines thanks to their long service life and low maintenance requirements. Big-name designers such as Spanish shipbuilder Navantia, high-tech naval defense company Naval Group, and Swedish defense company Saab Kockums have already designed LIBs for submarines.

The Japanese Navy employs the technology in the Sōryū-class submarine – a diesel-electric attack sub - and South Korea has utilized them for their next-generation attack submarines. The US Special Forces delivery vehicle – the Dry Combat Submersible (DCS) - and the Russian Surrogat unmanned mini-sub are both powered, or will be, by LIBs.

LIBs are also of value in civil maritime, namely in unmanned underwater vehicles (UUVs). Thyssen Krupp Marine Systems, a German defense company, intend to power their Modifiable Underwater Mothership (MUM), a modular underwater vehicle, which aims to ‘conquer the deep sea’, with LIBs. MUM will aid the transport and deployment of payloads, have applications in the offshore wind and oil and gas industries, as well as the ability to explore hard to reach areas, such as the Arctic ice regions.

The Future of LIBs

Lithium-ion batteries are emerging as crucial for energy storage. They will have a decisive role in electric mobility, i.e., our ability to travel using electrically powered, rechargeable vehicles, whether on land or underwater. We have already seen that the evolution of LIB-powered electric vehicles has not only improved lithium-ion based technologies but also resulted in a steady decline in the prices of lithium-based batteries.

Lithium-ion batteries have the potential to change how energy is stored and used, but, as with any developing technology, there are still improvements that can be made. Introducing graphene – a single layer of carbon-based material – could transform how energy storage technology is used. The material can be used to create lightweight and durable batteries with a high capacity for energy storage and quick charging.

Researchers from the Samsung Advances Institute of Technology (SAIT) and Seoul National University’s School of Chemical and Biological Engineering designed a graphene coating for lithium-ion batteries that will increase their capacity by 45% and make their charging speed five times faster. The batteries will also last longer and can maintain temperatures approaching 60°C, making them ideal for electric cars; it remains to be seen if they can develop a version for underwater applications.

New £100m home for submarine hunter aircraft handed over to MoD

By Katrine Bussey, PA Scotland Political Editor
23rd July 2020



© Provided by PA Media

A £100 million “state of the art” base for a fleet of RAF planes has been handed over to the Ministry of Defence.

The new home for the Royal Air Force’s P-8A Poseidon fleet at RAF Lossiemouth has been delivered by Boeing for Defence Equipment and Support – the contracting arm of the Ministry of Defence (MoD).

The hangar bay there can hold up to three of the nine submarine-hunting Poseidon Maritime Patrol Aircraft (MPA) the air force will have in its fleet.

The facility also provides accommodation for two squadrons, as well as training and mission support facilities, including state of the art simulators due to be delivered later this summer.

Minister for defence procurement Jeremy Quin said: “The new Poseidon fleet will reassert the UK in the maritime patrol arena.

“It will play an invaluable role in our national security for decades to come.

“The state of the art Lossiemouth facility provides the fleet with an ideal base while helping to create and sustain jobs in Scotland.”

The base – a joint investment by Boeing and the MoD – was designed and built by Boeing, with up to 300 people involved in the building work at the project’s peak.

As well as the jobs created during construction, about 470 additional personnel will be based at RAF Lossiemouth in support of the Poseidon air fleet – taking the total number of personnel there to around 2,200.

Boeing expects to have more than 200 employees focused on maintenance, training and support at RAF Lossiemouth when the facility is fully operational later this year.

Air Commodore Rich Barrow said: “The strategic facility at RAF Lossiemouth is going to be an outstanding working environment, optimised to support the RAF’s new Poseidon Maritime Patrol Aircraft.

“But more than that, it is going to be the home of our new capability where our crews, engineers,

mission support staff and contractors will work together to deliver this essential defence output.”

Anna Keeling, managing director of Boeing Defence UK, said: “We are incredibly proud to be handing over this state of the art facility to DE&S after two years of hard work and investment, and we are excited to begin a new phase of Boeing’s partnership at RAF Lossiemouth.

“It’s a further sign of our commitment to local presence in the UK, skilled job creation as well as UK supplier engagement, and we could not have done it without the support of our Morayshire community partners, both on and off base.”

The first P-8A, aircraft, named Pride of Moray, arrived in the UK in February this year, followed by the City of Elgin aircraft a month later.

Both are flying from nearby Kinloss Airfield until the base and runway at Lossiemouth are formally opened later this year.

All nine of the P-8A Poseidon aircraft are expected to be in the UK by the end of 2021.

Those with very long memories may recall that Lossiemouth was originally a Royal Navy Facility – RNAS Lossiemouth (HMS CONDOR) and operated as such from WWII days until the 1970s. Fleet Air Arm Artificers of the Air Frames and Air Engines specialisations learned their craft at CONDOR.

No doubt submarines will now get an additional tasking as ‘Clockwork Mice’ for Poseidon training.

SUBMARINERS ASSOCIATION SLOPS

Slops - A Cash Clothing Store, where items of slops can be purchased from what used to be the traditional seaman's slop chest.

The ‘Association Slops’ link on the National Website shows items that can be purchased from Frank Pas Esq, a percentage of the proceeds of which goes back into the Submariners Association.

Please note that ‘customisable’ items ordered will need to go to our suppliers to be prepared to your tailored requirements before being shipped and may take longer to deliver. Orders with multiple Items may be shipped separately.

No orders will be placed with our external suppliers or shipped until payment has been confirmed.

All UK Postage is Free, but there is a fixed £5 fee for overseas orders.

For all communication with regards anything to do with the Slops please email: slops@submarinersassociation.co.uk

Please note that the Slops Shop is currently closed for stocktaking and valuation purposes and until a new Slops Manager is in post!

SUBMARINE COMMISSIONING CREW LISTS

I must thank all of those are still sending me Commissioning Crew Lists – they are still arriving in dribs & drabs – all are all very useful. Several people have asked me for copies – having lost their own!

However, I am still looking for First Commission Crew Lists as follows:

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

Also looking for copies of Crew Lists for subsequent Commissions of any ‘O’ Class, ‘P’ Class or Nuclear Boat. Crew Lists for any Commissioning or Decommissioning for any Diesel ‘A’, ‘S’ or ‘T’ Class Boat refitting in 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

‘BLACK TOT’ RUM RAFFLE

I am the Chairman and Founder of a fundraiser called Military vs Cancer which aims to bring the military together to raise £100,000 to be split between Macmillan Cancer Support and Cancer Research UK.

The raffle is for a bottle of Black Tot Last Consignment British Royal Naval Rum - which is the last remaining stock of the original Royal Navy rum tot and priced at around £650. Being that Edition 69 is released in July which is also the month we celebrate the 50th anniversary of the last day of issue (31st July 1970) I can’t think of a better time to advertise them.



Tickets are £5.00 each via the paypal link below. I will send out the tickets to the value of the payment i.e. £5.00 = 1 ticket, £10.00= 2 tickets etc. The

draw will take place on 24th October at Slaley Hall in Hexham during our annual Military vs Cancer Ball.

<https://www.paypal.me/militaryvscancer>

PLEASE NOTE THAT TICKETS WILL BE POSTED OUT TO THE ADDRESS ASSOCIATED WITH THE PAYPAL ACCOUNT
If you would like more information regarding the Ball including how to attend, then I am more than happy to pass on the details. On the night we will also be conducting a raffle draw for prizes donated by Iron Maidens lead singer Bruce Dickinson in addition to an auction.

Military vs Cancer has already raised £64,000 which has been split equally between Macmillan Cancer Support and Cancer Research UK and will continue until we reach the target and hopefully way beyond. I hope you consider my email and find this a worthy cause to support.

Yours aye, David Bathgate

WO1 WS(TSM) D Bathgate, Northwood HQ | Sandy Lane | Northwood | Middlesex | HA6 3HP
(Mobile Telephone 07484717490 email david.bathgate387@mod.gov.uk

COURAGEOUS COLD WAR MUSEUM

There is the potential for an excellent future for HMS COURAGEOUS, which is outlined below by Ian Whitehouse. I believe that this will be the one and only opportunity to save a Royal Navy nuclear submarine for future generations - which should be grasped as the opportunity will not happen again.

Your anticipated help in this will be greatly appreciated.

Kind regards Pitt.k (former naval person)

Below is a link to a 'crowd funding' page for a project that Rear Admiral John Weale (recently retired FOSNI & RASM) and Ian Whitehouse (ex CO Sovereign) are working on with Plymouth City Council and the NMRN to establish a new 'Cold War Museum' in Plymouth, with COURAGEOUS at its core, as part of the Devonport South Yard regeneration programme.

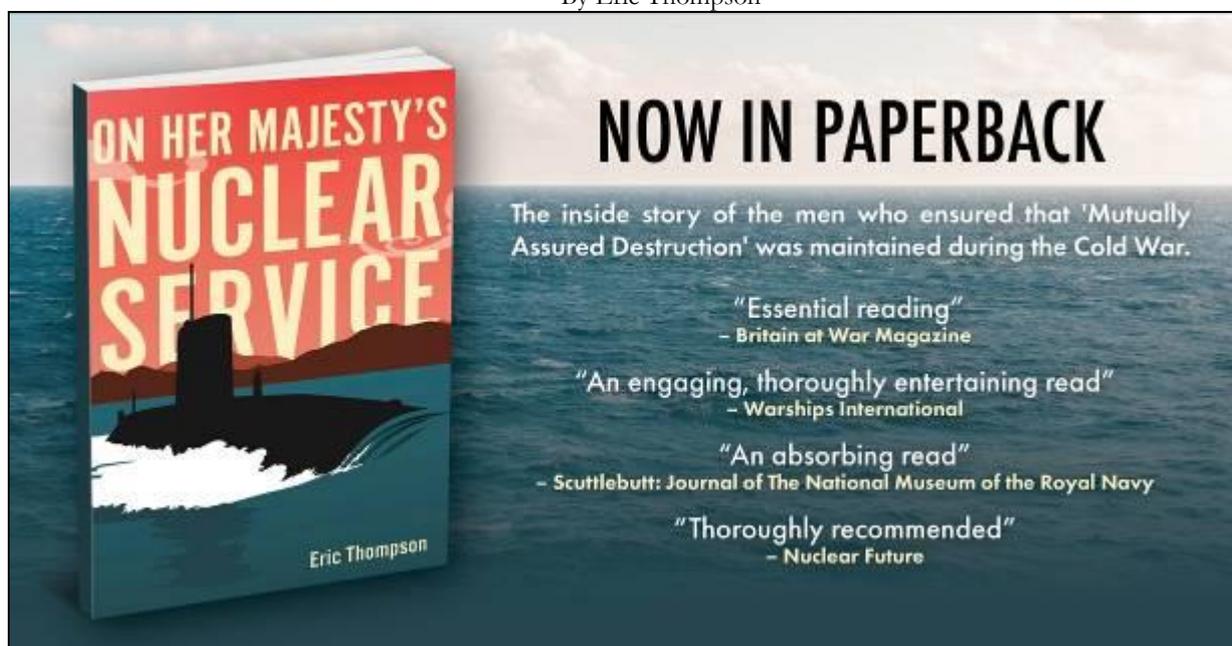
Detail of the proposal is found at the link. In essence, it is to remember the history of the Cold War from Plymouth which was the home of both the S and T class submarines, and the SM School before all training and operations migrate north to the Clyde and we lose the unique history of operational submarines in Plymouth. The intent is to try and raise £40K by Christmas such that we can complete a scoping study of the feasibility and costings for a Cold War Museum (Sub Hub) to include what work needs to be done to provide COURAGEOUS with a permanent home. Any donation you give will be gratefully received. Finances are being managed by the RNRMC and any funds donated above the target figure will be given to the RNRMC SMF charity.

https://www.justgiving.com/crowdfunding/hmscourageous?utm_term=k2xZRzMRw

BOOKS

ON HER MAJESTY'S NUCLEAR SERVICE

By Eric Thompson



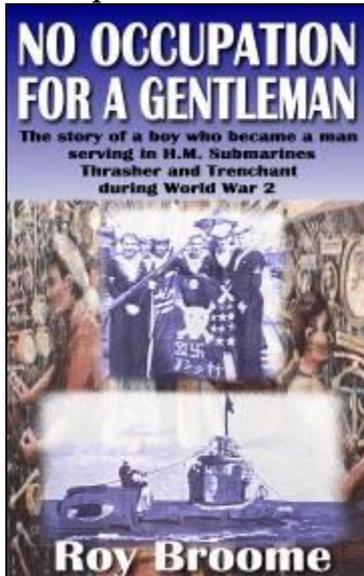
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Simply apply voucher code SUBMARINER to your basket before checkout. Offer ends 01/11/2020.

No Occupation for a Gentleman



The story of a boy who became a man serving in H.M. Submarines THRASHER and TRENCHANT during World War Two.

This gripping personal account of life as a young World War Two submariner on two famous Royal Navy submarines, THRASHER and TRENCHANT gives vivid detail of depth charging, gun actions and other operations including sinking the Japanese cruiser ASHIGARA, the largest enemy warship sunk by a British submarine during the war, sinking the U-boat U-859 with its secret cargo, towing a midget submarine to attack the German battleship TIRPITZ in the Norwegian Fjords, taking a group of SBS soldiers to carry out a daring raid in Sumatra and towing human torpedo 'Chariots' to attack ships in Phuket Harbour.

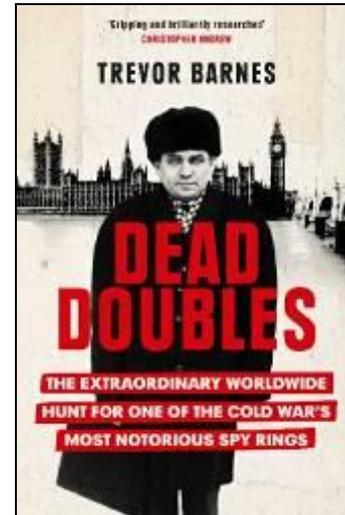
Leading Stoker Roy Broome's riveting recollections clearly demonstrate the bravery and camaraderie of WW2 submariners and other Allied forces at a crucial time in our history.

By Keith Broome: Attached a picture of the front cover that I created for the book. It has a photo of my dad and some of the other crew with their 'Jolly Roger', along with a photo of HMS TRENCHANT sailing into Fremantle. The background is a painting of TRENCHANT's control room painted by one of the wartime crew.

The book is available as an eBook on Amazon costing £2.99. A paperback version is planned (ready in a few months).

On the Amazon website you are given the chance to "Look inside" to read the first few Chapters free of charge, and this gives a flavour of the book. Amazon also provide a free 'app' for people to read the book on a tablet, computer or smart phone if they don't have a Kindle eBook reader.

THE EXTRAORDINARY WORLDWIDE HUNT FOR ONE OF THE COLD WAR'S MOST NOTORIOUS SPY RINGS



Anyone who worked on or operated Sonar 2001 in the 1960s and 1970s will be interested in this story and how the Russian Sonar '2001-ski' came into being – through amazing complacency by the authorities and treachery.

September 2020 marks the 60th anniversary of the amazing breakthrough by Britain's spy catchers that enabled MI5 to round up the Portland Spy Ring - one of the most dangerous and remarkable KGB espionage rings ever to operate in the UK.

On 3 September 2020, for the first time, the remarkable full story of the top-secret investigation by MI5 into the Portland Spy Ring will be told in DEAD DOUBLES. Based on hitherto secret MI5 and FBI files, and research in the USA and Moscow, espionage historian Trevor Barnes publishes new revelations about the spy ring. Astonishing but true, this new history reads like a John Le Carré thriller but also reveals how Russia's spies are operating the same way today.

The Portland Spy Ring was one of the most infamous espionage cases from the Cold War. People all over the world were shocked in 1961 when its exposure revealed in Britain the shadowy underbelly of deep cover KGB 'illegals' - spies operating under false identities stolen from the dead. The CIA's revelation to MI5 in 1960 that a KGB agent was stealing secrets from the world-leading submarine research base at Portland in Dorset looked initially like a dangerous but contained lapse of security by a British man and his mistress. The couple were tailed by MI5 'watchers' to covert meetings with a Canadian businessman, Gordon Lonsdale, who in turn led MI5's spy catchers to an

innocent-looking couple in suburban Ruislip called Peter and Helen Kroger.

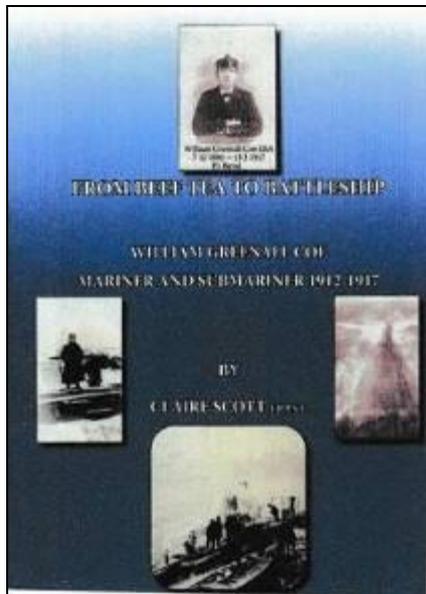
But within weeks the CIA rang the alarm and MI5 was forced to arrest the spy ring - British citizens Harry Houghton and Ethel Gee, Lonsdale and the Krogers - immediately. More shocks followed. The Krogers were exposed as two of the most important Russian 'illegals' ever, whom the Americans had been hunting for years. And Lonsdale was no Canadian, but a senior KGB controller from Russia.

For further information contact Elizabeth Allen, Campaigns Director T: 020 3122 6810 | E:elizabeth.allen@orionbooks.co.uk
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FROM BEEF TEA TO BATTLESHIPS

William Greenall Coe, Mariner and Submariner, 1912 to 1917

By Claire Scott FRPSL



Adelaide Coe kept the letters her beloved son wrote home after he joined the Navy in 1912. By 1914 he had become a Submariner and joined the British Submarine Flotilla in the Baltic with the mission to disrupt the Swedish exports to Germany. Sadly, he died in 1917 and was buried in Revel.

'Boy' wrote home every week during his service, although not all of his letters made it safely to London.

However, what does survive gives us a unique account of life in the Royal Navy as he progresses during his training and subsequently serving on Battleships before experiencing harrowing times during a turbulent period of Russian history. Both his comments and the letters themselves show how naval mail was handled at the time and the impact which the deficiencies in communication had on morale.

www.submarinersassociation.co.uk

'Boy' and the author share a common great-grandparent and this is his story as told by him.

The book has 123 pages, illustrated throughout in colour, with original material including his letters, envelopes and the photographs he took.

Price £20 plus postage! U.K £3.00, EEC £10.00, elsewhere £10.00

Available from the Postal History Society at: claire@historystore.ltd.uk

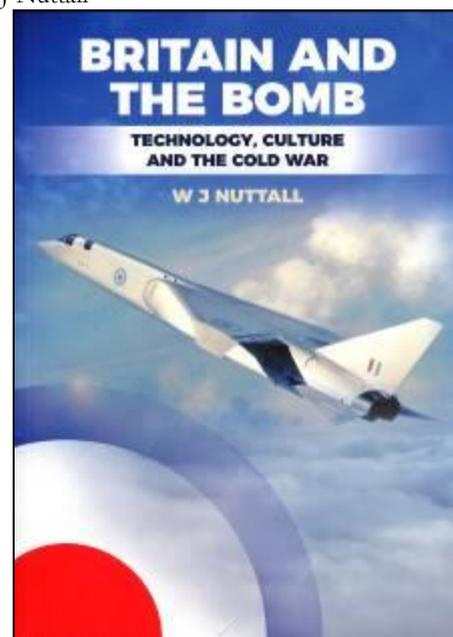
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BRITAIN & THE BOMB

By W J Nuttall



Bill Nuttall considers our earlier national journey from Empire to Europe and the transition of British nuclear weapons from the Royal Air Force to the Royal Navy.

Extract from Foreword by the Rt Hon Lord Owen
"This is a very British story set in an international context which dates back more than 50 years - a story of remarkable technological ambition in an era of decolonisation and of a dangerous, nuclear arms race close to home.

'Britain and the Bomb' tells the Cold War story of the transfer of the nuclear deterrent from the Royal Air Force to the Royal Navy. Insights from scientists, the military, popular culture and politicians help make sense of a complex time and challenge some widely-held perceptions that Britain lost her technical ambition and ability.

The story pivots on a single day in April 1965, when the new Labour government very publicly cancelled the much-vaunted TSR2 nuclear strike bomber.

What really happened to the TSR2 and vitally, what happened in the years that followed? By taking a wider view, the merit of the decision is apparent. It provides a better understanding of the more ambitious decisions that were needed for the 1970s, actions that were highly secret and that remain little known or understood. While Britain cancelled the strike bomber ambitions, it secretly pursued a different nuclear weapons project: the 'Chevaline' upgrade of the submarine-based nuclear deterrent, an engineering success which deserves to be remembered.

This fascinating book takes us back to a time of British boffins, supersonic test pilots, mods, rockers and Cold War spies

It contributes to a much-needed understanding of the concepts relating to the UK building and retaining its own nuclear weapons-based deterrence strategy against evolving threats and huge technological advances.

ISBN 978-1-84995-389-4

£18.99

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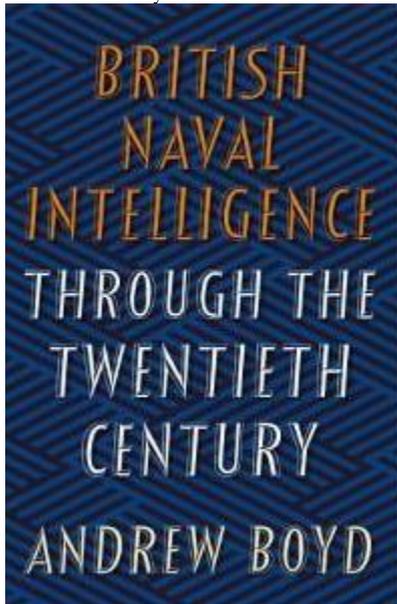
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British Naval Intelligence through the Twentieth Century

Author: Andrew Boyd



Foreword by Andrew Lambert

Highlights:

First comprehensive account of British naval intelligence in the modern era

Challenges established perceptions of its role in the two World Wars

Describes the naval heritage underpinning the current British intelligence community

This major work is the first comprehensive account of how intelligence influenced and sustained British naval power from the late nineteenth century, when the Admiralty first created a dedicated intelligence department, through to the end of the Cold War. It brings a critical new dimension to understanding British naval history in this period – setting naval intelligence in a wide context and emphasising the many parts of the British state that contributed to naval requirements. It is also a fascinating study of how naval needs and personalities shaped the British intelligence community that exists today as well as the concepts and values that underpin it.

Andrew Boyd explains why and how intelligence was collected and assesses its real impact on both wartime operations and peacetime policy. He confirms that naval intelligence made a vital contribution to Britain's survival and ultimate victory in the two World Wars, but he reappraises its role, highlighting the importance of communications intelligence to an effective blockade in the First, and according Enigma-generated Ultra less dominance compared to other sources in the Second. He reveals that coverage of Germany before 1914 and of the three Axis powers in the interwar period was more effective than previously suggested. And though Britain's power declined rapidly after 1945, he shows how intelligence helped the Royal Navy to remain a significant global force for the rest of the twentieth century, and in submarine warfare during the second half of the Cold War, to achieve influence and impact for Britain far exceeding the resources expended.

This compelling new history will have wide appeal to all readers interested in intelligence and its impact on naval policy and operations. It will transform their understanding of how Britain ensured its national security across the twentieth century.

'This book is at once a comprehensive and sophisticated re-examination of a fascinating subject, an opportunity to emphasise the place of intelligence in the wider work of navies, in peace and war, and to stress the critical role of naval power in British policy.'

Andrew Lambert, Laughton Professor of Naval History, Kings College London

'British naval intelligence has needed and deserved a book of this depth and calibre for a long time. Andrew Boyd combines a cool detachment, an insider's feel and a talent for archival work with an eye for context, moment and significance.'

Professor Peter Hennessy, co-author of *The Silent Deep: The Royal Navy Submarine Service Since 1945*

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SUBMARINE K.26 - THE STEAM SUBMARINE

By Jack Philip (Nick) Nichols J98553 (Continued from In Depth No. 69)

A NICE WARM NIGHT IN MALTA

The time that a Sailor gets ashore is not long, on most days his work finishes at four p.m. He has to shift, clean up, and get a boat, and of course he has to be of the watch ashore in order to be able to go ashore. When ashore he needs a meal mostly, because meals at the time I am speaking of were generally poor aboard and fairly good ashore. Maltese restaurants of the very smallest type could cook eggs and chips and chops for a Sailor, garnish it with lettuce, tomato, radishes, things that rarely appeared aboard, and there was the inevitable beer. Chicken could be had, even pork, but then you had to be a well-paid warrior to be able to afford them. As a tee-totaller, I would not go ashore often, my social life was small, very small. I ran into Sandra soon after she came out to Malta to be Governess to a four-ringed Captain's two children, a girl and a boy. She had occasional evenings off, she posted a letter to me, when she could see me, put a farthing stamp on it and I got it in a couple of hours. Scotty would put the letter in my hand. He'd say, "Here you are Nick all hot and passionate postmarked about two and a half hours ago." I had to be furtive, Sandra was very conscious of her teaching diploma or whatever it was. She thought also that the Captain would not care to see one of his household in company with a "jolly Mucko", as my friends would have described me, with more accent on the "Mucko" than the "Jolly".

She was a nice-looking girl, we went to talkies, Bonnaci's Ice Cream parlour. She kept a smart look out for anybody who might recognise her. I joined her three streets away from her employer's house. I never saw the 'brats' as she called them.

Three months exposed to the early talkies and we were engaged, she had my ring and she felt on firm enough ground to try to correct my accent, my grammar, my deportment, me. I listened, didn't worry a great deal. I felt that an Oxford accent would be forced, not natural, and would leave me at times of crisis. We had jokes about men getting promoted in the Navy; one went, supposed - a West Country newly promoted Boatswain saying, "Thet mehn over thar, get a holt a that there chuar and bring 'un over 'yer'. I felt I could fend off my cockney accent for about three sentences and then it would reappear. So, I never even tried.

One warm evening after nothing more exciting than a film at the Manoel Theatre and a glass of orange crush I walked her back in the direction of her employer's house. Changing sides as we crossed a road, I passed my arm around her touching and lifting what many a rougher sailor than me would have called her starboard tit. I would have said, in my defence, that accidentally, and I mean it, I had knocked my hand on her right breast. Before I could say, "Sorry Sandra" she had started an icy description of me, my morals, expectations, grammar, syntax, accent, ideas of gentility etc., and my rough and lascivious treatment of part of her body. This, in the street with people presumed to know a good deal of English. I was flabbergasted. I was then asked what I had to say. I said just "Nothing Sandra". A few seconds later I had my ring back and was on my way back to Molo Pieta. If this was courtship, I seemed to prefer warship. No more farthing letters, the end. Wise old Scotty - married two nippers - said, "No hot passion post for our Nick, never mind mate, it's like the bus service with women, there'll be another one along soon 'old tight behind." I didn't want another one, what I wanted was Sandra. But she didn't write.

There's grape vines everywhere, tendrils go up and over a wall and round a trellis, and you hear about people you know though perhaps you don't run into them. I heard of Sandra. Two months later she married an English schoolmaster, a B.A. of some English University. I never saw him. I thought that his accent would probably pass muster. Much later I heard he had fathered a son and had died - assisted not a little by his pastime of drinking heavily. This puzzled me. I could have imagined Sandra working at taking him off the bottle. His name, a gossip gave me, as the very unusual one of Hodstrip. So, I knew that Sandra Hodstrip was a widow. I knew she had gone back to England. Very many years passed. Then one day, I was in 'The Goat' out at Southsea. I was still practically a teetotaller. I had been to meet a chap there and he had left for the station on his way to London and I was finishing off a soft drink, over which I lingered. I had long left the R.N. but I knew the sort of public 'The Goat' catered for - Junior Lieutenants, Sub Lieutenants and Upper Yardmen. Upper Yardmen were lower deck ratings on course who, when they had completed and 'passed out', would become metamorphosed into Sub Lieutenants.

There were two, one with foaming beer, one with an orange squash. Both young Petty Officers, obvious Upper-Yardmen. The beer gone the drinker said "Cheerio Hodstrip, see you aboard" and walked out. The man addressed said "Yes, I'll see you after tea." He put his glass down. He was a smart young fellow I looked at him

intently. It takes an effort for me to talk to strangers. I said, "Excuse me young man. I heard the other Petty Officer call you by name, it was Hodstrip, I thought". "It was" he admitted. I went on I must know, "It's a very unusual name Hodstrip. I don't want to be nosey but was your father a B.A.?" He smiled. "Yes, Mother says so, so dad was a B.A. for sure." I smiled at him. I asked, "Mother Sandra Hodstrip?" "Right". "I believe I knew your mother years ago, but not your father, when your mother was governess to some Captain's children." My name is Carter, always called Nick, we were very good friends your mother and I." He drank his fizzy drink and laughed heartily. "I'm very glad to meet you. My mother has actually told me about you, in fact you were the horrible example she held up before me when I decided to join the Andrew. Mother exaggerates you know, and I was her only 'che-ild', she sort of suggested that you tried to subject her to the fate worse than death within minutes of meeting." I actually blushed. I said, "Don't go, have a drink, all a misunderstanding - er er." He shook hands, "My name is David and as I said mother exaggerates - what did you do slap her on the behind?" I replied "No" I actually blundered against her what-you-call-it bra." "Then there's the fact that you had a way of speaking mummy didn't like." I said, "Yes, my natural cockney accent failed to charm your mother, and one evening she gave me a better than astrologer's reading and I was out with a duck". He wagged a finger. "Nick, you in your youth could not have had the right approach to women. Now take me for instance. I have a flair which I don't really need." "How's that you're not married, are you?" "No Nick, I'm not married, unknown to my dear mummy, I am engaged to a marvellous girl and as soon as I get promoted to Sub, I'm going to marry her". "She's beautiful and she's good, and the impact on my mother is going to be horrific." I asked, "Why?" "Well you have heard mummy on accents, and no doubt on, "Who knows who" and "Whom do we meet." Well listen to this. My girl Cleo works at Marks and Sparks, she is blonde, shapely, delicious, her accent is Portsea with a slight flavour of Copnor. She is to marry a fortnight after I am promoted." "She said to me one evening, "David Hodstrip, I am going to marry you in Church with half the Prayer Book read over us, you in your uniform and half of Marks and Sparks girls crying and packing the pews. I'm walking through an arch of brand-new bleeding swords held up by your class mates and you will take my virginity that night, and not a bloody moment sooner." and she blushed as she said it." "That girl is going to teach my mother plenty, and I suppose mother will teach her too."

I said, "I can imagine that." I laughed, "David you can look upon me as an Uncle. I'd like to send you a modest present and offer the hope that you will be very happy." He gave me an address at North End. "Miss Cleo Rufino was the name that preceded it. "Would you like to come to the wedding? I pondered. "No David I'd better not, weddings always get me sentimental. I don't want to cry on the shoulders of any beautiful young bridesmaids - not at my advanced age." "You'd meet an old friend in mummy." I nodded vigorously, "Tell the truth David I'm afraid she might start again where she left off on a nice warm night in Malta many years ago. You know I still say 'trine' and 'ingine'."

To Be Continued in In Depth Issue No. 71.

SUBMARINERS ASSOCIATION MEMBERS 'CROSSED THE BAR'

(Reported 30th June 2020 to 30th September 2020) (***) WWII Service)

NAME	DATE/AGE	RANK/RATE	BRANCH	SERVICE	SUBMARINES
David Robinson D147487J	18th June 2020 aged 62	Leading Stores Accountant	SHROPSHIRE	1976 to 1989	OTUS (1979 to 1979), OTTER (1981 to 1985), OLYMPUS (1986 to 1989), WALRUS & ORPHEUS
Neville Jones D056453V	20 th June 2020 aged 75	Chief Petty Officer UW(A)1	PLYMOUTH	Feb 1964 to Mar 1975	TURPIN, ODIN on Commissioning on 19th August 1966, AMPHION, RORQUAL, ALLIANCE, GRAMPUS, OTUS, OBERON & WALRUS
Harry Southwood P/J939406	23rd June 2020 aged 93	Able Seaman (GL)	MERSEYSIDE	Nov 1955 to Jun 1965	TAPIR, TELEMACHUS, ANDREW, SEASCOUT & TRUNCHEON
Alan Mulvey P/SKX 894544	29 th June 2020 aged 87	MEM1	NOTTINGHAM	1954 to 1960	ASTUTE (1956 to 1958) & AMBUSH (1958 to 1960)
Norman Keith Langdon J936695	10th July 2020 aged 81	Chief Petty Officer Coxswain	NEW ZEALAND	1957 to 1979	ALARIC (57 to 58), TEREDO (58), ANDREW (59 to 60), ANCHORITE (60 to 61), ODIN (61 to 64), TRUMP (64 to 66), TACITURN (66), TRUNCHEON (67), FINWHALE (68 to 73) & CONQUEROR (73 to 79)
Anthony T Gisby P/SSX 839659	14th July 2020 aged 83	Able Seaman (Radar Plotter 3)	NORTH STAFFS	1954 to 1958	ALLIANCE, TALENT (on 'Commissioning on 13th Feb 1956), TELEMACHUS, AUROCHS & THOROUGH (1957)
Roy Walsham P/MX869299	15 th July 2020 aged 89	LREM	TAUNTON	Not Given	TRADEWIND, THOROUGH & TELEMACHUS
Richard St John Levinge CO22958G	26 th July 2020 aged 64	Lieutenant (X) (SM)	DOLPHIN	Jan 1979 to Sep 1985	RESOLUTION (1980 to 1983), SPLENDID (1984 to 1985) & DOLPHIN
Christopher F Wright D086164L	5th August 2020 aged 72	Leading Seaman (RP)	INDALO SPAIN	1968 to 1973	ANDREW & ACHERON
Douglas George Todd K956766X	11th August 2020 aged 79	Charge Chief Marine Engineering Artificer	SCOTTISH	1957 to 1985	RENOWN, CONQUEROR & VALIANT
David Ash P/JX 838870	16 th August 2008	Chief Radio Supervisor	EXETER	1954 to 1972	ALDERNEY (1954), AURIGA (1955), SCYTHIAN (1955 to 1956), SUBTLE (1956), GRAMPUS (1957 to 1961), ANDREW (1961 to 1963), AURIGA (1964), ARTEMIS (1965 to 1966), AMBUSH (1966) & OPOSSUM (1969 to 1970)
Timothy A Greensides MSM D069747D	22 nd August 2020 aged 73	Warrant Officer Radio Supervisor	GOSPORT	Jan 1977 to Jan 1995	RENOWN (S) (Mar 1977 to Jul 1977) & RESOLUTION (S) (Jun 1980 to Oct 1982)
Peter Inchcliffe D096155F	22nd August 2020 aged 69	Marine Engineering Mechanic 1st Class	HULL	1972 to 1974	PORPOISE (1972 to 1974)
David M Craven D095022R	23rd August 2020 aged 70	Chief Marine Engineering Mechanic (M)	BEDS & HERTS	Mar 1969 to Mar 1990	CHURCHILL (1st Commission) 15th Jul 1970, SUPERB (1969 to 1974), CHURCHILL (1975 to 1976) & (1978 to 1986) & CONQUEROR (1987 to 1990)
Craig S Pomfret	28th August 2020	Chief Petty Officer	CENTRAL	1974 to 2002	SWIFTSURE (1974 to 1976), COURAGEOUS (1978 to 1983),

D121153C	aged 68	Weapons Electrical Artificer	LANCS & DOLPHIN		CHURCHILL (1988 to 1991) & VALIANT (1991 to 12th August 1994)
Robert D Cliff P/K 970401	29th August 2020 aged 80	Leading Mechanical Engineer	DERBYSHIRE	1959 to 1967	TRESPASSER (1960 to 1961), ALDERNEY (1962 to 1963), OTUS (1963 to 1964), ODIN (1964 to 1965) & THERMOPYLAE (on commissioning on 31st July 1965)
Peter A Lever P/J947262	11th September 2020 aged 83	Able Seaman (UW3)	COLCHESTER	1954 to 1966	ALCIDE (1960 to 1962), AMBUSH (1962 to 1963), ANDREW (1963 to 1964) & ALLIANCE (1964 to 1965)
Mick Rowe P/JX 658917	4th September 2020 aged 80	Sub Lieutenant (Ex UW)	ESSEX	1955 to 1961	SENTINEL, SEALION, THULE & SCORCHER
Andrew D Clarkson D051641K	12th September 2020 aged 78	Leading Radio Operator	ESPANA LEVANTE	1963 to 1975	ORPHEUS (1963 to 1965), AURIGA (1970 to 1971), AENEAS (1971 to 1972), OBERON (1972 to 1973), ODIN (1973 to 1975) & ORACLE (1975)
Patrick Fawcett P/SMX 834209	September 2020 aged 91	Leading Electricians Mate	WELSH	Jul 1951 to Jul 1954	TRESPASSER, ASTUTE & TUDOR
Philip A (Tony) Foster C/JX 152400	1st October 2020 aged 99	Petty Officer (LTO)	Ex LONDON & CAMBRIDGE	Dec 1941 to Jul 1950	H33, OTWAY, TACITURN, U776, TAURUS & TRUCULENT

OBITUARIES – OTHER SUBMARINERS ‘CROSSED THE BAR’

Reported 30th June 2020 to 30th September 2020 (***) WWII Service)

NAME	DATE/AGE	RANK/RATE	SERVICE	SUBMARINE SERVICE
William John Phillips MX 73970	19th Apr 2020 aged 94	Engine Room Artificer 2nd Class	Oct 1950 to Sep 1955	DOLPHIN, MONTCLARE, AENEAS (Feb 1951 to Mar 1952), THOROUGH (1952 to 1953) & TELEMACHUS (1954 to 1954)
Stephen Frank Carter	10th Jun 2020 age 70	Commander (S) (SM)	1972 to 1984	DOLPHIN, FINWHALE (1972), RESOLUTION (S) (1976 to 1978) & TURBULENT (1978)
Mark A Rose	14th Jun 2020 aged 55	Radio Operator 1 (SM)	1989 to 2000	TALENT (1st Commission Crew 1990, TRAFALGAR, TORBAY, TURBULENT & TRIUMPH
Tom Sawyer	Jun 2020	Chief Petty Officer	Not given	REVENGE
Ian Donald George MacDougall	1st Jul 2020 aged 82	Vice Admiral, RAN	Oct 1963 to Jan 1986	DOLPHIN, ALARIC (March 1964), OTUS (Jun 1965), OXLEY (IL Mar 1967, PLATYPUS, NEPTUNE (Spare CO), SAT Bute (Sep 1969), OTTER (CO 1st Oct 1969), ONSLOW (CO Dec 1971 to Aug 1973), Captain, Australian Submarine Squadron (Jan 1985 to Jan 1986)
Thomas (Tom) Pace, MBE	23rd July 2020	Surgeon Commander	1973 to 1986	REPULSE (1973 to 1975), NEPTUNE (1976 to 1977), NATO (1978 to 1979), NEPTUNE (1980), VALIANT (1982) & NEPTUNE (1983 to 1986)
Andrew (Andy) Anderson	23rd July 2020	Petty Officer (TS)	Not given	SOVEREIGN
Andrew (Taff) Shaw	Jul 2020	TBA	Not Given	Not given
William James (Jim) Stuart Simpson	July 2020 aged 44	Captain (MESM)	2000 to 2020	FOSM Staff (2001), SULTAN (2002), VICTORIOUS (2003), VANGUARD (2004 to 2007), VIGILANT (2008), VANGUARD (2010), FOST (2011 to 2012) & FOST (SM) (2014)

'Scouse' Neill	July 2020	TBA	Not given	COURAGEOUS (1977 to 1981)
'Yorkie' North	July 2020	Chief Stoker	Not given	REPULSE (1973)
A (Mick) Blyth	3rd August 2020	Chief Engine Room Artificer	Not given	DREADNOUGHT (1st Commission Crew) in April 1963
Philip Bladen	12th August 2020	Operator Maintainer (Sonar)	Not given	VICTORIOUS (S) (1st Commission Crew) & TURBULENT
Michael Dewell Sizeland	22nd August 2020	Commander	1957 to 1978	ANCHORITE (1957 to 1958), TALLY HO (1958 to 1960), FINWHALE (1960 to 1961), ANDREW(1961 to 1963), OPOSSUM (1963 to 1965), ANDREW (CO 1966 to 1967), OBERON (CO 1967), FORTH (SOO SM7 1967 to 1969), CHURCHILL (CO 1974 to 1976) & FOSM (SOO 1976 to 1978)
Michael Hillman	27th August 2020 aged 81	LM(E)	1962 to 1968	TALENT, TRUMP (1964 to 1965) & GRAMPUS (1965 to 1968)
John Ronald Drysdale	29th August 2020 aged 63	Petty Officer WEM (O)	198* to 1997	RENOWN, REPULSE (P) in 1987 & VANGUARD (P) (1st Commission Crew) on 14th August 1993
John Todd	1st September 2020	Charge Chief Weapons Electrical Artificer	Not given	SEALION, REPULSE (P) (1972) & UNSEEN (1991)
Alan McCullough	2nd September 2020 aged 71	Chief Petty Officer WEM (O)	Jun 1969 to Jan 1989	DOLPHIN, DEFIANCE (14th February 1972 to 1st October 1972), NARWHAL (1972 to 1973), DEFIANCE (1974 to 1974), PLATYPUS (1974 to 1975), OSIRIS (1975 to 1978), RESOLUTION (S) (1979 to 1982), CONQUEROR (1984 to 1987) & DOLPHIN School (1987 to 1988)
Kevin Colley	7th September 2020	Cook	Not reported	Not reported
Mark Forster	12th September 2020 aged 54	Cook	1984 to May 1991	REPULSE & WARSPITE
David Edward Lewis	17th September 2020 aged 79	Fleet Chief Marine Engineering Artificer	1960 to 1994	REVENGE (S) (4th September 1982), REPULSE (P) (1987), SUPERB & SPLENDID
Non-member	21 st September 2020 aged 70	Roger David Jones	Not reported	Not reported
Robbie Hooper- Devlin	22nd September 2020 aged 22	Able Seaman TSM	Jan 2016 to Jan 2020	VENGEANCE (P), VIGILANT & VICTORIOUS (S)
Brian Thornton	25th September 2020	Engine Room Artificer	Not given	TALENT
John Norman Fieldwick Davenport	26th September 2020 aged 91	Commander	Mar 1949 to 1966	ANDREW, SEADEVIL, TACITURN, ALARIC, COQC 1956, SUBTLE (CO), DOLPHIN, ORPHEUS (CO), MAIDSTONE, Teacher 1964 & DOLPHIN
Richard Moxam	September 2020 aged 67	Not given	Not given	Not given