



# IN DEPTH

Official Newsletter of the Submariners Association

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



Issue No: 67

[www.submarinersassociation.co.uk](http://www.submarinersassociation.co.uk)

January 2020

## In This Issue – A Selection of the Items

Page 2	Editorial
Page 3 & 4	Chairman's Report
Page 4 to 6	New & Re-Joining Members
Pages 7 & 8	RASM End of Year Review
Pages 9 & 10	Submarine losses of WWII
Pages 10-16	Articles
Pages 16-18	Book Reviews
Pages 18-21	Charitable Status Update
Pages 21-23	The K26 Story - Continued
Pages 23-28	Obituaries & Crossed the Bar List

## PRESIDENT

Rear Admiral Niall Kilgour CB

## NATIONAL COMMITTEE

### Chairman:

Jim McMaster  
1, Blantyre Court  
Bargarran, Erskine  
Renfrewshire PA8 6BN  
Tel: 0141 571 4094  
Tel: 01436 674321 Ext. 2987  
[chairman@submarinersassociation.co.uk](mailto:chairman@submarinersassociation.co.uk)

### Vice Chairman:

I.M.(Iain) Mackenzie. MBE  
April Cottage  
41, Grafton Road  
Worthing,  
Sussex BN11 1QY  
Tel: 01436 673234  
[coxswainmackenzie@yahoo.com](mailto:coxswainmackenzie@yahoo.com)

### Secretary:

I.W. (Ian) Vickers Esq.  
160, Bradshaw Meadows,  
Bradshaw,  
Bolton,  
Lancs. BL2 4ND  
Tel: 01204 308539  
[secretary@submarinersassociation.co.uk](mailto:secretary@submarinersassociation.co.uk)

### Treasurer:

S. (Brown) Stuart Esq.  
14, Meadow Drive,  
Horringer,  
Bury St. Edmunds,  
Suffolk IP29 5SB  
Tel: 07590 195295  
[treasurer@submarinersassociation.co.uk](mailto:treasurer@submarinersassociation.co.uk)

### Membership Secretary:

David Woolterton  
2, Thornton Close  
Alresford  
Hampshire SO24 9FE  
Tel: 01962 734940  
[membership@submarinersassociation.co.uk](mailto:membership@submarinersassociation.co.uk)

### Newsletter Editor:

Barrie Downer  
The Firs, Dundalk Street  
Barrow Island  
Barrow in Furness  
Cumbria LA14 2RZ  
Tel: 01229 820963  
[Frozenorth55@gmail.com](mailto:Frozenorth55@gmail.com)

## The Submariner

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

Sir Winston Churchill 1943

## EDITORIAL

Hello again to everyone from Barrow in Furness! Might I take this opportunity to wish all Members, their Families and Friends all the best for the New Year of 2020

Firstly, an apology to Dolphin Branch Member Dave Cook who was incorrectly included in the 'Crossed the Bar' list in 'In Depth No 67' – Dave called me to say that, happily, he is still with us and, he is in good health.

In this Issue we have a contribution from the outgoing RASM, Rear Admiral John Weale, with a review of 2019 and a look ahead to 2020.

There has been a lot of discussion recently concerning 'Charitable Status' proposals for the Submariners Association. This is referred to in both the RASM Report and the Chairman's Dit. I have also included the November Letter from RASM on the subject and the Chairman's subsequent explanation – see pages 18 to 21. It is for Members to make up their own minds on the subject.

The Front-Page photo is taken from a photograph album currently in my possession and for which I am trying to find a suitable long-term home. The photos cover the 1934 to 1937 Commission of the Barrow-built Submarine Depot Ship

HMS MEDWAY. Able Seaman Samuel Webb included photos of Hong Kong, Singapore, Wei-Hai-Wei, Shanghai, Peking, Manila and Japan so familiar to Submariners of a previous era.

I have included all the regular sections in this issue – New Joiners, Crossed the Bar, Serial, Book Review, Foreign Submarine News and several Obituaries.

Hopefully you will find something of interest to read. Finally, I must thank all those who have sent in items for this Newsletter although there have not been so many contributions recently – it makes my job so much easier if members send me 'stuff'!

Regards

Barrie Downer

---

## IN DEPTH No. 68

Issue No. 68 will be published on 1st April 2020. Contributions are required to be with the Editor by 15th March 2020 – please make sure I get them in time!

---

## DISCLAIMER

This Newsletter is published by the Submariners Association and is © 2020. The opinions expressed in these pages are not necessarily the opinion of the Editor, The Submariners Association, the MoD or the Submarine Service unless otherwise stated. The Submariners Association may not agree with the opinions expressed in this Newsletter but encourages publication as a matter of interest. Nothing printed may be construed as policy or an official announcement unless so stated. Otherwise the Submariners Association accepts no liability on any issue in this Newsletter.

---

**Cover Photo: The Way It Used To Be! – HMS MEDWAY Captain Cyril G B Coltart (Captain S4) - Ship's Company Photograph taken at Shanghai on 26<sup>th</sup> April 1936.**

(From an album compiled by Able Seaman Samuel Byron Webb O/N JX134373)

### CHAIRMAN'S REPORT

Friends and Fellow Submariners,

A Happy, Prosperous, Healthy and Safe New Year to you and yours. I hope you are all well and enjoying the memories of an excellent Festive Period. I really do enjoy Christmas and I am not ashamed to say so, but I like Christmas at Christmas – not mid-way through November!! The festive madness seems to start earlier each year, or maybe I am just getting old! Bah, humbug...

Since my last dit, the annual Service of Remembrance has taken place in Middle Temple Gardens and was, as always, a great success. I would like to thank everyone who managed to attend this most important event in our calendar and took this opportunity to remember our comrades who have gone before us. We must never forget the debt owed to these brave submariners. We will remember them.

The CASD50 Commemorative Year has now passed and it was a great success with the opportunity to celebrate the contribution made by our young submariners (and those not so young now!!) who play(ed) a major role in the defence of this great country of ours. They and their families deserve all the recognition they get - and the thanks too! I know we can never talk about what we do or when and how we do it but there is no harm in letting people know that something is being done on their behalf every single day of the year! Not only the submariners but their families too, make this personal sacrifice and we owe everyone a great debt of gratitude.

Although the anniversary year has ended there is still an opportunity to purchase the excellent memorabilia produced for the event.

From coasters to cufflinks there's something for everyone and all at a reasonable cost.

Proceeds from all sales are going to three charities; Military Vs Cancer, Erskine Veterans and Helensburgh Sea Cadets, so it is all going to good causes.

Merchandise available include:

CUFFLINKS	£25
TIE PINS	£10
COINS	£10
LAPEL PINS	£3
COASTERS	£5
PAPERWEIGHTS	£60
BONE CHINA MUGS	£7
BOMBER PRINTS	£65

For details on how to purchase this unique, quality merchandise contact:

NAVYSM-CASD50MAILBOX@MOD.GOV.UK

You should all know by now that a brand-new charity was inaugurated towards the end of last year. This charity is The Submarine Benevolent Fund and its objectives include the welfare of all Submariners (past & present) and their families, Submarine Ethos, and Submarine Heritage. It is dedicated entirely to all aspects of the Submarine Service and personnel.

So, although the SA will not now seek Charitable Status there is now in place a charity which is exclusively dedicated to our needs. RASM, in the process of starting this Fund has made a donation of £10K from the RASM Fund. This is OUR charity dedicated to US and we will be given every assistance from RNRMC experienced personnel to ensure its success. We in the SA are not obliged to do anything. Be assured that no money from our National Funds has been transferred or requested.

However, I put it to you that it would be unthinkable not to embrace our new charity and support and promote it in any way that we can – but that is our choice to make and something for discussion at the appropriate time.

In the meantime, we as an Association can carry on as we are at present until such times as an acceptable way forward is put to the Membership for debate and discussion – probably at the NCC 2020.

No one is being forced down a road they do not wish to travel.

So, I would request that everyone reading this pauses for two marching paces and gives serious thought to this new charity and how it can work for all of us as it grows and develops.

The annual Reunion including the National Council Conference for 2020 will be held at the Yew Lodge Hotel, Kegworth. over the weekend of 27 to 28 March 2020. The conference itself will be on Saturday 28 March 2020.

The address of the hotel is: Yew Lodge Hotel, Packington Hill, Kegworth, DE74 2DF.

To view the hotel online: [www.yewlodgehotel.co.uk](http://www.yewlodgehotel.co.uk)  
Car Parking is right next to the hotel. NO CHARGE. (despite what it says on the website)

Reeds Leisure Club

Offering a range of options to burn off some energy or to simply relax and unwind. The Club features luxurious fitness suite, 10 metre swimming pool, hot tub / spa, sauna suite, steam room, beauty therapy suite and lounge bar and terrace, all will help to get rid of that fuzzy feeling in the morning. Use of the gym is free to hotel residents.

For much more detail on this very popular annual event and how to reserve your room and menu

choices please refer to the Reunion Circular which all of you should have by now.

If you do not have the Circular, please contact your Branch Secretary and ask him why he is denying you the opportunity to meet up with your old oppos and share a pint or three with them.

Please remember that to be certain of getting the room you want you must apply ASAP. Do it now, you won't regret it.

I will sign off now, but please take care of yourself, your family and friends as the cold months creep up on us. Wrap up warm and keep on keeping on.

Jim McMaster

### NEW & RE-JOINING MEMBERS – 1<sup>st</sup> October 2019 to 31<sup>st</sup> December 2019

(20\*\* = Serving Member) (\*\*\*\* = WWII Service)

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
Gareth J Arnold D254878Q	Petty Officer	Gosport	July 2005 to 20**	TORBAY (2006 to 2009), TRENCHANT-(2013 to 2015), TALENT (2016 to 2018)
Derek J Barron D120418A	Chief Petty Officer MEA(M)	Colchester	April 1980 to January 1995	WARSPITE (1980 to 1981), VALIANT (1981 to 1984), TORBAY (1984 to 1989), TRIUMPH (1989 to 1994)
Kathleen J T Bartlett 30182829	Lieutenant	West of Scotland	August 2017 to 20**	VICTORIOUS (2017 to 2019), ARTFUL (2019)
Gethin Dewi Bermingham	Charge Chief Petty Officer	Barrow in Furness	1979 to 1988	OPPORTUNE (1979 to 1980), SPARTAN (1980 to 1982), COURAGEOUS (1982 to 1986), WARAPITE (1986) & COURAGEOUS (1986 to 1988)
Geoffrey Boulton D187774F	Chief Petty Officer	Plymouth	April 1981 to 2003	REPULSE, RESOLUTION, SUPERB, TORBAY, TURBULENT, TRAFALGAR
Neil T Bradford D250986Q	LMEM	Nottingham	1976 to 1979	OBERON
Christopher M Brown	Lieutenant Commander	Barrow in Furness	September 1969 to April 1984	SEALION (1970 to 1972), RENOWN (P) (1976 to 1977), TRAFALGAR (1980 to 1984)
Simon T Burge D194613D	Petty Officer (TS) (SM)	Peterborough	January 1983 to March 1996	ONYX (1983 to 1984), WALRUS (1984 to 1986), OLYMPUS (1988 to 1989), ODIN (1989 to 1990), SPLENDID (1991 to 1993), TIRELESS (94)
Paul Burke, CBE C033512M	Commodore	Dolphin	1988 to 2019	TORBAY (1988 to 1991), ONYX (1991), TRAFALGAR (1991 to 1993), VICTORIOUS (S) (1993 to 1997), VICTORIOUS (P) (1997 to 2000), SPLENDID (2002 to 2003), VIGILANT (P) (2003 to 2004)
Paul Chilarecki D133198N	Chief MEM (M) (SM)	Plymouth	May 1978 to December 1996	SCEPTRE (1979 to 1984), TRAFALGAR (1988 to 1990), TRENCHANT (1994 to 1999)
Alan C Cole, OBE C036242L	Commander	Dolphin	1994 to 1997	SPLENDID
Alan J Dixon P057197	Radio Electrical Mechanic	Derbyshire	September 1967 to May 1971	AMPHION (1968 to 1968), OCELOT (1969)
Richard J Gardner D218563G	Petty Officer MEA	Dolphin	July 1992 to January 1997	SUPERB
John Gavin D257788X	Chief Petty Officer	Merseyside	April 2004 to 20**	SCEPTRE (2003 to 2005), TURBULENT (2005 to 2009), TIRELESS (2010 to 2013), TRENCHANT (2014 to 2018)
A (Andy) Gillon D184585T	Chief Petty Officer Coxswain	Scottish	May 1980 to 201*	REVENGE (P) (1981 to 1987), RENOWN (1989 to 1999), VICTORIOUS (1999 to 2000), VENGEANCE (2006 to 2007), VANGUARD (2006 to 2007)
Jarrold Graham D236801C	Warrant Officer 2	Burton on Trent	January 2001 to October 2018	VICTORIOUS (2002 to 2003), VIGILANT (2003 to 2005), VICTORIOUS (2010 to 2015), VICTORIOUS (2017 to 2018)

John H Haigh	Chief Petty Officer Marine Engineering Artificer (ML)	Sheffield	1981 to 1994	RENOWN (P), RESOLUTION (P) & VANGUARD (P))
Leslie A Hanbling D111559D	Chief OPS (TS) (SM)	Barrow in Furness	September 1972 to November 1995	RORQUAL (1973), ONYX (1974), CHURCHILL (1975 to 1977), REPULSE (S) (1978 to 1980), RESOLUTION (S) (1980 to 1982), TIRELESS (1987 to 1990) & (1994 to 1995)
Kevin Hood C032188G	Lieutenant Commander	Gosport	July 1992 to 20**	TRIUMPH, VIGILANT, VENGEANCE, VANGURD, VICTORIOUS
David Howard D198873X	Warrant Officer	Barrow in Furness	April 1988 to October 2007	REVENGE (1988 to 1993), RENOWN (1993 to 1994), SUPERB (1996 to 1997), VIGILANT (1997 to 1998), VANGUARD (1998 to 2000) & VICTORIOUS (2002 to 2007)
Stephen A Johnson C030784N	Surgeon Lieutenant Commander	Dolphin	February 1986 to April 1996	REPULSE (S) (1986 to 1989), SPARTAN (for ICEX 90), VICTORIOUS (P) (1994 to 1996)
Thomas A Kemp 30126896	Lieutenant	Portsmouth	April 2015 to 20**	TRIUMPH (2015 to 2017), VICTORIOUS (P) (2019 to 20**)
Paul H Kilshaw	LMEM(L)	Sheffield	November 1983 to April 1991	WALRUS (1984 to 1986) & OPPORTUNE (1987) & OTTER (1988 to 1989)
Christopher Knott D181310U	Leading Cook	Gosport	February 1987 to October 1994	CONQUEROR, REVENGE< URSULA
Adrian L Lawrence D150950T	MEM (M)	Sheffield	1976 to 1982	RENOWN, COURAGEOUS, WARSPITE, CONQUEROR
Clive R Lee D229934K	Chief Petty Officer (WSM)	West of Scotland	March 1992 to 201*	VICTORIOUS (S) (1993 to 1997), (1997 to 2001) & (2002 to 2004), VANGUARD (2007 to 2009), VENGEANCE (2015 to 2017), VIGILANT (2017 to 2018) & VICTORIOUS (2018 to 2019)
Stephen Lees D098629A	Charge Chief MEA(P)(SM)	Plymouth	September 1973 to February 1996	CONQUEROR (1974 to 1975), SCEPTRE (1978 to 1979), SCEPTRE (1981 to 1983), SCEPTRE (1985 to 1988), SOVEREIGN (1991 to 1993)
Dale W McLean 30095027	Petty Officer (MESM)	Barrow in Furness	May 2009 to 20**	VANGUARD (2010 to 2013), ARTFUL (2013 to 2016), AUDACIOUS (2018 to 20**)
John L Milnes C016337C	Commodore	Dolphin	1969 to 2003	ORPHEUS (1969 to 1971), REPULSE (1972 to 1975), OTTER (1976 to 1977), PORPOISE (1978 to 1979), RENOWN (1979 to 1981), REVENGE (1985 to 1988), REPULSE (1988 to 1989), SCEPTRE (1989 to 1991)
Colin S Mould	Warrant Officer (CISSM)	Gosport	January 1977 to 2nd May 2011	REPULSE (1978 to 1981), RENOWN (1983 to 1986) & OSIRIS (1989 to 1991)
Roy K Murphy D153900Q	Able Seaman (SM)	Blackpool & Fylde	January 1976 to January 1980	OTTER (1976 to 1977), PORPOISE (1977 to 1980)
Grant S Noble D222510Y	Operator Maintainer (S) (SM)	Essex	1990 to 1999	TIRELESS, TURBULENT, TRAFALGAR, TALENT
Seph O'Connell D225418U	LWEM (O)	West Riding	Not given	TRENCHANT, TURBULENT, VICTORIOUS
David G Phillips	Commander	West of Scotland	September 1977 to January 2007	PORPOISE, OTTER, ONONDAGA, OKANAGAN, ONSLAUGHT, WARSPITE, SCEPTRE, VANGUARD, REPULSE, VICTORIOUS
William S J Pooley P/KX 163754	Stoker 1st Class	Dolphin	1942 to 1946	TANTALUS & VOLATILE ****

Kevin J Potter D162769F	Petty Officer	Dolphin	September 1979 to 10th March 2014	DREADNOUGHT, SPLENDID & TORBAY
Stephen J Randall	Chief Petty Officer (TS) (SM)	Gosport	October 1985 to January 2009	ONSLAUGHT (February 1986 to February 1989), OPPORTUNE (November 1989 to August 1993), REPULSE (P) (April 1995 to October 1996), VICTORIOUS (P) (February 2000 to January 2003, VENGEANCE (P) (October 2004 to January 2006) & VANGUARD (S) (January 2006 to May 2006)
P F. (Paul) Reid	Lieutenant Commander	Gosport	December 1978 to August 2003	RENOWN (P) (1979 to 1982, REVENGE (S) (1983 to 1986), OLYMPUS (1987 to 1989), OPPORTUNE (1991 to 1993), RENOWN (P) (1995 to 1998)
Gary P Roberts D109686L	Chief Petty Officer Weapons (SM)	West of Scotland	March 1973 to October 1999	RESOLUTION (April 1973 to March 1975), REVENGE (December 1975 to January 1978), REVENGE (P) (February to November 1984), REPULSE (January 1990 to August 1992) & VIGILANT (June 1994 to February 1997)
John C Segger M928647	Engine Room Artificer	Gosport	September 1961 to March 1967	GRAMPUS (1962 to 1967)
Barry J Sloane D100268J	Chief Ordnance Electrical Mechanician	Southampton	19** to August 1979	WARSPITE
Fred N Tuck D114618U	Chief Petty Officer (Ops) (S)	West of Scotland	February 1973 to September 1996	CACHALOT (1973 to 1974), ODIN (1974 to 1976), ORACLE (1977 to 1980), REVENGE (P) (1981 to 1986), SOVEREIGN (1988 to 1991) & SCEPTRE (1993 to 1995)
R. (Robert) Turner	Chief Petty Officer Marine Engineering Artificer	Vectis	November 1970 to January 1990	CHURCHILL (April 1970 to May 1973), RESOLUTION (P) (February 1974 to February 1979), SUPERB (August 1979 to August 1980) & REVENGE (P) (August 1980 to November 1984)
Barrie E Underwood D205460K	Chief Petty Officer	Dolphin	1986 to September 2013	CONQUEROR (1987 to 1990), TURBULENT (2003 to 2006), TALENT (2008 to 2010) & TORBAY (2011 to 2013)
Alexander Ure	Warrant Officer Marine Engineering Artificer	Gosport	1992 to 20**	VANGUARD, VIGILANT, RESOLUTION, SCEPTRE, SOVEREIGN, SUPERB, TIRELESS
Denys F Ward D082244R	Charge Chief WEA	Bridlington & District	January 1973 to November 1987	CONQUEROR, SOVEREIGN, SPARTAN, TURBULENT, TRENCHANT
Anthony L Watson D159243W	WO1	Scottish	January 1977 to October 2005	SUPERB (1977 to 1979), SPLENDID (1979 to 1980), SCEPTRE (1983 to 1985), SOVEREIGN (1985 to 1990), SCEPTRE (1993 to 1996) & VIGILANT (1998 to 2001)
Stuart Watson D207959V	Marine Engineering Mechanic (M)	East Kent	1986 to 1990	OSIRIS
Michael D White D217413G	Petty Officer (CIS) (SM)	West of Scotland	May 1989 to May 2015	COURAGEOUS (1989 to 1990), OCELOT (1990 to 1992), VANGUARD (1993 to 1996), SPARTAN (1997 to 1999), VANGUARD (1999 to 2001), SOVEREIGN (2004 to 2006), VANGUARD (2008 to 2010), VICTORIOUS (2010 to 2014)
Wayne Williams D241133F	Chief Petty Officer	West of Scotland	November 1997 to June 2019	TRAFALGAR (1999 to 2001), VANGUARD (2003 to 2004), TIRELESS (2007 to 2013) & ARTFUL (2015 to 2017)
Karl M Woolfall D224307X	Able Seaman	Merseyside	November 1989 to 1999	RESOLUTION (1990 to 1995)
Jonathan M Wright	Lieutenant Commander	West of Scotland	May 1976 to January 1995	GRAMPUS, OSIRIS, RENOWN (P), URSULA

## RASM - END OF YEAR REVIEW

### A Look Back At 2019 And Forecast For 2020

You will recall that I declared 2019 as the Year of Delivery within the Submarine Service, with a few key milestones to be delivered in the development of the Submarine Centre of Specialisation (SMCOS) in Faslane. I think it true that the SMCOS has been established and that it is still maturing; our Specialisation now recognises that our home is at the Clyde and that it will still take a few years to achieve the intended final end-state with the Submarine School relocated to the North by 2023. Operationally, Boats have been as busy as ever with more tasking than availability. CASD was sustained with Deterrent submarines delivering against a very tight programme and SSNs met all their operational tasking objectives while also shaping capability developments and preparations for tasking in 2020; Flotilla, Crews and FOST are to be congratulated for all their achievements. It also became clear that the Submarine Service enjoyed having a burgeoning Support structure both within Navy Command and the Submarine Delivery Agency in Abbeywood. Having a 'hand on the tiller' helped to give direction and cohesion to our Service and yet, while further change must be expected from the reorganisation of Navy Command, the die is cast for the direction of our Service.

Trafalgar Class Boats have already started to re-locate and change Base Ports to Clyde, HMS TALENT moved north during Summer 2019, HMS TRIUMPH will move end 2020/early 2021 with HMS TRENCHANT paying off in Plymouth at the end of this year. The new Escape School is now a reality and will be opened in Clyde Spring 2020 when the SETT at Gosport will be closed. The SPAG organisation is being completely reshaped and placed at Readiness for operations under COMSUBFLOT based in Clyde; at last count there were 43 parachute trained SPAG members from across different specialisations that included Royal Marines. The era of budgie-smugglers has ended! The Dreadnought Training Annex to the FOST TTF building has risen out of the ground, is an enormous structure and is due to open at the end of 2020. Overall, Clyde remains as it always was – a building site, demonstrating continuous change, improvements and investment. Sadly, what was not delivered was HMS AUDACIOUS, the fourth A Boat, she should/will now arrive in Clyde Spring 2020.

It is difficult to comprehend the pace of life and change in our Service, however, it is good to see progress. Against all these change programmes, it is our people and their families that have had to ensure programmes have been delivered. I have tremendous respect for our people and their families, they remain stoic and resilient through difficult and demanding times, quietly and professionally delivering more than is asked of them; they are a special breed of people and I thank them for their efforts. It is pleasing to recognise that with such change the Submarine Service has sustained the lowest outflow rate of all Specialisations within the Navy, however, with more change forecast effort will be required to keep the outflow low.

Against all the hard work we also managed to reintroduce a sense of fun. The annual Gambit Birthday Dinner is now an established event in March each year, with dinners held in Faslane, Drake and Gosport; the annual summer Submarine Conference and BBQ in Clyde has also matured with broad representation from across defence, however, the most popular event is Oscar's Night in October when partners are invited to attend and we recognise the achievements of individuals and teams. The Oscar's evening continues to grow; we now cater for circa 500 attendees, taking over a Hotel Conference Centre in Glasgow with support and sponsorship from industry. The Submariners Association November Ceremony in London is also a well-established, well attended and successful event enjoyed by all. It is important to add that any member of the Submarine Community can attend these events, the only limitation being 'first come first in'. As Boats become available for operations, it is also good to note that runs ashore are also programmed with subbies still issued – effort is being made to reintroduce the fun-factor. However, the greatest social and fun-factor event(s) of 2019 was the National recognition of 50 years of CASD with main events in London, Clyde and Edinburgh, each recognising the National endeavour of sustaining 50 years of unbroken delivery of Operation RELENTLESS; a remarkable achievement. While there were numerous dinners recognising CASD50, the service at Westminster Abbey, Divisions at Faslane and the service at Scotland's National War Memorial in Edinburgh Castle were once in a lifetime, standout events to be remembered.

Looking forward, the demands on our Service are not likely to reduce and may yet even increase as the challenges of availability and build need to be improved. Navy Command Transformation will also introduce further change with the role of Head of Fighting Arm (HOFA) being delegated to the 1-Star Level for all Specialisations in the Navy. The significance of this change may yet take time to properly understand, however, I am sure the Service will do all it can to help Commodore Jim Perks deliver the leadership that will be needed. IndyRef 2 may yet also be on the cards, understanding the implications of Scottish Independence on the Submarine Service is a political question which we must help to inform, there are too few who actually understand the costs and implications to both the UK and Scotland of what actually happens behind the wire at Clyde.

Perhaps more significant to us as a community is work to establish a Submarine Memorial at the National Arboretum in Stafford, a project team has been established and plans are being developed, expect the request for funds to help deliver a memorial. (An Appeal to raise the necessary funds will be launched at BAE Systems in Barrow on 28<sup>th</sup> February – see Page 16) The Submarine Benevolent Fund is now a reality being managed under the RNRM Charity as the RNRM-SM Benevolent Fund to which all can make donations. For the first time the RNRMC-SM Benevolent Fund provides an

opportunity to bring all members of the Submarine Family together under a single budget which relies on donations. The Submariners Association, We Remember Submariners, Perisher Club, Friends of the SM Museum and Serving Community are all aware and able to make donations to this Fund and therefore request funds for those of our family and dependents who may be in need, and/or may require funding for specific events. A Joint Management Board between different representatives of the Submarine Community and the RNRMC is being established with the intent of an inaugural Board in April 20.

So, much has happened, and much is underway, our Service is working hard and delivering results while also being asked to make further changes. It was a privilege and honour for me to have been HOFA of the Submarine Service for 4 years 8 months, there was fun and challenge in equal measure – albeit, I now have more grey hairs! Thank you all for your support and advice, I am sure we will all now support Commodore Jim in leading our Service.

JW

### HMS AUDACIOUS CREW MEMBERS AWARDED THEIR SUBMARINE DOLPHINS

Six newly qualified Submariners from the Astute Class Submarine HMS AUDACIOUS, currently completing in the BAE Shipyard in Barrow, were awarded their Submarine Dolphins in a Ceremony in the Concert Room at the Royal British Legion in Holker Street in Barrow in Furness on Tuesday 5<sup>th</sup> November 2019.

The Commanding Officer of HMS AUDACIOUS (Commander Louis Bull) and members of his Crew were hosted by the Barrow in Furness Branch of the Submariners Association at their monthly Branch Meeting and were welcomed to the Meeting by Barrow Branch Chairman Richard (Dickie) Cambridge.

Following the Monthly Branch Meeting Commander Bull made a speech in which he congratulated the six new Submariners and explained that they had now joined a very select team, with a long and proud tradition to live up to and reminded them that, 'once a submariner – always a submariner!'.

The newly qualified Submariners were then each presented with their Qualification Certificates by Commander Bull.



Coxswain 'Katie' Boyle next handed each of them a glass containing their Dolphins in a tot of Pusser's rum. Following tradition all six then downed their tot of rum in one go, catching their Dolphins in their teeth and then pinned their Dolphins on their shirts.

Those receiving their Dolphins were Lieutenant J. Riley, Engineering Technician (MESM) Danny Cargill and Engineering Technicians (WESM) S Brown, G Adams, B Mason, A Garner.



The youngest Dolphins recipient, ET (MESM) Danny Cargill brought his mum along to see his proud moment pictured above with Commander Bull.



The photograph above shows the six newly qualified Submariners with their Certificates

The evening's events were organised by Barrie Downer, Secretary of the Barrow Submariners Association, Warrant Officer 'Willy' Thorne and Cox'n Katie' Boyle of HMS AUDACIOUS.

Mike Vallance from BAE was there with his camera to capture the evening's events.

And the Group Photograph below shows the all six in the front row, with Commander Bull in the centre, Cox'n Boyle on the right and with Members of the Barrow Branch and the AUDACIOUS Ships Company behind.



### SUBMARINE LOSSES OF WWII

Three Royal Navy Submarines were lost in the North Sea in January 1940. One boat was lost with all hands but the Crews of the other two boats were all saved but became Prisoners of War for the duration. The first Submarine lost on 7th January 1940 was:

#### (1) HMS UNDINE

The Submarine was scuttled by her Crew after being damaged by German minesweepers off Heligoland on 7 January 1940. The Crew (six of whom were recently recalled reservists) were:

Officers:

Lt Allan Spencer Jackson  
 Lt Edward Michael Harvey  
 Lt John Frederick Stewart  
 Lt Spencer  
 Lt Cyril James Senior

Ratings:

CPO Coxn. George White Graham, BEM J48842  
 PO Jesse Thomas James Patrickson C/JX 131113  
 PO L Cryer D/JX 132980  
 L/Sea Jack Mills J96480 (RFR/Po/B.18955)  
 L/Sea R H G Masterman P/JX 134111  
 L/Sea D 'Mac' McArdle P/JX 131407  
 AB Percy Campbell J104890 (RFR/Po/B.17901)  
 AB L A Dray C/JX 134225  
 AB Drummond Campbell Foreman J98750  
 AB Albert Ernest Gregory J114890  
 AB Frederick George Treeby P/JX 125433  
 AB Albert Edward Gee J98734 (RFR/Po/B.18331)  
 L/Sig Alfred Ernest Ronald Jenkins D/JX 132180  
 CPO Tel Stanley Alfred John Jordan J94503

L/Tel Edward Villiers Monserrat J83883  
 (RFR/Po/B.18101)

Tel J C S Beresford P/JX 133947

CERA Edward Albert Evans M34916

ERA2 Harold William Dawson Howe M38409

ERA4 John Frederick Shaw D/MX 54419

SPO Edward 'Ned' Travers P/KX 75042

L/Sto Reginald Colwell P/KX 79903

L/Sto C Hogg C/KX 82792

L/Sto B O'Leary P/KX 80684

Sto1 C E Brookes P/KX 89511

Sto1 J T V Jones D/KX 91439

Sto1 Samuel Charles Gulliver SS121773  
 (RFR/Po/B.14932)

The second Submarine lost (also on 7th January 1940) was

#### (2) HMS SEAHORSE

The Submarine was never heard from after sailing from Blyth on 26th December 1939 for patrol off western Jutland. Her operational area was to be initially off Heligoland then move to the mouth of the Elbe on 30 December and return to Blyth on 9th January 1940. She was most likely sunk after being attacked and depth charged by ships from the German 1st Minesweeping Flotilla on about fifteen nautical miles north-west of Heligoland in position 54°19'N, 07°30'E. The Crew who were all lost were:

Officers:

Lt Dennis Staunton Massy-Dawson  
 Lt John Cecil Baker  
 Lt John Wilson Fleming  
 Lt William Thain

W/Eng Alexander Cockburn

Ratings:

PO Ulric Wallace Clatworthy J105929  
 PO Albert Arthur Victor Skilling J103896  
 PO John Henry White J109955  
 L/Sea Jack Dunwell D/JX 134887  
 L/Sea Frank Eyre D/JX 140396  
 L/Sea Alfred Brynmore Morgan C/JX 137996  
 AB Arthur Percy Cain C/JX 151568  
 AB Richard Cecil Mayne D/JX 137405  
 AB Sydney Charles Stanton J113337  
 AB Richard Raymond Wesson J109893  
 AB Eustace Geoffrey Westbury J110645  
 AB Harry Spencer Windley D/JX 137778  
 PO Tel Arthur Pughe J109802  
 Tel John Jackson Combe D/JX 134088  
 Tel James Wilfred Jenkinson J79620  
 Tel Herbert George Bazley D/JX 135256  
 A/Yeo Sigs Eric Armstrong J98393  
 Sig Walter John Edward Eldridge J85365  
 ERA3 Archibald Cecil Sayer Smith C/MX 47764  
 ERA3 William Henry Martin Packer D/MX 46952  
 ERA4 Leonard James Wilson D/MX 48678  
 ERA4 Desmond Robert Lawrenson P/MX 48910  
 EA Ernest Rae Sevier Summers D/MX 46567  
 SPO Philip Stanley Lee D/KX 79096  
 L/Sto George Edward Coit K62287  
 L/Sto John Frederick Comer C/KX 82255  
 L/Sto John Richard Kewell P/KX 82275  
 L/Sto Joseph Clarke Phipps P/KX 84275  
 L/Sto Alec Steventon P/KX 84268  
 Sto1 Reginald Henry Hines D/KX 88993  
 Sto1 Ernest Watson SS 121121  
 Sto1 James Henry Hyde D/KX 82154  
 Sto1 John Edward Marshall P/KX 79207  
 Sto1 Donald Perham D/KX 86366

The third Submarine lost was:

### (3) HMS STARFISH

The boat has conducted five uneventful war patrols in the North Sea but, on 9th January 1940, during her sixth patrol, she attacked a German minesweeper off Heligoland Bight, but after the attack failed and her diving planes jammed, STARFISH was repeatedly attacked with depth charges. Badly damaged, she was forced to surface but sank after all her crew were rescued by German ships. The Crew Members were:

Officers:

Lt Thomas Anthony Turner  
 Lt Richard Thurstan Venables Kyrke  
 Lt Geoffrey Wardle  
 W/Eng Colin Dodsworth

Ratings:

PO (TGM) Winston Campbell Lloyd Clarke  
 J109459  
 PO Ernest 'Ernie' Redgate J109556  
 L/Sea A 'Tickler' Smith TBA  
 L/Sea Robert Andrew Irvine D/JX 139406  
 AB Ernest Algernon Tindall J55457  
 AB C Bartram J114619

AB Charles Godfrey J142912  
 AB S Gallagher D/JX 153348  
 AB Patrick Graham D/JX 128563  
 A/PO Tel George Cawsby Stepp J51565  
 L/Sig N Hope D/JX 136631  
 L/Tel (Asdic) Harold Francis Shipp J109968  
 Tel John Alexander Wilkens J113799  
 EA F Yates C/MX 475581  
 CERA George Holden Jagger D/MX 64968  
 ERA Stanley Cook P/MX 46513  
 ERA John Wilkinson \*/MX 48436  
 ERA R Morgan D/MX 50173  
 SPO Donald Bowra C/KX 86189  
 SPO Henry Meyer C/KX 77939  
 L/Sto Russell A Neighbour P/KX 83137  
 L/Sto Jack Faerber P/KX 82394  
 L/Sto M O'Neill TBA  
 L/Sto Ferguson 'Fergie' Molloy P/KX 82385  
 Sto1 Leslie Wear D/KX 80359  
 Sto1 Ronald Hawkins K82398  
 Sto1 A P Savage P/KX 79037  
 Sto1 A Carr D/KX 76061  
 Sto1 E Wells D/KX 87232  
 Russell TBA

Post War Russell Neighbour, Leslie Wear and Ronald Hawkins were drafted to HMS TRUCULENT and were onboard when TRUCULENT was lost in the Thames Estuary on 12th January 1950. Ronald Hawkins survived the accident, but Russell Neighbour and Leslie Wear were both lost.

### ADMIRAL SIR MAX HORTON STATUE UNVEILING



Even an Atlantic storm couldn't dampen the spirits of the Royal Navy, as Sailors and Naval leaders joined the villagers of Rhosneigr on Anglesey to remember one of its most famous sons, and also one of the greatest unsung naval heroes of WW2.

With heavy rain and high winds lashing their faces members of the senior service gathered along with Air Force personnel from RAF Valley, to recognise the life of Admiral Sir Max Horton, Submariner and Commander in Chief Western Approaches, during the height of the WW2 Battle of the Atlantic.

Representing the Submarine Service, Captain Ian Wylie RN, officially unveiled the statue crafted and donated by Liverpoolian sculptor Terry McDonald, who had stood on the dockside as a youngster, watching the Ships and Submarines sail off during the dark days of WW2.



*"We are here today to commemorate and remember Admiral Sir Max Horton, who was born here and lived locally," said Captain Ian. "He learnt his trade as a submariner and as a highly decorated WW1 Commander against the Germans in the Atlantic. He returned in WW2 as an Admiral and once again fought the Germans first as FOSM and then in the Atlantic, as Commander in Chief Western Approaches."*  
*"We are hugely grateful to Gwyneth Parry who took it upon herself to bring this statue here and her extremely hard work to make this all happen today."*

And it has been through the dedicated efforts of Gwyneth, who took on the task of bringing Sir Max home, that Captain Ian made a special presentation with a special set of Submariner's Dolphins to her as a sign of Submariner friendship.



*"This really is a special day for Rhosneigr and me," said Gwyneth, Chairperson of Llanfaelog Community Council. "It's been two and half years of hard work, I've been so determined to bring him here, I feel I've known him all my life, I know so much about him. Thank you everyone for coming."*

Ian Vickers (National Secretary) represented the Submariners Association at the unveiling along with Ian Sutton, Dave Williams and Steve Collins from the Australia Branch. Other submariners also attended.

NOTES. From November 1942 until the end of World War 2, Sir Max served as Commander-in-Chief Western Approaches, directing the Allied response to the German submarine menace from his headquarters in Liverpool.

That threat was at its peak in the autumn and winter of 1942-43 but some of the tactical changes made by the admiral – a poacher turned gamekeeper - as one of Britain's leading submariners in World War 1 – notably forming dedicated units of U-boat hunters (support groups) to accompany convoys and hound enemy boats to destruction.

Those groups were to play key roles in March, April and May 1943 as the tide turned and the U-boats suffered losses from which they would never recover. On May 24, the commander of the German Navy, Karl Dönitz, called off the battle.

The German submarine threat never went away until the war's end, but the UK's lifeline was never again severely threatened.

Sir Max remained at the helm of Western Approaches until it was dissolved in the summer of 1945, overseeing the surrender of more than 150 German submarines.

He died six years later aged 67 and, while other WW2 leaders became household names such as Montgomery, 'Bomber' Harris, and Cunningham, Max Horton was largely forgotten by the public – including his native Anglesey.

Over the past decade, villagers in Rhosneigr have made an effort to revive his name, firstly with a memorial plaque, and now with the garden/statue overlooking the Irish Sea on the site of the pumping station.

Sir Max spent his formative years in the village – his parents owned the Maelog Lake Hotel which still stands today - but as the Oyster Catcher restaurant.

The surrounding garden has been created as a community project for villagers to both enjoy and look after.

### An Element of Today

The heaviest element known to science was recently discovered by scientists at Zeneca Pharmaceuticals. The element, tentatively named Administratium, has no Protons, no Electrons, and has an atomic number of Zero. However, it does have one Neutron, eleven Deputy Neutrons, seventy-five Vice-Neutrons, and one hundred and twenty-five Assistant Vice-Neutrons. These give it an atomic mass of 312. These 312 particles are held together by Meson-like particles called Morons.

Since it has no Electrons, Administratium is inert. However, it can be detected chemically as it impedes every reaction with which it comes into contact. A minute amount of Administratium caused one reaction to take over four days to complete, when it would normally occur in less than one second.

Administratium has a normal half-life of six months, at which time it does not actually decay but instead undergoes a reorganisation, when Deputy Neutrons, Vice-Neutrons and Assistant Vice-Neutrons exchange places. Studies show that atomic weight actually increases after each reorganisation.

Research indicates that Administratium occurs naturally in the atmosphere and tends to concentrate at certain points - such as large Corporations, Government Departments, and the Church of England in particular. Administratium is highly toxic and can easily destroy any productive reactions when it is allowed to accumulate. A side-effect of Administratium is the generation of significant amounts of hot air and paper which, if utilised, could supply the energy needs of a country the size of Wales.

### Western Defences across the Atlantic, 'causing particular alarm to NATO Military Analysts'

Published: 13<sup>th</sup> November 2019

Russian nuclear fast attack submarines have twice staged underwater 'duels' while also testing NATO defences between Scotland, Iceland and Greenland in the Atlantic, say reports in Moscow. The most recent cat and mouse game last week involved Northern Fleet submarines NISHNY NOVGOROD and PSKOV in 'sparring and tracking' war games. 'They executed electronic launches, and at the conclusion of the drill, real launches of torpedoes without warheads,' reported official Russian government newspaper Rossiyskaya Gazeta.



The Russian Navy launched another 'duel' in the waters around Kamchatka. The VLADIMIR MONOMAKH submarine, pictured, and ALEXANDER NEVSKY submarines fought in a simulated battle scenario and Russian media reported that one of them acted as the Western enemy". 'Prior to this the submarines conducted submergences to maximum depth and tested new weapons in the Norwegian Sea.'



Russian media have reported that nuclear fast attack submarines have been involved in two 'underwater duel' scenarios in recent weeks. The most recent war games took place when the NISHNY NOVGOROD, pictured above, challenged the PSKOV, also pictured above, in 'sparring and tracking' simulations in the Norwegian Sea. Russian media added that the Pskov and Novgorod, known as the 'titanium destroyers', were of particular concern to NATO military analysts"



Another 'duel' - with one nuclear submarine playing the role of a Western enemy - was conducted by the ALEXANDER NEVSKY and VLADIMIR MONOMAKH vessels off the coast of Kamchatka. Rossiyskaya Gazeta claimed its Western military foes were 'most alarmed' by Russian training sessions in the North Atlantic aimed at 'penetrating an antisubmarine barrier which the Alliance deployed between Greenland, Iceland, and Scotland' equipped with the SOSUS sonar system.

Participation in the exercise of Sierra III-Class submarines NISHNY NOVGOROD and PSKOV 'caused particular alarm of NATO military analysts'. The report stated: 'They are nicknamed 'titanium destroyers' for the hull material and range of missions performed, the main one being destruction of enemy strategic submarines and carrier groups at the beginning of a conflict.

'The high-speed submarines are capable of moving covertly at great depth, and their armament - torpedoes, rocket-torpedoes, and KALIBR cruise missiles - make boats of this type among the most formidable marine predators.'

---

## FOREIGN SUBMARINE NEWS

### Germany Full Steam Ahead with 212CD Submarine Procurement & Yard Expansion

By Nathan Gain 5th November 2019



(Credit: TKMS)

The German Defence Ministry announced on Oct. 31 it will procure a further two Type 212 submarines, in a global move to invest ten billion euros in new equipment in 2020.

Among other topics, the focus is on cooperation with Norway in the class 212 submarines, where two submarines are also to be procured for the German Navy, the German Defense Ministry said following a meeting with the Federal Office of Bundeswehr Equipment, Information Technology and In-Service Support (BAAINBw) project managers.

The German Navy already operates six Type 212 submarines, while Norway intends to acquire four units to replace the Ula-class submarines that were commissioned between 1989-1992. A contract is expected in the first half of 2020. The two navies selected the new Type 212 CD (Common Design) variant, which will have extended range, speed and endurance. Germany is procuring two submarines in a similar configuration to the four on order by Norway.

The announcement comes as the Type 212 builder, thyssenkrupp Marine Systems announced that it will be investing 250 million euro in Kiel by 2023. The objective is to develop the shipyard into an international competence centre for conventional submarine construction. Thanks to the currently good development with new orders, around 500 new employees will be hired throughout the company by the end of 2020, the majority of them in Kiel. The company is looking primarily for engineers and skilled workers, particularly in R&D, construction and manufacturing, » TKMS said.

During the first few months of this year, TKMS christened the largest conventional submarine ever built in Germany for Singapore and the third of four submarines for Egypt. With the 212CD project for building a total of six identical submarines for Norway and Germany, thyssenkrupp Marine Systems, together with its customers and partners, intends to create the European NATO standard of

the future in the field of conventional submarines, the shipyard added.

#### **Type 212CD: a new standard for export?**

TKMS is also currently involved in a competition in the Netherlands, for the replacement of the Walrus-class. TKMS' proposal is based on the Type 212CD. The "letter B" which is the equivalent of a down select is expected any day now. TKMS is competing against Navantia, Naval Group and Saab.

*Naval News* understands that the Type 212CD could also be selected by the Italian Navy to fill its need for four additional submarines. The Marina Military currently has 4 Todaro-class submarines (Type 212 design) and Sauro-class submarines. Four Type 212 (likely in its CD variant) would be replacing the ageing Sauro-class as outlined in the Strategic Planning document released earlier this year.

Another country where TKMS is actively pitching the Type 212 is Poland for the Orka program. According to our information, the German shipbuilder and government could be proposing two second-hand ex-German Navy Type 212 in a very competitive deal. The German Navy could then place an order for two more Type 212CD to replace the submarines transferred to Poland. This would have the benefit of reducing the unit cost of the "Common Design" variant, and could have a positive impact in Norway, the Netherlands and even Italy.

---

## AMERICAN SUBMARINE NEWS

The US Navy's Los Angeles Class Submarine USS OLYMPIA has completed her final deployment and 'Paid Off' at the Bremerton Naval Base on 29<sup>th</sup> October 2019 after thirty-five years in service. The Submarine will now undergo her inactivation and decommissioning process.

---

## JAPANESE SUBMARINE NEWS

The second of the 'Soryu' Class submarines (IJ TORYU) for the Japanese Navy was launched at the Kobe Shipyard of Kawasaki Heavy Industry on 6<sup>th</sup> November 2019. The Submarine, which is expected to be completed in 2021 will be fitted with an advanced lithium-ion battery system.

---

## ROYAL NAVY DIVERS DO THEIR BIT TO STOP PLASTIC POLLUTION

HMNBC 82/19 Friday, 29 November 2019

Members of the Royal Navy's Reserve Diving Group (RDG) recently picked up plastic from the seabed while training around the Kyle of Lochalsh. During the week-long Weapons Training diving, the team of 16 divers practiced endurance swimming in tidal conditions, operating in Scuba equipment in depths of up to 30 metres which meant that the divers were quite often close to the seabed.

Lieutenant Commander (Lt Cdr) Richard Watson, who was coordinating the training, thought it would be good to do a little bit for the environment and asked his divers to look out for and recover any plastics they spotted while down there.

“These plastics certainly could be a hazard to the extensive marine mammals found around the Kyle of Lochalsh. These mammals range from otters, seals and porpoises to whales and are quite prolific in the Kyles and Sound of Raasay sea areas, said Lt Cdr Watson.

“Over a period of time, as the plastic breaks down, it can be a hazard to smaller marine species. If we all do our little bit to clean up our environment, we may help improve the seas around the United Kingdom that are contaminated with plastics.”

The Reserve Diving Group (RDG) support Fleet Diving Squadron in Maritime Explosive Ordnance Reconnaissance and consist of personnel from many different civilian careers, such as Police and Fire Service as well as former Regular Royal Navy and Army divers. They can be called upon by the Commanding Officer Fleet Diving Squadron to conduct searches of ship’s hulls, jetties and inshore and offshore installations. The team train regularly to maintain the high level of diving endurance which is required to fulfil this requirement.



**Members of the Reserve Diving Group with the pile of plastic recovered from the seabed.**

The Fleet Diving Squadron are ready to deploy 24 hours a day, 7 days a week, 365 days a year, to safely identify and neutralise threats underwater. They deploy worldwide in a matter of hours, using unique skills to ensure ships and shipping lanes are safe, and reduce the danger posed to coastal areas by reducing the chance of mines washing up on the shore.

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

**Comment:**

Next time the Diving Team are at Kyle of Lochalsh I wonder if they might take some time to look at recovering the many Tigerfish Outboard Dispensers, TMD Hosepipes, and lost torpedoes and other debris etc. from all the many years of weapons firing exercises on the BUTEC Range?

### **Wreckage of key WWI German battleship sunk by Royal Navy in 1914 discovered off Falkland Islands**



© Provided by The i

The wreck of a German battleship sunk with the loss of more than 800 lives by the Royal Navy in a decisive First World War battle has been located off the Falkland Islands.

The SMS SCHARNHORST, an armoured battlecruiser which had helped to inflict an unexpected and heavy defeat on the British navy off Chile a month before her own sinking, was found at a depth of nearly a mile in the South Atlantic.

The vessel has been the subject of a five-year search to try to locate the fleet of the German naval commander, Admiral Maximilian Graf von Spee, which was destroyed in the early days of the First World War in December 1914 in what became known as the Battle of the Falkland Islands.

Graf von Spee, who was on board his flagship the SCHARNHORST, and his two sons were among 2,200 German sailors who lost their lives in the battle, which saw the Royal Navy sink or scuttle all but one of the eight-strong enemy force. The SCHARNHORST alone was carrying 840 crew.

#### **State-of-the-art technology**

The discovery, led by the Falklands Maritime Heritage Trust, was made almost 105 years to the day of the battle using state-of-the art marine technology some 110 miles south east of Port Stanley, the islands’ main town, on the third day of an operation to search 4,500 square kilometres of ocean.

Mensun Bound, a Falkland Islander and marine archaeologist, who was in charge of the search, said: “The moment of discovery was extraordinary. We are often chasing shadows on the seabed but when the SCHARNHORST first appeared, there was no doubt that this was one of the German fleet.

“Almost straight away we were into a debris field that said ‘battle’. Suddenly she just came out of the gloom with great guns poking in every direction.”

#### **Crushing defeat**

The destruction of Graf von Spee’s fleet, known as the East Asia Squadron, represented a decisive moment in the early naval exchanges of the First World War. In November 1914, the Germans had inflicted a crushing defeat on the Royal Navy in the Battle of Coronel with the loss of 1,600 British lives, prompting the Admiralty to dispatch a heavily reinforced squadron to the south Atlantic to track down and destroy the Scharnhorst and the other German vessels.

When Graf von Spee attempted a surprise attack on Port Stanley a month later, the British were ready and dispatched a force led by two heavy battlecruisers - HMS INVINCIBLE and HMS INFLEXIBLE - to chase down Graf von Spee’s ships.

The British were helped in their efforts to spot the German force by Muriel Felton, the wife a sheep farmer on the Falklands who relayed information back to Port Stanley to keep the Royal Navy updated.

#### **Protection in law**

As a result of the subsequent rout, Germany lost its only permanent overseas naval formation, leaving it unable to raid British commercial ships across a large part of the globe.

The discovery of the wreck, and together with it the last resting place of hundreds of war dead, is being followed by an application to have the wreck site protected in law.

Donald Lamont, chairman of the heritage trust, which is a charity, said: “The search had as its aim the locating of all ships of the German squadron, so that we may learn more about the battle and commemorate all who perished in it. The site of the wrecks can now be protected.”

#### **'Bittersweet'**

The battle inflicted a heavy toll on the Graf von Spee family with Maximilian’s sons - Heinrich and Otto - killed on two other ships in the German force, the GNEISENHAU and the NURNBERG.

Wilhelm Graf von Spee, the present head of the Graf von Spee family, said the discovery of the SCHARNHORST was “bittersweet”. He said: “We take comfort from the knowledge that the final resting place of so many has been found, and can now be preserved, whilst also being reminded of the huge waste of life.

“As a family we lost a father and his two sons on one day. Like the thousands of other families who suffered unimaginable loss during the First World War, we remember them and must ensure that their sacrifice was not in vain.

#### **HMS DOLPHIN**

According to an article by Captain G C Cunningham (Merchant Navy) in the January 2020 Issue of ‘Sea Breezes’ magazine the immediate predecessor to the ‘Alma Mater’ of the Submarine Service - HMS DOLPHIN (the stone frigate) at Gosport - was the 925 ton ‘Brig’ HMS DOLPHIN (formerly a 3-masted sloop of war) launched at the Raylton Dixon Yard in 1882. He writes that the ship had a mahogany hull, covered by a layer of teak and was sheathed in heavy gauge copper. The ship was fitted with a horizontal, compound ‘back acting’ engine. After Service in the Mediterranean, Egypt, the Sudan, India and Australia she was ‘Paid Off’ in 1896 and, by 1902, had been converted into a Brig and a Training Ship.

By 1907 HMS DOLPHIN had been ‘Laid Up’ again at Portsmouth and was marked for ‘Disposal’. At this time the Inspecting Captain of Submarines was looking for additional accommodation for the Submariners in Portsmouth to replace HMS MERCURY - which had been provided ‘temporarily’ as living quarters ‘pending a decision to build a barracks at Haslar’. It was a choice between DOLPHIN or the WANDERER which was also ‘Laid Up’. Either vessel was ‘small enough to lie alongside the jetties without overcrowding Haslar Creek’. It was proposed that ‘lighting would be run from the Fort Blockhouse Power Station.’ DOLPHIN was allocated. It is not clear when she arrived in Haslar Creek, but it is probable that she was made available soon after being requested. HMS DOLPHIN (incorporating Fort Blockhouse) became an ‘Independent Command’ on 31<sup>st</sup> August 1912.

By 1924 the Brig DOLPHIN was surplus to requirements and she was sold in 1925 with the intention of her becoming a ‘nautical museum’. The name HMS DOLPHIN was retained for the Submarine Depot at Fort Blockhouse. The hulk of the Brig DOLPHIN was towed to Leith, being damaged by rough weather ‘en route’. After being ‘beached’ for nearly a year and following repairs at Leith and a ‘refit’ at Rosyth the DOLPHIN returned to Leith and was berthed at West Old Dock in 1928. In 1944 DOLPHIN became a Training Ship for Merchant Navy Cadets and Boys (TS DOLPHIN) and continued in the role until 1977. Captain Cunningham reports that then, surplus to requirements again, the DOLPHIN was towed away to be beached at Bo’ness and was later burned in order to recover the heavy gauge copper sheathing. A very sad end for a ship which is an integral part of the Submarine Service’s history.

It is interesting to speculate that, had the WANDERER been allocated in 1907 and not the DOLPHIN, our Submarine Heritage would have been very different.

### HMS URGE discovered off Malta

By [Roland Oliphant](#)

31<sup>st</sup> October 2019

A Second World War submarine paid for by charity dances and card games has been found more than 70 years after it vanished. The wreck of HMS URGE, which was built with money raised by the people of Bridgend in south Wales, was discovered by a University of Malta survey team two miles off the coast of the island.

The discovery came after Francis Dickinson, the grandson of HMS URGE 's captain, Lieutenant-Commander E. P. Tomkinson, requested the university team search an area that had been heavily mined during the Nazi's two-and-a-half-year siege of the island. A sonar image revealed a submarine-like shape at a depth of 130 metres.

"The damage to the bow shows a very violent explosion - indicating that the ship would have sunk very fast giving no chance to anybody to survive from this tragedy," said Professor Timothy Gambin, who led the team.

"



"Besides the damage on the bow, the wreck is in absolutely fantastic condition. It is sitting upright on the seabed, very proud, in the direction that it was ordered to take on its way to Alexandria," he told Malta's PBS.

The U-class submarine disappeared in 1942 after being ordered with other vessels to sail from Malta to Egypt, with the loss of all thirty-two crew, eleven Royal Navy passengers, and a journalist.

She put to sea on April 27<sup>th</sup>, but never made the rendezvous in Alexandria on May 6<sup>th</sup>.

The wreck of a submarine, which the University of Malta says is Britain's HMS URGE that vanished during World War Two, is seen lying at the bottom of the sea off Malta

The Royal Navy and most family members have long said she was most likely sunk by a mine shortly after putting to sea, a theory now confirmed by the discovery. Another theory, based on German naval reports, suggested that she was sunk on 29<sup>th</sup> April by a dive-bomber as she tried to attack an Italian vessel near Libya.

Those lost included Bernard Gray, a British war correspondent who had previously covered the Dunkirk evacuation and is thought to have used his connections to wangle a berth on the vessel so he could cover the war in North Africa. His presence on the vessel was only confirmed in 2002 following

an inquiry by archivists at the Royal Navy Submarine museum.

A ceremony to declare the site an official war grave will take place in April.

### SUBMARINER MEMORIAL APPEAL

The Submarine Service will be launching an appeal to build a Memorial at the National Memorial Arboretum to Submariners who have lost their lives and to the sacrifice of their families. Ultimately up to £300k will need to be raised and it is intended to do this by engaging the entire Submarine community: serving, retired and families and the broader public, many of whom will have had friends or relations who have served in boats.

The first stage of this will be a National Competition to generate ideas to inspire our eventual designer. The Competition will be open to the public and promoted widely. There will be a £1,000 first prize and age group prizes, the winner will attend the opening of the Memorial by HRH Prince William, Commodore-in-Chief Submarines.

The competition is being launched at BAE Systems in Barrow on Friday 28<sup>th</sup> February, there will be a Website, a promotional video and natty lapel pin.

### BOOKS

Two books for you this time – one E Book or Paperback about the 'K' Class Submarines - and Volume 1 (Softback) of a three-book series on the Shipbuilders of Leith.

### The Suicide Club

By Andy South



There have been several books written about the 'K' Class Submarines in the past however, most of them have concentrated solely on their poor safety record and the many fatal accidents involving Submarines of the Class. This new 'E' Book, as well as describing the many accidents and incidents, also looks into the decision-making process behind the design, why steam propulsion was chosen, the complexity of the design and many of the characters who commanded these 'Fleet' submarines.

Much of the information comes from the Ships Covers, Ships Logs, Court Martial and other Records held at the National Archives at Kew, and also contemporary personal records by some who served in 'K' Class boats. One letter quoted (from the Royal Archives at Windsor) was written by HRH Midshipman the Duke of York (the future King George VI) to his father describing the near disastrous diving incident to Submarine K3 in Stokes Bay in the Solent in December 1916. Luckily Stokes Bay is quite shallow - otherwise British history might have been quite different.

The book contains many photographs, charts and drawings (many not seen before) which assist with understanding the 'K' Class story.

Andy South has managed to pull together a wide range of technical detail, contemporary first-hand accounts and other information into a readable form helping to explain the history of the 'K' Class boats and coming to a conclusion that the 'Fleet Submarine' concept - whilst understandable - could not be safely supported by the technology available in the early 20th Century.

ISBN 978 16737 192 22

Available from Amazon in January 2020

E book: £4.99. Paperback: £11.99.

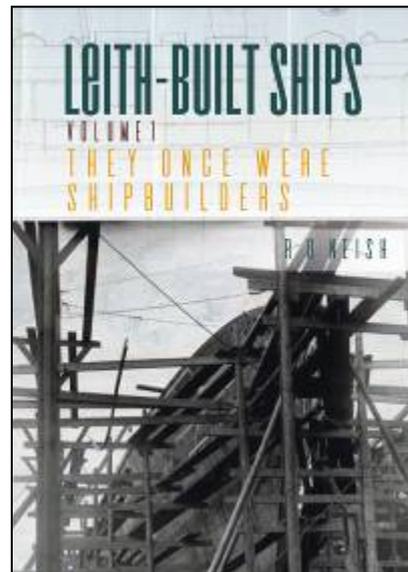
Andy South is a relatively new author of World War One Naval Histories, but he comes with a passion and knowledge developed over the past half a century. He has produced a number of well received articles for the on-line magazine 'The General Naval Board'. In addition, he has published a significant number of articles and has now a following of near the 100,000's on Social Media. 'The Suicide Club' is his fifth book, following two volumes on the career of the 'HMAS Sydney' and one each on the capital ships 'HMAS Australia' and the flawed German 'Tegethoffs'. Having explored the National Archives for his research on the 'K' boats, the Submarine Service's Baltic or Dardanelles campaigns have a fresh fascinating and draw. Book Six will see him in distant waters researching the great British submariners.

### Leith Built Ships (Volume 1)

By R O Neish

This book is the first in a series about the almost-forgotten part played by Leith in our truly great maritime heritage

It is a complete history of the ships built at Leith from c. 1850 until the end of World War I and features the shipyards that eventually became the Henry Robb Shipyard including S & H Morton, Ramage & Ferguson, Cran & Somerville and Hawthorns & Co.



The list which includes famous ships with tales of adventure and new trade routes has been written by a proud shipbuilder who is still active in shipbuilding and well-qualified to tell the story

Leith-Built Ships is a testimony to the skill of the men who built the ships and to the many men and women who may have sailed or served on them.

This history is brought together in Vol. I of a three-Volume series about the almost-forgotten part that Leith played in our great maritime heritage and is the culmination of the author's lifetime experience of shipbuilding.

Most people may well be aware of the part played by the great shipbuilding centres in the UK's history, but many may be unaware of the part played by the shipbuilders of Leith. This port was once Scotland's main port with many firsts to its name. Leith had begun building ships some 400 years before the great shipyards of the Clyde and these vessels reached all corners of the globe, touching many more people's lives. Some had sad histories while others took part in some of the great conflicts of the times; many were just ordinary working vessels that carried their crew safely through long working lives. With a pedigree of shipbuilding second to none going back over 660 years of recorded history, the ships built at Leith deserve their place in history and this book begins the story.

ISBN 978-184995-443-3, 234 × 156mm, 144pp illustrated with c.35 b/w photos and drawings, softback. £16.99.

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

T: +44(0)1593-731 333

E: [info@whittlespublishing.com](mailto:info@whittlespublishing.com)

[www.whittlespublishing.com](http://www.whittlespublishing.com)

By Editor.

You might think that there is no link between these two books but, the 'K' Boats were based at Rosyth during WWI. As it turns out, several modifications and other repairs were required by various boats of

the 'K' Class whilst based at Rosyth and at least two 'K' boats were sent to the Ramage and Ferguson Yard at Leith for the work to be completed. Other boats may have been sent to the Yard for similar work.

---

### 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](mailto:slops@submarinersassociation.co.uk)

---

### STILL LOOKING FOR SUBMARINE COMMISSIONING CREW LISTS

I must thank all of those who have sent me Crew Lists – they are still arriving in dribs & drabs – all are all very useful. Recently I have been sent the HMS RORQUAL list ('Commissioned' 24<sup>th</sup> October 1958 at Barrow in Furness) – my thanks to Bill Coles!

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

---

### ROYAL NAVY ROYAL MARINE CHARITY – SUBMARINES (RNRMC-SM)

A Letter from Rear Admiral John Weale – Rear Admiral Submarines

1. I made a statement at the March 2019 Submarine Association AGM that my intent as RASM was to establish the Submarine Community under the umbrella of the RNRMC to gain the benefits of charity status and support from the Navy which does not wish to see a proliferation of individual Service Specialisation charities. After significant dialogue with the RNRMC, I am now able to report an agreed way ahead that will benefit both communities of Submariners and the RNRMC.

Submarine Community

2. In defining the Submarine Community, I include all the different fractions, groups and families that constitute the broad Submarine Community, both serving uniform and non-serving Dolphin Badge-wearers (an important qualifying criteria) and their immediate family members. The intent is neither to change nor impose change on any organisation or individual within the Submarine Community, but rather to offer an opportunity for all to decide whether they wish to become members or contribute to the RNRMC for the benefit of all Submariners.

#### RNRMC

3. The RNRMC is the principle Royal Navy and Royal Marine Charity with direct links to the Greenwich Hospital Trust and Navy Board. Although an established organisation and charity, the RNRMC is actively considering how it must evolve to support the needs of the different RN and RM communities. Recognising the tribal nature of the different specialisations within the Royal Navy, the RNRMC has given serious deliberation to the proposal for the Submarine Service to have its own Fund under the umbrella of the RNRMC. The RNRMC Board recently decided to support the proposal and to adopt the Submarine Service through the development of a dedicated SM Benevolent Fund, overseen by a joint Management Board.

4. Following separate meetings with the CEO RNRMC, the RASM Board has agreed to establish a Submarine Benevolent Fund with the RNRMC initially funded by monies from the serving community, with opportunities for all members of the Submarine Community to make donations. A combined Submarine/RNRMC Management Board will also be established to manage and arbitrate how funds should be spent.

#### RNRMC-SM Development, Criteria and Processes

5. Benevolent Fund. The intent is for the RNRMC-SM Benevolent Fund to be established by the end of 2019, with circa £10K donated by the RASM Fund. Income generation for the Fund will be realised through:

- a. Transfer of profits from the RASM Fund, which will continue to manage merchandise locally;

- b. Serving Personnel to be encouraged to support monthly payroll giving to the RNRMC, with contributions transferred to the RNRMC-SM Fund as directed by the individual donor;
- c. Non-serving submariners can bequeath and/or make donations to the RNRMC-SM Fund, with the full amount being directly transferred to the SM Fund. Regular individual giving can be made via the RNRMC website;
- d. Non-Serving submariners both working and retired can also donate through their pay or pension to the RNRMC if their employer/pension scheme operates a payroll giving scheme;
- e. No subscriptions are required to the Submarine Benevolent Fund, wealth is dependent on what merchandise is sold and donations made direct to the RNRMC-SM.

#### **RNRMC-SM Board**

- 6. An RNRMC-SM Board will be established, comprised of:
  - a. Chairperson. The Chairperson will be elected but in the first instance, to establish the Board and implement the RNRMC-SM, Chair will be Rear Admiral Weale until the Board and Fund are properly established;
  - b. RASM or DRASM and EWO(SM) as senior Serving representatives;
  - c. CEO RNRMC;
  - d. RNRMC-SM Fund manager, appointed by RNRMC;
  - e. RNRMC-SM Fund grants manager, appointed by RNRMC;
  - f. Representatives/Chairperson from different Submarine Groups and Organisations:
    - i. Submariners Association;
    - ii. We Remember Submariners (WRS);
    - iii. Perisher Club;
    - iv. Friends of the Submarine Museum.
  - g. Respective Submarine organisations are to nominate their Board representative.
- 7. Frequency of Board meetings. The RNRMC-SM Board will meet quarterly with one of the meetings representing an annual Board meeting scheduled to coincide with the Submarine Association AGM.
- 8. Inaugural Board to be called in New Year 2020.

#### **Objectives of the RNRMC-SM.**

- 9. Objectives of the Fund include the promotion of:
  - a. The welfare of all Submariners (Serving and Retired) and their families;
  - b. Submarine ethos;
  - c. Submarine Heritage.

#### **Application for funds**

- 10. Any submariner and or Submarine Organisation can apply for a grant from the Fund, noting that the Board will arbitrate whether the application:
  - a. Satisfies the objectives of the Fund;
  - b. Can be supported by the Fund;
  - c. Whether the applicant has made any contribution, financial or otherwise, to the RNRMC-SM.
- 11. All applicants can also separately and independently apply direct to the RNRMC in addition to the RNRMC-SM.

#### **Relationship between RNRMC-SM and other Submarine groups and organisations**

- 12. The RNRMC-SM provides the broader submarine community with an opportunity to access funds and support the Objectives of the Fund, it is not the intent to replace how the separate Submarine Groups and Organisations are managed:
  - a. RASM Board will endure for the management of in-service issues;
  - b. The Submariners Association, Friends of the Submarine Museum, WRS and the Perisher Club will continue to be managed as is.
- 13. It remains the right of any Submarine Group or Organisation to neither support the formation of the RNRMC-SM nor to make any donations to the Fund.

#### **Communications**

- 14. Formal Minutes from RNRMC-SM Board meetings will be released to respective Submarine Groups and Organisations and, with the help of the RNRMC, a RNRMC-SM website will be established and managed.

#### **The next steps**

- 15. The following points have been identified as the 'next steps' towards the finalisation of the Fund:
  - a. To promote donations and payroll giving to RNRMC;
  - b. To establish the RNRMC-SM Benevolent Fund by end Dec 19;
  - c. To establish RNRMC-SM Management Board for inaugural meeting early 2020.

From: chairman@submarinersassociation.co.uk <chairman@submarinersassociation.co.uk>

Sent: 12 December 2019 11:59

**Subject: A note of explanation**

Gents, the recent letter (above) sent by RASM informing us of the establishing of the Submarine Benevolent Fund came as a surprise to all of us – myself included.

I know that it has resulted in some confusion and concerns so I have taken the liberty of writing the attached note in the hope that I can put your mind to rest

This is my own interpretation and I know that DRASM Jim Perks will be sending some form of note to all regarding the state of the hierarchy of the Submarine Service when the dust settles.

Clearly the Executive Committee now has a lot more thinking to do to formulate another process where we can formally propose a way to bring about greater collaboration and unity between the Serving Submariners and the Veterans Community. This will not now be done in time for the 31<sup>st</sup> December deadline for such matters. However, make no mistake, the vision remains as before and will be pursued.

I sincerely hope this attachment (see below) is helpful. I would like this e-mail and attachment sent to all branches for the widest distribution.

Kind Regards, JMCM

---

**An Explanation of the Situation at Present.**

By now you will all have received a copy or had access to the letter dated 6th November sent by RASM where he gave us details of the formation of the new Submarine Benevolent Fund (RNRMC-SM). If you have not had access to this letter, I suggest you contact your branch secretary as he was sent a copy on 11th November and the content affects you.

This letter seems to have caused considerable confusion and I would like to take this opportunity to try and briefly explain the present situation and hopefully ease any concerns you may have as a result of the sudden change of direction. It is not my intention to re-write the letter, I just want to try and shed some light on the consequences and reason for the letter which may not have been obvious from the way it is written.

The first important thing to understand is that the Submarine Benevolent Fund (RNRMC-SM) has been established. It exists and because of that, the Submariners Association will not now achieve charitable status in the foreseeable future. This also means that the details contained within the Keypoints Document outlining our mission to achieve greater integration and unity between serving and veteran submariners must now be modified because it was written with the belief that the SA would be granted charitable status. This does not mean that we abandon that vision of a greater integration and in-depth working relationship with our uniformed brethren.

The formation of the RNRMC-SM was unexpected and ‘very late in the day’ which means that we do not realistically have sufficient time to re-write the Keypoints Document with the required detail of suggested ways in which to bring about this new style collaboration. So rather than rush through a half-thought out paper by 31 December with the increased chance of it failing to be accepted at the NCC in March and so barring re-presenting it for a further 3 years I believe we need to have the document completed for the following year i.e. 2021 NCC.

“So why was the Fund established so prematurely?” you may ask. I am no financial expert, but I understand that if RASM had delayed any further then the RASM Fund would have been very aggressively viewed and attacked by Naval Service Fund Rules and as a result would have been heavily penalised. Rather than let this happen and have his money seriously reduced RASM after long and serious discussions with the CEO of RNRMC did what they believed was in the best interests of all and established The Submarine Benevolent Fund.

So, although the SA will not now seek charitable status there is now in place a charity which is exclusively dedicated to the needs of submariners serving and non-serving, including their families. RASM is in the process of starting this Fund with circa £10K from the RASM Fund. I have seen the paperwork instructing this transfer of money to take place!! This is OUR charity dedicated to US and we will be given every assistance from RNRMC experienced personnel to ensure its success. We in the SA are not obliged to do anything. Be assured that no money from our National Funds has been transferred or requested.

I put it to you that it would be unthinkable not to embrace our new charity and support and promote it in any way that we can – but that is our choice to make and something for discussion at the appropriate time.

In the meantime, we as an Association can carry on as we are at present until such times as an acceptable proposal for a way forward is put to the membership for debate and discussion – probably at the NCC 2021. No one is being forced down a road they do not wish to travel.

So, I would request that everyone reading this pauses for two marching paces and gives serious thought to this new development and how it can work for all of us as it grows and develops.

Once again, I would emphasise that this is my personal interpretation of the situation and I base this on talks I have held with the outgoing RASM.

I hope this helps to clear up any issues or misunderstandings you may have.

A further statement will follow from the new Head of the Fighting Arm when his situation is properly established, and more discussions held. There is a great deal of reorganising taking place at the top level of the Submarine hierarchy. At the moment Commodore Jim Perks DRASM is carrying out the duties of RASM and I know that he is very well aware of the impact the letter has had.

Jim McMaster

---

### **Top military charities sitting on £277m - while veterans struggle**

There are 1,519 Military Charities in the UK and, combined, they are worth more than £3.1 Billion and the top 10 Military Charities reported a 31% increase in their combined income in the last five years.

Could the proposed Submariners Association Charity end up like one of these Charities, money in the bank while submariners who need support struggle?

Research carried out by Sky News has revealed that some of the UK's largest military charities are sitting on vast sums of money despite many veterans still struggling for help. Data collated from annual accounts shows that the ten wealthiest armed forces charities have cash reserves totalling £277m. This is money sitting in bank accounts unused. One chief executive has described it as "a scandal" and another admitted it shouldn't happen.

It is common practice, and sensible, for charities to keep six to 12 months' income in reserve in case of financial problems, but one charity, the RAF Benevolent Fund, has almost two years' income (£37.4m) in reserve. In a statement to Sky News, the charity defended itself, saying: "Our board of trustees has agreed a minimum of £30m in free reserves is required to ensure we are able to look after those members of the RAF family we support, throughout their lifetime, whatever happens to the fund. "Robust financial management of our reserves is based upon long-term projections of the needs of the RAF family (serving and retired personnel and their dependants), taking into account the uncertainty of future income."

The data, collated by Victoria Elms for Sky News, has revealed further surprising statistics. In the five years since the end of Afghan operations, military charities' income has actually grown by 31%, making the 1,519 registered military charities in the UK now worth a collective £3.1bn. The top 10 military charities are worth nine times more than their police equivalents and seven times more than the top 10 civilian mental health charities.

Veterans interviewed by Sky News complained that the money wasn't always filtering down to those who needed it and the bureaucracy had left some of them suicidal. "Every time I have to open this box it breaks me," one said, describing the mound of letters he has sent to the government and charities pleading for help.

Ed Tytherleigh from the Confederation of Service Charities admitted that co-ordination between charities could be better: "At the local level I think there is really good bilateral co-ordination between different veteran's charities. But I do agree that on a national level there is a lack of overall strategic co-ordination in how the veterans' charities operate. "There are some wonderful exceptions but, as a rule, as a whole, we are not collaborating as we should do."

"If an individual reaches out for help, they should get it," said Ed Parker, chief executive of 'Walking With The Wounded'. "And if an organisation is unable to provide it to that individual there will be another one that can. One should never just say no, and if it does happen, it's a failure."

Although veterans' care in the UK has improved markedly in recent years, and the current government has established the first office for Veterans' Affairs, the Veterans' Minister himself, Johnny Mercer, has previously said the way the UK treated its veterans was a disgrace.

The research has been published to mark five years since the end of combat operations in Afghanistan.

---

### **SUBMARINE K.26 - THE STEAM SUBMARINE**

By Jack Philip (Nick) Nichols O/N J98553 (Continued from In Depth No. 66)

#### **HOW K26 SHOT THE ALBATROSS, I MEAN THE CENTURION**

The gap between initiative and cheating shall we say, is sometimes narrow, you want results in some contest, you use whatever natural advantages you have - maybe some others too.

In 1930 the Royal Navy, the British Royal Navy, because of course there were at that time other Royal Navies, had a battleship which had been disarmed but would still steam. She had been fitted with a system of wireless control, her small crew would navigate her to some spot on the ocean, the crew would be taken off by a destroyer called the SHIKARI and, from then on, the somewhat antiquated battleship would be controlled by wireless from a distance. Her name: CENTURION.

H.M.S. CENTURION ran entirely automatically, controlled by pulses from SHIKARI. The purpose of course was to have a ship to fire at direct without any sort of danger. Battleships, cruisers, destroyers and even submarines, were allowed to have a go at the CENTURION. As submarines then carried mainly four-inch guns, it was like shooting a sleeping elephant with a grape, the elephant would be unmoved, the CENTURION too! Very much like the delicate way in which coconut shy proprietors said "Arf way for ladies", a submarine was allowed to come up near the CENTURION and fire at her, even though a real battleship would have been able to

blow a sub out of the water at that range, but there it was. It was practice of a sort. As the expert at foils has his button on the end, so the shells fired by ships and subs at the CENTURION had a filling of either salt or sand. It always rather puzzled me why there was an option. I used to wonder idly whether it was sharp sand or cooking salt, or what difference it made, if any, because, as you probably know, very many shells fired at sea go direct from the muzzle of the gun into the sea, touching nothing more substantial than air on the way. This has said to have been modified a bit with the advent of radar, but I'm still sceptical. Anyway, on the 29th May 1930, we nipped out to sea to shoot at the CENTURION. Our tonnage two thousand tons, hers 30,000. The SHIKARI took her crew off, the control gear worked well, the CENTURION was big and black on the horizon.

A year ago, Petty Officer Sowden, the 2nd Coxswain, would have nipped up top when we surfaced carrying a one metre base rangefinder, a peculiar instrument whose accuracy was of the order of a rubber band. That is, he didn't believe his own instrument and often added a couple of hundred yards – freehand. But now, we were the possessors of an Asdic set which was not really intended for rangefinder but could be used for that purpose quite easily on a big, fairly near, target like the Centurion. In the Asdic set too, we had something the other subs hadn't got. Moreover, we had three four-inch guns. Oh yes. Sowden looked through his rangefinder, actually saw the target looming up like any other battleship looms, he called out ranges, he rotated Roller C, put on adjustment Q or whatever it was, looked out for parallax, end correction or prism halation or whatever it is one metre rangefinders get on hot days. But no-one paid any attention to Sowden ranges. Down, below Watto and Smith, that fine old firm of Asdic operators, were bouncing supersonic pulses off the CENTURION and through the normal channels, telling the gunlayers just how far away the CENTURION really was, to the nearest inch, or say yard, when we opened fire we really could not miss. We didn't miss. All our canisters of salt or sand rained down on the CENTURION doing her no more damage than could comfortably be eliminated with a pot of crab fat (Mediterranean grey paint and brush). Congratulatory signals "Good show Gunlayers Plaskett, Jeffreys, Didwell." A very belated "Good show" to the underwater astronomers Smith and Watts. A suggestion to P.O. Sowden that he put the rangefinder into its box and forget it, with its music, was made. It did look like an oboe, but there a man gets extra money for being an oboe player, forgive me, a Range Taker, and though superseded, he had still to go through the motions. Well, cheating or initiative we shot the Albatross, sorry again, the CENTURION. Like I said on the 29th May 1930. It was; I wrote it in my diary. As my surface action station was on No. 2 Gun, I was loading and saw it all. I can remember thinking that, if the CENTURION had been an enemy of the same size and had teeth, a couple of pots of paint would have been insufficient for our damage.

### VENICE

Venice, the jewel of the Adriatic. Maybe? We went to Venice as a flotilla, DOUGLAS - a destroyer, carrying Captain 'S' and his rather large head, which accounted for his nickname 'Nuddy' Thompson. He had been Captain of K.26 on her first cruise which went halfway round the world, and he had a warm spot for us. He would send a signal to ask, "What is the temperature in your Motor Room?" In a minute or two Whalley or the Signalmen blinked back the answer, "One hundred and twenty". He would reply, "Charging I presume". It certainly was hellish in K.26's Motor Room when charging. We reached Venice with L.16, L.18, L.23, L.21, and L.26 all tailing behind. CYCLOPS - our Parent Ship tottered in a day later. K.26 rested between two arched buoys in the lagoon, and the black gondolas moved slowly round this curious looking vessel. Argument between gondolier and passenger, generally followed by raised flat hands in the "I give up" position. A gondola approached; the passenger had some English. "Scusi", he called to Didwell "Sommergibile?" and pointed to our noble vessel. Didwell tucked his Bosn's call inside his jumper and waved a hand for'd and then slowly aft. Very distinctly he intoned "Steam Pig". The Italian looked puzzled, he said, "Stem Peg?" "That's right", said Didwell, "Steam Pig, on the secret list".

In the calm water of the lagoon our skiff with its outboard motor was very useful, and at night the engine was hung up next to the upper toilet and the boat secured to the after buoy. Two mornings later the boat was missing, it had been tied up securely, it must have been stolen, it was stolen. After a lot of signals had passed through the Naval Arsenal and Director of Police the description of the boat was given to a very important police officer who came alongside in a vessel that could have carried two torpedoes and a gun. We filled in, "Six large brass plugs in bottom of boat", he looked puzzled, had it explained with a quick diagram on a signal pad and then he laughed. "To escape wiz zis shall be impossible". He was right, two days later the over-smart police launch zoomed up to our miniature gangway with the skiff towing behind with a small but fierce looking policeman steering it with an oar. The successful Police Officer stepped aboard – his face shining. "Good morning" he greeted the Officer of the Watch. "We have pleasure to return your boat". Invited below he told the tale. A boat was seen by one of his men being slowly rowed along a canal with a load of manure. The rower had been forced to rake around in the manure and disclose one of the tell-tale six-inch plugs. In the excitement the policeman, a native of some other part of Italy, not Venice mind, had fallen into the canal, the man in the boat had escaped. Two prisoners from the local jail had been employed to turn the boat upside down on shore, and it had been cleaned out, and now awaited our pleasure. The Second Sub. Currie, came of a farming family and asked, "The

manure?" To keep the tale going it is said the Police Officer shrugged his shoulders drank his pink gin and said, "Like everything unwanted in Venice they sweep it into the canal."

We formed some visiting parties for the Murano Glassworks, fed the pigeons, listened to the band on the Piazzo San Marco, and tried the Gelati. Not bad. I wandered down one of the back alleys and found a tiny electrical and radio shop. The owner in bad English got me to understand that he had been an Italian Navy Electrician in a submarine in the war. He did gestures to prove it, imitated the crash of depth charge, the boom of "canone" as he called it. In between times he sold me a Bell transformer and three Telefunken wireless valves. We exchanged many goodbyes. I regretted I had no Italian; I would have liked to know a bit about the Austrians and their Navy.

To impress us, new vessels of the Italian Navy moored up in the lagoon, a lovely light grey colour, sparkling brass, and in the morning their whole ship's companies doubled in a long continuous line round the upper deck to the music of a band. We liked it; it was a show. Why, we did the same in our 'custard ships' as we called the big cruisers and battleships. But we felt superior in our little old boats. One of old Joe Blake's tin fish'd sharpen off any one of those cruisers, and later they did, not exactly Joe Blake's tin fish, but some of the same sort, for by that time Joe Blake was down in a steel coffin off Portland Bill, Submarine M.2.

I like Venice, it looks better than it smells but the heroism of the people that built it, that formed a Navy, that pushed back the water, made the glass, and became known the world over, can't be gainsaid. The mosquitos of Venice ere no doubt related to those of Malta.

Long may the jewel shine.

To Be Continued in In Depth Issue No. 68.

## OBITUARIES

### CAPTAIN CHARLES NIXON-ECKERSALL

A charismatic submariner whose calmness averted a catastrophe when his vessel suffered an explosion off Gibraltar.

From the Daily Telegraph

Captain Charles Nixon-Eckersall, who has died aged 81, was one of the most experienced and charismatic submariners of the post-war era and commanded three generations of boats. In 1968 Nixon-Eckersall was promoted Lieutenant-Commander and passed his "Perisher" – the fierce, make-or-break course for would-be submarine commanders – under Commander Sandy Woodward, before taking command of the submarine ALLIANCE.

He proved a knowledgeable and inspirational captain with a special skill in leadership and the ability to energise his people. A normal tour would have included operations in British waters and in the Mediterranean, but his command was foreshortened when, in November that year, while diving at 450ft off Gibraltar, ALLIANCE suffered an explosion and fire in the motor-room which destroyed the boat's electrical switchboards and propulsion.

All Nixon-Eckersall's qualities were brought into play as he calmly ordered air to be blown into all buoyancy tanks and brought the submarine to the surface. After making first-aid repairs, he returned to harbour on the surface using one shaft and one diesel engine. At Gibraltar more work was done, and ALLIANCE was able to make a slow return to Chatham for further repairs.

In March the following year, Nixon-Eckersall took command of the Royal Australian Navy

submarine ONSLOW, which was then building at Scott Lithgow's yard on the Clyde. ONSLOW, the fourth of six boats ordered by Australia, was a diesel-powered boat encompassing the latest technologies.

After finishing work-up at Faslane, ONSLOW visited Plymouth, London and Portsmouth before commencing a 92-day voyage to Australia via the Panama Canal and across the Pacific. She spent two weeks in Pearl Harbor, exercising at sea with the US Navy, before arriving at Brisbane. There, Vice-Admiral Sir Victor Smith, Chief of Naval Staff, joined ONSLOW for a two-day voyage to Sydney.

Nixon-Eckersall made a dramatic submerged entry into the harbour, passing through the Heads at periscope depth early on the morning of 4<sup>th</sup> July 1970. Smith was surprised at how many small boats and ferries were already enjoying the day as ONSLOW surfaced just inside South Head without incident and, to the crew's disappointment, without creating a fuss.

Promoted to Commander in 1975, Nixon-Eckersall commanded the nuclear-powered hunter-killer submarine COURAGEOUS in 1977 to 1979, deploying to the Mediterranean and in the Atlantic, including major fleet exercises and trials of the Tigerfish torpedo. Every boat Nixon-Eckersall commanded was well reported upon and, uniquely, all three can be visited as museum ships, in Gosport, Devonport and Sydney.

Charles Andrew Barkly Nixon-Eckersall was born on 19<sup>th</sup> December 1937 at Datchet in Berkshire. His mother taught at a private school, Commonweal Lodge in Surrey, and he boarded there from the age

of three, firstly at its wartime home at Lewdown in Devon, and then at Hydneye House in Hastings; his father, a Royal Marine, was taken prisoner at Tobruk.

Young Charles attended Westerleigh School at St Leonards-on-Sea in Sussex, from where he won a scholarship to Kelly College at Tavistock in Devon, and, in 1954, a place at Britannia Royal Naval College, Dartmouth. Aged 16 Nixon-Eckersall flew solo in one of the naval college's Tiger Moths, but after academic and professional training, and sea time in the cruiser BIRMINGHAM, then flagship of the Mediterranean Fleet, he opted for submarine service.

In 1957 he joined the submarine SEASCOUT as sixth hand: many of the diesel-powered boats which he served in the 1950s and early 1960s, including SENTINEL, SCORCHER, TACTICIAN, ANCHORITE, AMBUSH and ARTEMIS, were little changed from their wartime configuration. He also stood by the more modern submarine, OSIRIS while she was building at Barrow-in-Furness, and in 1967 he became First Lieutenant of OBERON.

Nixon-Eckersall was also second-in-command of the anti-submarine frigates NAIAD and EURYALUS in 1971 to 1973, and a successful staff operations officer in the 1st Submarine Squadron at Gosport, and, after COURAGEOUS, on the Defence Policy Staff in Whitehall.

Promoted to Captain in 1981, Nixon-Eckersall was a student at the Royal College of Defence Studies, where time spent with him was always a delightful mix of challenge, stimulation and fun. He relished debate, but there was always an inner core of empathy.

In 1985 to 1986 he commanded the frigate BOXER before holding senior NATO staff appointments at Norfolk, Virginia (1987-89), and at Northwood in Middlesex in 1989-90. Although regarded as one of the outstanding officers of his generation, Nixon-Eckersall was not selected for flag rank, and retired in the 1990s to Hanwell in Oxfordshire.

There he took up charity work, including for the RNLI, the Sea Cadets, Banbury Community Transport and St Peter's church, and served on the parish council.

When his elderly mother did not want to attend his second wedding because she could not manage to climb over two other submarines to attend the reception held in COURAGEOUS, Nixon-Eckersall arranged a crane to lift her over and down a hatch to the reception. When it returned her to shore later that afternoon in a merry mood, his sailors were ordered to avert their gaze with an "Eyes in the boat!"

In 1959 Charles Nixon-Eckersall married Sally Evans. They divorced in 1977 and in 1978, he married a South African, Susie Syfret, who survives

him with a daughter and a son from the first marriage.

Captain Charles Nixon-Eckersall, who was born on 19<sup>th</sup> December 1937, died on 11<sup>th</sup> November 2019

---

### COMMANDER JOHN LORIMER

Submariner who helped to mortally damage Tirpitz and spent six months in solitary confinement.

From the Daily Telegraph

Commander John Lorimer, who has died aged 97, was a sailor who in his midget submarine helped to put a mighty German battleship out of action; his war was 18 months of training, two weeks of operations and two years as a prisoner of war, including six months of solitary confinement. His two weeks' operations were in X-6, a midget submarine commanded by Lieutenant Donald Cameron and crewed by Lorimer, Sub-Lieutenant Dick Kendall and Engine Room Artificer Edmund Goddard, who set out on a suicidal mission to sink the pride of the Germany navy.

Operation Source, as it was known, began on September 11 1943, when six large submarines, each with an X-craft in tow, crept out of Loch Cairnbawn and headed for Kaafjord in Arctic Norway: their target was the German battleship Tirpitz, which was threatening the convoys to Russia.

Lorimer had joined the RNVR as soon as he could, and – "young, 19, and stupid" – he volunteered for special and hazardous duty without knowing that this involved an arduous training programme. Besides learning how to operate the four-man midget submarines, known as X-craft, he also had to train to trek great distances, in case he had to take the mountainous trail to Sweden after the operation.

"There was an awful lot we didn't know, such as the dangers of diving to 100ft with pure oxygen, which kills you in half a minute," he recalled. "This all had to be discovered by experimentation, and there were casualties. But that's war."

One in four of his fellow volunteers died, including Lorimer's best friend, Paddy Kearon, who perished with his crew when a towrope broke and his submarine plunged to the depths.

"Cast yourself back to the age of 21," said Lorimer. "You're in a war where everyone's united. You drink like tomorrow we die, yet you feel immortal. One lost a lot of chums, but otherwise one enjoyed one's war. I find this country so much more depressing today. We're no longer united, and all anyone cares about is money." On the night of September 21/22, having penetrated deep into the fjord, Lorimer caught his first sight of Tirpitz.

"It was surreal, lit up like a Christmas tree. My first thought was that she was so pretty, it seemed an awful shame to have to blow her up."

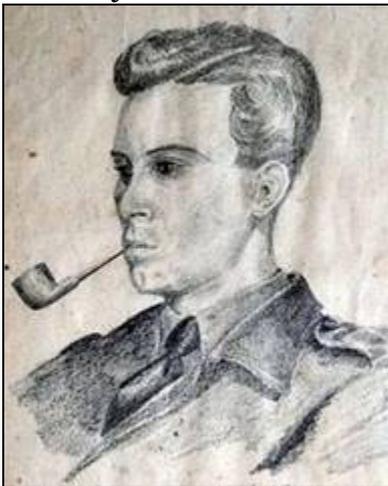
Each X-craft had aboard a specialist diver trained to use bolt cutters on the thick steel underwater

netting. However, X-6's captain, Cameron, had a better idea, when through a leaking periscope he spotted a trawler carrying German sailors from shore leave, passing through a gate in the outer ring of nets.

Impetuously, Cameron followed just 10 feet behind in the boat's wake. "We could see the sailors' faces quite clearly, but they were too pie-eyed to notice us."



**John Lorimer**



**In a sketch drawn by his commanding officer, Donald Cameron VC, while they were in PoW camp**

Astonishingly, they repeated the trick by following a small boat through the inner torpedo netting. "Then disaster struck," Lorimer recalled. "We hit an uncharted rock. Our periscope caught fire. The boat broke surface at 45 degrees."

Somehow Cameron managed to dive again, but the submarine was now blind, filling with noxious fumes and all but uncontrollable. "Right," Cameron grimaced, "we'll just have to ram the bloody Tirpitz." X-6 dropped each of its two-ton Amatol explosive charges under the Tirpitz's keel, before surfacing amid a hail of bullets and grenades.

They were captured, and as they were herded aboard Tirpitz, Lorimer asked Cameron: "Skipper, shall we salute the quarterdeck?" "Why, of course," answered Cameron – and this they did, to the consternation of the Germans. At first the Germans were rough, but when their Admiral arrived, evidently from a hunting trip ashore, he treated them more gentlemanly.

At first, they held their silence, but when the German made to send divers down, "we were very British and said: 'Don't send those poor buggers down because in an hour they'll be mashed potato.'"

However, when the timed explosives did blow and Tirpitz was bodily lifted upwards, the Germans became very hostile and lined up their prisoners as though to shoot them. Lorimer remembered thinking that he wouldn't give a sixpence for his life – "but mainly I was bloody furious that the ship was still floating." However, Tirpitz was mortally damaged and never saw service afterwards.



**The X-Craft X-6**

"Good show! Good show!" said George VI when after the war he awarded the survivors two VCs, three DSOs and a CGM. The official despatch described the attack as one of the most courageous acts of all time. When the raid was re-created in the film 'Above Us the Waves' (1955), Donald Sinden borrowed Lorimer's pipe as a prop.

John Thornton Lorimer was born on 9<sup>th</sup> July 1922 at Kelso in the Scottish Borders, where his parents were doctors; his father was a naval surgeon in both world wars. Young John was educated at the United Services College in North Devon.

Released from an initial "softening-up" spell in solitary, Lorimer found prisoner-of-war camp "just like public school" and joined various attempts to escape. One failed when heavy rain caused the collapse of a tunnel he was helping to dig; when Albert, RN (a collapsible, life-sized dummy) was used to trick the German's head count, Lorimer carried Albert's left leg.

When taken prisoner, Lorimer had been engaged to a Wren, Judy Hughes-Onslow, one of the four daughters of Sir Geoffrey Hughes-Onslow. For the first six months of his imprisonment she did not know whether Lorimer was dead or alive, and when

the camp was relieved, her soldier cousin, Tony Lithgow, came looking for Lorimer, and he was returned to Scotland in a flying boat. Judy, sent to collect the mail from the boat, was surprised to find Lorimer crammed into the back. Asked how she felt, she said: "Oh, it was the same old John. Dull as ever." They married in 1945.

Post war, Lorimer asked to stay in the Navy, and when this was refused, he was a rowdy and rumbustious, older undergraduate at Edinburgh, reading forestry. He joined the Ayrshire sawmill and timber company of Adam Wilson before setting up a forestry consultancy with Michael Barn, working until he was 85. Lorimer was a countryman who loved messing about in boats and was Deputy Lieutenant for Ayrshire and Arran. Lorimer havered when invited to join a reunion of Tirpitz's crew, but returned from Germany full of good humour.

Judy predeceased him and he is survived by their son and daughter.

Commander John Lorimer was born on 9<sup>th</sup> July 1922 and died 1<sup>st</sup> December 2019.

---

### **CAPTAIN ALAN JOHN LEAHY, CBE, DSC ROYAL NAVY**

Commodore Clyde - October 1975 to 1978

Although not a Submariner the name of Captain Alan John (Spiv) Leahy will be well known to many of our more senior Submariners from his time as Commodore Clyde from October 1975 to 1978. He joined the Royal Navy as a Naval Airman at HMS St VINCENT in 1943 and quickly transferred, via the 'Y' Scheme to Officer Rank, and trained as a Fleet Air Arm Pilot in the UK and USA in 1944 and 1945 at US Naval Air Stations Grosse Isle and Pensacola - travelling 'across the pond' in RMS QUEEN MARY.

He qualified on a variety of American piston-engined aircraft of the era including the Vultee 'Valiant', North American 'Harvard' & the Vought 'Corsair'.

Immediately post war he was a Ferry Pool pilot based at Anthorn before serving with various FAA Squadrons both ashore and afloat and equipped with a wide range of aircraft including the Fairey 'Barracuda' and 'Firebrand', the Grumman 'Avenger' and the Supermarine 'Seafire'.

He saw active service with the Hawker 'Sea Fury' equipped 801 Squadron embarked in HMS GLORY in 1952 & 1953 during the Korean War. Two incidents whilst flying from HMS GLORY included a RATOG (Rocket Assisted Take Off Gear) failure which saw him ditch over the bows of the ship and also, an ammunition explosion in his port gun pod which resulted in a damaged wing and a forced landing on an emergency strip in Korea.. For his service in Korea he was awarded the DSC – announced in the London Gazette of 6th November 1953.

Post Korea he qualified as a fast jet pilot and flew most of the jet powered aircraft operated by the Royal Navy until the end of Fast Jet operations by the RN with the phasing out of old HMS ARK ROYAL. He got in a few scrapes in Fast Jets – on one occasion his engine 'flamed out' whilst flying inverted at low level but managed to land safely!

'Spiv' Leahy (not sure where the nickname came from) commanded several Fleet Air Arm Squadrons and Naval Establishments and, also held several important MoD posts including at the time of the procurement and introduction into Fleet Air Arm Service of the Sea Harrier.

Coming from a very different background he fitted in well at Faslane and was liked and respected by all in the Faslane Squadrons and the Base. For those who would like to find out more about Alan John Leahy he has left a wide-ranging Audio Tape Archive of his life and experiences with the Imperial War Museum

Captain Alan John Leahy, CBE, DSC died peacefully in his sleep on 26th December 2019 at the age of 94.

---

**SUBMARINERS ASSOCIATION MEMBERS 'CROSSED THE BAR'** (Reported 1<sup>st</sup> October 2019 to 31<sup>st</sup> December 2019) (\*\*\*) WWII Service)

NAME	DATE/AGE	RANK/RATE	BRANCH	SERVICE	SUBMARINES
Ronald D Black	29th October 2019 aged 82	LME P/SKX 948602	Australia	July 1957 to January 1962	ANCHORITE, ANDREW (May 1959), ANDREW, SERAPH & TACTICIAN
John A (Nobby) Bunch	26th October 2019 aged 74	Charge Chief Weapons Electrical Artificer	West of Scotland	Not Given	WARSPITE, VALIANT, REPULSE, REVENGE & RESOLUTION (P)
Malcolm Carr	21st November 2019 aged 78	Leading Stoker P/KX 970926	Sunderland	1960 to 1968	SEALION (1961), ANDREW (1964), TOTEM & REPULSE
Donald John Church	23rd November 2019 aged 85	Able Seaman (UW3) P/SSX 871344	Colchester	October 1952 to April 1959	SEADEVIL (1953), TEREDO (1954), TRENCHANT (1954 to 1955), TRESPASSER (1955 to 1958) & SERAPH (1958)
Richard I Cotton	October 2019 aged 53	Able Seaman (Sonar) D231591F	North Staffs	1991 to 1996	RESOLUTION (1992 to 1996)
Robert D Griffiths ***	10th October 2019 aged 94	Able Seaman (ST) D/JX 422414	Wales	September 1943 to September 1946	OBERON, PROTEUS, OTWAY, TOTEM & VORACIOUS
Robert Harrison	22nd November 2019 aged 76	Petty Officer (ME) K981198	North East	November 1962 to May 1970	ANCHORITE (1963 to 1965), RESOLUTION (P) (1966 to 1968) & VALIANT (1968 to 1970)
George A (Gabby) Hayes	24th October 2019 aged 84	Chief (TI) P/JX 889762	Ex Norfolk	March 1954 to January 1976	TRUNCHEON, THERMOPYLAE, TABARD, PORPOISE, AENEAS & VALIANT
Andrew Hutchinson ***	14th November 2019 aged 93	Able Seaman (Radar) P/JX 518877	Northern Ireland	1943 to 1946	SPORTSMAN
Derek V Lawbury	20th May 2019 aged 72	Leading Seaman UW2 P064560	Dorset	October 1963 to December 1970	OBERON & AURIGA (On board at time of Battery explosion on 12th February 1970)
Colin Liney	6th November 2019 aged 62	Leading Marine Engineering Mechanic D133679M	Ex Portsmouth	October 1975 to September 1986	OPOSSUM (1981) & OTUS
Walter J McNaughton	14th October 2019	Engine Room Artificer P/MX 778307	Dolphin	March 1954 to February 1960	ASTUTE, AMBUSH & ACHERON
Bernard Quinlan ***	12th October 2019 aged 95	Stoker 1st Class C/KX 151942	Burton on Trent	1941 to 1946	L26, TUNA, SYBIL, STUBBORN & VORACIOUS
Albert Saunders	10th December 2019 aged 90	Stoker Mechanic	Manchester	1950 to 1959	ALCIDE, ALLIANCE, ANDREW, THULE & TACITURN
Kelvin W Tanton	16th December 2019 aged 90	Mechanician 1st Class P/KX 771728	Ex Northern Ireland	1950 to May 1959	AURIGA, TABARD & AENEAS
John L Taylor ***	Died 20th June 2019 aged 93	Petty Officer (RE) P/MX 577181	Dolphin	January 1945 to November 1946	UNSPARING & TALLY-HO
Michael P Tierney	2nd November 2019 aged 78	Chief WEM (O) M957231M	Gosport	July 1960 to June 1981	SEASCOUT, ORACLE, ALLIANCE, ANCHORITE (1966 to 1968), WALRUS, OTTER & GRAMPUS
George H Ulyatt	31st October 2019	Leading Seaman (UW2) P/JX 912170	Dorset	1956 to 1964	ALLIANCE, AMPHION, ALCIDE (1957 to 1958) & ASTUTE (1960 to 1964)

**OBITUARIES – OTHER SUBMARINERS ‘CROSSED THE BAR’** (Reported 1<sup>st</sup> October 2019 to 31<sup>st</sup> December 2019 (\*\*\*) WWII Service)

NAME	DATE/AGE	RANK/RATE	SERVICE	SUBMARINE SERVICE
Robin P P Burkitt	27th September 2019	Commander (WESM)	Not given	REPULSE (P) (PSO) (2nd Commission)
Dennis Arthur Perry	20th September 201 aged 82	Chief Mechanician	196* to 1976	OCELOT & OPOSSUM
Daniel (Paddy) Sullivan	12th October 2019 aged 72	Chief Petty Officer Marine Engineering Mechanic	1968 to 1987	RENOWN
Colin Outtram	13 <sup>th</sup> October 2019	UC	1967 to 19**	TRUMP in Australia
Barry Miller	15th October 2019	Able Seaman (UC)	196* to 1972	Diesel boats, WARSPITE (1st Commission Crew) & VALIANT
Brian W (Cowboy) Kerton	26th October 2019 aged 83	Chief Petty Officer Coxswain	Not given	ANDREW, THULE, TEREDO, TALENT & SOVEREIGN (1st Commission Crew)
Les Stagpool	27th October 2019	Radio Supervisor	Not given	OTUS (1981), REVENGE & SOVEREIGN
Derek (Digger) Fletcher	October 2019 aged 88	Not given	Not given	SENECHAL & SETT
Graham Peter Harrison Cooper	2nd November 2019 aged 72	Lieutenant Commander (I)	January 1974 to 1978	CACHALOT (1974 to 1975), NEPTUNE (RNPS 1976 to 1978)
Stephen Paul Gwilt	3rd November 2019 aged 63	Leading Seaman (UW)	1971 to September 1976	NARWHAL & PORPOISE
Matthew John Inness	4th November 2019 aged 40	Lieutenant	2002 to 2013	SOVEREIGN (2003), SULTAN (2004), SPARTAN (2005 to 2006), NEPTUNE (2007 to 2009), DES (2010 to 2011) & AMBUSH (2012)
Charles Andrew Barkly Nixon-Eckersall	11th November 2019 aged 91	Captain	1958 to 1979	SEASCOUT, SENTINEL, SCORCHER, TACTICIAN (3/O 1959), AMBUSH (3/O) & (IL), OSIRIS (TO January 1964), ARTEMIS (IL September 1965), OBERON (IL), ALLIANCE (IL), ONSLOW (RAN) (CO 1969 to 1971 & COURAGEOUS (CO)
John T Lorimer, DSO ***	1st December 2019 aged 97 ***	Commander	WWII Service	X-Craft X-6 in Operation Source
Robert Henry Appleton, OAM	3rd December 2019 aged 96 ***	Telegraphist C/JX 205674	WWII Service	TRIBUNE & TEMPEST Survivor from TEMPEST on 13th February 1942
Kevin P Doyle	December 2019	LMEM D162020K	November 1978 to November 1994	CHURCHILL (1979), CONQUEROR (1980 to 1982), TURBULENT (1982 to 1987) & SOVEREIGN (1990 to 1992)
David Allan Howard, MBE	December 2019	Commander (WESM)	Not given	MAIDSTONE (1966), RESOLUTION (S) (PSO 1967 to 1968), DOLPHIN (1968 to 1969), NEPTUNE (1972 to 1976) & SAKER (1978)
Lindsay Donald Walton-Waters, MBE	11th December 2019 aged 65	Lieutenant Commander (X) (SM)	1975 to 1996	RORQUAL (1975), ONSLAUGHT (1976), SEALION (1977 to 1978), RESOLUTION (1979 to 1980), SPARTAN (1981 to 1983), NEPTUNE (1984 to 1985), SM2 (1986), ARE Teddington (1987 to 1992)
Alan John Leahy, OBE	26th December 2019 aged 94	Captain	October 1975 to 1978	Commodore Clyde
Timothy Everard	5th January 2020 aged 84	Lieutenant Commander	July 1956 to January 1977	TUDOR, TEREDO, CACHALOT, TABARD, GRAMPUS (IL), TALENT (CO), REPULSE (P) (IL) & OXLEY (RAN) (CO)