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# IN DEPTH

Official Newsletter of the Submariners Association

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

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**PRESIDENT**  
**Rear Admiral Niall Kilgour CB**

**The Submariner**

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

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**EDITORIAL & CHAIRMAN'S REPORT**

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Hello again everyone. Well, that's a full year of Covid and its associated restrictions completed. Hopefully the vaccine roll out and the hoped for relaxation of the rules will soon allow us all to get back to normal. It will be good to get back to normal monthly Branch meeting and social events. So what has been going on?

On Saturday 27th March we held the Submariners Association AGM – National Council Conference. There was no NCC last year (as you will all recall) owing to the Covid problems so, this year, there were two years' worth of Recommendations and Proposals to consider as well as all the usual Officers Reports etc. A face-to-face Conference was not possible again this year but the National Secretary managed to set up a virtual Conference using Zoom. Thirty-one of our fifty branches had Delegates in attendance (no Observers this year) with a further nine NMC members, VPs, and guest speakers taking part - so two screens were needed

A protocol had been issued beforehand and a briefing was given on how to conduct the meeting (remain on mute unless speaking and raise a hand (electronically) should you wish to speak. All voting was done on the screen which provided visual results and was recorded – a bit like 'Who Wants to be a Millionaire' – all press now! There were one or two hiccups but things generally went smoothly. The full draft Minutes will be issued in due course but a summary of the main events of the Conference follows:

Having completed the usual preamble of Welcome, Roll Call, Apologies, Crossed the Bar, President's Address, Minutes, Actions etc. we got to the main part of the business – the Proposals and Recommendations.

The Minutes of the 2019 Conference were proposed and Seconded and accepted as a true record. Andy Bain was ratified in post as the National Treasurer.

The Membership Secretary reported that we have 1,574 Association 'Full Members' with 68 New Applications in process. He also reported that a new Association Membership Database is being set up and trialled to provide a more user-friendly and accurate listing. This new system will also enable Branches to have access to update their Membership Status and amend the Database.

Each of the 'Proposals' from the Branches and the 'Recommendations' from the NMC were read out by the Chairman, debated by the Delegates and Voted on. The results of the voting are summarised as follows:

#### **Proposals**

**Proposal 1: Northern Ireland** All proposals at Conference should be a straightforward Yes/No/Abstain. This failed to meet the required 2/3 majority - Yes 60%, No 37%, Abstain 3%

**Proposal 2: Australia.** Enable Branch Ballot Papers to be forwarded by email. This was agreed - Yes 96%, Abstain 4%.

**Proposal 3: Norfolk.** Facilitate proxy voting. This was agreed - Yes 71%, No 29%.

**Proposal 4: Barrow.** Branches to be consulted when spending Association funds beyond defined limits. This was agreed - Yes 68%, No 32%

**Proposal 5: Scottish.** Full membership for Dutch Submariner who is an Associate Member and has fulfilled an essential and important role within the branch for several years. This was not agreed - Yes 32%, No 64%, Abstain 4%.

**Proposal 6: Gosport.** *Proportion representation for Association voting. This was withdrawn. The NMC was requested to look at adopting modern technology and methods so that every paying member can have a say on Association business. No vote was taken.*

**Proposal 7: Sunderland.** *The Seconder Branch was not present. However, the Gosport Branch stepped in so the proposal could go forward. The nominal sum of 150 pounds to be donated from National Funds to each Branch for this year only to assist with Branch expenditure. This was not agreed - Yes 29%, No 71%.*

#### **Recommendations:**

Each Recommendation was read out and a Proposer and Seconder from the Branches was requested for them to go forward as Proposals and voted on.

**Recommendation 1:** Was withdrawn. More information required.

**Recommendation 2:** Reduction of Life Membership age from 90 to 85. This was agreed - Yes 92%.

**Recommendation 3:** Transfer of residual National Funds to the Submarine Fund (RNRMC) in the event of dissolution of the Submariners Association. This was agreed - (Yes 100%).

**Recommendation 4:** National Committee Standing Orders. Nomination of SA Representative

on the Submarine Family Working Group and various text changes to the Rules & Constitution. This was agreed - Yes 100%.

There were two speakers who gave briefings on the following:

#### **THE NEW SUBMARINER'S MEMORIAL AT THE ARBORETUM (Tom Herman):**

Tom outlined the process that had been adopted to select the final design and the designer for the new memorial. This included the setting up of the charity, the personnel and partners involved and a selection process overview. He stated that £370K is required and about £150K has been raised so far. The remainder will have to be achieved through various fund-raising events, people funding and Submarine Industrial Partners. It is hoped that most of the funds can be obtained by the end of this year so that construction and installation go ahead with completion by the third quarter of next year (2022).

Note – a fuller report is at Pages 16 to 18

#### **THE SUBMARINE SERVICE & THE SUBMARINE FAMILY/FUND**

Commodore Jim Perks (COSM) gave an overview of the current situation and operations of the Submarine Service - highlighting the additional constraints imposed by COVID. Whilst patrols successfully continued throughout the last year the impact on family life for those serving on board and in support roles has been significant. Quarantine and self-isolation has added several weeks to the Patrols and time away from the family. He praised the dedication and fortitude of all those involved. Despite this recruitment was up - but that also creates issues with regards to training - particularly the 'At-Sea' training.

He then went on to brief the Conference on the work that has been going on to set up the Submarine Family/Fund organisation which is still a 'Work in Progress'. The 'Submarine Family' embraces/ includes the 'Serving Submariners', The Submariners Association, We Remember Submariners, The Friends of the Submarine Museum and the various Industrial Partners, also working in conjunction with the RNRMC to provide administrative support. It is anticipated that this will provide approximately 120K a year to the Submarine Fund. This will provide financial support to Submarine Organisations via grants and eventually facilitate free membership.

Note. A fuller report is at Pages 18 & 19

The Association President, Niall Kilgour, Thanks everyone taking part today and gave brief but amusing final comments before the Chairman closed the meeting and the 'Toast to the SM Service' and 'Absent Friends' was Proposed

Take care everyone and make sure you get both of your 'Jabs' when you are due.

Regards

Barrie Downer

**IN DEPTH No. 73**

Issue No. 73 will be published on 1st July 2021. Contributions are required to be with the Editor by 15th June 2021 – please make sure I get them in good time!

**DISCLAIMER**

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

**Cover Picture: HMS QUEEN ELIZABETH at Glen Mallan Jetty, Loch Long at night**

**NEW & RE-JOINING MEMBERS 1<sup>st</sup> January to 31<sup>st</sup> March 2021**

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

NAME	RANK/RATE	BRANCH	SM SERVICE	SUBMARINES
I (Ian) Edley	LMEM	Sheffield	Sep 1969 to Sep 1976	OLYMPUS, RORQUAL, ONYX & RENOWN
N.P (Nigel) Brunning	WO1 (MESM	Poole & District	Sep 1989 to 20**	TIRELESS (x 2), SOVEREIGN, TURBULENT, TRAFALGAR, ARTFUL
P. (Paul) Day	PO UC1	Colchester	1972 to 1978	REVENGE (S) & CHURCHILL
I. (Ian) Worrall	CPO	Derbyshire	1979 to 2007	VALIANT (80 to 81)(90-93), COURAGEOUS (82 to 86)(87-89), VICTORIOUS (95 to 98) VENGEANCE (99 to 03) & SUPERB (04 to 06)
J.A. (John) Sheffield	AB	Essex	Jun 1965 to Apr1967	CACHALOT & THERMOPYLAE (Aug 1966 to Apr 1967)
I. (Iain) McMillan	CPO WTR(SM	West of Scotland	Jan 2000 to Jan 2018	SPLENDID (00 to 02), VENGEANCE (P) (04 to 06), VANGUARD (S) (06 to 07) & TIRELESS (09 to 11)
D.P. (David) Stokes	WO MEM(L)	Portsmouth	1968 to 1997	OTUS (69 to 70), ORPHEUS (71 to 72), WALRUS (72 to 74) & ONYX (76 to 80)
R (Robin) Reid	Lt	Manchester	Jul 1982 to Sep 1986	OTUS, ODIN & OPPORTUNE
R. (Ryan) Ramsey	Cdr	Gatwick	Feb 1991 to Mar 2014	TURBULENT (08 to 12), TORBAY (00 to 03), TALENT (97 to 99), SPARTAN (95 to 96), WALRUS (93 to 95), OPOSSUM (92) & OPPORTUNE (91 to 92)
M.J. (Martyn) Hillier	RO2	Barrow in Furness	Mar 1960 to Dec 1969	CACHALOT (62 to 65) & TRUMP (65 to 68)
S.L. (Steven) Hudson	CPO MEA (EL)	Hull	1988 to 1990	SWIFTSURE (88 to 90)
J.J. (James J.) Williams	AB	West of Scotland	Not Given	VANGUARD, VIGILANT, VENGEANCE & VICTORIOUS
I.S (Ian) Hobson	Lt Cdr	West of Scotland	Jul 1975 to Aug 2012	RENOWN (S) (75 to 77), REPULSE (P) (78 to 79), REPULSE (S) (81 to 84), RESOLUTION (P) (87 to 90), VICTORIOUS (94 to 97) & VENGEANCE (S)
H.J (Harry) Fegan	SLt	Sunderland	Not Given	ARTFUL (19 to 20), ANSON (20)
M.A. (Michael) Lathwood	LMEM	Manchester	Aug 1979 to May 1987	SPLNDID & TIRELESS
J.M. (James) Savell	WO2	Gosport	Apr 1986 to 20**	OTUS, OSIRIS, VANGUARD, VICTORIOUS, VENGEANCE, TURBULENT & TRIUMPH
M.J.D. (Mike) Walliker	Commodore	Plymouth	Sep 1988 to Feb 2020	ODIN (89 to 90), TRIUMPH (92 to 94), TORBAY (94), TALENT (95 to 96), TURBULENT (97 to 99), TIRELESS (CO) (00 to 03) & ASTUTE (CO) (07 to 08)
M.J. (Michael) Myers	CPOWEA	Dolphin	1994 to 2001	SOVEREIGN & VICTORIOUS (S)

S. (Steven) Farmer	LCK	North Staffs	1979 to 1987	RESOLUTION (P) (80 to 87)
G.M. (Geoffrey) Robson	LH	West of Scotland	Feb 2005 to Oct 2012	SCEPTRE & VICTORIOUS
J. (John) Robertson	CRS	Blyth & Wansbeck	Not given	SWIFTSURE, SPARTAN & RENOWN (S)
T.E. (Thomas) Hazell	Lt	Scottish	May 2013 to 20**	ARTFUL, AMBUSH, VENGEANCE (P) & VIGILANT (S)
B.E.J. (Barry) Loram	LMEM	Sussex	Oct 1970 to Jun 1976	DREADNOUGHT
T. (Thomas) Fairlie	LS	West of Scotland	1966 to 1978	OTTER, SOVEREIGN, COURAGEOUS, CONQUEROR & REVENGE
C.P. (Christopher) Hall	LS	Bridlington & District	Jul 1983 to Dec 1989	CONQUEROR (83 to 84), SPARTAN (84 to 86) & TRAFALGAR (87 to 89)
B. (Brian) Deluce	A/LREM	Middlesex	Mar 1975 to Aug 1977	ONSLAUGHT, OBERON & OCELOT
R.I. (Robert) Cremin	LS (S)	Middlesex	Nov 1970 to Aug 1979	AURIGA (70 to 71), ANDREW (72 to 74), RESOLUTION (S) (74 to 77) & (P) (77 to 79)
M. (Michael) Dymond	WO (OPS)(TS)	Dolphin	1963 to 1987	TOKEN, NARWHAL, ALLIANCE, REPULSE & RENOWN
R.M. (Richard) James	Lt	Merseyside	Sep 2003 to Nov 2009	VENGEANCE (Nov 03 to Feb 04), VANGUARD (Feb 04 to Sep 07) & SCEPTRE (May 08 to Nov 09)
S.A. (Shane) Davies	AB1	Cheltenham & West Midlnds	Feb 2013 to Mar 2017	TIRELESS (Feb 13 to Mar 17)
M.S. (Mark S.) Anderson	CPO	Cheltenham & West Midlnds	Apr 2001 to 20**	SCEPTRE, ASTUTE & AMBUSH
C.G. (Charles) Lennox	WO1(MESM)	Cheltenham & West Midlnds	1990 to Jan 2021	SWIFTSURE (90), SCEPTRE (90 to 95), (97 to 02) & (03 to 05), SPLENDID (02 & 03) & SUPERB (05 to 08)
M.J. (Michael) Nolan	CPO WEM(O)	Leicestershire & Rutland	Sep 1972 to Jul 1993	RESOLUTION (73 to 75), REPULSE (75 to 77) & ONSLAUGHT (79 to 82)
C. (Craig) Davies	LET	Sunderland	Feb 2011 to 20**	TORBAY (Feb 11 to Apr 15), ARTFUL (Nov 16 to Jun 17), ANSON (Jan 18 to **)
R.J. (Robert) Bendle	ET	Sunderland	2012 to 20**	ASTUTE (12 to 13), ARTFUL (13 to 18), ANSON (20 to **)
J.W. (John) Nicholson	LET	Sunderland	Sep 2014 to 20**	TRENCHANT (Sep 14 to Jul 17), ANSON (Aug 20 to **)
A.W. (Arron) Vout	LET	Sunderland	Feb 2014 to 20**	TRIUMPH (Feb 15 to **)
S (Sean) Kelly	LET	Sunderland	Feb 2019 to 20**	TALENT (Nov 18 to **), ANSON (Aug 2020 to **)
A (Andrew) Moore	ET	Sunderland	2014 to 20**	AMBUSH (Apr 15 to Apr 18), ANSON (Apr 18 to **)
R.D. (Ryland) Hopkins	CPO (OPS)SSM	Wales	1982 to 2006	VALIANT, RESOLUTION, REPULSE, RENOWN, REVENGE & VIGILANT
J.P. (Jon) Taylor	Lt Cdr	Gosport	Mar 1979 to Jun 2021	PORPOISE, ORACLE, SEALION, OPPORTUNE, TALENT, VICTORIOUS, TIRELESS, TURBULENT & SCEPTRE
L. (Leonard) Ritchie	L/Sea(S)	Plymouth	Sep 1969 to Feb 1980	WARSPITE (Nov 69 to Oct 74), ORACLE (S/C 75), VALIANT (Sep 75 to Nov 77) & SOVEREIGN (Jan 78 to Jan 80)
A. (Angus) Kirkaldy	WO1 Coxn	Plymouth	1978 to 2011	CHURCHILL (80), WARSPITE (80 to 84), CONQUEROR (81), REPULSE (P)(86 to 92), TALENT (95), SPLENDID (95 to 97) & (01 to 03), SOVEREIGN (03 to 04), VICTORIOUS (07) & VIGILANT (07 to 10)
D.J (David) Doran	CC MEA	Gosport	Jan 1973 to Aug1991	RESOLUTION (S) (Jun 1973 to Sep 1974) & (Apr 1985 to Apr 1985), REVENGE (P) (May 1975 - Mar 1979), REPULSE (P) (Aug 1981 to May 1983) & (Apr 1989 to Jul 1989)
B.D. (Bernard)	PO Tel	Plymouth	Feb 1952 to	AMBUSH (52 to 53)

Ager			Nov 1953	
M. (Mark) Smith	LMEM(M)	Plymouth	Feb 1978 to July 1994	ORPHEUS (78 to 80, OTTER (82 to 85), OPOSSUM (85 to 90) & SPLENDID (92 to 94)
R. (Ray) Johnson	CC MEA(EL)	Merseyside	May 1975 to 1996	OSIRIS (75 to 76), DREADNOUGHT (78 to 82), SPARTAN (85 to 91) & SPLENDID (94 to 95)

## **SUBMARINE LOSSES OF WWII**

(1<sup>st</sup> Quarter 1941)

### **JANUARY 1941**

No Submarines were lost in January 1941, but two Submariners are reported to have died. They were:

(1) A member of the Crew of Submarine HMS TRIUMPH. He was:

Stoker 1st Class Harry Hague O/N D/KX 78310

Harry Hague was the thirty-five years old son of Elizabeth Lawrence of Sheffield. He is reported to have died on 16th January 1941, but the circumstances of his death are not known. He is buried in the Malta (Capuccini) Cemetery, Protestant Section (Mens) Plot 5, Collective, Grave 14.

(2) An Able Seaman serving in HMS DOLPHIN. He was:

Able Seaman Nelson Ferbrache O/N J111110 (Po)

Nelson Ferbrache was born in Guernsey in the Channel Islands in 1908. He is reported to have died in the Royal Naval Hospital, Haslar on 11th January 1941 and he was buried in the Royal Naval Cemetery at Haslar.

### **FEBRUARY 1941**

Two Submarines were lost in February 1941. They were:

#### **Submarine HMS SNAPPER**

HMS SNAPPER is presumed to have been sunk near Ushant on 11th February 1941. The submarine left for her 13th War Patrol in that area on 29th January 1941. Three German Minesweepers (M2, M13 and M25) carried out depth charge attacks on a Submarine in that area on 11th February - after the Minesweepers had been attacked by a Submarine. HMS SNAPPER failed to return from her Patrol and all the crew (thirty-nine Officers and Ratings) were lost. The Crew was made up of the following personnel:

#### **Officers:**

Lieutenant Geoffrey Vernon Prowse

Lieutenant Edward Bartle Talbot

Sub Lieutenant George Michael Hamilton Alston

Lieutenant Eric Arthur Ernest Ashby

Warrant Engineer Daniel Patrick Halloran

#### **Ratings:**

CPO John William Laker J103942

PO TGM Archibald Stewart, DSM

PO Edward George Matthews, MiD J106725

PO Archibald Sidney Albert Dearn J105902

L/Sea Ronald Frederick Clements J111140

L/Sea Myles Edward Lawson, MiD C/JX 127646

AB Raymond Roy Penny P/SSX 18730

AB Stephen Palmer P/SSX 10028

AB Percival John White J46779

AB Leslie William Chittleborough D/JX 149653

AB George Harry Mellows D/JX 127284

AB William Alfred Rosewarner D/JX 125972

AB Richard Dobbie C/SSX 18117

AB James Leonard Gray C/SSX 20054

AB Charles Arthur Doucy P/JX 167380

PO Tel Reuben Conolly, MiD P/JX 125604

L/Tel Harold William Pownall J114652

L/Tel Ronald Arthur Hobbs C/JX 148131

L/Tel Richard Arthur Wilkinson Dodson C/SSX 25377

Tel Edward Hutchinson Thompson D/JX 134059

L/Sig Reginald Ashton Nesling C/JX 140123

EA3 J W Furlong C/MX 52491

ERA1 Arthur John Cooper, DSM M35070

ERA3 John Thurston Winder D/MX 60552

ERA3 Kenneth Watkins Jones D/MX 52698

ERA Joseph Undy C/MX 70111

SPO Charles Plumb, MiD C/KX 78684

L/Sto Robert Gale Farmer D/KX 84307

L/Sto Victor John Parsons, DSM P/KX 82762

L/Sto Frederick George Sidney James Bashford, MiD C/KX 93867

L/Sto Alfred Bell C/KX 82381

L/Sto William Munro C/KX 88739

Sto1 Kenneth Rhesa White P/KX 92291

Sto1 Walter Ernest Henry Hill C/KX 94286

Sto1 Clarence Straw C/KX 70136

Sto1 James Watson C/KX 94647

Sto1 Thomas John McCleave D/KX 108584

#### **Submarine HMS USK**

HMS USK (P41) was lost in the Mediterranean off Cape Bon on or about 25th February 1941. This is the last date on which a signal was received from the Submarine. It is believed that HMS USK was lost in a minefield in that area. There were no survivors from the Crew which consisted of the following personnel:

#### **Officers:**

Lieutenant Godfrey Paul Darling

Lieutenant Vivian Longuet Darbyshire

Lieutenant David William Leggatt

Lieutenant Desmond Astridge O'Hara

#### **Ratings:**

PO Norman Spencer Gissing J114873

PO Christopher James Thomas J106785

L/Sea Sidney George Twiddy C/JX 145272

L/Seaman John Idris Moss Davies D/JX 138552

L/Sea Frederick Charles Oliver Robinson D/JX 125055

L/Sea Jack Stokes J107132  
 AB Ivor Gwyn Williams D/SSX 20499  
 AB Peter Franklin Randall C/SSX 21145  
 AB William Richardson D/JX 142696  
 AB Eric Hall C/SSX 26837  
 AB James Percy Amor C/SSX 27177  
 AB George Augustine Jordan D/JX 134982  
 Ord Sea William Sowden D/JX 20118  
 PO Tel William Henry Porter J107908  
 Tel Patrick George Attride J109062  
 Tel Arthur Francis Brady C/JX 149361  
 Tel Herbert Frederick Green D/SSX 23186  
 L/Sig Euros Bowen Jones J106935  
 CERA Reginald Francis Bryant M38762  
 ERA3 Joseph Armstrong Cruikshank P/MX 55809  
 ERA3 William John Arthur James Martin D/MX 55521  
 SPO Arthur East D/KX 81578  
 L/Sto Richard Sidney Cable C/KX 84368  
 L/Sto James Orrell C/KX 83985  
 Sto1 James Aitchison C/KX 85851  
 Sto1 Henry Stanley Kellaway D/KX 75079  
 Sto1 Bernard Plant D/KX 76308  
 Sto1 Henry Victor Sutch P/KX 93833

#### **MARCH 1941**

No Submarines were lost in March 1941 and no Submariner Casualties were reported

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### **SUBMARINERS ASSOCIATION** **'SERVING MEMBER'S REPORT**

No report available this issue.

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### **TRAINEE SUBMARINERS ATTEND PASSING-OUT PARADES AT HM NAVAL BASE CLYDE**

HMNBC 05/21 Friday, 26 February 2021

A Class of submariner trainees at HM Naval Base Clyde recently passed-out from the first phase of their Submarine Qualifying Course (SMQ) On Thursday, February 18, the class of twenty-three students – being trained for service on board Vanguard Class submarines – reached the culmination of their ten-week “dry phase”, the classroom part of the course conducted on dry land at Clyde’s Fleet Operational Sea Training (North) (FOST)(N).

The Class, the first of 2021, graduated on the day with Captain FOST (N), Captain Ian Breckenridge presenting each student with their certificates in the HMS Neptune Supermess under strict social distancing conditions. The best student award was presented to Engineering Technician (Mechanical Engineer Submarines) ET (MESM) McCarthy for delivering the best overall performance during the course. This award is based not only on the trainee’s academic achievements but also on their attitude, commitment and, most importantly, their teamwork and support of their peers whilst on course.

Warrant Officer 1, Ian Brown, SMQ Training Officer said: “It is always a proud moment for the students to pass out from SMQ (dry). The course is designed to be intense and to prepare the students for the next phase of their submarine training, SMQ (wet) prior to achieving their ‘Dolphins’ and becoming qualified submariners.

The students are, of course, in possession of their “Training Dolphins” at this stage of their training. The Training Dolphins which were introduced in September last year are a similar size and design as the traditional Gold Dolphins but are black in colour.

Prospective submariners join FOST (North) at HM Naval Base Clyde for the dry phase of their training. After successfully completing a final exam, oral board and walk-rounds of a nuclear submarine, they pass-out, eventually joining a nuclear submarine. It is there the second phase of training begins – known as the “wet phase”. Students complete their SMQ training at sea on board a Royal Navy submarine and it is only then that they are entitled to swap their Training Dolphins for the coveted “Gold Dolphins” badge – the mark of a qualified submariner.

Sent by: Royal Navy Media, Communications & Engagement (RNMCE) Deputy Regional Press Office (Scotland & Northern Ireland), HM Naval Base Clyde.



**The class of twenty-three students at their Passing-out Parade.**



**Captain Ian Breckenridge presents the prize for the best student to ET (MESM) McCarthy at the passing-out.**

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HMNBC 08/21 Tuesday, 30 March 2021

Twenty-four submariner trainees at HM Naval Base Clyde recently passed-out from the first phase of their Submarine Qualifying Course (SMQ). On

Thursday, March 25, the students – being trained for service on board Astute Class submarines – reached the culmination of their ten-week “dry phase”, the classroom part of the course conducted on dry land at Clyde’s Fleet Operational Sea Training (North) (FOST)(N).

The class of 24 students, the first Astute-class of 2021, graduated on the day with Commodore Jim Perks OBE, Commodore Submarine Service presenting each student with their certificates in the HMS Neptune Supermess under strict social distancing conditions. “The SMQ dry phase is an intensive course designed to test the mettle of the students and all those that are successful have achieved a great deal in a short space of time,” said SMQ Training Officer, Warrant Officer 1 Brown.

“They are now ready to be released to submarines and continue with their wet phase and subsequently earn their coveted dolphins.” The best student award was presented to Able Rating Chef Oliver Jenkins for delivering the best overall performance during the course. This award is based not only on the trainee’s academic achievements but also on their attitude, commitment and, most importantly, their teamwork and support of their peers whilst on course.



**The twenty-four submariner trainees at their passing-out parade with instructors and Commodore Jim Perks, OBE.**

In addition to the passing-out, one of the SMQ instructors, Petty Officer (Communications and Information Systems Submarines) (PO (CISSM)) Thomas Reece was also awarded a Long Service and Good Conduct award to recognise 15 years of service. PO(CISSM) Reece said: “It is a very proud day for myself after receiving my medal for 15 years continuous service and good conduct in the Royal Navy. I remember passing out from SMQ(Dry) myself and it was also a very proud moment. All of these successful students will feel a great deal of achievement.”

Prospective submariners join FOST (North) at HM Naval Base Clyde for the “dry phase” of their training. After successfully completing a final exam,

oral board and walk-rounds of a nuclear submarine, they pass-out, eventually joining a nuclear submarine. It is there the second phase of training begins – known as the “wet phase”. Students complete their SMQ training at sea on board a Royal Navy submarine and it is only then that they are entitled to wear the coveted “dolphins” badge – the mark of a qualified submariner.



**AB Chef Jenkins is presented with his Best Student award by Commodore Perks.**

**Royal Navy Press Office**

Sent by: Royal Navy Media, Communications & Engagement (RNMCE) Regional Press Office (Scotland & Northern Ireland), HM Naval Base Clyde.

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### **MAD WIFE DISEASE**

A guy was sitting quietly reading his paper when his wife walked up behind him and whacked him on the head with a magazine.

What was that for?' he asked.

'That was for the piece of paper in your trouser pocket with the name Laura Lou written on it,' she replied.

'Two weeks ago when I went to the races, Laura Lou was the name of one of the horses I bet on, I bought you those flowers with the winnings,' he explained.

'Oh darling, I'm sorry,' she said. 'I should have known there was a good explanation.'

Three days later he was watching TV when she walked up and hit him in the head again, this time with a frying pan, which knocked him out cold.

When he came to, he asked, 'What was that for?'

'Your horse phoned'  
(thanks to Ian Walsh)

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## RN SUBMARINE NEWS



### **HMS TRENCHANT on her way to Devonport to 'Pay Off'**

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#### **£230 million contract to bolster Royal Navy torpedoes**

Cutting-edge Spearfish and Sting Ray torpedoes carried by the Royal Navy are receiving a £230 million maintenance uplift.

Ministry of Defence Published 27 January 2021

The Spearfish and Stingray torpedoes are cutting-edge capabilities, carried on a number of Royal Navy submarines. Spearfish torpedoes – which use sonar to home in on targets - are carried by the Royal Navy's Astute class and Trafalgar class hunter-killer submarines and the nuclear deterrent Vanguard class to neutralise underwater and surface threats. While Sting Ray torpedoes are deployed on Anti-Submarine Warfare mission, including frigates, Merlin and Wildcat helicopters. They provide a close attack capability which also automatically targets in on enemy threats.

Supporting over 100 skilled jobs at the BAE Systems Broad Oak facility in Portsmouth, the Torpedoes Repair and Maintenance (TRAM) contract will run for six years. TRAM supersedes the Torpedo Capability Contract (TCC) with BAE Systems which ran for 10 years. Defence Minister Jeremy Quin said: "Our Royal Navy submarines require sophisticated defensive and offensive underwater weapons to deter a wide range of surface and subsurface threats. This £230 million investment is crucial in safeguarding the availability and effectiveness of these highly capable weapon systems whilst supporting skilled British jobs. The contract will help guarantee the Royal Navy's inventory of Spearfish Heavyweight and Sting Ray Lightweight torpedoes. A full suite of maintenance activity is also included. This support ranges from technical repair, provision of spares, stock management, logistics and trials support."

Ensuring the torpedoes are safely stored is vital, so the contract also offers safety, environment and engineering advice to support the continued secure use of the weapons. Dr Brooke Hoskins, Director of Products and Training Services for BAE Systems Maritime Services said: "BAE Systems' teams have developed, manufactured, and supported the UK's torpedoes since the 1970s. Torpedoes have a vital role in layered anti-submarine warfare. We are incredibly proud to continue delivering these critical support services to the Royal Navy through a combination of our agile and innovative forward thinking and our heritage and expertise."

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#### **ROYAL NAVY'S NEW TORPEDO PUT THROUGH ITS FINAL TRIALS**

5<sup>th</sup> February 2021

**Submarine HMS TALENT has put the world's most advanced torpedo through its final trials – including firing the lethal weapon at itself.**

The Trafalgar-class boat – whose mission is to hunt and, if necessary, kill hostile submarines – fired the upgraded Spearfish on the BUTEC ranges near the Isle of Skye to rigorously test it before it enters service. During the three-day trial, the cutting-edge Spearfish was fired at TALENT three times – and was programmed to safely pass the submarine to ensure there was no risk of the boat torpedoing herself. The trials provided valuable data in the final stages of the upgraded torpedo's development ahead of its impending entry into service.

Commander Paul Jamieson, Commanding Officer of HMS TALENT, said: "TALENT has been the host platform on two occasions for this trial and my team are proud to have had a role in this important programme.

"The Spearfish upgrade will ensure the submarine service continues to possess a very credible weapon system, capable of dealing with potential future threats."

Captain John Aitken, the Spearfish Programme Director, and a former commanding officer of TALENT, said: "This trial marks the culmination of a tremendous amount of hard work from the Spearfish team and our partners in industry.

"The 'Mod 1' weapon is at the very cutting edge of torpedo technology and underscores Britain's position as one of the global leaders in underwater capability.

"That TALENT continues her proud tradition of delivering exactly what is required of her makes this all the more pleasing for me."



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### NON-ACOUSTIC SENSORS

The arrival of HMS TALENT in Gibraltar in February fitted with additional sensors on her fin has raised the public awareness of non-acoustic submarine detection methods. Sonar remains the primary means of locating submarines but here we examine what is known about other technologies that may be used in the undersea battle to detect and trail adversary boats.

In 'conventional' anti-submarine warfare submarines are usually located acoustically, either via active sonar that requires the hunter to send out a sound wave, which hits the target and bounces back, or passive sonar that simply listens for noise radiated by the target. As sound waves can travel very long distances through water it is the primary means by which submerged submarines understand their environment and hunt their prey. Sonar has its limitations and other passive methods of detecting submarines would be extremely useful. Wake detection systems may rely on finding traces of either heat, radiation, chemicals or bubbles left by the submarine as it passes through water as well as disturbance to the water itself. These faint signatures may be left behind for some hours after the submarine has passed by and offers a means to trail boats that may be used to supplement acoustic methods. With sophisticated analysis of the data generated by the sensors it may also be possible to determine the direction of travel, speed and distance travelled by the boat.

Any articles in the public domain on this subject must rely on non-classified sources and information is understandably limited. Wake-detection and similar technologies for civilian able to sense exceptionally small amounts of impurities in water is a highly technical subject and the science that underpins it continues to advance.

#### **The Red's SOKS**

The Soviet navy appears to have been the first to develop wake detection systems. The Systema Obnaruzhenya Kilvaternogo Sleda (SOKS) was developed in the late 1960s. During the latter part of the Cold War it became known that Soviet submarines had managed to trail NATO boats undetected on a few occasions. The Russians confirmed this publicly in the 1980s, claiming that the Victor class boat, K-147 had followed an American SSBN

(probably USS Simon Bolivar) for 6 days. Western sonars and submarine silencing capability was known to be considerably ahead of the Russians and NATO boats routinely tracked them for long periods using passive sonar only. Initially, analysts considered it almost impossible the Russians had managed this and were at a loss to understand how this might have been achieved.

An investigation by the CIA concluded by the early 1970s that wake-detection technology had been used. The Soviets had succeeded in creating a variety of sensors that could be used operationally, given the right circumstances. The USN had explored similar technology in the 1960s but had abandoned it, putting all its effort into improving sonar capabilities where it enjoyed technical superiority and the huge advantage provided by the SOSUS seabed array system.

Russia has continued an iterative development process for SOKS with systems code-named by NATO including Kaira (1978), Bullfinch-2 (1979), Toucan-1 (1981) and Ear (1982). The investment in this technology over many years suggests it has matured to be a reliable and useful system and its use is part of Russian operational doctrine. Their modern Akula and Yassen class SSNs are equipped with the latest versions.

### **Royal Navy not out-done**

Surprisingly, there is more in the public domain about Soviet and Russian systems than about UK wake-detection technology. What is certain is that RN submarines have received various Non-Acoustic Sensors (NAS) for trials and testing going back at least three decades. Whether used operationally across the fleet or on a temporary experimental basis is unclear. The UK has a reputation for excellence in sonar research and manufacture. The highly sophisticated Sonar 2067 suite fitted to the 'Trafalgar' and 'Astute' class is reputedly one of the best in the world but the RN still considered it prudent to pursue other detection technologies.

HMS TRAFALGAR was fitted with NAS sometime around 2004-5 and at least part of the equipment remained mounted until she decommissioned in 2009. Around the same time, HMS TORBAY also received additional sensors mounted the port side of her fin (but this appears to have been removed by about 2010). During this period, TORBAY also sported an experimental navy blue paint scheme intended to reduce the visibility of the boat at shallow depths when operating in the blue waters of the Mediterranean. TORBAY was eventually repainted in the traditional pusser's 'North Atlantic dark grey' but HMS TRENCHANT emerged from a very long refit in 2017 with the dark blue paint scheme.

Until the reappearance of the probes fitted to HMS TALENT in 2019, this is all that can be said with certainty about modifications to the 'Trafalgar' class boats through observing visible external additions. Other boats may have had less obvious equipment fits, either retractable probes or housed within the casing, the fin or mounted below the waterline. It is possible that the 'Astute'-class boats were designed to carry NAS integrated from the outset and the sensors are hidden from view, although this is only speculation.

### **Hunting without sound**

Details of how the non-acoustic sensors work are sketchy but in broad terms, infrared or laser light is passed through the water being sampled by the probes. The absorption or refraction of light by tiny particles present in the water can be measured. The science of spectroscopy enables the detection of very low concentrations that may only be a few parts per billion. Small changes in salinity, temperature and density may also be measured. The sensors may take thousands of samples per second which require computers to process the stream of data to distinguish between naturally occurring phenomenon and the distinct signatures left behind by a submarine.

The wake of a submerged submarine naturally spreads out over time which offers a sporting chance of locating it in the first place. The sensors on a single submarine are relatively close together and likely to distinguish only between actually being in or out of the wake. The needs for multiple sensors arranged in different places on the hull is to confirm the wake is being detected and it not just one probe getting a false reading. The different shaped probes are likely optimised to sense different properties of the wake. Just as sonar propagation is affected by environmental conditions in different parts of the ocean, non-acoustic sensors may also be hampered by factors such as salinity, pollutants, strong currents and water disturbed by other vessels, particularly in shallow and busy littoral waters.

**Radiation** Nuclear submarines have many tactical advantages over conventional boats but emit a very faint but distinctive radioactive signature. Radionuclides are a by-product of the nuclear fission process and other radioactive elements will be left behind by an SSN or SSBN.

**Heat** Nuclear submarines use large quantities of seawater to condense the superheated steam and cool the reactor. It may be possible to detect the trail of slightly warmer water pumped out by the submarine for some hours after it has passed by, although the effectiveness of this method could vary greatly depending on the ambient sea temperature.

Both radiation and heat detection methods are not applicable to conventional submarines. Russia's newer Kilo and Lada class boats (Project 636, 636M and 677) are exceptionally quiet SSKs, hard to detect with passive sonar and are known to be active in the Eastern Mediterranean. The RN's non-acoustic sensor outfit would be particularly useful against these targets so radiation and heat detection is unlikely to be of prime importance.

### Chemicals

A vessel passing through water will leave a distinct chemical trail behind it. This may include tiny particles of paint, rust and zinc from the sacrificial anodes fitted to reduce corrosion. Hydrogen is a by-product of the system used to make oxygen for the submarine's crew to breathe and is detectable when dissolved in seawater. Some of this chemical trail may be reduced by careful design and use of materials but it is almost impossible to eliminate entirely.

### Bubbles and waves

All moving submarines leave a trail of small bubbles behind them. Great efforts have been devoted to reducing the cavitation effects of submarine propellers through careful design, high precision manufacturing and polishing. The rapid changes of pressure in the water around the rotating propeller or propulsor lead to the formation of small vapour-filled bubbles at the blade tip which then collapse, creating unwanted noise. Shrouded propulsors with large, slow-turning rotors have helped reduce cavitation and radiated noise but bubbles will still be formed, especially at higher speeds. Tiny bubbles remain present in the water column for some time. It may also be possible to detect the movement of the water disturbed by the passage of the submarine. The waves and eddies may linger in the water column and the tiny variations in pressure may be detectable long after the submarine has gone. These signatures are likely the most important method of non-acoustic submarine detection.



**HMS TRAFALGAR entering Portsmouth for a rare submarine visit in August 2006. The 6 probes of the wake detection sensors are prominent on the forward upper fin, with a further 2 pairs on the starboard side. This equipment was fitted at least 15 months before this image was taken.**



(Left) HMS TALENT arriving in Gibraltar on 4th February 2021

(Centre) Close up of the 4 probes mounted on the bow originally fitted sometime during 2019

(Right) The additional 4 probes mounted on each side of the fin in 2020

(Photo: DM Parody [dotcom.gi/photos](https://dotcom.gi/photos))

### I TALENT gets toys

Sometime in 2019, HMS TALENT was fitted with a wake detection system on the forward part of the casing. The visible mounting consists of 4 probes. This was further supplemented with another two identical mountings fitted on either side of the upper fin in 2020. The reappearance of NAS on a 'Trafalgar' class boat suggests that the technology is continuing to improve, investment is ongoing and its tactical value is worth pursuing. Open-source information from the civilian industry indicates that similar particle-in-water sensors are becoming more accurate and compact. Perhaps of greater significance are the advances in artificial intelligence and machine

learning. Computers can be ‘trained’ to search for very specific patterns buried in huge amounts of data that are the unique tell-tales indicating the presence of a submarine, while eliminating false positives. Not only is vastly more computing power available relatively cheaply, but these new processing techniques can quickly make sense of the data stream from the sensors and provide the submarine commander with more reliable guidance for trailing a submerged submarine.

If a submarine cannot be detected by passive means, resort to active sonar is usually undesirable. Going active will immediately alert the prey that they have been detected. Active sonar provides bearing and range data but also reveals the same information to the target, potentially allowing its adversary to achieve a fire-control solution, should it wish to launch a torpedo. NAS are far from a panacea that will allow all submarines to be instantly detected but is another tool that may be integrated with the conventional sonar picture. NAS could be used to confirm fleeting contacts from passive sonar or localise a target when cued into the general area by intelligence from other sources. Above all, NAS appears to be ideal for trailing a very quiet SSK at medium or short range. Faced with a proliferating conventional submarine threat, the RN’s small SSN force needs every possible sensing advantage that can get, although well trained, experienced and canny submariners are still the most important element of success.

As the penultimate Trafalgar class boat, HMS TALENT was originally scheduled to decommission this year but the lives of the three remaining T-boats have been extended by at least 2-3 years. HMS TRENCHANT was due to go in 2019 but is still going strong. Delays to the ‘Astute’ class service entering service have left little choice but to invest further in maintaining and updating the venerable T-boats, that despite their age, are such an effective platform that they can still hold their own in the 2020s.

The NAS discussed in this article are carried by submarines to detect other submarines but there is a whole other branch of scientific investigation dedicated to finding submerged targets from the air or by satellite using non-acoustic means. Despite many decades of supposed scientific breakthroughs that claim to “*make the seas transparent*” using radar, magnetism, lasers or optical detection methods, the submariner community remains highly sceptical as none have been yet been fully proven to work operationally. Wake detection has been around for some decades and there are operational torpedoes that use this guidance method (the larger bubbles and more obvious wake of a surface ship is much easier to track than the discrete signature of a submarine). NAS clearly continue to have significant and improving utility in the undersea battle and it is interesting to speculate about how other nations besides Russia and the UK may also have developed this technology.

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### Trident nuclear submarine replacement delayed by year?

Dan Sabbagh Defence and security editor

Britain’s £31bn replacement for its ageing Trident nuclear submarines has been delayed by another year due the pandemic, raising fresh questions about whether the UK can rely on the existing fleet.



© Provided by The Guardian Photograph: James Glossop/The Times/PA

Official documents released at the end of last year quietly confirmed that the current phase of the Dreadnought programme had been put back to March 2022, although the update was not highlighted and only spotted by a pressure group. An SNP member of the defence select committee has now called for it to hold an inquiry into the Trident replacement programme, complaining about a lack of transparency.

An annual update on nuclear replacement, released to MPs before Christmas, says that “recognising the high-levels of uncertainty caused by the pandemic” and its impact on supply chains “Delivery Phase 2 will continue

until March 2022". It does not say that this amounts to a one-year delay to the sprawling programme, which was spotted by David Cullen of the Nuclear Information Service, by comparing the promise made a year earlier to conclude the work in March 2021. "Covid is going to be with us for a while, and nobody will be surprised if there are other delays to Dreadnought," Cullen added, arguing that the relative secrecy suggested "this isn't the behaviour of a department that is confident it can deliver on its promises."

The Dreadnought programme, first approved by Labour in 2007, has been repeatedly delayed by governments since. The first submarine was initially due to come into service in 2024, then 2028 and now, the Ministry of Defence (MoD) says, the "early 2030s". MoD officials told the Guardian that the delay to phase 2 – which sets the commercial and approval framework for the rest of the project – would not affect the final delivery date of the first replacement submarine. "The extension to the current phase is not expected to impact on 'in-service' dates," a spokesman said. However, Cullen said that the MoD's insistence on using the "early 2030s" formulation meant that it was impossible to tell the exact impact of the delay.

The four existing Trident submarines were originally built to last 25 years, meaning they would have been out of service between 2017 and 2024. Their life has been guaranteed by a series of extensions, but they will have to last well over 30 years. Two functioning submarines – one at sea and one ready to replace it – are the minimum necessary to maintain the continuous nuclear deterrent. Last year it emerged two of the four vessels were out of action at the same time, one of which, HMS VANGUARD, is still having its nuclear reactor refuelled at a cost of £200m. Britain prefers to shroud its nuclear programme in secrecy, but there have been accidents in the past. In 1998, HMS VANGUARD, carrying 96 nuclear warheads and 135 crew, plunged into a deep dive following a power failure between Cornwall and the south of Ireland. The crew only managed to regain control through a backup power system.

In February 2009, it collided with a French nuclear submarine Le TRIOMPHANT in a freak accident in the Atlantic. Details were initially hushed up, before it was leaked to a newspaper, although fortunately the accident happened at a relatively low speed. Ministers were told that at the time nuclear safety had not been compromised. Martin Docherty-Hughes, an SNP member of the defence select committee, said: "It is simply unacceptable that we need to parse UK government statements for half-phrases and words which the MoD could be using to cover its own backside." He said he would be writing to the chair of the committee to demand an inquiry. An MoD spokesperson said: "The current phase of the Dreadnought submarine programme has been extended, but we remain on track for the first submarine to enter service in the early 2030s and within the allocated budget."

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## ROYAL NAVY NEWS

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### HMS QUEEN ELIZABETH II AT GLEN MALLAN ON LOCH LONG

March 2021



The fleet flagship arrived at the new Northern Ammunition Jetty at Glen Mallan, on Loch Long, on Monday as part of final preparations before her first operational deployment.

The £3 billion vessel, which was assembled at Rosyth in Fife, has spent the last two weeks at sea testing and trialling her latest equipment.

HMS QUEEN ELIZABETH is the first of the Royal Navy's fleet to visit the new £64 million facility, built at Glen Mallan by the Defence Infrastructure Organisation (DIO).

Captain Angus Essenhigh, HMS QUEEN ELIZABETH Commanding Officer, said: "We are very proud of the close connection our ship has with Scotland, especially with our affiliated city of Edinburgh.

"HMS QUEEN ELIZABETH embodies the best of British engineering and craftsmanship, including Scottish shipbuilding, and it is a privilege to return to her birthplace of Scotland."

Operated by Defence Equipment and Support through Defence Munitions, the Northern Ammunition Jetty is specifically designed to support the surface fleet, allowing them to continue entering and berthing at Glen Mallan.



### **The Miracle Year of HMS/M SLEUTH**

Supplied by John Allibone

How could SLEUTH win the Gunnery Efficiency Trophy when it did not have a gun? How could SLEUTH knock a barrage balloon out of the sky whilst proceeding at 120 feet and towing a submerged X-craft?

SLEUTH was a streamlined S class stripped of deck gun with a very small bridge structure. One search periscope, no radar, no snort. Simply the bare essentials to provide a small fast target boat for A/S training. The forward hydroplanes were permanently turned out and secured in that position. The whole design was for day running only. Out at 0800 in at 1700-1800 Monday to Friday.

Below, the torpedo tubes had been blanked off and torpedo racks removed from the fore ends which meant that the fore ends provided comfortable accommodation - permanent wooden bunks.

Late January maybe early February, SLEUTH left Rosyth dockyard after a major refit - Lt Roake RN in command. We were to proceed on passage to the depot ship MONTCLARE in Rothesay, Isle of Bute. Before we had left the Firth of Forth we had to anchor due to thick fog - for how long I can't remember. Eventually we weighed and proceeded. No sooner out of the Firth of Forth we were hit by a westerly gale. As we were heading west it was clear that we were in for a rough passage.

How rough? We were to head west through the Pentland Firth. After a day or two, wind now force 12+, it was clear that SLEUTH could not make headway against the wind and strong westerly current. We must head north to pass beyond Orkney. How many hours were we beam on to these mountainous seas? It seemed a very long time. Remember, no radar. Navigating officer had no sight of land no star or sun sights. As the aerials were intact, radio could be transmitted and received, he may have the benefit of RDF.

The starboard forward hydroplane was now flapping like a broken wing and looked as though it could come adrift at any moment. The port side "permanent" wooden bunks were now in the horizontal position. Now heading west again shipping them green was very much an understatement.

On bridge lookout I was very much aware of the hydroplane now flapping crazily and banging against the pressure hull. The noise in fore ends was horrendous. I remember the officer of watch saying to me "if you see the hydroplane come adrift take cover behind the periscope standard" My thoughts were "I will be in control room before you"!

After four or five days we were in calmer waters and in sight of the Isle of Bute and soon moored safely alongside the depot ship with loads of people looking down to see this dented and battered

slippery S boat. After a short period of repairs and maintenance by depot ship and our own engineers, the boat was back to normal.

We now had to set about our purpose for being there. Fresh from dockyard hands meant the usual sea trials and tests to be followed by working up and Cdr S/Ms inspection. Duly completed, we were now ready to proceed south to Portland, home of the 2nd S/M squadron, to take up our duties of day running A/S training duties.

Easter leave period came and went and we settled down to what is for submariners a very comfortable lifestyle. During the summer months there were Cricket matches against other boats followed by visits to The Jolly Sailor in Portland. Plenty of shore leave in Weymouth, but the main event was the Gunnery Efficiency Trophy. Traditionally, a competition between boats of the squadron to establish the fastest, and most accurate surface gun action.

The gun layer would view the target through the periscope then take his place in the gun tower hatch. The captain would order the boat down a further 30 feet. All main ballast would be blown for the fastest surface on an even keel possible. At twenty feet a whistle would be blown and the gun layer would open the hatch load the first round and take his place to lay the gun. As soon as he could see that the trainer was on target he would fire the first round with loaders reloading as quickly as they could to continue rapid fire.

SLEUTH entered this competition and won it. SLEUTH did not have a gun. It could not borrow one nor could it supply a gun crew to another boat. There would be no point. No boats in the squadron had a gun. The competition took place on the rifle and small arms ranges.

The barrage balloon? The frigate UNDAUNTED was experimenting with long range sonar. It needed to know the position of the target boat to direct the sonar onto the bearing. The balloon was moored to the after bollards of the target boat and would fly about thirty to forty feet above the surface and UNDAUNTED could establish the boats position by radar.

SLEUTH was the target boat on this occasion and was proceeding on a steady course towing an X-craft to Devonport for Navy Days. Mid-afternoon a fire broke out in number two battery. This meant an emergency surface. "Fire red grenades from forward and after SSEs"

One of these grenades hit the balloon. As it was moored to the after bollards it would have been most likely from the after ends so the stokers get the blame. Fire out. We now continue on course for Devonport on the surface and arrive without further incident.

Navy days over, SLEUTH now goes to Portsmouth for a six-monthly Docking. I go to Pompey barracks for a killicks course. Then to DOLPHIN to await a draft to 4th S/M squadron in Australia. Two weeks summer leave, then a week or so of pushing a broom around the fort. Two weeks embarkation leave.

Soon after return, off to Aussie by the P&O liner ARCADIA. Another four weeks of "paid leave" aboard a sea going hotel. I disembarked ARCADIA in Melbourne to join THOROUGH which was visiting Melbourne for the Olympic Games.

Life is tough in boats.

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## THE SUBMARINER'S MEMORIAL AN UPDATE

By Tom Herman

It is two years since the NCC voted overwhelmingly to support the new submariner memorial. In that time a lot has happened.

Board set up, (thanks to Andy Bain who is now the SA Rep). We then became a charity. Seed corn funding raised helped by the SA and thank you for that.

Website, logo designed, flyers and banners printed, promotional film commissioned, badges ordered and prepared to launch, and on 28th February last year launch in front of ANSON - SA represented by Barrow branch and Second Sea Lord present. We did indeed launch the appeal and public competition to raise public awareness and find ideas to inspire the memorial design. We had over 220 entries, the youngest was 5 and the oldest would have been a life member under the old rules. From UK, North America and Australia. The results were announced in August last year. And the best six were sent to the professional designers to compete for the commission. They were carefully selected people who have had a huge impact around the Country and the world. And the chap that won it after a vote on the board was Paul Day. He is internationally renowned, he is working currently on an instillation in North America also one in France and, for us he produced a beautiful maquette which captured the ideas of the competition perfectly. His background - he produced the Afghan Memorial he worked on the Queen Mother's Memorial and did the Battle of Britain Memorial. So, very well-known and very supportive and got carried away with the idea and very enthusiastic.

We have a great media team; we have had articles in the Times, Telegraph, Mail, Express and Mirror. We have been on BFBS several times and are currently working on more media projects, to keep the appeal in the public eye.

So now we need to raise £375,000 to build and endow this memorial. You can imagine we are attacking as good submariners on all fronts pretty



much simultaneously. We have got a huge plan to raise significant amounts from submarine industries. We have indications already from major industries from BAE, Babcock, Thales, Lockheed and Rolls Royce and they will support the appeal which is excellent news. We are going into trusts and grant giving bodies. (Heritage Community Fund, the Gosling Trust and Greenwich Hospital Trust). All these are being approached. We have received support from WRS, RNRMC, COSM Fund. Livery companies, masons, Coxswains association, and three SA branches have already sent in donations.

We have got a team working on engaging high net worth individuals. We are going to have a dinner with them in Chatham Dockyard, they are going to be going down Ocelot.

We are selling T shirts, prints, and we are commissioning some replicas of the memorial, two sets, a cheap set at £100 and a bronze limited addition set at £3,000. Then we have gone out to our communities, and we have lots of ideas!

So, with all the work that we have done so far, we have now raised over £100,000 and I see the way to £120,000.

### **The Submariner Memorial Appeal**

This year our Submarine Service is 120 years old. The first few years must have been incredibly exciting as the first submariners grappled with the complexities of their revolutionary and cutting-edge craft. But there was a sudden, shocking realisation that theirs was also a very high-risk role when HMS A1 was rammed and sunk in the Solent by SS Berwick Castle on 18<sup>th</sup> March 1904. Since then we have sadly lost over 5,600 men in peace and war, through enemy action and accident, by poor design or human error. No matter the cause the grief and suffering of those left behind has often been heightened by not knowing how and where their loved one lost their life. This year is also the 10th anniversary of the murder of Ian Molyneux GM in HMS ASTUTE.

There are a number of submarine memorials around the country including one on the Embankment in London to submarines lost in the two World Wars but there is nothing which recognises the losses before, between and since the wars and especially nothing which recognises the sacrifice of the families left behind. Our appeal will rectify this.

The appeal was launched in front of HMS ANSON in Devonshire Dock Hall at BAE in Barrow last February.

Friday 28<sup>th</sup> February 2020 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 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.



**The Second Sea Lord - Admiral Hine Launches the Appeal**



**HMS AUDACIOUS Crew Members at the Appeal Launch**

A competition was run to engage the public's imagination and received more than 220 entries from all ages, enabling a selection to be passed to three professional sculptors for development. Each candidate recently presented their design concept to the Memorial Appeal Board for consideration and Paul Day was selected as the winning entrant. Paul has an outstanding track record in this field – he created the recently unveiled Afghanistan/Iraq Memorial in front of the MOD and has an

impressive catalogue of other monuments and installations in his portfolio. Paul's design for the Submariner Memorial, featured in several press articles, has been warmly welcomed across our community – details of the structure are shown on our website at [www.submarinermemorial.uk](http://www.submarinermemorial.uk).

Our original timeline for the Memorial fundraising campaign was re-assessed during 2020 in recognition of the uncertainties affecting everyone arising from the Covid 19 pandemic. With welcome signs of the Covid tide now turning, the Appeal Board has agreed that the fund-raising efforts should be re-invigorated as we progress through 2021. Activities are now underway on many fronts seeking to capture further interest and support from across all sectors.

At a community level, we have a growing number of events including a sponsored swim of the North Channel, A coxswain of Vigilant (Stbd) is going to pedal the Tour de France length cycle ride on Patrol (2,136 miles), an Ironman Competition entrant and a brave candidate who has volunteered to run the London Marathon wearing a submarine-shaped costume. A novella has been written and has so far generated just under £2,000, whilst a coffee table book capturing the history of the submarine service is in planning. HMS OARDACIOUS, the Submarine Service's transatlantic rowing team, are donating half the money they will raise from their 2022 endeavour to the appeal. Our own naval charities are also supporting the appeal with £14,500 from We Remember Submariners and £15,000 from the Royal Navy Royal Marines Charity to help with our competition and to get us up and running. The Belgrano Attack – a talk by Jonty Powis - raised £2,000. The Friends of the RN Submarine Museum are donating our digital Book of Remembrance which will be linked to the Memorial by QR code. This book will feature the names of all those lost, their boats and the stories of our fourteen VC Winners. The SA too voted to support the appeal at the 2019 AGM and donated £2,000 to the seed corn funding and so far, three branches have generously donated.

Merchandising efforts are also progressing well with T-shirts and limited-edition prints. We are in the process of creating two types of model of the memorial for sale, a modest version at around £100 and a limited edition in bronze at £3,000. We have approached all the Livery Companies with military links and have already received some generous support. Applications are being submitted to trusts and grant-giving bodies, including the Gosling Foundation and the National Lottery Community Fund. At an individual level, we have received impressive support, with over 600 personal contributions including a generous donation from HRH The Duke of Cambridge, Commodore-in-

Chief Submarines. There are numerous very moving comments on our Crowdfunder page. A few examples:

*"My Father Reginald Kellond served in submarines during ww2. His submarine was HMS Tarpon and was torpedoed with loss of all lives off the coast of Denmark in March 1940"*

*"Thank you for remembering my fallen comrades in arms and their families. I was, and remain, a proud submariner. The proposed memorial is stunningly beautiful."*

*"Our Son Tim served 36 years in Submarines, so very proud of all who give their lives to Service"*

*"This gift is given in memory of my submariner father, Vice Admiral Sir John Roxburgh who fought all through the Second World War in submarines and commanded his own boat at the age of only 23. He retired in 1972 as Flag Officer Submarines. He would be completely supportive of this proposed memorial to those who have given their lives in the Submarine Service."*

*"Good to see recognition being sorted"*

Through these initiatives, we have so far raised just over £100,000 of the £375,000 target; a great start given the current circumstances and a positive reflection of how the service and sacrifices made by the submariner community and their families are viewed in the public eye.

So with a quarter of our target reached we are driving forward - if we can get the remainder before Christmas then we can build and open the memorial next year. Please help by organising fundraising events and spreading the word.

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## THE SUBMARINE FAMILY & THE SUBMARINE FUND

By Commodore Jim Perks

I have been in this role as DRASM COSM for nearly five years and been discussing this for all that time. I have always seen the way through as many of you here have and as luck would have it with a bit of pushing, we're a lot closer to delivering something that we have been progressing in the last five years. You've already heard that we have got the RNRMC submarine fund - just to explain that is money that goes into the RNRMC and is funnelled into our own fund for own people.

We already have over half of the serving community donating regularly into the RNRMC and that is going into the submarine fund. That is a very rough number £125,000 a year, for our use. For our whole community to use. And that will grow as this grows. So, the Submarine Fund exists, I am hoping to change it to The Submarine Family Fund. There is a separate board that sits under RNRMC which decides where that money goes. All representatives of our community are there, serving, SA, WRS and Friends are on it.

When I went to them to describe what I thought the Submarine Family should be (it's quite a confusing

debate I know) as you have had conflicting briefs over the years, and I was asked to go away and set up a working group to understand what that was. Working group, again we have representatives from all areas we got like-minded individuals who are does not pontificators which is exactly what we needed. We are so much further down the line here. So, we went back to the RNRMC with a proposal which was, to give you an example, what if I asked the serving community to give £10 a month, every month, to the Submarine Fund and from that the RNRMC would pay for membership SA, WRS and Friends. That got quite a lot of traction, it got approval from everybody at our level, and unfortunately when we took to RNRMC and their lawyers and money people involved it quickly became apparent that they were not happy with that. Add to that the fact a lot of other associations are going down the 'free to join' route and banking on donations to which initially I bulked at. RNA have done that as we the Submarine family Board did think about it. It is a good thing, So the proposal has changed totally. Will still help everyone on this call. The proposal therefor is; that the Submarine Family becomes a free to join entity. There will be three levels of membership, submariners, our families and friends and our industrial partners. I will come to industrial partners and why that is important in a minute. The RNRMC have suggested and at my board we agreed, to engage with you guys and all other parties. They have agreed to bankroll in the initial years the membership fees that you would require. So, if we are saying, if anyone who has worn a set of dolphins becomes an automatic member of the SA as long as they are eligible and you agree, the same with WRS and Friends. The Submarine Fund would pay once a year grant into these organizations to cover those costs. If we think for a second, we have got 4,500 serving submariners, I am pretty sure I can get them to join in this. Times that by fifty that's, £60,000 a year coming your way potentially. Now eventually as we grow and grow, I can see that we get to a situation that we are generating really quite a lot of money, and then some of the discussions you already have about how the money goes from one organization to another. The discussion about life membership need to be re-addressed. So, that is what I am proposing, and I have already proposed at the Submarine Family Board. The more I think about it the more I like the idea and really excited about it. The reason we are going to industry as well is because for example there are 6,000 people working in Barrow that have something to with the submarine service why don't we bring them under this umbrella organization. Wear a different type of badge and not have full membership. But none the less they should be allowed to be part of our family.

That's where we lie at the moment. RNRMC are hugely in support of this. They have offered to fund a new website which will aim to bring everyone together to put links into the SA to help with the understanding of how we do the membership, and they are going to pay for two full time RNRMC people to help run this and administer it and I can see it growing rapidly and quickly for the benefit of all.

**Questions:**

Brian Turns (Sunderland Branch)

I am on a big recruitment drive with HMS Anson who's affiliated with our Sunderland Borough. I have a few associated membership forms in process at the moment and there is a lot of membership from the ship's company. Have we got a timeline for this process? Do I continue with this year's membership or are you expecting all this in place by early next year or what?

Jim Perks

So, my recommendation would be to crack on with what you are doing now, and my hope is the Submarine Family is an actual thing by the summer. I am hoping our Commadore in Chief will be available to launch it. And as I say there is quite a lot yet to understand and if there is a large approval that says yes, this is the way we want to go this is what we want to do then there is a lot more work that needs to be done to understand the actual details. It is complicated but we do need a green light to move forward.

David Woolterton (Membership Secretary)

Jim has already said carry on as we are, and I echo that. The way I see it, any member that we have whether they be serving or retired - if they join the Submarine Family and get passed their names and have already paid for the particular year when this all kicks off, we will not be taking their money from the Submarine family they will be paid for in subsequent years. So, there will be no money being paid twice or anything like that. We have got a lot more discussions at the NMC and the Submarine family. But, I don't see it being too difficult.

Jim Perks

May I come back to you on that. And just add a bit which I should mentioned. While we think the best way to do this is make a free to join organization, don't think for a second that I'm still not still going out to my serving community and saying, "please give". And the recommendation from us will be around the £10 a month mark and we will be asking everyone else to do that. And the website we have set will make a suggested donation.

Iain Mackenzie (Vice Chairman)

I know the answer to this but I wanted the other delegates to know that one of the advantages to the SA is that the November Memorial service will be covered and also the reunion to a degree

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## SUBMARINER VICTORIA CROSS HOLDERS

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*The following Officer served in WWI as a Submariner. He also served in 'Q' Ships and later served as a Coastal Motor Boat officer when he won his Victoria Cross during the Russian Intervention' in 1919. He was:*

### **GORDON CHARLES STEELE, VC**

Gordon Steele was born in Exeter in Devon on 1st November 1891 and he was the son of Captain H W Steele, Royal Navy. He was a Cadet in the Training Ship HMS WORCESTER and then joined the P & O Line and served as 3rd Mate in the SS CALEDONIAN. He was appointed as a Probationary Midshipman, RNR on 5th January 1912 and an Acting Sub Lieutenant, RNR on 25th February 1914. He joined the Royal Navy for 'Extended RNR Training' on 7th March 1914 and served in HMS PRINCE GEORGE from 4th August 1914.

Gordon Steele was appointed to the Submarine Depot Ship HMS MAIDSTONE (8th Submarine Flotilla) at Harwich 'for Submarines' on 21st October 1914. He was then appointed to HMS MAIDSTONE 'for Submarine D8 as Navigating Officer' on 7th December 1914. His next appointment was to the 'Q' Ship ANTWERP on 28th January 1915 followed by the 'Q' Ship BARALONG (Commander Godfrey Herbert, Royal Navy) 'as First Lieutenant and Gunnery Officer' on 6th April 1915. On 19th August 1915 the BARALONG sank the U-Boat U-27. For his part in the action Gordon Steele was transferred to a Permanent Commission in the Royal Navy on 10th Jul 1915 and was promoted to Lieutenant with a Seniority of 19th Nov 1915. His next appointment, on 10th Jul 1915, was to the Submarine Depot Ship HMS MAIDSTONE (8th Submarine Flotilla) at Harwich 'for Submarine E22 as First Lieutenant' with Lieutenant Commander Godfrey Herbert – previously his Commanding Officer – in the 'Q' Ship BARALONG.

Gordon Steele had left Submarine E22 by 1st April 1916 and he reverted to General Service on 16th April 1916 when he was appointed to the Battle Ship HMS ROYAL OAK (Captain Crawford Maclachlan, Royal Navy) – 3rd Division, Grand Fleet. HMS ROYAL OAK was present at the Battle of Jutland on 31st May/1st June 1916. At 1915 on 31st May HMS ROYAL OAK opened fire, at a range of 14,000 yards on the leading vessel of three Enemy Ships taken to be Battle Cruisers and scored hits - causing the enemy to turn away - after which fire was shifted to the second Ship until it was lost sight of in the mist after only a few rounds.

Gordon Steele was next appointed to the Flag Ship of the Grand Fleet – the 25,000-ton Battle Ship HMS IRON DUKE on 14th May 1917. In October

1917 he was appointed to HMS P63. In December 1918 he was serving in the 'FLOWER' Class Fleet-Sweeping Vessel (Sloop) HMS CORNFLOWER to which he had been appointed as 'Lieutenant-in-Command' on 20th September 1918. In July 1919 he was sent to the Baltic as 'Second in Command' of CMB No. 3 (CMB No. 88) and took part in the attack on Kronstadt on Monday 18th August 1919. During the attack he had to take Command of CMB No. 88 when the Commanding Officer (Archibald Dayrell-Reed – see below) was shot in the head. The attack on the Russian Battleship ANDREI PERVOZVANNI was successful and, on his return to the Depot Ship he was recommended for and was awarded the Victoria Cross – see London Gazette of 11th Nov 1919.



**Gordon Charles Steele**

*On 18 August 1919 at Kronstadt, Russia, Lieutenant Steele was second-in-command of Coastal Motor Boat 88. Steele's boat became illuminated by an enemy searchlight. Very heavy machine gun fire followed immediately, the Captain being killed and the boat thrown off course. A British aircraft saw the problem, dived on the searchlight and put it out with gunfire. Lieutenant Steele took the wheel and steadied the boat, lifting the dead officer away from the steering and firing position, and torpedoed the battleship Andrei Pervozanni at 100 yards range. He then manoeuvred the CMB in a very confined space to get a clear shot at the other battleship Petropavlosk before making for the safety of the bay.*

On 16th December he was reported to be still in Command of HM CMB No. 88. In August 1922 he was listed as 'between appointments'. Gordon Steele was promoted to Lieutenant Commander on 19th November 1923 and, on 9th March 1925 he was appointed to HMS DOLPHIN 'for the Staff of Rear Admiral (S) and for duty with Submarines'. In June 1927 he was serving in HMS OSPREY 'for the Anti-Submarine School' to which he had been appointed on 9th May 1927. On 1st July 1927 he was appointed to the Cruiser HMS CORNWALL (Captain the Hon. W S Leveson-Gower, DSO, Royal Navy) on the China Station 'as the First Lieutenant'. On 18th June 1929 Gordon Steele was

listed without an appointment and he then became the 'Captain Superintendent' of the Training Ship HMS WORCESTER on 24th June 1929. He was transferred to the Retired List 'at his own request' on 1st November 1931 with the rank of Commander. He was appointed Hon. Captain, RNR in 1934. On 15th June 1938 was on board the CUTTY SARK (which had been taken over by the WORCESTER) and was in tow of the tug MURIA from Falmouth to Greenhithe, London. He was severely burned on the face and hands (and was temporarily blinded) when several saluting gun charges were accidentally ignited by a smoking charge wrappers caught by the wind. He spent two weeks in hospital. Gordon Steele was recalled for further service in WWII being appointed to HMS BEAVER – the Shore based Headquarters of the Humber Command at Hull- on 26th August 1939. He served as the 'Anti-Submarine Commander, Humber Area' and then as an 'Anti-Submarine Specialist and Inspector of A/S Equipment' at Glasgow. He was demobilised on 9th June 1945 and then returned to HMS WORCESTER as Captain Superintendent. His rank of Hon. Captain, RNR was restored on 15th November 1949. Gordon Steele retired from his post as Captain Superintendent of the WORCESTER on 26th July 1957. It is understood that he qualified as a Russian Interpreter in 1925, that he was a Fellow of the Royal Geographic Society, a Member of the Worshipful Company of Shipwrights, a Fellow of the Institute of Navigators and a fellow of the Royal Meteorological Society. He was also a member of the Central Board for Training Merchant Navy Officers, a Brother of Trinity House and a Freeman of the City of London. He later became a Lay Reader in the diocese of Canterbury. Gordon Steele, who never married, later retired to a Residential Home at Winkleigh in North Devon. He is reported to have died there at the age of eighty-nine on 4th January 1981.

Gordon Steele's Victoria Cross is kept in perpetuity for the nation at Trinity House, London

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*By Editor: I wrote the above biography of Gordon Steele VC at least ten years ago or so when I wrote a series of 'mini-biographies' of WWI Submariner Officers. These 'mini-biographies' were forwarded to the late Brian D Head, the then, Chairman of the Archives Working Party at the Submarine Museum.*

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### **SUBMARINERS ASSOCIATION SLOPS**

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

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### **SUBMARINE COMMISSIONING CREW LISTS**

Commissioning and Re-dedication Crew Lists – are still arriving thank you very much – all are all very useful and several people have asked me for copies – having lost their own! However, I am still looking for 'First Commission' Crew Lists as follows:

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

Also looking for copies of Crew Lists for subsequent Commissions of any 'O' Class, 'P' Class or Nuclear Boat. Crew Lists for any Commissioning or Decommissioning of any Diesel 'A', 'S' or 'T' Class Boat refitting in Home Dockyards or in Malta, Singapore or Sydney are also required. Have a look through your records and 'Ditty Boxes' and see what you can find. You can contact me by E Mail, Snail Mail or Telephone. Thanks, Barrie Downer

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### **SUBMARINE COMMAND COURSE BENEFITS FROM DONATION OF BOOKS FROM FORMER SUBMARINE COMMANDER**

HMNBC 06/21 Friday, 5 March 2021

Submarine Commanders of the future have been given the chance to learn from the past thanks to the generous donation of submarine related books from a retired Submarine Commander.

Former submarine commander, David Parry, recently donated over 280 books – around 120 of them sourced from the Royal Navy Submarine Museum's archives- to the Submarine Command Course (SMCC), the intensive training course for submariners also known as 'Perisher'.

During his Royal Navy career, David served with submarines HMS AMPHION, NARWHAL, ANDREW and CONQUEROR. It was following his time on CONQUEROR that he was selected for 'Perisher' and after successfully completing the course he took command of OPPORTUNE in 1980. David then joined SWIFTSURE for a short time before leaving the Navy due to an injury.

David went on to enjoy a career in the high-tech and space industries and it was on his retirement that he rekindled his interest in the Submarine Service, choosing to research the history of the Perisher course as part of his PhD at King's College London in 2017, in line with the 100th Anniversary of the course.

During his research, David visited Faslane a couple of times and was pleased to meet with two classes of Perisher students. While he was immensely impressed by their maturity and professionalism, he thought that their knowledge of the history of the Submarine Service could be improved.

"I was extremely grateful to the SMCC staff and students for allowing me to visit and wanted to do something to show my thanks." explained David.

So with this in mind and taking benefit from his interest in the history of submarines, David returned from his visits and began collecting submarine related books to send up to Faslane and so far, has donated a total of 282 titles.

The books are mainly autobiographic, biographic or technical, and while most are about the Royal Navy there are also many about the German, American and Russian submarine services as well.

The collection of books range from the very early days of submarines with auto-biographies like Admiral Sir Reginald Bacon's 'From 1900 onward' - David describes Bacon as the first Inspecting Captain of Submarines and the midwife to the Submarine Service – through to 'The Silent Deep' written by Peter Hennessy and James Jinks which provides the history of the Submarine Service from the end of the Second World War to the present time.

The collection also includes many titles covering the Second World War from which Perisher students can gain an understanding of how submarine Commanding Officers coped with the pressures and stresses of operations in places like the Mediterranean and Far East.

He particularly recommends 'Periscope View' an autobiography by George Simpson who was Captain Submarines in Malta during the heaviest of the fighting and who's work gives a valuable insight into both his leadership skills and those of his Commanding Officer's. David suggests that it is best read in conjunction with John Wingate's 'The Fighting Tenth' who tells the same story but biographically.

The former submarine commander has an extensive knowledge of the history of the Submarine Service and he is enthusiastic that others have the means to expand their own knowledge if they wish to.

"If Perisher students do not know their historical birth right there is little chance of other submariners of any rank or rate knowing the stories of those who have gone before," said David.

"I hope the books I have provided may go some way to improving that situation."

Staff at the Submarine Command Course at Fleet Operational Sea Training North are delighted with the generous donation which has come at just the right time as the staff there have been working on improving the facilities to provide the students of this world-class leadership and command course with the appropriate study aids.

Commander Ben Haskins, Commanding Officer of the SMCC, known as 'Teacher' said: "Thanks to David's kind donation - with more books to follow - we now have in the heart of the Clyde a remarkable collection of rare and fascinating titles to allow all submariners the opportunity to research, understand

and appreciate their rich and often astonishing and humbling heritage.

"Once COVID restrictions permit the library will be open to all members of the Submarine Community, not just Perisher students, as it is such a valuable resource for everyone in our Service."

As well as David's donation of books, and a further collection of titles which he sourced from the archives of the Royal Navy submarine museum, SMCC staff have also taken the opportunity to improve the IT and digital footprint of the course with a view to celebrating the history and ethos of the Submarine Service as well as providing better digital support to the SMCC students through the SMCC Defence Learning Environment site. This site is open to all Service personnel and provides a resource of academic articles pertinent to the Submarine Service and aspiring leaders including sections on Human Factors, Leadership, Ethics and doctrine.

David is hopeful that soon his own work – "Perisher: the making of a submarine commanding officer" will join the other titles already on the shelves of the SMCC library when it is published.



**Commander Ben Haskins OBE, "Teacher" and Warrant Officer 1 Marc Greggain with the selection of books donated by David Parry.**



**Retired Royal Navy Submarine Commander David Parry who donated the books to the Submarine Command Course.**

## DEVONPORT COLD WAR CENTRE/MUSEUM UPDATE

Since the fantastic response to the fundraising campaign in late 2020, reaching £40,000 in just nine weeks, work has been underway to establish a rigorous Feasibility Study, to determine whether it is possible to create a sustainable Cold War Centre in Plymouth.

The name 'Cold War Centre' is a working title that emphasises the contribution that Plymouth and particularly Devonport played in this unique period of political intrigue and technological advancement. Timing is a key factor: a window of opportunity exists to acquire unique Cold War artefacts as part of the MoD Submarine Disposal Programme running in HMNB Devonport and display them in an iconic setting for preservation and the education of future generations.

The Study will be a substantial piece of work and form the basis of a business case should the conditions for success be satisfied. A detailed project brief has been prepared and Commodore Ian Shipperley CBE, formerly Naval Base Commander (Devonport), has agreed to lead the Study with support from various specialists.

**CONCEPT:** There are many museums and collections dealing with military history however, none address adequately the maritime contribution to the Cold War and parallels with today's international relations. More importantly, none have the unique draw of the UK's only preserved nuclear submarine, COURAGEOUS; one of only 3 worldwide and arguably the best exhibited with the

highest level of visitor interaction. However, COURAGEOUS is located within the Naval Dockyard and not easily accessible to the general public. The concept is therefore very simple:

"At the heart of the CWC will be a preserved nuclear submarine acting as the centrepiece of an irreplaceable collection of artefacts displayed in an iconic setting. The CWC will portray the maritime aspects of the Cold War in an informative and entertaining way while using historic, current and future submarine & nuclear technology to promote STEM and innovation through interactive experiences."

**OWNERSHIP:** The National Museum of the Royal Navy (NMRN), is the prime body through which the Royal Navy explains its history. It has liaised with Plymouth's new museum The Box, to display its heritage collection of naval figureheads. It is advising and supporting the volunteer run Devonport Naval Heritage Centre; it has expressed a desire to further extend its role in Plymouth and has agreed to receive the output of the Feasibility Study.

**TIMING:** The Study is expected to take approximately 16 weeks and to deliver its findings to the NMRN in July 2021.

**NOTES:**

1. Further details can be obtained from Commander Ian Whitehouse, Royal Navy. 07778 789104 / [ian@fradds.co.uk](mailto:ian@fradds.co.uk)
2. Remote interviews with the Executive Sponsor - Rear Admiral John Weale, CB, OBE can be arranged.

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## SM OFFICER TRAINING COURSE 2/69

How many can you recognise - without looking at the Legend?







MM  
MM

If you pass these three tests without a problem:

1. you can cancel your annual visit to the neurologist.
2. your brain is in perfect shape!
3. you are far from having any relationship with Alzheimer's.

So, share this with your over-55 friends, it can reassure them!!

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

By Jack Philip (Nick) Nichols J98553 (Continued from In Depth No. 71)

#### **CALL MISTER LONGPATCH, CALL MISTER LONGPATCH OR CARTER, D.S.L.**

I have always had a liking for justice, not law; but justice, and though these two are often "confused", much too often in my opinion, I thought that justice ought to be done. Unfortunately, a vocal attention to this whilst serving in a disciplined service like the Navy is liable to earn you a reputation which can at times be harmful. The reputation of being a D.S.L. It does not look bad, I mean desirable things often start with D, and how dearly I would have loved a D.S.M., or later a D.S.O., a D.S.C., anything left in the sack would have done, but D.S.L. had not quite the same standing, as it stood for Damned Sea Lawyer.

If you got into trouble, oh it was easy to do; and you were up before the First Lieutenant, with your hands straight to your sides and your perky little duck hat off, showing you were not yet guilty but it would only be a matter of moments: it behove you to say something and say it quick. The favourite question posed to you standing to attention and not thinking or feeling very well, was, "Why?" Why what you may ask. Well, you sought some explanation for your conduct bad as it was, not of course the right explanation, that would have fixed the gyves and leg-irons round you right away. I must insert here that gyves and leg irons figuratively speaking, in 1929-30, they were. I am assured by an Historian that the last gyve and the last pair of leg irons were taken out of the Naval stores and put into a museum early in 1787. I can only say "Not a moment too soon". It was bad enough standing to attention without the attendant ironmongery. However, the case of Rex v Carter which I fought and won established me so firmly as a Damned Sea Lawyer, that furtive little matelots who had been raving drunk the night before slunk up to me in the morning asking me to outline a good defence plea. Well, I was no good at that, I could only speak for myself, and that not very well, as it turned out.

My offence was that I was improperly dressed, namely, at Divisions, and the lack of sartorial splendour referred to my feet inside my shoes being bare. i.e. I was not wearing socks. Many times, before I had not worn socks and my wide trousers had concealed this fact. But in the same style as when brave Kempenfelt went down "with twice a thousand men" in the poem, at Spithead that was, "a land breeze shook the shrouds", or would have done if we had any. As it was it shook my trousers from the front and exposed a good deal of clean ankle on each leg. The Officer of Division said, "Carter you are to wear socks next Sunday Divisions". Clear enough to the point. Next Sunday was calm, no wind at all, I saw no reason to put on socks for just a half hour on the upper casing, I decided to risk it, it was my custom never mind what the Royal Navy issued, not to wear socks. Custom is generally held to be a good thing of course, but I suppose it could be taken to extremes. I suppose they would have objected to me having my back hair long, plaited with an eelskin and greased, and though I could have pointed it out on old oil paintings of Nelson's time, I think my Officer of Division would have looked it up and pointed it out in an Order of 1827 as now being forbidden. I stood on the upper casing, I stood with the others of my Division I was brought to attention. I was turned to the left when we all pulled down the collar of the chap in front of him and turned back again. Attention again, Officer of Division with his sword clunking along on the coconut matting, my eyes straight to the front head up, chin in. "Are you wearing socks Carter?" I had not expected that, I expected that my still trousers would have been enough. "Er.... No Sir". "First Lieutenants report". The inspection passed me by, I had made a misdeal. The First Lieutenant saw me next morning along with two other defaulters, told me "Direct disobedience of orders, seven days 10A". I endured it, no good deserting and joining the Foreign Legion they were much more strenuously regulated. It rankled. I was not a habitual sockwearer, during the week I did not wear socks my overall legs came down and concealed the fact, I felt that being socked only once a week at Sunday Divisions I was a sort of hypocrite. I was doing on a Sunday what I never did Monday to Saturday. I had had the edict, I had been punished, but was it just? I decided "No". I thought about it, I wondered what I could do about it. I could see a further flouting of authority could get me fourteen days 10A and then if I persevered, cells in the CYCLOPS. The thought of leaving K.26 appalled me, no not that: I loved the 'K' Boat. But I dearly wanted not to wear socks!

Bert's advice kindly given was; "Nick old boy, just don't knock your nut against a brick wall, wear socks and let that be the end of it." I said, "Thanks Bert, but I'm not satisfied, don't we have any choice, any liberty any, any?"

Bert suggested "Fraternity". I decided on getting as near as I could to justice, not the law, on my own. With my scissors issued to me in the training ship ten long years ago I snipped a pair of socks through just about where the ankle bones overlapped my Sunday shoes. The next Sunday I was asked "Are you wearing socks?" "Yes Sir!" The O.O.D. said "Show me". I raised my trouser legs carefully. Somehow the top halves of socks through some muscle movement rise up, mine had risen a good inch above my black shoes. "You are not wearing socks Carter". I tried to differ. I said, "I am wearing socks which I have shortened." "That" pointed out the Officer, "is not the same, a part of a sock is not a sock." "First Lieutenant's report". I endured 14 days 10A. I thought long. Stoker Fawkes the chemist, photographer, scientific American subscriber knew a lot, or thought he did, or could look it up, for he had a friend in the Science Museum. I said "Guy", "how do you simulate a rash on the skin?" He looked a bit odd, "Oh I'm not very hot on medical but I suppose you could get some itching powder." I said, "That's it". "What's it?" "Itching powder". "What about itching powder?" I got canny, "Wassat?" I said. You said something about itching powder. "Oh nothing, nothing." He went aft, I didn't follow.

There used to be a little old shop in Holborn, smoke bombs, stink bombs, funny practical jokes fixed to a card, false noses, you name it they had it, and in a few days they had my postal order, and my order for one packet Itching Powder. It came quickly, I tore all the printing off the packet and poured the powder into an empty Aspirin bottle. I smiled at one of the pieces of alleged humour on the packet, it said, "Make your Uncle think he's got fleas with our marvellous itching powder." A day or two later I went along to the Coxswain. "Swain, I want to go over the CYCLOPS to see the quack." He backed away. "Put a duck suit on, go over now Nick in the dghaisa, and get 'em to make a signal for a boat when you are ready." I could hear him gradually gathering sympathy.

The CYCLOPS and subs. seemed abnormally healthy; I was the only patient. The Sick Bay Tiffy said "Next" in spite of that. The Doctor looked at me, a good old Scot with his diplomas or licences to kill or whatever they were framed and hung on the bulkhead, "What's rang wi ye laddie?" He asked kindly. "Oh, just a little thing Doctor, I have trouble with socks." "Wi socks?" "What sort of trouble?" "Well Sir, if I wear socks, I get a rash, if I don't wear them I don't, I mean I don't get a rash." "There now", he said, "You must have an allergy." I didn't know what an allergy was, but I took off the shoes I was wearing and the socks and showed him my red-looking ankles due to a quick rub of the stuff so well recommended for fooling my uncle. It fooled that fine old Scottish Medico too. "I'd advise you to stop wearin' socks from now on, you say it clears up when you do laddie." "Yes Sir, but it's a bit awkward my Officer of the Division won't let me stop it, he says it's against the regulations." "Ho" he snorted, "he's one of the kilter is he, he's a laddie for the regulations, is he?" I said, "Well yes he does bear down a bit on what we wear." "Oho, then we'll pit a little medical advice into his heid to be company for the regulations". He wrote in a big firm hand on a thick sheet of notepaper, "This Rating is excused from wearing sock's or stockings on medical grounds." signed A. McDougal S.M.O. CYCLOPS." "Show your Officer of the Division this piece of paperr, and if he havers come back here laddie, I never saw such a bad rash from a wool allergy before. "Now tell me, you're in that God-damned awful looking Steam Submarine over there at the buoys?" I said, "Yes Sir". He picked up his stethoscope and pointed the tube at me. "I wouldna go to sea in that contraption for ten times my pay, and me a Scot." I laughed, I said "I like it Sir." "Och I should be examining your heid, off you go now, no need to do anything, these things clear up of their own accord." I bowed out, "Thank you Doctor". I clutched my piece of paper, no need to flourish it around.

Sockless, I attended Divisions on the next Sunday, I turned round smartly so my trousers flew wide, I inched them up a little I was wearing black shoes, he could not fail to see. He glanced down, "Socks Carter?" "Er no Sir". "Captain's report". Coo, I had earned such a notoriety that only the Captain could sit in judgement. The POLTO said, "Nick you are a fool." I laughed sheepishly.

I was presented next day. I was charged with appearing at Divisions improperly dressed, i.e. without socks, a repeated offence. The Officer of Divisions gave his evidence fairly, he had warned me, advised me, I had been punished on the dates mentioned, stoppage of leave etc., etc. The Captain liked me; he saw me at odd times standing by a spotless Motor Room whilst he looked round. He had said one occasion. "Very good." "Well done." "A credit to you." etc. He adopted the well-known "This hurts me more than it hurts you" attitude.

Carter, you have done this three times, a reckless disregard for your Officer of Division, and your First Lieutenant who both want to help you, what have you to say for yourself?" Fully conscious of my cap being off; my hands straight to my sides, and everybody looking as if the black cap was just going on, I said, "I'm glad you asked me Sir because I have something to say, and it is to the point; I have done what I did and been punished unjustly, my objection to wearing socks is on medical grounds, no-one asked me why, they were much too anxious to give me 10A for not wearing socks." The Captain looked round the anti-Carter court. His gaze came back to me. "You have some substantiation for this Carter?" I brought out the thick piece of notepaper and passed it to the Captain. He started to smile but strained his face back to impassiveness. "Case dismissed." he said. The Cox'n said "Case dismissed, on cap, about turn double march." As I slowed down on the starboard tank tops I could hear the skipper going on about Officers jumping to conclusions, not making proper enquiries etc. Both the First

Lieutenant and the Officer of Division apologized later. I said to both of them, "Oh that's all right Sir, but I like the boat, and you risked losing your best L.T.O." They smiled-and made no comment. I used to make a point of pulling my trousers up a couple of inches when assembling for Sunday Divisions, but I never said anything about the fun with Uncle, that is, not until today: By the way I wrote for a job once when I left the Navy and put D.S.L. after my name. I-got it, the job I mean, but no-one asked me what the D.S.L meant. Perhaps they knew and thought that a Damned Sea Lawyer was just the type to fill the vacancy.

To Be Continued in In Depth Issue No. 73.

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#### **NOTE: K26 and William Didwell**

In December 2020 the SA National Secretary - Ian Vickers - received an e mail request from a Dale Didwell whose Grandfather - William Didwell - served in Submarine K26 in the 1930s. Ian passed the request on to me. Dale had seen his Grandfather's name mentioned several times in the K26 serialised story in 'In Depth' and was looking for some assistance with his Family History research.

I sent Dale a full breakdown of his Grandfather's naval service including his time in Submarine K26 and other Submarines, his WWII submarine service in the Far East and the Mediterranean (9 War Patrols in HMS REGENT) plus a copy of 'The K26 Story'.

In return Dale asked me if the SA supported any particular Submarine or Naval Charities as the family wish to make a donation in way of a thank you. I sent him details of how to donate to the RNRMC SMF.

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#### **LES HANKS - OBITUARY**

(Late President Portsmouth Branch SA)

From Bill Gibson

It is with great sadness we announce the death of our Portsmouth Branch SA President 'Les', Leslie Reginald Hanks. Les died in Queen Alexandria Hospital on Wednesday 3<sup>rd</sup> February 2021. With double sadness Les's wife, Jean Pearl, had died Sunday 31st January with him at her bedside. Both had been admitted to hospital with age related problems and unfortunately contracted coronavirus. Inseparable in life Les, aged 97 and Jean aged 94, had been married for 74 years. Both Portsmouth born and bred, Les's father had fought at the great naval battle of Jutland on 31st May 1916. Jean's father was a publican.

Les was a Petty Officer Telegraphist and served during World War II. He joined at GANGES in 1939 as a Boy Seaman, did W/T training on Isle of Man. He served on a ship out to Singapore just prior to the surrender of the Base on 15<sup>th</sup> February 1942 and his ship went on to Java to avoid capture.

Back in the UK on WARSPITE (which was badly damaged at Battle of Salerno by a gliding bomb). Les served in Submarines HMS THULE, THOROUGH, THERMOPYLAE, AUROCHS & ALDERNEY plus a Dutch boat, possibly ZWAARDVIS where he trained up telegraphists (and got some Dutch Dolphins!)

Note: The double funeral for Les and Jean took place at 11 am. Tuesday 9<sup>th</sup> March. Our Branch Chaplain the Reverend David Stephen Butler will be officiated

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#### **CORRECTION**

Issue 71 reported that Commander (E) (WESM) Michael John had 'Crossed the Bar' on 19<sup>th</sup> October 2020. I have since been advised that the date was

actually 10<sup>th</sup> October 2020 and that his middle name was 'Leyshon' and not 'Leyton' as reported. Apologies for any confusion.

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#### **THE ENGINE ROOM CLOCK FROM WWI U-BOAT U-96**



This Clock from the WWI U Boat U-96 is from the Collections of the Royal Navy Submarine Museum at Gosport, has been on display in the Museum for some time. U-96 was one of the 177 U Boats which were surrendered after the Armistice of November 1918. Of the surrendered U-Boats 195 were allocated to the RN and several, including U-96 were used for Trial purposes and Exhibition Tours around British Ports – partly to raise funds for Naval Charities. All the U-Boats allocated to Britain were later sold and broken up for scrap. U-96 was one of those used for Trials and Exhibition purposes manned by a reduced RN Crew under the command of Lieutenant Douglas John Gavin and his First Lieutenant (who was the impressively named Sub Lieutenant Alexander Arthur Digges La Touche). The U-Boat was scrapped shortly afterwards under the terms of the Armistice. Exactly how the Clock ended up in the museum is unclear but I would guess that the Engine Room clock was either 'liberated' as a souvenir by one of the RN Crew or was sold off by the ship breaker

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**SUBMARINERS ASSOCIATION MEMBERS 'CROSSED THE BAR'** (Reported 1<sup>st</sup> January 2021 to 31<sup>st</sup> March 2021) (\*\*\*) WWII Service)

NAME	DATE/AGE	RANK/RATE	BRANCH	SERVICE	SUBMARINES
John Deeth D057532H	11th November 2020 aged 77	Warrant Officer Marine Engineering Artificer (EL)	Leicestershire & Rutland	1966 - 1988	WALRUS, REVENGE (S) (1st Commission Crew on 4th December 1969), CONQUEROR, COURAGEOUS, WALRUS & SUPERB
Alan White D055239C	18th December 2020 aged 77	Warrant Officer Weapons Electrical Artificer	Scottish Branch	1965 to 1988	OTTER (on Commissioning at Devonport in June 1966 to 1967), WARSPITE (1967 to 1969), SOVEREIGN (1971 to 1975 '1st Commission Crew' on 9th July 1974 & TRAFALGAR (1979 to 1983 1st Commission Crew) on 27th May 1983
Robert A Hunt P/MX 893664	21st December 2020 aged 86	Charge Chief EL	Basingstoke Branch (ex-Royal Berkshire)	June 1955 to October 1975	TABARD, SHRIMP, TAPIR, TRUMP, TACITURN (6th Commission from 24th October 1960), RESOLUTION (S) (1st Commission Crew on 3rd October 1967) & RENOWN (S)
Thomas (Tom) Holden C/SSX 820235	22nd December 2020 aged 89	Leading Seaman (RP2)	Sheffield Branch	1952 to 1956	ANDREW & ALCIDE
Alan R Nutton P/J965597	28th December 2020 aged 78	Leading Radio Operator	Eastern States Australia	1961 to 1968	ORPHEUS (1962 to 1965) & TABARD (1965 to 1968 & on 'Commissioning' at Sydney in 1965)
Anthony (Stan) Stanyer P/K977659W	2 <sup>nd</sup> January 2021 aged 77	Marine Engineering Mechanician (P)	Gosport Branch	1961 to 1983	TUDOR, THERMOPYLAE, AUROCHS, WALRUS, PORPOISE, ORPHEUS, ANCHORITE, ONYX, SEALION (twice), RENOWN & FINWHALE
Nigel J.W. Howchin D157685J	7 <sup>th</sup> December 2020 Aged 68	Chief Petty Officer Marine Engineering Artificer (SM)	Essex Branch	1984 to 1989	SWIFTSURE (1984 to 1986) & SPLENDID (1987 to 1989)
Brian John Heyd- Smith D079571 & C027377M	9th January 2021	Lieutenant (MESM)	Scottish Branch	1972 to 2005	COURAGEOUS (TG Tiff & NCOW 1972 to 1976), RNC Greenwich, COURAGEOUS (AMEO 1982 to 1986) & as Lt RNR in SCOTIA (1992 to 1996)
Leslie R Hanks P/JX 194803	2nd February 2021 aged 97	Petty Officer (Telegraphist)	Portsmouth Branch	1942 to 1954 ***	THULE, THOROUGH, THERMOPYLAE, AUROCHS & ALDERNEY
Rupert Thomas Nicholas Best	3rd February 2021 aged 77	Commander (X) (SM)	Dorset Branch	1966 to 1989	OCELOT (1966), SEALION (1966 to 1967 NL), TRUMP (IL 1967 to 1969 NL), VERNON (1970 NL), COURAGEOUS (1970 on commissioning on 16th October 1971 to 1973); OPPORTUNE (IL 1973 to 1974), OCELOT (CO 1974 to 1975), SCEPTRE (IL 1976 to 1979) & COURAGEOUS (CO 1982 to 1983)
Robert G Wright D159396B	12th February 2021 aged 61	Leading Seaman (Tactical Systems)	Northern Ireland Branch	1979 to 1988	REPULSE (S) (1980 to 1982) & RENOWN (P) (1983 to 1988)
James Axford P/JX 896189	21st February 2021 aged 88	Chief Petty Officer (Coxswain)	Manchester Branch	May 1956 to December 1966	SCORCHER (1956), THERMOPYLAE (1956 to 1958), ANCHORITE (1958 to 1960), ORPHEUS (1960), TOKEN (1962 to 1964), CACHALOT (1965) & ARTFUL (on recommissioning on 22nd July 1966)
R H (Rick) Rothwell	27th February 2021 aged 77	Chief Petty Officer (TASI)	Merseyside Branch	1963 to 1984	ORACLE, VALIANT (1st Commission Crew) on 18th July 1966, REPULSE (P) (1st Commission Crew) on 28th September 1968, REVENGE (twice) &

D050469T					RESOLUTION
Frederick H Henley P/JX 182028	27th February 2021 aged 97	Leading Seaman (TD2)	Colchester & District (ex- Sheffield & South Yorks)	April 1948 to November 1951	SPITEFUL, TRUCULENT, SCOTSMAN, SELENE & SIDON Survivor from TRUCULENT 12th November 1950)
Alan E Jones K980581J	8th March 2021 aged 79	Warrant Officer (MEM) (M)	Plymouth Branch	February 1962 to June 1992	SEASCOUT, ONSLAUGHT, ALARIC, RESOLUTION (P) (1st Commission 3rd October 1967) & RESOLUTION (S) (2nd Commission Crew 10th July 1971), WARSPITE, SPLENDID, TURBULENT & TRAFALGAR
William J B (Bas) Bowyer P/MX 803657	17th March 2021 aged 89	Chief Engine Room Artificer	Scottish Branch	1953 to 1971	AENEAS, TABARD, THOROUGH, AUROCHS, TURPIN, USS SARGO, USS HALIBUT, DREADNOUGHT (1st Commission Crew) in April 1963 & VALIANT (1st Commission Crew) on 18th July 1966
William George Hyde P/SX 864705	17th March 2021 aged 88	Ex-Eastern States Branch	Ex-Eastern States Branch	1954 to 1957	ALARIC (1954 to 1955) & TELEMACHUS (1955 to 1957)
William G (Bill) Hyde P/K963924	19th March 2021 aged 82	Mechanician 1	Morecambe Bay Branch	May 1964 to Mar 1971	TOKEN, REPULSE & DREADNOUGHT

**OBITUARIES – OTHER SUBMARINERS ‘CROSSED THE BAR’** Reported 1<sup>st</sup> January 2021 to 31<sup>st</sup> March 2021 (\*\*\*) WWII Service)

NAME	DATE/AGE	RANK/RATE	SERVICE	SUBMARINE SERVICE
Paul (Johnnie) Murray-Jones, MiD	4th January 2021 aged 99	Lieutenant Commander	From 26 <sup>th</sup> February 1942 ***	TAKU (3rd Hand), H44 (IL), UTHUR (IL), TRUANT (IL), TRUCULENT (IL), SCEPTRE (IL), U-249 (IL), SAGA (CO), SENTINEL (CO), TABARD (CO), TRUMP (CO 1950), SOLENT (CO), TACITURN (CO 1953
Henry Edward Over	6th January 2020	Lieutenant Commander (E)	Not given	DOLPHIN
Steve Fletcher	9th January 2021		Not given	Including CONQUEROR & OBERON
David Wallace	11th January 2021 aged 90	Petty Officer Telegraphist	June 1950 to June 1951	DOLPHIN, AFFRAY (June 1950 to September 1950) & TIRELESS (September 1950 to June 1951)
Buster' Browne	12th January 2020	Leading Writer		Including CHURCHILL
George (Colin?) Thorne	12th January 2021			Including COURAGEOUS, SUPERB & CONQUEROR
Collin Willis C/SMX 923637	15th January 2021 aged 86	Cook	December 1956 to February 1960	SELENE (December 1956 to August 1957), SEASCOUT (September 1957 to November 1959) & DOLPHIN
Stephen Goodhead	22nd January 1920	Marine Engineering Mechanic (M)		Including SPARTAN (1st Commission Crew on 22nd September 1979
Anthony Boyall	January 2021	Chief Petty Officer		Including RENOWN (P) on recommissioning at Rosyth
Nigel J W Howchin D157685J	7th December 2020 aged 68	Chief Petty Officer Marine Engineering Artificer (SM)	1984 to 1989	SWIFTSURE (1984 to 1986) & SPLENDID (1987 to 1989)

Robert Irving	10th January 2021			Including OPOSSUM
C (Chris) Hobson	29th January 2021		1968 to 1975	Including RESOLUTION
Michael D Dunn	2nd February 2021	Chief Marine Engineering Mechanic		CACHALOT, WARSPITE (1st Commission Crew) on 18th April 1967, CHURCHILL on commissioning at Barrow on 15th July 1970 & CHURCHILL on recommissioning at Chatham on 28th October 1975 & CONQUEROR at the Falklands
David Marcus Sturgeon	9th February 2021	Lieutenant Commander (S)		Including TIRELESS & DEFIANCE
Jeremy Bernard Herklots	3rd January 2021 aged 84	Lieutenant		Including AMBUSH (January 1960 NL), ALARIC (Spring 1962 (NL) & ORACLE (on commissioning a Birkenhead on 14th February 1963)
Brian F Mitchelmore	26th February 2021	Mechanician 1st Class		Including COURAGEOUS (1st Commission Crew) on 16th October 1971
(Taff) Hughes	2nd March 2021	Petty Officer		Including RENOWN (P)
Craig Walker	4th March 2021			
William Stagg D0636**	4th March 2021 aged 75	Marine Engineering Artificer		Including CHURCHILL on recommissioning at Chatham on 28th October 1975 & TRAFALGAR (1st Commission Crew) on 27th May 1983
Gerard Phipps McMullen	4th March 2021 aged 90	Commander	1952 to 1959	Including SUBTLE (from 14th October 1955) & AURIGA (IL 1958 NL)
Peter T Rapps	17th March 2021	Marine Engineering Artificer (P)		Including COURAGEOUS (1st Commission) & DREADNOUGHT (from 9th October 1978)
Ian Moffatt	March 2021	Warrant Officer Marine Engineering Artificer		Including VALIANT (1967 to 1969), VULCAN & 'S' Class