



IN DEPTH

Official Newsletter of the Submariners Association

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



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In This Issue – A Selection of the Items	
Page 2/3	Editorial & New Chairman's Report
Page 4 - 5	Outgoing Chairman's Report
Page 5 - 8	New & Re-Joining Members
Pages 8 - 10	Submarine losses of WWII
Pages 10 - 23	Articles
Pages 23 - 26	The K26 Story - Continued
Pages 26 - 28	Obituaries
Pages 29 - 32	Crossed the Bar List

PRESIDENT
Rear Admiral Niall Kilgour CB

The Submariner

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

Sir Winston Churchill 1943

NATIONAL COMMITTEE

Chairman:

B.K. (Barrie) Downer
The Firs, Dundalk Street
Barrow Island
Barrow in Furness
Cumbria LA14 2RZ
Tel: 01229 820963
chairman@submarinersassociation.co.uk

Secretary:

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

Membership Secretary:

David Woolterton
2, Thornton Close
Alresford
Hampshire
SO24 9FE
Tel: 01962 734940
membership@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

Treasurer:

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

EDITORIAL & NEW CHAIRMAN'S REPORT

Hello again to everyone from a sunny, cool but very quiet Barrow in Furness!

In a change for this Issue I am writing, not only as the Editor of In Depth but, also as your newly elected Chairman of the Submariners Association. You might ask how can this be as the Annual General Meeting & Reunion hasn't been held yet and probably won't be until August at the earliest? Jim McMaster, as the outgoing Chairman, set up a process whereby all the Voting Forms from the 41 Branches which sent in returns were collected by the National Secretary, opened and counted by two Vice Presidents and observed by the Chairman, Vice Chairman & the Secretary. These figures were then advised to the rest of the Committee and the Candidates at an 'On Line' Meeting immediately following. The voting for Chairman was as follows:

Stuart Brown 12 votes

Barrie Downer 29 votes

The voting for the four vacant posts on the National Committee was as follows:

Andy Knox	30
Andy Morgan	25
Frank Pas	31
Sandy Powell	31
John Swaby	21
Roy Morden	21

Andy Knox, Andy Morgan, Frank Pas and Sandy Powell are therefore duly elected to the Committee and Barrie Downer duly elected as National Chairman. Hopefully, the unsuccessful Candidates are not too disappointed and will try again in the future

The new Committee will hold its first Meeting (an 'On-Line' Meeting) on Saturday 18th April by which time, hopefully, the current restrictions on movement and meetings may have been relaxed and we may be able to progress normal Association business.

For myself I must say a very big thank you to all Branches and Members for supporting me in my bid

to become your National Chairman and putting your trust in me.

As the outgoing National Chairman Jim McMaster has written a Report - effectively a 'Haul Down' Report which follows this Report - reflecting on his many years as firstly, National Secretary and, latterly as National Chairman. We all owe Jim a huge debt of gratitude for all he has done for the Association over many years. Many Thanks, Jim!

Hopefully, you are all following Government advice on the Corona Virus problem and are staying at home, 'Self-Isolating' and/or keeping your distance from others. You might think that the world has gone mad and the politicians & other have taken leave of their senses but - we are where we are!

I was recently asked by Radio Cumbria for a few suggestions on how to get through being stuck at home so here goes with a few suggestions on how as Submariner we might do it!

We all know, as Submariners, that everything at sea is very much a fixed routine and is usually well known in advance. But there you are, in a confined space, with at least a hundred other people and with no access to real fresh air and no, or very limited, information about what is happening outside your small world. However, after a few days in the routine, we find time slips by very quickly and it is quite surprising to suddenly realise that a 60- or 90-day patrol is very nearly over.

So, if you are stuck at home 'self-isolating' it is very important to establish a daily routine and stick to it religiously - especially as we don't know how long this is all going to last. If you have been going to work and are now 'home working', get up at the same time as usual, wash/shower/dress, etc. have a good breakfast and go to work at your usual time but - instead - in the room or space you have set up at home as your office/work place.

Have a radio on in the background - try to avoid the distraction of television or games. At these difficult times do not listen or watch too much in the way of news or current events programmes etc - you don't want to depress yourself with the doom & gloom views and comments of the self-appointed 'know it alls' & 'experts'.

If you are being sent work to do that's fine and you can pace yourself accordingly, but make sure you have a mid-morning break, a proper lunch hour and a mid-afternoon break and finish work at your usual time. If you are not being sent work to do then think of all those things you have always intended to do - but never had time to do - and plan your working day around them.

Make sure you give some time and space to your partners and/or the children - try and make sure they have a routine as well - get the kids to stick to their school hours especially if they have been sent school work to do. Try and make sure you get a full

night's sleep but, ideally, no sleeping during working hours!

Plan your mealtimes and your meals in advance -this will help with deciding what to buy in your weekly shop and how long it will take to prepare the meals. Always wash up and tidy up after meals to avoid a build-up of dirty dishes/plates/pots & pans. As you are indoors for longer than usual don't forget about the hoovering, dusting, cleaning, the weekly washing and ironing etc.

Build some time into the day for your walk and/or exercise and to get some fresh air - you are still allowed to go out for a walk, a run or a cycle ride! If you have a garden or even just a backyard then that is a big bonus.

Don't forget to phone your friends & family and Association/Branch members regularly - also E Mail, texting, skyping as you would normally do - especially to anyone you know who is on their own or not too well!

Think about keeping a diary of events - you never know what is going to happen - it could be something to pass on to the children/grandchildren. This won't all last for ever and soon, hopefully, we can get back to normal!

Our Front Page photo this Issue is of HMS AUDACIOUS (the 4th Astute Class boat) making her way through the Dock System at Barrow on Saturday 4th April, prior to her much delayed departure for Faslane and the Flotilla.

Anyway - enough from me! I trust you will find something of interest to read in this Issue and, once again, I must thank all those who have sent in items for the Newsletter - trying to fit it all in is challenging - but it makes my job so much easier when Members send me 'stuff'!

Regards, Barrie Downer

IN DEPTH No. 69

Issue No. 69 will be published on 1st July 2020. Contributions are required to be with the Editor by 15th June 2020 - please make sure I get them in good time!

DISCLAIMER

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Cover Photo: HMS AUDACIOUS moves through Buccleuch Dock at Barrow on Saturday 4th April prior to departure for Faslane on Monday 6th April 2020

OUTGOING CHAIRMAN'S 'HAUL DOWN' REPORT

Friends and Fellow Submariners,

Once again, I sit at my lap-top poised and trying to think of something to say for this quarterly contribution to our excellent Association newsletter, In Depth, and as always, I am struggling to find the right words. So, it has been for the previous 31 'Chairman's Comment's' which I have written since taking over as Chairman in 2012. Now I find myself writing this contribution for the final time as my tenure as the Association Chairman has come to an end.

At lunch time on Saturday 4th April we convened a video conference and counted the votes submitted by the branches to elect a new Chairman and new members of the NMC. The Tellers for the process were two Vice Presidents, Bob Seaward and David Barlow –which was in accordance with the Rules & Constitution. We find ourselves in this very unusual situation as a result of having to postpone our Annual Reunion and National Council Conference because of the COVID-19 pandemic. All the votes had been submitted by branches using their Voting Forms with unique number and they had been collected and held by the National Secretary so all I had to do was devise an acceptable, fair, transparent and verifiable system to count the votes! So, there is a new hand on the tiller and a new NMC behind him. I wish every one of them the very best of luck. Many have asked me if I am sad about stepping down from the post and my answer is: "No, I am so very happy that it was part of my life." It has been for me an enormous privilege and honour to be the Chairman of such an illustrious group. I was ever conscious of my responsibilities and duties but they held no fear because I was part of a strong team of volunteers who all pulled in the same direction towards the common goal which is, and always will be, the wellbeing and sustainability of our Association. This does not mean that the NMC members always agreed with each other on all matters. Far from it! There have been many heated debates and frank exchanges of opinion over the years and so it should be. That is the cornerstone of democracy and honest held views should always be respected. It is that respect for each other that allows us to compromise and concede points as we seek the most appropriate solutions to our issues. I do not want to labour the point but be assured every man on the NMC is there because he volunteered, and you elected him, and they all have the best interest of the Association at heart.

So, as I reflect on the main events of my time on the NMC both as Secretary and then as Chairman I feel

a sense of pride in our achievements and there have been many.

There can be no doubt that our profile has been raised way beyond any of our expectations to the extent where we now expect HRH the Duke of Cambridge to attend our November Service of Remembrance. That is the future King joins us and mixes with us socially on completion of our formalities. That is recognition at the highest level! Our Service of Remembrance now held in the gardens of the Honorable Society of the Middle Temple has grown massively thanks to the ever-growing attendance of the Serving Submariners. I am proud to have been part of the initial negotiations which brought this about. The gardens are a perfect venue for our event and so close to our Memorial that it is relevant. The event is organised in the main by Iain 'Mad Dog' Mackenzie who is also the exceptional Parade Marshal for the event.

It is difficult to put on paper a list of achievements and comments covering so many eventful years, but I will try and note a few. The Blue Plaque initiative gives me great pride. This tribute to all the Submariner recipients of the Victoria Cross (14 in number) is now almost complete. It must be said that Frank 'Sandy' Powell has done a tremendous job as the lead organiser for this project. It is a fabulous tribute to our heroes.

I am pleased that I managed to compile a rather lengthy document detailing as many relevant Welfare Contacts as I could. This document has been distributed to all branches and I hope that it helps them in times of stress.

I must own up to the fact that I am responsible for the increase in Annual Subscriptions which caused such angst a couple of years ago. Such anguish over an increase of two pence per day. I make no apology for this increase because it can be seen from our published annual accounts that the Association is now, as a result of the increase, on a solid financial foundation and no longer on the brink of financial disaster.

These are but a few of the milestones over the years and I have no intention of boring you any longer with meaningless lists of achievements. They are not MY achievements; they are the achievements of the NMC members past and present who worked with me as a team and supported each other through the bad times as well as the good times. I am extremely grateful for their support and dedication. Their enthusiasm and determination have allowed us to collectively make a difference. I am proud to have worked with every one of them.

It is probably customary at this point for me to start listing the names of those who have travelled the road with me but I am not going to do that because I may miss a name accidentally and there could be disappointment in that.

The exception to this is my wife Marion. Without her support, enthusiasm and steadying influence I could not have done the job. She has supported me not just for the last 14 years but for nearly 53 years as my wife and her help and encouragement is priceless. So, after all these years of keeping me in line we find that she now needs me a little bit more because of her serious health issues over the past 18 months and this is the reason I am stepping down now. Her health is now visibly improving but the consequences of neurosurgery and intensive

radiation therapy leave a lasting burden. I will now do all that I can to ease that burden.

I hope that you will support and work with the new Chairman every bit as much as you have done with me. I wish him every success and hope he takes as much satisfaction and joy from the role as I have. I am not disappearing I will always be in the background supporting this wonderful Association and its equally wonderful members in the best way that I can.

It has been the greatest privilege and honour for me to have served you all and I thank you most sincerely for giving me the opportunity to do so.

See you all at the bar. Keep on keeping on.

JMcM

NEW & RE-JOINING MEMBERS – 1st January 2020 to 31st March 2020

(20** = Serving Member)

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
Gareth J Arnold	Petty Officer	Gosport	2005 to 20**	TORBAY (2006 to 2009), TRENCHANT (2013 to 2015), TALENT (2016 to 2018)
Robert Arthur	Chief Petty Officer MEM	Barrow in Furness	1968 to 1988	REVENGE, SUPERB (2), TRAFALGAR (2)
Kathleen J T Bartlett	Lieutenant	West of Scotland	2017 to 20**	VICTORIOUS (Aug 2017 to Nov 2019) ARTFUL (Aug 2019 to May 2019)
Scott Bennett	LET	Sunderland	2009 to 20**	VICTORIOUS (2002 to 2014), VANGUARD (2009 to 2011)
Denis L. Bookham	CRS (SM)	Gosport	1977 to 1996	ORACLE, ORPHEUS (2), OPOSSUM, UNSEEN
Geoffrey Boulton	Chief Petty Officer	Plymouth	1981 to 2003	REPULSE, RESOLUTION, SUPERB, TORBAY, TURBULENT, TRAFALGAR
Graham Bourne	MEM1	Medway Towns	1966 to 1972	VALIANT
Mike R Bravery	Lieutenant WESM	Bath	1967 to 1984	REVENGE (P) (Dec 1967 to Jul 1971), REPULSE (S) (May 1975 to Jun 1977), REPULSE (S) (Feb 1979 to May 1981)
Paul D Burke	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	Chief Petty Officer MEM (M) (SM)	Plymouth	1978 to 1996	SCEPTRE (Jun 1979 to Feb 1984), TRAFALGAR (Jan 1988 to Jan 1990), TRENCHANT (Aug 1994 to Jul 1999)
Peter Cobb	Charge Chief MEA	Plymouth	1974 to 1991	SOVEREIGN (1974 to 1981), TRAFALGAR (1981 to 1985), SUPERB (1989 to 1991)
Alan C Cole	Commander	Dolphin	1994 to 1997	SPLENDID
Andrew M Cundell	Chief Petty Officer WEA CEW	Barrow in Furness	2000 to 2014	VANGUARD, VICTORIOUS, VIGILANT, TALENT, TORBAY
Nigel J Denham	Commander	Gosport	1978 to 2009	ORACLE (1978 to 1979), OTTER (1979 to 1981), ONYX (1981 to 1982), OBERON (1988 to 1990)
Alan J Dixon	REM1	Derbyshire	1967 to 1971	AMPHION (Jul 1968 to Dec 1968), OCELOT (Feb 1969 to Dec 1969)
Vincent Dobbin	Lieutenant Commander	Portsmouth	1973 to 2005	ONSLAUGHT (1974 to 1976), OBERON (1977 to 1979), OPOSSUM (1982 to 1984) OLYMPUS (1984 to 1986), TORBAY (1988 to 1990), URSULA (1992 to 1994), VENGEANCE (1997 to 2000)
Martin N	Chief Petty	Sunderland	1984 to 20**	SCEPTRE (1988 to 1990) & (1992 to 1995),

Evans	Officer			VICTORIOUS (1997 to 2000), SPARTAN (2000 to 2002), VIGILANT (2004 to 2006), VANGUARD (2010 to 2014), VICTORIOUS (2015 to 2017), ANSON (2018 to 20**)
Kelvin J Gillespie	Chief Petty Officer MEA (ML)	West Riding	Not Given	RESOLUTION, REPULSE
Leslie A Hambling	Chief Petty Officer OPS TS SM	Barrow in Furness	1972 to 1995	RORQUAL (Jan 1973 to Aug 1973), ONYX (May 1974 to Dec 1974), CHURCHILL (Jul 1975 to Nov 1977), REPULSE (S) (Jul 1978 to Feb 1980), RESOLUTION (S) (Jul 1980 to Oct 1982), TIRELESS (Aug 1987 to Jun 1990) & (Jan 1994 to Jun 1995)
Anthony B Handley	Chief Petty Officer	Barrow in Furness	1973 to 20**	REPULSE, TALENT, TRAFALGAR
Christopher J Hennedy	Petty Officer	Morecambe Bay	2003 to 20**	VICTORIOUS (Aug 2003 to Jan 2004), VIGILANT (Jan 2004 to Jan 2005), VENGEANCE (Jan 2005 to Apr 2008), ASTUTE (Apr 2008 to Jan 2010), ARTFUL (Apr 2011 to Nov 2015, ASTUTE (Jun 2017 to 20**))
David W Hobby	Lieutenant	Sunderland	2012 to 20**	VIGILANT (Jan 2013 to May 2016), TRENCHANT (Jan 2018 to Sep 2019), ANSON (Sep 2019 to 20**)
Frederick J Hockenhull	Fleet Chief Petty Officer OPS(S)	Gosport	1956 to 1984	TRUMP, TAPIR, FINWHALE, SOLENT, ALDERNEY, AMBUSH, OBERON, RENOWN
Nicholas O Hopkinson	Chief Petty Officer WEA	Barrow in Furness	1988 to 2007	REPULSE (1989 to 1995), VICTORIOUS (S) (1996 to 1999), VENGEANCE (S) (2003 to 2006)
Paul Hopkisson	ME 1	Gosport	1966 to 1972	THERMOPYLAE, OPOSSUM, OLYMPUS, ONSLAUGHT
Frank Hughes	Lieutenant	Norfolk	1988 to 2000	RESOLUTION, VANGUARD
Terry W Humphreys	LMEM(M)	Gosport	1965 to 1985	ALLIANCE, CACHALOT, OTUS, ONYS, SEALION, OTTER, OPPORTUNE
Stephen Hutton	Chief Petty Officer MEM	Hull	1976 to 1999	COURAGEOUS (1977 to 1979) & (1980 to 1981). WARSPITE (1981 to 1981), CONQUEROR (1982 to 1989), RENOWN (1989 to 1991), VANGUARD (1993 to 1995)
David G Kinge	Able Seaman Sonar	Wales	1972 to 1978	RENOWN (S), OPPORTUNE, REVENGE (P)
Christopher Knott	Leading Cook	Gosport	1987 to 1994	CONQUER, REVENGE, URSULA
Adrian L Lawrence	MEM(M)	Sheffield	1976 to 1982	RENOWN, COURAGEOUS, WARSPITE, CONQUEROR
Brian E Lester	Warrant Officer WEA (SM)	Gosport	Not Given	ASTUTE (1968 to 1969), ARTFUL (1969), OPPORTUNE (1973 to 1974)
Paul Lister	Leading Writer	West Riding	1986 to 1999	RESOLUTION (S)
James N Mcdougall	Lieutenant	Barrow in Furness	2014 to 20**	AMBUSH (Oct 2015 to Jul 2018), ARTFUL (Jan 2014 to Sep 2015), AUDACIOUS (Aug 2018 to 20**)
Simon A McNeice	Chief Petty Officer ET (ME)(EL)(SM)	Gosport	1987 to 2013	TORBAY (1987 to 1989), TIRELESS (1990 to 1993), TIRELESS (1996 to 1997), SOVEREIGN (1997 to 1999) TORBAY (1999 to 2000), TIRELESS (2000 to 2001), TORBAY (2001 to 2004), TRAFALGAR (2004 to 2006) & TRAFALGAR (2008 to 2010)
Brian D Malcolmson	Charge Chief MEA (EL)	West of Scotland	1974 to 1996	RESOLUTION (S), RENOWN (P), REPULSE (S), REVENGE (P)
William G Martin	Petty Officer Cook	Exeter	1971 to 1993	COURAGEOUS (1971 to 1974), DREADNOUGHT (1974 to 1979), RENOWN (P) (1981 to 1985), COURAGEOUS (1992), SPLENDID (1992 to 1993)
Andrew Mason	MEM	Exeter	1981 to 1987	FINWHALE, SWIFTSURE
John C Mason	Leading Seaman (TS)	Wales	1977 to 1987	RENOWN (P) (1977 to 1978), REPULSE (S) (1978 to 1980), COURAGEOUS (1983 to 1983),

	SM			VALIANT (1985 to 1986)
Mark A Mayhew	OM (WSM)1	Bedfordshire & Hertfordshire	1989 to 1996	OTUS, OPOSSUM, VANGUARD
John L Milnes	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)
Robert K Mosdell	Leading Cook	Dolphin	1973 to 1978	SOVEREIGN (1973 to 1976)
Roy K Murphy	Able Seaman (SM)	Blackpool & Fylde	1976 to 1980	OTTER (1976 to 1977), PORPOISE (1977 to 1980)
Graham S Murray	Warrant Officer MEA (EL)	West of Scotland	1971 to 1992	RESOLUTION (1971 to 1973) & (1977 to 1979), REPULSE (1979 to 1982), WARSPITE (1983 to 1987)
Piers C Neve	Lieutenant Commander	Merseyside	1976 to 2015	SUPERB (1976 to 1979), SCEPTRE (1981 to 1983), TORBAY (1985 to 1989), TALENT (1990 to 1993), UNSEEN (1994), VIGILANT (G) (1995 to 1998), VIGILANT (S) (2001 to 2002), VICTORIOUS (2002 to 2003), TRIUMPH (2003)
Richard J Page	Chief Petty Officer WEA	Dolphin	1975 to 1998	OLYMPUS, OPOSSUM, VANGUARD, VICTORIOUS
Stephen T Panniers	Petty Officer	Sunderland	2002 to 20**	SPARTAN (2003 to 2006), SUPERB (2006 to 2008), VICTORIOUS (2009 to 2010), ASTUTE (2012 to 2017), VIGILANT (2018 to 2019), ANSON (2019 to 20**)
Scott A Reilly	Able Seaman TSM	Sunderland	2014 to 20**	ASTUTE (2014 to 2019), ANSON (2019 to 20**)
Anthony G. Richards	Leading Seaman (RPII)	Australia	1963 to 1967	OBERON, FINWHALE
Brian J Roberts	Chief WEM (R)	Gosport	1968 to 1977	ALLIANCE & OLYMPUS (Part 3), REVENGE (P), REVENGE (S)
Christopher J Roberts	Chief Petty Officer (S)	Gosport	1977 to 2001	CACHALOT (1977), OLYMPUS (1977 to 1981), WALRUS (1981 to 1985), OTTER (1987 to 1991), ORACLE (1993), VANGUARD (1998 to 1996)
Michael H Rogers	Lieutenant Commander (SD) (C)	Portsmouth	1961 to 1990	RORQUAL, TALENT, ARTFUL, OBERON, WARSPITE, VALIANT
Robert W Rorison	Chief Petty Officer	Sunderland	1980 to 2006	RENOWN (1980 to 1987), CONQUEROR (1987 to 1990), VALIANT (1992 to 1994), VICTORIOUS (1995 to 2002)
Graham Sampson	Chief Petty Officer WEMN1	Manchester	1971 to 1980	OSIRIS (1971 to 1972), REPULSE (S) (1979 to 1980)
Martyn C Shakespeare	Charge Chief WEA	Wales	1979 to 1990	SCEPTRE (1979 to 1979), SWIFTSURE (1981 to 1985), TORBAY (1987 to 1989)
Philip S Shaw	Petty Officer MEM (SM)	Sunderland	1974 to 1982	SWIFTSURE (1974 to 1977), SUPERB (1978 to 1982)
Barry J Sloane	Chief Petty Officer OEMN1	Southampton	19** to 1979	WARSPITE
Rick M Spiring	Mechanician	Plymouth	1964 to 1985	ARTFUL (1964 to 1966), REPULSE (1966 to 1970), WARSPITE (1972 to 1975)
Rory W Stewart	Lieutenant Commander	Plymouth	1983 to 2016	RESOLUTION (P) (1985 to 1986), TORBAY (1986 to 1988), OTTER (1989 to 1988), TRAFALGAR (1993 to 1997)
Lee Takel	Chief Petty Officer	Wales	1985 to 2010	TRAFALGAR, TALENT, TORBAY, SPARTAN, SCEPTRE, ASTUTE
Duncan R Thornhill	Chief Petty Officer	Sunderland	1998 to 20**	TRENCHANT (1998 to 1999), TURBULENT (1999 to 2005), TORBAY (2005 to 2007), TRIUMPH (2009 to 2012), TORBAY (2013 - 2014), ANSON (2019 to 20**)

Martin Tyrrell-Smith	Abel Seaman (S) (SM)	Dolphin	1980 to 1990	OLYMPUS (1981 to 1982), ORPHEUS (1982 to 1985), OTTER (1986 to 1989)
Denys F Ward	Charge Chief WEA	Bridlington & District	1973 to 1987	CONQUEROR, SOVEREIGN, SPARTAN, TURBULENT, TRENCHANT
Christopher Warren	Petty Officer MESM	Sunderland	Not Given	SOVEREIGN, ASTUTE, ARTFUL, ANSON
Alexander J R Westley	Lieutenant Commander	Dolphin	2007 to 20**	SCEPTRE (2007 to 2010)
Karl M Woolfall	Able Seaman	Merseyside	1989 to 1999	RESOLUTION (1990 to 1995)
Jonathan M Wright	Lieutenant Commander	West of Scotland	1976 to 1995	GRAMPUS, OSIRIS, RENOWN (P), URSULA

SUBMARINE LOSSES OF WWII **FEBRUARY 1940**

No Submarines were lost in February 1940 and no Submariners are reported to have 'Crossed the Bar'.

MARCH 1940

No Submarines were lost in March 1940 but, one Submariner is reported to have 'Crossed the Bar':

A member of the crew of Submarine HMS SPEARFISH died on Wednesday 13th March 1940 and is understood to have died in a motoring accident. He was:

Lieutenant Gordon Denne Browne, Royal Navy
Gordon Browne joined the Royal Navy on 1st September 1934. In January 1935 he was undergoing training in HMS FROBISHER (ex RN College, Dartmouth). He joined Submarines in September 1938. After service with HMS DWARF 'for Reserve Group 'B' Submarines' at Portsmouth Gordon Browne was appointed to 'Submarine HMS SPEARFISH'. Gordon Browne is commemorated at the Charing Crematorium in Kent.

APRIL 1940

Four Royal Navy Submarines were lost in April 1940 – three of them with all hands. The Boats lost were:

(1) Submarine HMS THISTLE

In the early hours of 10th April 1940 Submarine HMS THISTLE (Lt Cdr Herbert James Caldwell) was on the surface charging batteries off Skudensens in Norway when she was sighted by the U-Boat U-4 (Hinsh). Two torpedoes were fired at very close range – the first missed but the second hit and THISTLE was sunk with all hands. The Crew members were:

Officers:

Lt Cdr Wilfred Frederick Haselfoot
Lt Kenneth James Harper, Royal Navy
Lt Lewis Allsworth Jones, Royal Navy
Lt Roland Patrick Norman Ennor, RNR
Cd Engineer George Allen Bowen

Ratings:

CPO Herbert Tom Hammond J80048
CPO John Harry Thompson J96699
PO William Smith Perkin O/N J108608
PO John Frederick Summersbee P/JX 128645
LSea James Vass D/JX 146265

LSea Michael William Healey P/JX 135498
LSea Harold Simpson J81161
LSea Cyril Joseph Livesey C/JX 141230
AB Joseph Frederick Reading J87590 (RFR)
AB Fred Wheeler D/JX 134250
AB Richard Hardacre D/JX 159776
AB Sidney Albert Boyse J110587
AB Keith Brundell Buckie C/JX 137401
AB Francis Garfin C/JX 152178
AB Robert Gatward C/JX 145276
AB Tom Sharp Cluney J108613
AB Thomas Rae C/SSX 16497
PO Tel Frank George Goddard J109687
PO Tel Albert Edward Penn C/JX 132444
LTel Walter William Healey C/JX 136608
Tel Joseph Wesley Luker D/JX 134625
Tel William Edwin Stanislaus Drew J113174
LSig Walter George Richards P/JX 125681
EA2 Archibald Howard P/MX 47240
PO Cook George William Childs P/MX 45759
LStd William George Francis Evans /LX 21421
CERA Joseph Todd M29775 (RFR)
ERA1 William Edward Mitchell M35072
ERA3 John Hustler L'Anson P/MX 51242
ERA3 Thomas Hodgson Murray P/MX 50725
ERA3 Robert Frederick Joss P/MX 48870
SPO Rowland Hedley Greenslade K63187
SPO Leonard Roger Saunders C/KX 75319
LSto John Stephen Siddell P/KX 84411
LSto Ronald William Dolling C/KX 84192
LSto Jack Leslie Morgan C/KX 80827
LSto James Henry Warden C/KX 80943
LSto Walter Seymour Hussey P/KX 75767
LSto William John Owens P/KX 75140
Sto1 Victor Leslie Brewer D/KX 65999
Sto1 Albert Edwin Allcoat P/KX 79607
Sto1 George Edgar Maddison K62055
Sto1 Thomas Alfred Chapman C/KX
Sto1 William Ronald Rousell P/KX 88482
Sto1 Ernest Royal Beecham C/KX 89124
Sto1 Joseph Davies P/KX 88600
Sto1 John Dixon C/KX 83251
Sto1 James Whittaker P/MX 75377 (RFR)

(2) Submarine HMS TARPON

HMS TARPON left Portsmouth for Rosyth on 5th April 1940. She was diverted to patrol around Norway on 6th April 1940. Around 0600 hours on 10th April 1940 by the TARPON encountered the German 'Q-ship' Schiff 40 (Schürbek) west of Jutland, Denmark in approximate position 56°43'N, 06°33'5"E. TARPON attacked the German vessel with two torpedoes both of which missed. It is assumed that TARPON was sunk with all hands by depth charges in a counterattack by Schiff 40. TARPON was reported overdue on 22nd April 1940. The Crew consisted of the following personnel:

Officers:

Lt Cdr Herbert James Caldwell, RN
 Lt Lawrence Henry Kettle, RN
 Sub Lt Hugh Derek Andre Weatherall, RN
 Lt Cdr Charles Bates Limpricht Wren, RNR
 Wt. Eng Rodney William Sherry

Ratings:

CPO (Coxswain) Edgar Banfield J77988
 CPO (TGM) Leslie Alban Collins J103082
 PO William Henry Fleming C/JX 128503
 PO Albert Edward Gregory C/JX 126438
 PO Sydney Claude Endersby J113098
 LSea (LTO) John Smith J105724
 LSea Ernest George Victor Spurden C/JX 127480
 AB Thomas Goodall C/JX 138369
 AB James Kennedy Davidson P/SSX 14483
 AB James Tatlock C/SSX
 AB Allan Arthur Beaumont P/JX 142308
 AB John Ferguson D/JX 164945 (RFR)
 AB Arthur George Alexander J93213 (RFR)
 AB Frank Phillip David Hubbard J45401 (RFR)
 AB Thomas Carty Harrison J106568 (RFR)
 AB Alfred Arthur Hills J108275 (RFR)
 AB George Albert Hart J113010 (RFR)
 PO Tel William James Ewart Ede J114117
 LTel Leslie James Harvey D/JX 136108
 LTel Leslie William Perkins C/JX 131917
 Tel Alfred Cornelius Brewer J109239 (RFR)
 Tel George James Chadwick P/JX 135579
 LSig Cyril George Cadby D/JX 139976
 PO Cook James Cavaye M38605
 LStd William Holliday C/LX 21265
 CERA Harry John Roscoe Hoggett M27357
 CERA James George Wallace Paterson M39375
 ERA1 George Davis Etheridge M34444
 ERA2 Reginald Kellond M38362
 ERA3 Walter Andrew D/MX 51926
 EA2 Arthur Frank Cullimore Hammersley D/MX 46764
 CSto Archibald Frank Raggett K57325
 SPO Harold Walsh P/KX 76676 (RFR)
 LSto George James Barrett C/KX 80350
 LSto William Leonard C/KX 83072
 LSto Roderic John Walker C/KX 83031
 LSto Joseph Albert Gathergood K24737 (RFR)

Sto1 Thomas Walter Davies D/KX 84743
 Sto1 Francis Allison C/KX 83743
 Sto1 George Edward Templeton K64242
 Sto1 Phillip Michael John Trott D/KX 81624
 Sto1 Stanley Chilton D/KX 86850
 Sto1 William Ninian Chrichton Thomas D/KX 86588
 Sto1 Ronald Luff P/KX 82269
 Sto1 William Birtwhistle Jope D/KX 91430
 Sto1 Thomas Walter Davies C/KX 80223
 Sto1 Stanley Raymond Snell P/KX 89519
 Sto1 Sydney Globe K65252 (RFR)

(3) Submarine HMS STERLET

HMS STERLET (Lt. Cdr. G R S Haward, RN) is believed to have been sunk on 18th April 1940 in the Skaggerak south of Larvik in Norway in position 58°55'N, 10°10'E after an attack by the German anti-submarine trawlers UJ-125, UJ-126 and UJ-128 although it is possible that she might have survived the attack and was mined while returning to base. The Crew, who were all lost, were:

Officers:

Lt Commander Gerard Henry Stacpoole Haward, RN
 Lieutenant Gordon James Wright, RN
 Lieutenant Gilbert Wardle, RN
 Lieutenant Jack Collings Paige, RNR
 Surgeon Lieutenant John Smyth Crone, RNVR
 Commissioned Engineer Albert Stanley Sarfas

Ratings:

PO Harry Charles John Franklin J112094
 PO Harry Dunn C/JX 129256
 PO Alfred Arthur Brightman J114357
 PO Edward Charles Lake J103460
 William Henry Popham P/JX 137164
 LSea Henry Thomas Bessell D/JX 136593
 AB Richard Ellwood J74522
 AB Harry Lancaster C/JX 142953
 AB George William Alexander Andrews P/JX 138738
 AB George Chilton P/SSX 17860
 AB Harley Frederick Jones D/SSX 18833
 AB Kenneth Campbell C/JX 130771
 AB John Sherrick J102187
 PO Tel Horace Samuel Jacques J112956
 LTel Frank Eric Patrick Dixon J108928
 Tel James Benson D/JX 138867
 Tel Robert McCausland Bryson C/JX 141411
 LSig Henry George Thomsett P/JX 134346
 Sig Frank Hughes P/JX 134680
 EA3 John Henry Nuttall D/MX 47689
 ACERA James Bevan Pickard M26962
 ERA3 Norman Wilfred Mercer C/MX 47755
 ERA4 Roy Toombs C/MX 47640
 ERA3 William Edward Haslewood Evans D/MX 50815
 SPO Alfred Oliver Langridge SS125206
 LSto Friend Kay P/KX 76700

LSto John Augustus Lloyd P/KX 86075
 LSto George Bray Nicholson P/KX 87843
 LSto Walter Robertson Gray D/JX 86093
 LSto Walter Charles Reginald Sargant K59967
 LSto Robert Wood C/KX 76274

Sto1 Francis Eric Thomas Wheeler K58360

Sto1 Gerard John Martin P/KX 87882

Sto1 Nicholas Akien D/KX 88098

Sto1 George Fox D/KX 87377

(4) Submarine HMS UNITY

At 1730 hours on 29th April 1940 HMS UNITY (Lt. Francis John Brooks, RN) sailed from Blyth for a patrol off Norway. The visibility was down to 300 yards as UNITY moved out of the harbour in the main channel, where the Norwegian ship Atle Jarl was proceeding on her way from Scotland to the Tyne. A short while later visibility was down to 100 yards and neither vessel was aware of the other until the Submarine spotted the ship at 50 yards range and on a collision course. There was just time to shut the bulkhead doors and order the engines astern before the Atle Jarl smashed into the submarine. The order to abandon ship was given and UNITY sank only five minutes after the collision in position 55°13'N, 01°19'W. Four members of the Crew were lost in the accident. They were:

Officers:

Lieutenant John Niven Angus Low, RNR

Ratings:

LSea James Sneddon Hare O/N P/JX 145574

AB Henry James Miller O/N J 55387 (Po)

Sto1 Cecil Shelton O/N P/KX 91083 (Po)

NAVY TRANSFORMATION CHANGES TO THE SUBMARINE SERVICE SENIOR MANAGEMENT

A Message from Commodore Jim Perks

Under Navy Transformation, I have now taken on the role of Head of Fighting Arm for the Submarine Service (Commodore Submarine Service (COSM))

There is an incredible amount going on this year and I am very much looking forward to continuing with what Admiral John Weale started. To that end, and to ensure I don't drop the ball, these are the key personnel under me as Head of Fighting Arm:

Capt Irvine Lindsay – DCOSM

Cdr Jim McGuire - SUBFLOT Chief of Staff

Cdr Tom Herman – Honorary Regimental Secretary (to be re-named Submarine Flotilla Secretary) bridging the gap between serving community and all other elements of the Submarine Family

Lt Cdr Jim Bark – COSM Chief of Staff – primary point of contact for HOFA business

Sub Lt Harry Gallaher, my Executive Assistant, will take on the jobs that the Flag Lieutenant had
 Warrant Officer Coxswain Fez Parker, the Flotilla Executive Warrant Officer, will take on the jobs that Taff Care (the Command Warrant Officer) had.

Best regards,

Jim

Commodore J Le S Perks Royal

Navy/COMSUBFLOT/Commodore Submarine Service

END OF AN ERA FOR GOSPORTS ICONIC SUBMARINE ESCAPE TOWER

9th January 2020



For the last time the team who teach submariners how to escape from a stricken boat gather at a Gosport landmark before the iconic structure closes. Tens of thousands of submariners have passed through the Submarine Escape Training Tank (SETT) since 13th July 1954 when the first man ascended the 100ft column of water to simulate emerging from a sunken submarine.

With the entire Submarine Flotilla moving to Faslane – as well as advances in submarine design, escape training and changes in the way rescues are handled – the SETT is no longer required. The tower was built between 1949 and 1953 as part of a wholesale revamp of submarine escape training, prompted by a report drawn up by Captain Phillip Ruck-Keene just after World War 2.

The loss of HMS THETIS – on the eve of war – and HMS TRUCULENT – sunk in the Thames after colliding with a Swedish tanker in January 1950 – both with heavy loss of life, as well as many other submarines accidents and experiences played a significant role in the lessons taught.

Using the tank, submariners are expected to escape without breathing apparatus; they use a specially designed escape suit to breathe as required. During the peak of usage in the 1960s and 70s, around 4,500 submariners every year made the daunting ascent – it's thought the escape tank has been used more than 150,000 times in its 66-year life.

Today the tank is just one element of the UK's submarine rescue capability, which also includes the Submarine Parachute Assistance Group (who leap from aircraft into the water to help crew who've escaped from a boat as taught in the SETT), and NATO's Submarine Rescue System 'Nemo', also based in Faslane. The Royal Navy stopped

pressurised ascent training in the 900,000-litre tank in 2012, but still uses the facility for non-pressurised drills and teaching.

In the SETT's existence, only one British boat – HMS ARTEMIS – has been lost (she sank at her moorings in an accident in 1971, ironically just a stone's throw from the tower), without any casualties.

In its place, opening later this year, is the Submarine Escape Rescue Abandonment and Survival Training Facility (SMERAS TF). The team will be moving en-masse from Gosport to Faslane, leaving a skeleton team behind on the south coast.

“2020 marks the end of an era, so it's a poignant moment for all of us,” said Lieutenant Commander Gareth ‘Griff’ Griffiths, in charge of the team. “We're looking forward to carrying the lessons of our past many years into the future of submarine escape, rescue, abandonment and survival training. “Our success is due, in no small part, to our commitment to one another and the unique perspective of being submariners.”

At the heart of the replacement complex at Faslane is a huge ‘abandonment and sea survival training environmental pool’ where various weather conditions and sea states can be replicated in the safety of an indoor pool. As for the SETT, it will be preserved as it is a listed building, protected by law for its national and international role in submarine safety

NAVAL PLANT DEMOLITION

From the Sunday Post Sunday 22nd March 2020

A facility used for testing nuclear submarine reactors in Scotland is to be demolished.

Firms are being invited to tender for the work to decontaminate and dismantle the reactor complex which played a key role in support of the UK's nuclear submarine programme for nearly fifty years. The Vulcan Naval Reactor Test Establishment was built in 1957 at Dounreay near Thurso in Caithness. The site is next to the Dounreay nuclear complex.

SUBMARINERS FINISH EPIC ROW ACROSS THE ATLANTIC OCEAN

20 January 2020

Four Royal Navy submariners have completed an epic challenge that saw them row across the Atlantic Ocean.

Team HMS Oardacious made the 3,000-mile journey in 36 days, six hours and 40 minutes. Their incredible voyage saw them face 40ft waves, shark-infested waters, busy shipping routes and heavy storms.

Known as the “world's toughest row”, the Talisker Whisky Atlantic Challenge sees teams' row from La Gomera, in the Canary Islands, to Nelson's Harbour in Antigua.



Petty Officer Dylan Woods said: It was an incredible challenge for a worthwhile cause, and it feels great to be back on land, reunited with loved ones.

H.M.S. Oardacious, made up of Lieutenant Hugo Mitchell-Heggs, Lieutenant Callum Fraser, Petty Officer Dylan Woods and Leading Engineer Technician Matt Harvey, has raised more than £100,000 for the Royal Navy and Royal Marines Charity. Lt Mitchell-Heggs, from Sheffield, said: “The beginning of the race was touch and go, due to the demise of our autopilot which meant we had to steer manually and took us down to three men for 24 hours. “But determination and great team-work meant we still managed to remain in the front pack.” The team of four had a strict schedule of rowing two hours and sleeping two hours – 24 hours a day. At their lowest, the team battled blisters, sores, dehydration and extreme fatigue in 40C, burning 12,000 calories a day and losing around 20 per cent of their body weight.

With the end in sight, HMS Oardacious experienced perhaps their worst day of the challenge. They revealed in their blog that in the middle of the night, a wave hit the 28ft rowing boat – sending Lt Fraser and PO Woods overboard. Intensive training meant the team knew what to do and the pair were quickly back in the boat, albeit PO Woods chipping his tooth and an oar snapping.

The blog said: “Without doubt, their submariner training also gave them the best possible preparation, their reaction was never to panic, but to get back on deck and make sure everyone was safe

and everything was accounted for, then to get back rowing.” The team reached the finish line over the weekend. PO Woods, from Northern Ireland, said: “It was an incredible challenge for a worthwhile cause, and it feels great to be back on land, reunited with loved ones. My gran was told to prepare bangers and mash for our return so that will be next on my list.”

First Sea Lord tells Conference Underwater Warfare is top of Agenda

5 March 2020

The Royal Navy has awarded a contract for a large autonomous underwater vehicle, First Sea Lord Admiral Tony Radakin revealed at the Underwater Defence and Security Conference.

Plymouth-based MSubs Ltd are to provide the senior service with a 30-metre underwater vehicle, which has a range of up to 3,000 nautical miles. Acquired through the Defence and Securities Accelerator - the collaboration between the MOD, industry and academia to quicken procurement and develop new tech - the XLUUV (Extra Large Unmanned Underwater Vehicle), also known as MANTA has been designed and built in just 14 months. “I am really excited by the possibilities that this offers to increase our reach and lethality, improve our efficiency and reduce the number of people we have to put in harm’s way,” said Admiral Radakin.

He went on to tell the Southampton conference that the underwater environment had always been defence’s biggest problem. “For my entire career we have been talking about oceans becoming transparent,” said Admiral Radakin. “And yet they remain opaque. We continually horizon scan, analyse new developments, look at the capabilities that we and our adversaries possess – and there is nothing.

“On the land, in the air, increasingly even at sea, there is nowhere left to hide. But underwater remains impenetrable. “This is good for us. The Royal Navy has the huge responsibility of delivering the nuclear deterrent on behalf of the nation, and still the cheapest, most secure and most effective means of doing this is by submarine.

“Last year, we celebrated 50 years of continuous at sea deterrence. That is a remarkable achievement. And I am delighted that this will continue, with the Dreadnought replacement for the Vanguard-class submarines already under construction.

“In 2019 we saw the highest Russian activity in the North Atlantic for over 30 years. Submarines are getting quieter, more capable and harder to detect.” Admiral Radakin said he was happy with the future of the Royal Navy. “We are growing for the first time in 70 years. And between 2015 and 2025 our tonnage will increase by nearly 30 per cent. “The

world is changing at a startling rate, and technology and innovation are moving faster than they ever have before. “We need to remain ahead of our adversaries. This is why the Royal Navy is currently undergoing a period of transformation.

“We are focusing on five main areas: increasing our operational advantage in the North Atlantic; becoming a Carrier Strike Navy; increasing our Forward Presence; modernising our Royal Marines into a Future Commando Force; and embracing Technology and Innovation in a much better way. And you will recognise that two of these - the North Atlantic, and Technology and Innovation – are closely linked with the underwater domain.”

Admiral Radakin also spoke about defence’s investment in new equipment, including the Dreadnought-class submarines, the Type 26 and Type 31 frigates, the P8 Poseidon aircraft, upgrades to infrastructure, including a new submarine training school. “There is a great deal going on here. But I am confident that we are heading in the right direction, pursuing modern solutions, modern ways of working, delivering solutions to traditional problems in a modern way. And we will continue to evolve, both nationally and in company with our allies,” he added.

HMS TRUCULENT MEMORIAL SERVICE

A Memorial Service for those who lost their lives when HMS TRUCULENT was lost following a collision at sea on 12th. January 1950 - the 70th Anniversary.

The service, which was organised by Medway Towns Submariners Association was held on Saturday 11th January 2020 at the St. George’s Centre, Chatham, Kent.

We were blessed with fine weather on the Saturday. This Memorial Service is held every year on the closest Saturday to the 12th of January to remember the 64 submariners and dockyard personnel, who were on the submarine for sea trials and lost their lives when HM Submarine TRUCULENT and SS DIVINA collided in the Thames estuary. We also remember the 5 RAF crew of an Avro Lancaster from RAF Coastal Command, Kinloss who were lost while taking part in the rescue operation. Unfortunately, Mr. Fred Henley, one of the survivors was not able to attend this year but his son and daughter represented him and laid a wreath at the HMS/M TRUCULENT memorial plaque. The congregation numbered more than 200 and all sang with gusto when the organist Mr. Barry Kemp, who kindly offered to play the organ as our usual organist was not available, played the Hymns we all know and love.

The service was conducted by Reverend Gordon Warren RN. Our guests of honour at the Service

were The Worshipful Mayor of Medway, Councillor Habib Tejan, Deputy Lord Lieutenant of Kent, Brigadier Nick Baveystock, Admiral of the Fleet The Lord Boyce, Admiral Sir James Perowne, Rear Admiral Niall Kilgour, Squadron Leader Rodney Germaney who represented the RAF. Also, in non-official capacity, we were honoured to have with us at the service ex Mayors of Medway with their wives and ex Deputy Lord Lieutenant of Kent.

There were 13 Standards representing Submariners Associations, Royal Naval Associations, Royal Naval Reserve, Royal Engineers Association, Merchant Navy, Royal Air Force Association, British Legion, Sea Cadets. Leading the standards was the Submariners Association Nation Standard Bearer Trevor Thomas and our own branch standard carried by David Eames.

Medway Towns Sea Cadets did their normal great job of manning the door and car parking. The Worshipful Mayor of Medway, Councillor Habib Tejan read the 1st. Lesson. Derek Grant (Branch President) read the poem 'Spare a thought' which is dedicated to all submariners, but on this occasion specifically for those who lost their lives and their family and friends. The 2nd. Lesson was read by the branch Chairman Derek Williams. This was followed by a moving sermon given by Rev. Gordon Warren. A poem 'The watery grave' was read by Shaun Henry-Roscoe (A branch member). The Reverent Gordon Warren then read 'The Submariners Prayer'.

All wreath layers and standards then proceeded to 'The HMS Truculent Memorial Plaque'. Medway Towns Submariners Association Chairman Derek Williams read The Act of Remembrance. The wreaths and flowers were laid at the Memorial Plaque.

The last post was sounded by the bugler Robin Harris (Squadron Leader RAF Cadets), followed by 2 minutes silence and reveille was then played. The blessing was given by Reverend Gordon Warren followed by our organist Barry Kemp playing two verses of the National Anthem.

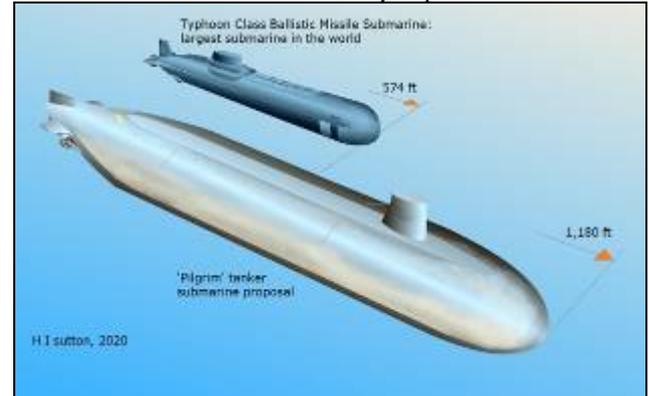
The fantastic cake made by our chef Dave Scott with a submarine model in icing on top was then cut by Admiral the Lord Boyce assisted by Admiral Sir James Perowne and Rear Admiral Niall Kilgour.

FOREIGN SUBMARINE NEWS RUSSIA

The Largest Submarine in The World Could Get Eclipsed

Today the largest submarine in the world is Russia's mighty Typhoon Class ballistic missile sub. It's massive, but it could be dwarfed if Russian Engineers get their way. A ginormous undersea tanker called the Pilgrim has been proposed to

transport liquid natural gas (LNG) in the Arctic. Submarine tankers would literally slip under the ice.



The Pilgrim submarine tanker would be by far be the largest submarine ever built.

H I Sutton

St. Petersburg-based Malachite Design Bureau has unveiled a design for a massive submarine capable of carrying 170,000 to 180,000 tons at a time. That is far in excess of the volume of any previous submarine. At 1,180 feet long and 230 feet across the submarine tanker would dwarf the Typhoon. The latter is around half the length at 574 feet and one third the width at 75 feet. So, in terms of volume it will be more than six times the size of the Typhoon. To shift this incredible bulk, it would be powered by no less than three nuclear reactors, each producing 30 megawatts. This could propel it at 17 knots, which is only a few knots slower than regular tankers. Because it's not a combat vessel the crew would be small by submarine standards, just 25-28 people.

Malachite have designed many of Russia's most famous submarines. These include the potent Severodvinsk Class cruise missile submarine. And the secretive Losharik submarine which was involved in a tragic accident last year. They are also working on the Laika, which will probably be Russia's next generation attack Submarine.

But nothing that they have built so far is anything like the Pilgrim proposal. If it's built it'll be the first submarine tanker in the world. But the idea of transporting hydrocarbons underwater is not new.

There have been several proposals over the years, but none have come close to fruition. In the 1950s the U.S. considered them as an alternative to undersea pipeline from oil fields in Alaska. And enterprising Dutch naval architects proposed designs based on their then-unique multi-hull submarine technology. The unusual multi-hull concept was later borrowed by the Typhoon.

The idea has also come up in Japan. In 1995 there was a patent for a submarine tanker to carry carbon dioxide in liquid form under the ice cap. Around the same time a patent was filed in Russia for an "underwater tanker, "specifically to navigate the ice-bound arctic routes across Russia."

It has yet to be seen how submarine tankers could disrupt the world of commodity trading and international trade. Especially if employed beyond the Arctic. They could be immune from piracy for example. Or they could complicate sanctions enforcement. However, it plays out, if Pilgrim is ever built, it will be a significant change in the tanker landscape.

POSTSCRIPT

As indicated in the above article there is nothing new about the proposal to move oil in bulk by Submarine. After the article was published in the April Issue of Barrow Branch Newsletter 'Periscope View' Barrow Branch Member Carl Haythornthwaite recalled that, in the 1980s, VSEL was involved in such project:

"Your article on the submarine tanker rang a few bells, so here are my thoughts. I doubt whether you will be able to find the papers in the VSEL archives, but we did a similar study, probably in the mid 80's. Arthur Roberts led the team in devising a scheme for very large submarine tankers to take oil from Prudhoe Bay, North Canada to a Norwegian Fjord. The scheme was for them to be able to take on crude oil whilst dived at Prudhoe Bay, sail under the ice through the NW Gap across to Norway and unload surfaced in a quiet fjord. The proposed vessels were considerably larger than Trident, but machinery design was based on Trident arrangements. It was not a military study but was done with one of the Oil Giants - it was BP that asked us to do the study, but they pulled out of it when Arthur Roberts pointed out the cost of maintaining a nuclear refit capability. They had assumed they would be able to use existing military facilities, until they were told there would be no room in the military programme to accommodate extra vessel refits. I think they were thinking of the order of four to six vessels with a payload in the 100,000+ region but my memory is not that good! The cost of an extra Rosyth or Devonport was just too much for them."

Next-Generation Periscopes give UK's submarines Eyes on the Sky

Royal Navy's new nuclear submarines to be fitted with 'underwater eyes and ears' to detect threats

By Dominic Nicholls

Daily Telegraph (Defence & Security Editor) and Danielle Sheridan

29th February 2020

Periscopes of the future that can sense enemy threats from the land, sea and air are to be fitted to Britain's next generation of submarines. They will avoid the need for the vessels to fully surface, giving them "a stealth and detection advantage over adversaries", according to Jeremy Quin, the defence

minister. The combat systems masts will be fitted to the Dreadnought Class submarines that will enter service from the early 2030s and will replace the Vanguard boats armed with Trident nuclear missiles. All modern submarines have electronic warfare threat sensing systems, but most have to house the technology in the fin or hull of the boat. More of the vessel needs to be exposed above the water for the system to work properly, increasing the risk of detection. Communicating with a submerged submarine is also challenging, and electronic messages are usually transmitted by sending buoys up to the surface.

Current periscopes on British submarines are limited to look out for threats, but by having the electronic warfare threat sensing system in the mast, the submarines are able to get a much better idea of the threat without surfacing.

Thales, a Glasgow-based defence company, has won a £330million deal to manufacture the sensors and new periscopes, creating 170 jobs and safe-guarding 350 across four UK sites.

The sensitive contract has been classified "UK Eyes Only", which means non-British nationals will not be allowed to work on the project.

BAE Systems is building the four Dreadnought submarines in Barrow-in-Furness, Cumbria. The project is expected to cost £31 billion, with an additional £10 billion earmarked as a contingency. Each boat will have 12 launch tubes and will carry no more than eight Trident D5 ballistic missiles, each with multiple nuclear warheads. Britain has a total of 180 nuclear warheads, with a maximum of 40 carried on each submarine.

Tobias Ellwood, chairman of the defence select committee, said he welcomed the announcement, which "ticked all the key boxes". "It utilises the British workforce, creates cutting edge technology and improves the operational performance of our primary line of defence," he said. Nadhim Zahawi, the business minister, told The Daily Telegraph the contract would maintain Britain's "global premier league defence status".

HMS AUDACIOUS ARRIVES AT CLYDE HOME

HMS AUDACIOUS, the fourth of the Royal Navy's Astute-class submarines, has arrived at her new home at HM Naval Base Clyde.

The new submarine and her 98-strong crew arrived at the Naval Base in Argyll and Bute today (April 7), flying the White Ensign after sailing from BAE Systems in Barrow-in-Furness.

Welcoming the vessel to her new home were members of the Submarine Flotilla – SUBFLOT – based at Clyde.

"It is with great excitement that we welcome HMS AUDACIOUS to the Clyde, joining her three sister

submarines,” said Commodore Jim Perks OBE, Head of the Submarine Service.

“HMS AUDACIOUS represents an ever-improving example of the world-leading Astute class submarine. She is right at the cutting-edge of technology, built here in the UK by our own people. She will provide the country with remarkable security at sea to protect our nation’s interests.”

HMS AUDACIOUS will join sister-submarines HMS ASTUTE, HMS AMBUSH and HMS ARTFUL which are already in-service and operating from Faslane. A further three boats – named ANSON, AGAMEMNON and AGINCOURT – are currently under construction at BAE in Barrow.

The Astute-class vessels are among the most sophisticated submarines ever constructed for the Royal Navy.

Equipped with world-leading sensors, the Astute-class carry both Tomahawk Land Attack Cruise Missiles (TLAM) and Spearfish heavyweight torpedoes.

The 7,400-tonne boats can circumnavigate the globe submerged, producing their own oxygen and drinking water.

Officially named in December 2016, HMS AUDACIOUS was launched in April 2017 and conducted her first dive in January 2018.

Commodore Perks continued: “I am extremely grateful to all of the teams and companies that have contributed to the grand task of building this exceptional submarine. I am especially proud of our Submariners who have worked tirelessly to inject their heart and soul into HMS AUDACIOUS to ensure she delivers the very best for our nation.”

HMS AUDACIOUS’ crew will now embark on shore training before eventually undertaking the next period of sea trials.



HMS AUDACIOUS arrives at her new home at HM Naval Base Clyde.



AUDACIOUS, the latest of the Astute-class submarines.



HMS AUDACIOUS coming alongside HM Naval Base Clyde.



AUDACIOUS will join her three sister vessels at Clyde.

K13 REMEMBERED DURING SOLEMN FASLANE CEREMONY

Monday, 27 January 2020

Serving Royal Navy Submariners, veterans of the Silent Service and Sea Cadets were at Faslane Chaplaincy on Sunday, January 26, to commemorate the sinking of submarine K13.

The early steam-driven submarine sank in the Gare Loch in January 1917 with 80 people onboard, leading to the death of 32 men, some of them buried at Faslane Cemetery.

Members of the Submariners Association visited HM Naval Base Clyde on Saturday, January 25, for a weekend of K13 commemorations, beginning with a trip to Govan where a monument to shipyard workers who died during the tragedy is situated in Elder Park.

The next day they joined naval personnel at the Naval Base's Church of St John the Evangelist for a solemn ceremony led by Royal Navy Chaplains.

Members of Helensburgh Sea Scouts Group – TS Neptune – were given the honour of ringing K13's ship's bell during the ceremony – 32 times, once for every person who perished on board.

Submarine K13 sank during her sea trials on January 29, 1917. On board were Royal Navy Submariners, Admiralty Pilots and workers from shipbuilders Fairfield's.

Captain of K13, Lieutenant Commander Godfrey Herbert, accompanied by Commander Francis Goodhart, who was the visiting Captain of submarine K14, attempted to escape from the stricken vessel, hoping to use their expert knowledge to guide rescue efforts. Using the space between the inner and outer hatches as an airlock the pair tried to make it to the surface. Tragically Commander Goodhart died during the effort.

The 57-hour ordeal came to an end when an airline was attached allowing the bow to be raised and a hole cut in the side of the submarine. Forty-eight survivors were rescued.

Sent by Gavin Carr, Royal Navy Media & Comms, HM Naval Base Clyde.



Standard Bearers of the Submariners Association at the K13 memorial service

Perishers - A Request from David Parry

I am an ex-Submarine CO (Perisher 1978). In my dotage I am writing the history of the Perisher as part of a PhD programme (see below; I must be

mad!). To that end I have been busy making some 60+ interviews of ex-Teachers, COs and failed Perishers. But there is one group I have not yet tapped into that is equally important: - the Ship's Companies. It is axiomatic that Ships Companies had a vested interest in the rigours their COs went through on Perisher and a certain amount of pride that they did. What I need, however, is a more authoritative view of Perisher from those who observed it onboard a Perisher boat. What were their impressions, observations, criticisms and most importantly 'dits?' The obvious place to go for such information is the Submariners Association.

David Parry

Email: david.j.parry@gmail.com

HMS DOLPHIN (1882) SHIP'S BELL

By Andrew McFarlane (Bath Branch) 14th January 2020

Many thanks for the recent (January) issue of In Depth. I was particularly interested to read the article about HMS DOLPHIN (1882).

The Bath Branch of the Submariners Association is currently the custodian of the bell of this Brig (or originally screw Sloop of War), which is splendidly mounted supported by two of the three brass dolphins which originally formed a tripod for the after binnacle. For many years this mounted bell was the 'mascot' of the Bath Branch of the White Ensign Association.



As you say, after operational service, including the Eastern Sudan in 1884-85, she was paid off in 1896. By 1899 she had been converted into as seagoing training brig, under the command of Lieutenant (in Command) John Luce. John Luce was promoted to Captain in 1909, commanded the battleship HMS HIBERNIA in 1910-1912, and then HMS GLASGOW from September 1912, including at the Battle of Coronel and the Battle of the Falkland

Islands. In 1917 he was appointed as Commodore of the RNAS Establishment at Cranwell until the handover to the RAF on its formation, and he concluded his career as Admiral Superintendent of Malta Dockyard.

John Luce's second son, David Luce, joined the Navy in 1919, trained as a Submariner in 1927, served in L23 and H49, and as 1st Lt of HMS OSIRIS in the China station in 1933. He qualified for Submarine Command in 1935, and commanded H44 (1935), REGULUS (1938), RAINBOW (1939) and CACHALOT (1940). On promotion to Commander on 31st December 1940 he joined the staff of Combined Operations, taking part in the Dieppe raid and was the Chief Staff Officer for the Normandy landings. He was First Sea Lord from 1963 to 1966, resigning in protest over the decision to cancel CVA-01.

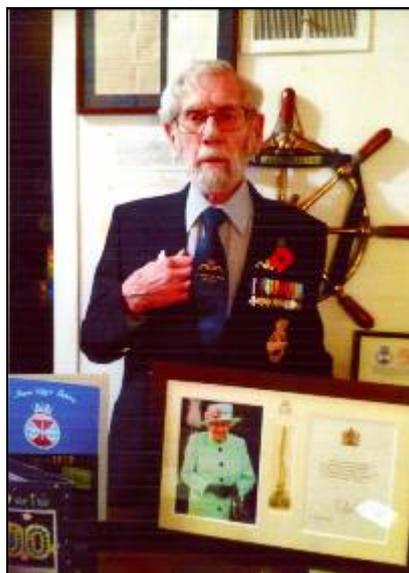
So, these brass dolphins, originally supporting the binnacle, and now the bell, are the fore runners of our submarine badge.

We are hoping to put the Dolphin Bell on public display, possibly in Malmesbury Abbey beneath the Luce Window, which commemorates the military and naval achievements of this remarkable family over several generations.

Incidentally, I think I am right in saying that there was a further seagoing HMS DOLPHIN. The depot ship PANDORA was purchased in 1914, renamed HMS DOLPHIN in 1924 and was sunk by a mine in 1939.

CENTENARIAN SUBMARINER

Bob Read



The picture above, sent to me by John Andrews (Wales Branch), is of Wales Branch Member Lt. Cdr R H (Bob) Read, DSC who celebrated his 100th birthday in November. Bob served in submarines in WW2 in THRASHER and TRENCHANT and he now lives in Liverpool, New York, USA.

He had many cards from submariners - serving and retired - including from the Patron, Chairman and many members of our Association and, of course, one from H.M. the Queen. John tells me that the Wales Branch presented Bob with the tie he is seen wearing in the photograph.

Not many of us who served in boats reach that magic Century and John thought a mention of Bob in the IN-DEPTH newsletter would be apt. Bob was a member of the Wales No 1 SOCA and of the Association since its inception.

A REQUEST FOR ASSISTANCE

John Andrews also sent in a request he had received from the grandson of Mech 1 Dennis Arthur Perry D/K 928869 who served in both OTTER and OCELOT. Grandson Dan Perry would really like to know more of his granddad's service and hopes that anyone who knew Dennis Arthur Potter in the service would be willing to contact Dan at danielperry22@gmail.com

Lieutenant Ian Edward Fraser VC, DSC, RNR Honoured with Blue Plaque at Leasowe Golf Club, Wirral, Merseyside



Lieutenant Ian Edward Fraser VC, DSC, RNR Blue Commemorative Plaque mounted at Leasowe Golf Club, Wirral, Merseyside 22nd February 2020.

As part of the Submariners Association initiative the twelfth Blue Plaque commemorating a WWII Submariner and VC holder was placed at the Leasowe Golf Club, Wirral, Merseyside on Saturday 22nd February 2020.

Approximately 130 guests, which included the Lord Lieutenant of Jim Perks OBE Head of Submarine Fighting Arm; members of the Leasowe Golf Club and Merseyside, Mr. Mark Blundell, the High Sheriff of Merseyside, Mr. David Steer QC, DL; the Mayor & Mayoress of Wirral, Councillor Tony & Barbara Smith; the Leader of Wirral Council, Councillor Pat Hackett; Commodore the Fraser family, joined veteran and serving submariners including the President of the Submariners Association, Rear Admiral Niall Kilgour CB; the National Standard,

Manchester and Liverpool Branch members with Standards for the ceremony.

The commemoration service was led by Father David Gamble. Parish Priest of Our Lady of Victories Roman Catholic Church, Hightown, Liverpool. The President Rear Admiral Niall Kilgour CB provided detailed information on Lieutenant Ian Edward Fraser VC, DSC, RNR Naval career & citation for the award of the VC.



L to R – Captain of Gold Club, Mayor of Wirral, High Sheriff Merseyside, Lord Lieutenant Merseyside, R.Adm Kilgour CB, Lt Cdr Sandy Powell, Father David Gamble

In view that the weather was extremely windy the service for the Commemoration of the Blue Plaque was conducted within the Golf Club. This was followed by the unveiling of the plaque, at the entrance porch to the Club by the President of the Submariners Association and Mr Martin Fraser (son).

Ian Edward Fraser was born in Ealing on the 18th December 1920 and was the elder son of Sydney Fraser, a marine engineer. He attended the Royal Grammar School, High Wycombe, and the school ship HMS CONWAY. On leaving school he joined the Merchant Service and worked on merchant ships from 1938 to 1939 and later joined the Royal Naval Reserve initially with the rank of midshipman, serving on several destroyers.

After the outbreak of the 2nd World War he was called for service as a Lieutenant, RNR and on 1st Apr 1942 he was appointed to HMS Dolphin (5th Submarine Flotilla) 'for Submarine HMS SAHIB – standing by whilst completing' at the Cammell Laird Shipyard at Birkenhead 'and as the Navigator on commissioning'. After Commissioning and work up HMS SAHIB was sent to the Mediterranean and joined the 8th Submarine Flotilla based on the Submarine Depot Ship HMS MAIDSTONE at Algiers.



Lieutenant Ian Edward Fraser VC, DSC RNR

On 21st Jan 1942 HMS SAHIB sank the U-Boat U-301 off Corsica and Ian Fraser was awarded the DSC for his part in the attack.

On his return home from the Mediterranean he was appointed to the Submarine Depot Ship HMS CYCLOPS (7th Submarine Flotilla) at Rothesay 'for Submarine H44 as the First Lieutenant' on 8th Jul 1943. He served in H44 until 21st Feb 1944 when he was appointed to HMS VARBEL (12th Submarine Flotilla) at Port Bannantyne 'for X Craft Duties'.

On 7th Dec 1944 at the age of 24 he was appointed to the Submarine Depot Ship HMS BONAVENTURE at Port Bannantyne. HMS BONAVENTURE was sent to the Far East with a Flotilla of XE Craft – now designated as the 14th Submarine Flotilla and based at Subic Bay.



XE3 on Surface 1944

Ian Fraser was selected as the Commanding Officer of Submarine XE3 and tasked to carry out an attack on the Japanese Cruiser TAKAO at Singapore. HMS BONAVENTURE moved to a new base at Labuan Island closer to Singapore before launching the attack. Leaving at about noon on 26th Jul 1945 Submarine XE3 was towed to her launch point by Submarine HMS STYGIAN (Lt Guy C Clarabut, DSO, DSC, RN). For the tow XE3 was manned by a Passage Crew led by Sub Lieutenant Frank Ogden, RNVR. With about forty miles to go to the target the 'Passage Crew' was relieved by the 'Operational Crew' and the attack commenced at approximately 1100 on 30th Jul 1945.

The attack, codenamed **Operation Struggle** is described as follows:

“On 31 July 1945 in the Straits of Johor between Singapore and Malaya, Lieutenant Fraser, in command of an improved X-boat, HMS XE-3, attacked the Japanese heavy cruiser Takao, after making a long and hazardous journey through mined waters. Fraser slid the submarine under the Takao, which lay over a depression in the sea bed, and his diver Acting Leading Seaman James Joseph Magennis went out to fix the limpet mines to the bottom of the ship. The two side-charges then had to be released from XE-3, but the starboard charge stuck and Magennis climbed out again and after a nerve-racking seven minutes released the charge. XE-3 then made for home.”

Magennis was also awarded a Victoria Cross, and Fraser became a lieutenant-commander. Sub-Lieutenant William James Lanyon Smith, RNZNVR, who was at the controls of XE-3 during the attack, received the Distinguished Service Order (DSO); Engine Room Artificer Third Class Charles Alfred Reed, who was at the wheel, received the Conspicuous Gallantry Medal



Takao

After the attack XE3 successfully met up with HMS STYGIAN and Fraser and his crew were relieved by the Passage Crew after some 50 hours without sleep. The citation was published in a supplement to the London Gazette of 9th November 1945 and read:

Whitehall, 13th November 1945.

The KING has been graciously pleased to approve the award of the VICTORIA CROSS for valour to: - Lieutenant Ian Edward FRASER, D.S.C., RNR.

Lieutenant Fraser commanded His Majesty's Midget Submarine XE-3 in a successful attack on a Japanese heavy cruiser of the ATAGO class at her moorings in Johore Strait, Singapore, on 31st July 1945. During the long approach up the Singapore Straits XE-3 deliberately left the believed safe channel and entered mined waters to avoid suspected hydrophone posts. The target was aground, or nearly aground, both fore and aft, and only under the midship portion was there just sufficient water for XE-3 to place herself under the cruiser. For forty minutes XE-3 pushed her way along the seabed until finally Lieutenant Fraser managed to force her right

under the centre of the cruiser. Here he placed the limpets and dropped his main side charge. Great difficulty was experienced in extricating the craft after the attack had been completed, but finally XE-3 was clear, and commenced her long return journey out to sea.

The courage and determination of Lieutenant Fraser are beyond all praise. Any man not possessed of his relentless determination to achieve his object in full, regardless of all consequences, would have dropped his side charge alongside the target instead of persisting until he had forced his submarine right under the cruiser. The approach and withdrawal entailed a passage of 80 miles through water which had been mined by both the enemy and ourselves, past hydrophone positions, over loops and controlled minefields, and through an anti-submarine boom.

After he returned home Ian Fraser was appointed to HMS DOLPHIN on 16th January 1946 and also that year was awarded the American decoration of Legion of Merit.



Leading Seaman James Magennis VC and Lieutenant Ian Fraser VC

Ian Fraser retired from the Royal Navy in 1947 but remained in the Royal Naval Reserve. On retiring and realising that frogman-type diving (what is now called scuba diving) could do many sorts of underwater work that the old-type heavy standard diving gear was unsuitable for, he and some associates got hold of war-surplus frogman's kit and set up a popular public show displaying frogman techniques in a big aquarium tank in Belle Vue Zoo in Manchester, England. Using the show's takings, and with his younger brother Brian, he set up a commercial diving organisation called Universal Divers Ltd, which he was managing director of from 1947 to 1965 and, since 1983 (as former chairman). He was also promoted Lieutenant Commander in 1953 on the RNR list.

One of his early calls to underwater work was from the police to recover the body of a little girl who had drowned in a pond in Denton, Greater Manchester. In January 1961 Universal Divers Ltd was involved in underwater survey on damage caused to the Severn Railway Bridge by collision by two barges.



Rear Admiral Niall Kilgour CB presentation to Captain of Golf Club, Mr. Ian McGinn.

He was made Justice of the Peace in Wallasey in 1957 and was awarded the clasp to his Decoration for Officers of the Royal Naval Reserve in 1963.

On the 18th December 1965 he retired from the Royal Naval Reserve, was made a younger brother of Trinity House in 1980 and in 1993 an honorary freeman of the Metropolitan Borough of Wirral. A keen golfer he was also the Captain of Leasowe Golf Club.

He died on 1 September 2008 in Wirral, Merseyside. Ian Fraser's Victoria Cross and other medals are on display in the Ashcroft Gallery in the Imperial War Museum in London.



Fraser Sons & Daughter

The unveiling ceremony was completed by Father David Gamble blessing the plaque and reading the Naval Collect. This was followed by Rear Admiral Niall Kilgour CB presenting the Captain of the Golf Club, Ian McGinn with a framed picture of Fraser VC, X-Craft and his Career History.

Lt Cdr Sandy Powell then presented a framed picture to Ms. Nickie Fraser with a copy of Fraser VC citation, pictures of the Plaque and an X-Craft.

At the end of the ceremony all guest were invited for a most sumptuous reception courtesy of the Leasowe Golf Club. In summary it was an excellent day, and everybody appeared to enjoy themselves.

The Submariners Association would like to thank the Captain of the Leasowe Golf Club and the Committee for allowing the plaque to be mounted at the Golf Club and providing an excellent reception for the guests following the ceremony.

In addition, we would also like to thank all serving and submariner veterans that attended the ceremony and in particular the National and Standard Bearer's

from the Manchester & Liverpool branches and members who attended.



Lieutenant Ian Fraser VC, DSC RNR - Medals

Author:

Lieutenant Commander Frank (Sandy) Powell – Blue Plaque Project Manager & Member National Management Committee Submariners Association.

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

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' 24th 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

The Army Selection Centre

On the day I attended the Army Selection Centre I was able to spell my name so this exempted me from the Pioneer Corps.

I had also washed, shaved and I could speak a known language so Infantry units were ruled out.

I explained to the interviewer that, as I could mend a puncture on a push bike, I was over-qualified for the Royal Electrical and Mechanical Engineers.

I had turned up with the right kit at the right place, at the right time so the Royal Engineers were pointless.

I disliked the thought of being a taxi driver so, the Royal Corps of Transport was out.

I explained I could boil an egg without burning the water, so the Army Catering Corps was not an option.

He asked me if I liked girls and, as I had one or two on the go, I said I did, and he struck off the Army Air Corps.

I could count to more than five, so no to the Royal Army Ordnance Corps.

As I liked a drink (or maybe a lot to drink) the Royal Signals was put to one side, quick smart.

So, with a sigh, he duly opened his top drawer and took out a large golden envelope. It was marked 'for issue to magnificent bastards only' and he gave it to me.

There and then I enlisted into the Royal Navy....and so began the best days of my life!!

SUBMARINER MEMORIAL APPEAL

Friday 28th February in the BAE Shipyard saw the launch of the Appeal to raise funds for a new Submariners Memorial to be sited at the National Arboretum. The original idea for a Memorial at the National Arboretum was first raised by the Norfolk Branch at the National Management Conference in 2018.



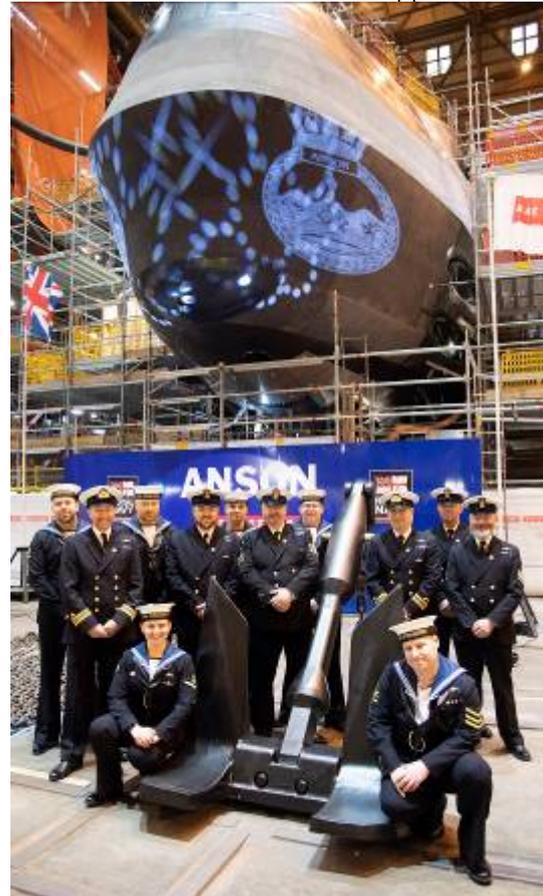
The Second Sea Lord - Admiral Hine Launches the Appeal



Teacher Vicki Noble, Admiral Hine talking to pupil Jack Fazackerley

The original plan of re-siting the Submarine Memorial from the Embankment was not considered practical and a revised proposal for a completely new Memorial was presented and agreed at the 2019 Conference.

There is a competition to choose the design of the Memorial, and it is anticipated, that some £300k needs to be raised to fund the design, manufacture and installation of the Memorial. Following an invitation from the Friends of the Submarine Museum Members of the Barrow in Furness Branch – Alan Hoskins, Dickie Cambridge, Bob Pointer, Hugh Porter, Barrie Downer, John Fulford and partners were invited to attend the Appeal Launch.



HMS AUDACIOUS Crew Members at the Appeal Launch

A MESSAGE FROM TOM HERMAN

The Submariner Memorial Appeal was launched at the end of February at BAE Systems inside Devonshire Dock Hall and in front of HMS ANSON. Vice Admiral Nick Hine, Second Sea Lord and the senior serving submariner, spoke to a group of veterans (from the Barrow Branch), children and servicemen and women about the need to recognise sacrifice both of those who serve and of their families. To see the huge building absolutely crammed with boats in various states of construction including large sections of DREADNOUGHT was amazing but what truly impressed me was the calibre of the uniformed personnel I met. If anybody is in any doubt about our training or the quality of our people, they can relax - the Flotilla is in good hands.

So, with the launch of the appeal goes our competition to inspire the design. We have three really talented professional designers standing by to compete for the commission to build the memorial, but we need to give them guidelines and ideas to

work from. These, we hope, will come from submariners, serving and veteran, friends, families and children entering our competition. The £1000 prize is there to get people's attention, but we hope once they do a little research about our service that they will be inspired to come up with designs. With the enforced idleness of the current situation there really is no excuse not to get one's thinking cap on and come up with an idea. A couple of schools have already decided to use the competition as a design project for their pupils whilst working from home - why not suggest the same to your children or grandchildren's schools?

Of course, the virus might delay our project, but the Appeal Board chaired by Peter Wilkinson remain committed to delivering a truly inspirational memorial at the NMA.

To enter the contest, go to the website submarinermemorial.uk

THE SUBMARINE FUND

MINUTES OF RNRMC SUBMARINE FUND BOARD MEETING 3 APR 20

1. The inaugural meeting of the RNRMC Submarine Fund (RNRMC-SMF) was extraordinarily held by teleconference¹ 3 Apr 20 with representation from the RNRMC and across the Submarine Community:

Chair:	John Weale (Chair)
RNRMC CEO	Adrian Bell (AB)
Director Relationships and Funding RNRMC	Mandy Lindley (ML)
CFO RNRMC	Sam Curd (SC)
Head of Grants RNRMC	Anne Carr (AC)
Head of Fighting Arm	Cdre Jim Perks (JP)
Submariner Association	Iain Mackenzie (IM)
We Remember Submariners	Mike Dewhirst (MD)
Friends Submarine Museum	Jon Westbrook (JW)
Perisher Club	Chris Groves (CG)
Team Oardacious	Capt Ian Bartlett (IB)

2. Minutes, actions and leads from discussions were as follows:

Subject	Minutes/Action	Lead
a. Endorsement of the RNRMC-Submarine Fund ²	The Chair introduced the proposal and objectives of the SMF. i. The Board unanimously agreed endorsement of the RNRMC-SMF in total. ii. The Board recognised that the proposal to discuss and support Submarine and submariner welfare, well-being, ethos and heritage under one organisation offered significant advantage.	1/04. Chair to promulgate SMF endorsed Policy Paper.
b. RNRMC Update	i. AB explained current challenges to RNRMC given COVID 19 epidemic that the 'Rule Book' for the award of support and funds had been torn up and replaced by a 'Hardship Fund'. The duration for the change in policy and procedures yet tbc.	2/04. AB/SC to provide routine update to SMF Board on changes to RNRMC funding policy.

	<p>ii. A direct consequence of the revised policy is uncertainty of the value¹ and delivery timeline for the transfer of the annual budget from RNRMC to the SMF. RNRMC will however continue to consider and discuss SMF-related requests for funding.</p>	<p>3/04. SC to provide finance update at next Board. 4/04. ML to provide OOC updates to SMF Board for SM requests for support/funds.</p>
c. HOFA Update	<p>i. JP provided an update on the high level of support the Serving community have for the SMF and highlighted that payroll giving is <u>not</u> supported but regular payments from submariners to the RNRMC will be facilitated (See Para 2.b.i).</p> <p>ii. JP to be the lead as HOFA for development and delivery of a SMF strategy and plan, acting as the single poc for communications engagement with the different SM ‘family members’ of the SMF.</p>	<p>5/04. JP to draft a communications release to the SM Community detailing the broad endorsement of the SMF; delivery date 10 Apr 20. 6/04. JP to develop SMF Communications Strategy and Plan, optimising use of Navy Comms policies and capabilities. Update required next Board.</p>
d. Team Oardacious Update	<p>i. IB explained that Team Oardacious Funds were now deposited with RNRMC and available to the SMF to fund specific requests in support of mental health issues.</p> <p>ii. IB detailed Team Oardacious engagement with JP and Navy Comms to promote knowledge of mental health within the Navy.</p>	<p>7/04. JP to include detail about the availability of Oardacious Funds in action 5/04.</p>
e. Submarine Association (SA) Comments	<p>IM detailed the SA’s support for the SMF, highlighting that more would clearly become obvious as the Fund and accounts matured. Clarity was also requested in the transparency of information and for ‘good news’ stories to be shared.</p>	<p>8/04. Chair to promote transparency and sharing of information and news (BAU).</p>
f. We Remember Submariners (WRS)	<p>MB explained WRS support for the SMF and identified the potential to prevent duplicate applications for the same support being made to different Charities and organisations.</p>	
g. Friends and Perisher Club	<p>Both JW and CG detailed the support of their respective organisations for SMF, highlighting that the SMF provides an opportunity to optimise support and engagement across the SM community.</p>	
h. DONM	<p>TBC but likely Jul/Aug subject to COVID 19 developments</p>	

SUBMARINE K.26 - THE STEAM SUBMARINE

By Jack Philip (Nick) Nichols O/N J98553 (Continued from In Depth No. 67)

THOU HAST ANOINTED MY HEAD WITH OIL, MY CAP RUNNETH OVER

It is hard to please people; so, I have noted in a long life. You set out really to please yourself, and often find this

difficult. When the coin eventually drops you find that to please yourself you must please others. For instance, you must in a submarine please your First Lieutenant. Often, you don't have to go out of your way to please your Captain because he is more remote than Jimmy, and the mere fact of you pleasing the First Lieut, can often please the Captain simultaneously. For he is wont to say, the Captain that is, "How do you find that pasty faced L.T.O. Carboy or something?" "Oh, you mean Carter Sir, very good man, very cool, said by the Stokers to have "saved the boat" on one occasion." I hadn't, but to have the Captain believe that I might have and it's his boat after all, is good for your prospects of promotion. Well, it does not necessarily mean that you will get promoted. Rather it means that you are unlikely to get demoted, which you will admit, is something. Bertram and I were not actually crawling on our bellies for red ink recommends to be put on our papers, but at the same time would wish to be held in high regard by the management. Bert was married, and promotion was usually said to involve a shift of neighbourhood. At present domiciled in Mile End Bert fancied a neat cottage over the hill, Horndean way. So, we both polished brass, sought out earth faults, swept (not mines this time), washed paint, laid on paint, chipped, scrubbed, emiered, sand-papered etc., and it was good, entirely in the biblical sense. And on the seventh day we dodged Church in the morning and slept in the Motor Room in the afternoon, should we be in harbor. If Jimmy had been statistically minded, he would have found that most electrical faults came on the system on Sunday morning, if he had constructed a graph of electrical faults, a rhythm would have been established, Sunday morning would have appeared as a peak period. They used to go off after diligent searching with earth lamps just about tot time, and with only a few exceptions remain off until next Sunday just after breakfast. There is no doubt some highly involved theory was responsible, like the one that accounts for white horses eating more than either black horses or brown horses in a certain livery stable. The experts decided eventually that it must be due to there being more white horses than ones of the other two colours!

However, on a certain Sunday Bertram and I had discovered a fault on the starboard motor reply gong, and with a thing whose circuit went halfway round the boat and clanged bells in the conning tower and also in the control room one man must obviously work from one end, and the other man the other. We wound the bridge megger, played about, the boat got quiet, the band in the CYCLOPS started "Onward Christian Soldiers". I thought the Church was doing all right on its own, so I went back aft to discuss with Bert when I should take the little bit of fuse wire out of the Control Box where it formed an earth for as long as we wished it to. Arrived in the Motor Room we were both surprised to see Jimmy coming down the hatch. "Have you found it?" he said. "Won't be long Sir", said Single. Jimmy was immaculate, a fine word but it only means un-spotted. He had, it being Sunday, his sword, white gloves etc., and it being also summer, he had a white starched jacket, white cap cover, white starched trousers, white socks, white kid shoes. Except for his hair he was white from crown to sole. He looked at the Motor Room with approval, we wound the Evershed & Vignoles thing, ah yes megger, the needle wobbled. Jimmy was not particularly good on electronics though he was a whizzer for trimming the boat. He didn't see that we had one of the switches the wrong way. He was tall and 'X' vent was in the centre of the Motor Room - a device worked by high pressure oil, and by much use and general wear liable to shed oil. To catch the oil a little highly polished tray called a save-all hung on three thick brass hooks. From time to time the save-all caught as much as half a pint. When you remembered, you unhooked this save-all and tipped the oil away, sometimes here, sometimes there. Jimmy advanced from starboard to port ducked his head to go safely under the save-all. Bertram said: "Look out Sir". Jimmy did the fatal thing, he thought he was being warned not to advance further. He straightened up. Now the previous Jimmy - Clutterbuck - could go under 'X' vent and leave a clear inch. Not so G. Tanner R.N. When he straightened up his cap lifted the little brass wires - the save-all tilted ever so slowly. Because he had been warned "Look out", he did not move forward, nor did he retreat. Telemotor oil is the colour of golden syrup, viscosity figure I do not know, but this oil is very quick flowing. It went down his lovely cap cover, down his high collared jacket, the starch forming a lovely path, it went past his gilt buttons, round them into his trousers, into his socks and shoes. As his hands were holding his sword with his gloves the oil spared a rivulet for them. He was certainly oiled, he said not a word - we rushed for something to soak it up. Cotton waste is of many colours - it did no good, as soon as the colours started to run and flecks to stick we stopped dabbing. He rested his sword on the lockers - unshackled it and went for'd via the starboard passage. We knew our star was not in the ascendant. We discussed, Bertram and I, whose responsibility it was to empty vent save-alls. We came to the conclusion that it was a Stoker's job, but we thought Jimmy might consider that as it was in our compartment, it was ours. I said, "Well Bert, I'd sort of feel responsible more if he'd been electrocuted". "But oil and tank vents - that's Stoker's, stuff." Bert said, "I'll be lucky if I stay in Mile End, I'll probably be living in Blossom Alley down Portsea if he stops my 'red ink.'" We never heard a word about it, the First Lieut, must have put it down to "Act of God", or something for which I was very thankful. I had been passed for Leading Seaman for three years then, and could look forward to a lot more watching, waiting and working before I could exchange my instrument for a baton as they say. As an exercise in self-control I have never seen a better. Good old Lieutenant G Tanner, RN.

CASABIANCA

www.submarinersassociation.co.uk

You know how they go on about records, the first man off the roof of Centre Point in a barrel, first man to push a parsnip or was it a peanut over the Pyrenees, that sort of record, not those with a nice or nasty noise on, and a hole in the middle. Our First Lieutenant had a small film projector, no camera, just the projector, and of course some films, otherwise he would have had & blank screen. Well, Jimmy was forward looking; he bought some daylight lamps once and an absent-minded Stoker ran up the After Stoker's hatchway which was illuminated with one of these blue glass things; under the impression that the hatch was open. He found out, when he came to, that it was in fact shut, and that the thing that looked like a stream of daylight was entirely falsely produced by the blue filter. Afterwards Jimmy took this lamp out with a big wad of waste, it was also a gas-filled lamp and hot. Well! I never saw a lamp in so many pieces before. He used, I remember, a copper hammer, and half an hour later he swept up the remains and put them in a bucket. The lamp he replaced with an ordinary opal type with approval from all the Stokers, especially those who had thought wrongly of course that he was dead. Then as I told you before, he bought the neon lamps that said K.26 on the gangway and even paid the duty on them too. Well forward looking he was, and if anyone has the date of a supposed first showing of a cinema film in a submerged submarine, I will endeavour to correct him.

A selected audience of sailors of which I was one, saw a film projected in the bowels of K.26 on the 21st May 1930. I suppose it is something, perhaps I can claim to be an 'Early Submarine Cinemagoer'. Authentication from my diary of course. Now that the Jumbo Jets are giving cinema shows and displays by dance teams at several thousand feet upwards, I suppose it's nice to know we had a show several feet below the surface. We could not do anything about dancing girls of course. We did of course date another record of a sort, we were the first submarine to suffer from condenseritis which is really thought to be a surface ship complaint, but in our case was not. Because we had steam and boilers, we naturally have to have condensers, which took the steam after the turbines had finished with it and turned it back to water again. The same raw product is had started as, if you follow. There is no real quick cure for condenseritis, it is a disease which has to be treated in a dockyard.

There is however a sort of palliative first aid. It is shameful, like having braces on your teeth. It consists, dare I tell all, oh well, it consists roughly of emptying a couple of bags of sawdust into the condenser at the right point. Like those bits of rubber string, it will get you home. We contracted it, I was horrified that such a thing could happen, to my loved one. I know, I knew, she was ageing. Even more horrifying a lubricating pump broke a shaft, and if shafts are breaking you can expect more trouble. Shafts generally break because the metal goes crystalline. It's like hardening of the arteries in human beings, and when one artery hardens it does not harden alone. Oh, the anguish that my love of a short two years was greying fast under my caress. We painted her, she still looked attractive, her bright work as gay as ever. Parts of her were really new, why the Asdic was less than two years old. But her boilers which, I suppose correspond to the human heart were of 1918, twelve years old. Her battery by dint of loving care of several POLTOS, Bud, Berkshire, Gordon, Bertram, myself, absolutely first class for capacity, voltage, insulation etc. Ah yes, but some of her bits were second-hand when they started, and a hull starts to rust with the first plate you lay, the keel. We had had some electric trouble, the generator on the end of old E.4's second-hand engine was credited with being cribbed out of K.2, was it true?

I never really found out, for after I had passed a warning that it was acting erratically, it unkindly blew up underneath me whilst charging. Very fortunately, for the publisher who is going to profit by this book, and the Income Tax man, I was standing on a substantial piece of bridging deck and the flames, smoke, and other products of combustion were divided in their upward rush. Flames treated me much as the biblical characters who in the midst of much fiery furnace, were not consumed. I was slow to realize that I was not in fact dead, and after a few seconds I walked forward and picked a Pyrene extinguisher off the Motor switchboard. I had cleaned it once a week for nearly two years. I used to hear the liquid gurgle. It declared it was a fire extinguisher in large letters. I proceeded to quell the fire. I did it, all quietened down. Harry Barton switched on the fans and the smoke and deadly fumes were whisked away.

Several people examined me for burns and told me that I should not have used Pyrene on an electrical fire. I said, "What should I have used there is no other type in the boat?" I was told firmly that Pyrene on an electric fire produces a poison gas. I said, "My friend Harry has wafted the fumes away, I'm satisfied." I went for'd to report to Jimmy what had been daily, no hourly, expected. I was white. I said "the centre dynamo blew up at 11.25. Sir". He said, "How so precise as to time Carter?" I said, "It went off like a 12 pounder gun, Sir, and the clock was right in front of me, it shook me rigid, and I looked straight at the clock and noted the time before the smoke closed in." "You are all right?" he queried. "Yes, Sir, but it shook me a bit." He came aft to view the shambles.

The Tiffy branch had stopped the engine in record time. He smiled up at me from the lower level, then he thought of something funny. He said, "My end's all right". I nodded, "You can tinker with it now, whilst we wait for another dynamo. My reputation for coolness, absolutely un-deserved, grew. I was said to have stood like the boy on the burning deck armed only with a very highly polished Pyrene, which could they said have poisoned all hands, but for my accurate assumption that the fans would be in time to prevent it. Harry Barton said some days later, "if you fell into the sewage outfall at the mouth of the Thames, you'd come up clutching two gold bars and

with a pocket full of diamonds, you're that lucky." I said I hoped it would continue. Much later I was lucky enough to be first man on the spot when Harry skidded on his big Norton motor bike under a Southdown bus. He went from behind under and I had help of 'passer's by' to pull him out. He was hardly scratched but was very worried about a long tear in his trousers. As the civilian helpers melted away, I mean went away, I had a bit of chat with Harry. By the way this is in Commercial Road, Portsmouth. He said, "Jump on the back Nick, I'll take you home." Funny how loud hearty laughter sounds in the -street late at night, people hurried by us with their chips and fish wondering what it was all about, they couldn't just dismiss us as "vulgar sailors the better for drink", because I was then courting a girl out Southsea and wearing plus fours and a golf jacket, whilst Harry had helmet, leather jerkin and several pounds weight of assorted woollies. I steadied myself. "You know when the centerline dynamo blew up, about how lucky I was: well I intend it to remain that way.

"O.K. Nick it was nice running into you." I finalized the conversation as they say nowadays, "It wasn't me you ran into it was a stationary Southdown bus." It was the last time I saw Harry, nice chap, I hope he's not on that long, long, roll of honour in Fort Blockhouse. I got a bus back home and on the top deck chatted up a nice girl from Cosham, exchanged addresses and I had two girl-friends running as an old L.T.O. would say, in parallel, and what is better, unknown to one another, for it's a far cry from Southsea to Cosham. But there's always that little tingle reminding you that you might get found out. A purist might say "What has this to do with K.26?" I say, "It was probably over-compensation for her loss". A man wants some female to love.

To Be Continued in In Depth Issue No. 69.

OBITUARIES

REAR ADMIRAL PETER GERALD 'SPAM' HAMMERSLEY, RN

Rear Admiral 'Spam' Hammersley, who has died aged 91, was the Engineer Officer of Britain's first nuclear submarine.



In 1957, while at Imperial College, Hammersley was summoned by the First Sea Lord, Admiral of the Fleet the Earl Mountbatten of Burma, to meet the notoriously grouchy USN Admiral Hyman G Rickover.

Rickover had been very specific that he would help the British with experience and qualification but not with training for a nuclear-powered submarine programme; however, he also wanted to select the RN officers. When Mountbatten insisted on the Royal Navy selecting its own officers, Rickover refused to meet Hammersley, or any other officers. A week later they were summoned again: Mountbatten had clearly persuaded Rickover that he should meet Hammersley, but he did so with very bad grace, walking down the line and leaving.

Hammersley regarded himself as lucky to be appointed to the new USS SKIPJACK under the command of the future Vice-Admiral Bill Behrens, "who stood out even among the elite of USN submariners". Rickover had given orders that British officers were only to stand watches under supervision, but after five months Behrens let Hammersley keep watches on his own and Rickover never knew.

Rickover did come to sea in SKIPJACK for two days: "It was a tense time for everybody, but he was so pleased with his latest creation that nobody had to suffer his wrath."

Rickover also forbade the British officers to be accompanied, but as Hammersley was newly married this order too was ignored. In October 1959 Hammersley returned to Britain in the QUEEN MARY for the commissioning of Britain's first nuclear-powered submarine DREADNOUGHT.

From 1964 to 1968 Hammersley worked at the MoD in Bath on an all-British design of nuclear submarine, the Swiftsure class. In SKIPJACK there had been urinals back aft, but none in DREADNOUGHT. Hammersley insisted that the design be modified, and the space was always known as Spam's Folly. He was appointed OBE in 1965.

Peter Gerald Hammersley was born in Stoke-on-Trent, and educated at the old Newcastle High School, Staffordshire, and later at Denstone College. His obvious nickname, "Ham", which was in short supply in wartime, was changed to "Spam", after the tinned processed meat.

Hammersley was unable to take up a scholarship to Dartmouth in 1941, when he found his eyesight was too poor to be a seaman. But he turned this

disappointment to his advantage, and joined later as an engineer, gaining a first degree at the Royal Naval Engineering College, Manadon and a diploma in nuclear engineering at Imperial College London.

As a special entry cadet, he went to sea in the training cruiser FROBISHER. He continued his engineering training in the battleship DUKE OF YORK in 1948, served in the carrier OCEAN during the Korean War, and specialised as a submarine engineer in 1954.

Later appointments included Captain of RNEC Manadon (1978-80), and on promotion to Rear-Admiral, Chief Staff Officer Engineering to the Commander-in-Chief, Fleet, during the Falklands War.

Throughout his life, Hammersley promoted the engineering profession. After the Navy he was CEO of the British Internal Combustion Engine Manufacturers' Association (1982-85), director of the British Marine Equipment Council (1985-91), and, in 1983, a founding liveryman of the Worshipful Company of Engineers and master in 1988. He was also a governor and chairman of governors of Denstone College (1984-98).

Hammersley, who was motivated by his strong Christian beliefs, married Cynthia Bolton in 1959. She survives him with their daughter and son.

Rear-Admiral Peter "Spam" Hammersley, born 18th May 1928, died 16th January 2020

COMMANDER NIGEL FRAWLEY, RCN

Nigel Harvey Hugh Frawley was born in London, England on 7th June 1936. He was brought to Canada as a young child by his mother, Elizabeth, to escape the London bombings. Nigel grew up in Hudson, Quebec and attended Ridley College. He went on to attend the Royal Military College where he decided to pursue a career in the Canadian Navy. In 1954 he was appointed Midshipman RCN. One of his first deployments was aboard the aircraft carrier HMCS MAGNIFICENT in 1957 when it was sent to the Mediterranean as part of the UN Emergency Force during the Suez Crisis. Nigel studied at the Royal Naval College in Greenwich, England and trained as a Canadian Naval Officer with the Royal Navy in submarine warfare. He served in Submarines from September 1959 to 6th September 1968 in HMS TAPIR (4th Hand & NO from March 1960, HMS AURIGA (3rd Hand & TO from December 1961 & on commissioning at Devonport on 31st May 1962), HMS AENEAS (IL from February 1965), HMS OPPORTUNE (IL from December 1965) and HMCS OKANAGAN (CO on commissioning on 22nd June 1968) having overseen the build & trials of Canada's newest submarine at Chatham in Kent. After conducting sea trials out of Faslane, Scotland, in the summer of 1968 with Nigel in command, HMCS

OKANAGAN crossed the Atlantic and arrived to a great welcoming reception at the Royal Naval Dockyard in Halifax. After 15 years of Naval service, Nigel retired from the navy to pursue a career in law. At age 33, he was accepted at the University of Toronto Law School and graduated in 1972. He joined the law firm of McMillan, Binch specializing in Admiralty Law. He later became a partner at Paterson, MacDougall and subsequently Meighen Demers in Toronto and altogether spent the next three decades practising marine and travelling extensively throughout the world lecturing and giving papers. Nigel argued cases before all levels of Canada's Admiralty courts including the Supreme Court of Canada. In 1993, he was appointed Chair of the Canadian Maritime Law Section of the Canadian Bar Association and President of the Canadian Maritime Law Association in 1996. He also served on the executive of the Comité Maritime International. Nigel loved spending time with family and friends, discussing politics, history and sharing stories and jokes over dinner and drinks. In earlier days, he was an avid skier and golfer and enjoyed summer weekends at the cottage in Georgian Bay with family and his beloved springer spaniel, Marty. A service in celebration of Nigel's life was held at The Mount Pleasant Funeral Centre on Friday, February 7, 2020. Nigel H.H. Frawley June 7, 1936 - January 22, 2020, Published in The Globe and Mail from Jan. 25 to Jan. 29, 2020

CAPTAIN CHARLES NIXON-ECKERSALL, RN

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 Harbour, 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 4th 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 1977-79, 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 19th 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 seetime

in the cruiser HMS BIRMINGHAM, then flagship of the Mediterranean Fleet, he opted for submarine service.

In 1957 he joined the submarine SEA SCOUT 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 ATREMIS, 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 1971-73, 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 1985-86 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.

SUBMARINERS ASSOCIATION MEMBERS 'CROSSED THE BAR'

(Reported 1st January 2020 to 31st March 2020) (***) WWII Service)

NAME	DATE/AGE	RANK/RATE	BRANCH	SERVICE	SUBMARINES
Christopher C Bailey	February 2020 aged 74	Petty Officer (ME) D060699D	Ex Burton on Trent	May 1965 to Feb 1976	TOKEN (1965 to 1967), ALLIANCE (1967 to 1968), REVENGE (1968 to 1972)
Albert William Birchnall	January 2020 aged 91	Stoker Mechanic P/SKX 788773	Ex Derbyshire	Aug 1946 to Nov 1953	TRUCULENT (1946 to 1948), SCOTSMAN (1948 to 1951) & RG Chatham (1951 to 1953)
Christopher J Bunch	15th March 2020 aged 74	Chief Petty Officer WEA D073234X	Ex Gosport	Jun 1967 to Sep 1985	TIPTOE (1967 to 1969), FINWHALE, SEALION (1970 to 1972), OPPORTUNE (1972), ONSLAUGHT (1972 to 1974) & RENOWN (1977 to 1981)
Charles Blakey	March 2020 aged 98	Able Seaman (ST) P/JX 261865	Derbyshire	Sep 1941 to Jan 1946	THRASHER, SEVERN, TRUCULENT & ULTOR ***
William Caravan	30th March 2020 aged 92	Chief Petty Officer Coxswain P/JX 814233	Ex London	Not given	GRAMPUS (on 'Commissioning') on 11th May 1962 plus RORQUAL, TIPTOE, CACHALOT, ANDREW
Dennis McCarthy Cooper	25th September 2019 aged 76	Chief Petty Officer Medical Assistant P061090Q	Dolphin	Feb 1971 to Sep 1983	REVENGE (S) (on recommissioning at Rosyth in 1975) & SPARTAN
John R W Cooper	11 th March 2020 aged 67	LREM D019026V	Sussex & Ex Dorset	1971 to 1975	RENOWN & OSIRIS
Michael John Dack	5 th March 2020 aged 83	Ordnance Electrical Artificer (O) M913881	Barrow in Furness	Nov 1966 to Dec 1976	REPULSE (P) (1st Commission Crew) & REPULSE (P) on recommissioning in 1972
Joseph G (Joe) Dale	8th January 2020 aged 88	Fleet Chief Petty Officer MEA (P) P/MX 842910	Plymouth Ex Colchester	1953 to 1973	SLEUTH (1953 to 1955), SELENE (1955 to 1957), THERMOPYLAE (1957 to 1960), ANCHORITE (1961), TABARD (1961 to 1963), CHURCHILL (1968 to 1971) & VALIANT (1971 to 1972)
William Leslie Donnelly	10th January 2020 aged 96	Leading Seaman P/JX 303701	Ex-Manchester	WWII	TUNA & TRUCULENT ***
A G (George) Doughty	Apr 2020 aged 71	Petty Officer (RP) P080761	Gosport	1967 to 1976	RESOLUTION (P) (1967 to 1971) & REVENGE (S) (1971)
R.A. (Raymond) Edwards	6th January 2020 aged 70	Lieutenant Commander CO30193D	Scottish	1966 to 1999	DREADNOUGHT (1967 to 1970), REPULSE (P) (1970 to 1972), DREADNOUGHT (1972 to 1973) & WARSPITE (1974 to 1976)
Timothy Everard	5th January 2020 aged 84	Lieutenant Commander CO03123D	Dolphin	Jul 1956 to Jan 1977	TUDOR, TEREDO, CACHALOT, TABARD, GRAMPUS (IL), TALENT (CO), REPULSE (P) (IL) & OXLEY (RAN) (CO)
Thomas Stewart Fell	17th January 2020 aged 78	Weapons Electrical Artificer 1st Class P/M 969529Q	Barrow in Furness	Oct 1967 to Nov 1975	ALLIANCE, REPULSE (P) & RENOWN (P)
Dennis C Flood	22nd January 2020 aged 95	Able Seaman (SD) D/JX 380545	Ex Nottingham	Aug 1943 to Apr 1946	TRADEWIND & THOROUGH

Richard Tobias Frere, KCB	5th March 2020 aged 81	Vice Admiral CO 03491X	Dolphin	1960 to 1994	ASTUTE, OCELOT, TACITURN (IL), TRUMP (IL), ANDREW (CO), ODIN (CO), REVENGE (CO), COCOQC, SM2 & FOSM (1991 to 1994)
Edward G R Hancox	23rd March 2020 aged 96	Telegraphist P/JX 162708	Burton on Trent	1943 to 1948	FFS NARVAL, VULPINE & TIPTOE ***
Frank Huffee	10th October 2019 aged 80	ME1 P/KX 975570	Dolphin	Jun 1960 to Jun 1966	TURPIN, THERMOPYLAE & ARTEMIS
David Lakeland	19th January 2020 aged 71	Warrant Officer Coxswain D099440V	Ex West of Scotland	1971 to 1991	REVENGE, RENOWN, RESOLUTION & ORACLE
George F Maries	1 st March 2020 aged 90	Chief Mechanician P/KX 771522	Dolphin	Feb 1951 to May 1959	SEADEVIL, THERMOPYLAE, TIPTOE, TALLY HO, SANGUINE, EXPLORER & USN Boats
Paul Mitchell	26th January 2020 aged 67	Chief Petty Officer Coxswain D110367G	Gosport	1975 to 1992	RENOWN, VALIANT, RESOLUTION & REVENGE
David Palmer	2nd August 2019 aged 79	LEM M961497	Merseyside	May 1959 to Sep 1962	AURIGA & FINWHALE
David H Pank	January 2020 aged 84	LM(E) P/KX 921247	Ex Nottingham	Jul 1961 to Aug 1967	TIPTOE, THERMOPYLAE & SWIFTSURE
Lionel R Parry	22nd March 2020 aged 71	Petty Officer Steward D103446M	Gosport	1970 to 1986	SEALION, ODIN, SCEPTRE & TIRELESS
Fred A Read	25th January 2020 aged 75	Leading Radio Operator P059299	Welsh	1965 to 1971	ANCHORITE, ANDREW & FINWHALE
David Roper	10 th February 2020 aged 82	Control Electrical Artificer 913989	West of Scotland	Not Given	RENOWN & REVENGE
J M M (Jan) Serdecki	21st February 2020 aged 78	Leading Radio Operator P061404	Lincoln	1964 to 1970	AENEAS (1965 to 1968)
George Spencer	7 th March 2020 aged 92	Stoker Mechanic C/KX 783841	East Kent	1953 to 1954	TURPIN
Brian Wainwright	12th January 2020 aged 84	Leading Signalman/LTO P/SSX 890136	Nottingham	May 1957 to Mar 1960	SENESCHAL
Richard Watling	22nd January 2020 aged 84	Chief Engine Room Artificer P/MX 913591	Barrow in Furness	Jan 1960 to 1966	ORPHEUS & ALCIDE
Martin R Webb	24th January 2020 aged 59	LMEM (M) D176831Q	Ex Southampton	Oct 1984 to Apr 1994	VALIANT (1985 to 1991) & VANGUARD (1991 to 1994)

OBITUARIES – OTHER SUBMARINERS ‘CROSSED THE BAR’

(Reported 1st January 2020 to 31st March 2020 (***) WWII Service)

NAME	DATE/AGE	RANK/RATE	SERVICE	SUBMARINE SERVICE
Nigel H H Frawley	22 nd January 2020 aged 83	Lieutenant Commander, RCN	1959 to 1968	TAPIR (Mar 1960, AURIGA (Dec 1961), AENEAS (IL Feb 1965), OPPORTUNE (IL Dec 1965) & OKANAGAN (CO on commissioning on 22 nd Jun 1968)
Anthony E Braddick	23 rd January 2020	Warrant Officer 2 (ET)(MESM)	Not Given	RENOWN (P) on 21 st November 1992 & VENGEANCE (1 st Commission Crew on 27 th November 1999)
Bruce William Henry Arnold	27 th March 2020	Commander (E) (MESM)	1979 to 2006	RESOLUTION (1980 to 1982), SULTAN, MANADON, TURBULENT (DMEO 1987 to 1988), TRAFALGAR (MEO 1989 to 1990, NEPTUNE CSST (1991 to 1992)
Ralph Roger Chapman, CBE	24 th January 2020 aged 74	Lieutenant	Not Given	DOLPHIN, RORQUAL, WALRUS & SWIFTSURE
J J Colling	January 2020	Warrant Officer (Ops) (S) (SM)	Not Given	SEALION, DREADNOUGHT (1 st Commission), WARSPITE (1 st Commission Crew), COURAGEOUS (1 st Commission Crew), SWIFTSURE
Anthony John Cooke	1 st December 2019	Rear Admiral	1973 to 1976	Commodore Clyde
Phillip Cotton	17 th February 2020	Chief Petty Officer (Tactical Systems)	Not Given	REPULSE (S)
Kevin East	18 th March 2020 aged 52	Able Seaman	From 1984	'S' Class
Frederick Knight Fowler, MiD	10 th January 2020 aged 102	Lieutenant, RCNVR	WWII	SCEPTRE (1943), TRUCULENT (1944) & UNITED
D (Dave) Goodhead	March 2020	Marine Engineering Mechanic (M)	Not Given	SPARTAN (1 st Commission Crew) & SWIFTSURE
Peter G (Spam) Hammersley, CB, OBE	16 th January 2020 aged 91	Rear Admiral (MESM)	1954 to 19**	ALARIC (EO 30 th August 1954), TIPTOE & DREADNOUGHT (30 th May 1960 & on commissioning on 17 th April 1963)
William Burnett (Pusser) Hill	29 th Feb 2020 aged 64	Not Given	Not Given	RENOWN & WARSPITE
Fred W R Jenkins	11 th February 2020	Leading Seaman (UW)	Not Given	OPPORTUNE (on commissioning at Greenock on 29 th December 1964) & RENOWN (S) (1 st Commission Crew) on 15 th November 1968
Tom Jones	9 th March 2020	Chief Petty Officer (TASI)	Not Given	OTTER, ODIN & DREADNOUGHT (Refit & 2 nd Commission) & STWG
Gary Leafe (aka Dobson)	12 th January 2020 aged 40	Not Given	Not Given	VIGILANT & VENGEANCE
Walter Maddock	1 st February 2020	Chief Marine Engineering Mechanic (M)	197* to 1995	RENOWN
Anthony J Marvin	28 th February 2020 aged 85	Chief Radio Mechanician	1965 to 1976	RENOWN (S) (1 st Commission Crew) 15 th November 1968 to May 1973), REVENGE (November 1973 to September 1974), RENOWN (September 1974 to January 1975), NEPTUNE & DOLPHIN
Christopher Gerald Pole-Carew	February 2020 aged 88	Lieutenant	1952 to 1957(?)	THERMOPYLAE (December 1954 to 1956)

David Andrew Ralph	3rd February 2020 aged 68	Chief Marine Engineering Artificer (EL)	19** to 1992	REPULSE (P), REPULSE (S), RENOWN & VALIANT & RENOWN
Alan Scourfield	6th February 2020 aged 77	Chief Medical Technician	Not Given	COURAGEOUS (1st Commission Crew)
David (Jan) Spidy	6th February 2020	Leading Marine Engineering Mechanic (M)	Not Given	OSIRIS & OTUS
Matthew Robert Todd, MBE	February 2020	Lieutenant Commander	28th November 1943 to 1972	TAKU, SYRTIS, THULE (3rd Hand/NO 15th February 1944), SERAPH (IL), SPITEFUL (IL), ALARIC (IL), ASTUTE (IL 24th July 1948), XE-8 (CO), SLEUTH (CO), AURIGA (CO), NARWHAL (CO) & CO (SETT)
Stephan Arthur Vidak	19th March 2020 aged 68	Charge Chief Weapons Electrical Artificer D104922Y	Not Given	DREADNOUGHT on 'Recommissioning' on 9th October 1976, CONQUEROR, SOVEREIGN, TIRELESS & DOLPHIN (Submarine School) on 30th September 1998
Roland Watkinson	11th February 2020 aged 83	Warrant Officer 1	Not Given	RESOLUTION (P) (2nd Commission Crew) on 10th July 1971 & REVENGE
Gwilym Llewellyn Williams	29th January 2020 aged 60	Leading Radio Operator (SM)	Not Given	Not Give,
James Crilly Wood	March 2020 aged 86	Vice Admiral, RCN	Not Given	GRILSE (May 1961, OJIBWA, OJIBWA (CO August 1967 to August 1969) & Commander 1st Canadian SM Squadron (1972)